

APPENDIX A

Table of Council's Proposed Modifications – June 2022

SCHEDULE OF PROPOSED MODIFICATIONS TO DRAFT BARNET LOCAL PLAN

This schedule contains all (main and additional) proposed modifications to Barnet's Local Plan that was submitted for examination on November 26th 2021.

The following format has been used to denote the Proposed Modifications:

~~Strikethrough text~~ = text proposed for removal compared to submission version

Underline text = new text proposed for addition compared to submission version

Add – Additional Modifications that consist of corrections, updates or change to grammar

Modifications

Main or Additional	Modification Number	Chapter/Policy Number	Paragraph Number / Section	Proposed Modification	Reason for Modification
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Table of Council's Proposed Modifications

Main	MM01	Chapter 1 - Introduction	Figure 1 – Barnet's Development Plan	<p>Figure 1 - Barnet's Development Plan (SPDs section updates to correspond with submitted Evidence base)</p>	Replaced by Figure 1A
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Main	MM02	Chapter 1 - Introduction	Figure 1a – Barnet's Development Plan	<p>Figure 1a - Barnet's Development Plan (updated to reflect proposed SPDs from Local Development Scheme (Sept 2021))</p>	Updated to reflect LDS (Sept 2021)
Main	MM03	Chapter 1 - Introduction	1.3.3 1 st bullet	<p>Formerly a Regeneration Area <u>The Brent Cross / Cricklewood Opportunity Area is now represented designated as three individual Growth Areas that have been designated in the Local Plan: Brent Cross, Brent Cross West / (Staples Corner) and Cricklewood Town Centre.</u></p>	Clarification on relationship between Opportunity Areas and Growth Areas.

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Main	MM04	Chapter 1 - Introduction	1.3.3 2 nd bullet	Formerly a Regeneration Area, Colindale is now designated as a Growth Area in the Local Plan. <u>The boundary of the Colindale Growth Area is coterminous with that of the Opportunity Area.</u>	Clarification on relationship between Opportunity Areas and Growth Areas.
Main	MM05	Chapter 1 - Introduction	1.3.3 3 rd bullet	A planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey. <u>The Framework will establish the boundaries of the Opportunity Area and that will further assess its the development potential of this area.</u>	Clarification on the New Southgate Opportunity Area – the boundaries of which are not yet defined. This is in contrast to the other 2 OAs in Barnet.
Main	MM06	Chapter 1 - Introduction	Section 1.7	Boundary Review Following an electoral review by the Local Government Boundary Commission the Boroughs ward boundaries will change in May 2022. The changes are set out in the London Borough of Barnet (Electoral Changes) Order 2020. Council will ensure that these are reflected in the Local Plan.	Update. New wards introduced in May 2022 and reflected in Local Plan.

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Main	MM07	Chapter 2 – Challenges and Opportunities	2.2.1a New para	<u>Good growth is also about good design. To help create well designed, beautiful and safe places the Council intends to introduce a Design Review Panel. This will enable design issues to be discussed at an early stage in the planning process when there is greater opportunity for change.</u>	To reflect Council's intention to introduce a Design Review Panel
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Main	MM08	Chapter 2 – Challenges and Opportunities	2.5.1	<p>Barnet's town centre hierarchy provides a strong, distinctive feature for the Borough economy. <u>Barnet's town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and a future potential Metropolitan Centre at Brent Cross.</u> The variety of centres (regional <u>metropolitan</u>, major, district and local) across the Borough will be the focus of sustainable, mixed-use development, with the aim of promoting their unique identity as a catalyst for future growth. The UK retail market has been experiencing significant structural and conceptual changes, with the closure and consolidation of major national stores and brands, and the continuing competition from on-line retail. In addition, COVID19 has greatly impacted the economy with the full long term effects upon business and employment, remaining relatively unknown.In response, by offering a unique experience.....</p>	Revised to reflect London Plan town centre hierarchy and as agreed in LB Brent SoCG.
Main	MM09	Chapter 2 – Challenges and Opportunities	2.62	<p>Green spaces and low density suburban development form an important element of Barnet's character. There is a challenge in protecting and enhancing this space and amenity value to residents. Barnet's Parks and Open Spaces Strategy 2016-26 (BPOSS) provides evidence on existing open spaces that forms part of Barnet's Green Infrastructure network. and its intrinsic value. <u>The Borough contains one Site of Special Scientific Interest (SSSI)– the Welsh Harp (Brent Reservoir).</u> As the largest expanse of water in Barnet, it provides an <u>important recreational resource as well as a valuable wildlife habitat. Access to the Welsh Harp (Brent Reservoir) is being improved in response to growth in the west of Barnet. The Council supports 'Vision for the Harp' and will work in partnership to deliver proper protection for the Welsh Harp (Brent Reservoir).</u> To make Barnet carbon neutral by 2050 the Council is progressing a Sustainability Strategy that sets out the actions we will take to deliver a green and thriving Borough; with a key focus on keeping neighbourhoods clean, green and with good air quality, ensuring that development and growth in the borough is</p>	Updated to reflect removal of 'low quality, low value' element of ECC04 with regard to parks and open spaces. Also reflects need to highlight Welsh Harp (Brent Reservoir) as

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				<p>sustainable, maximising reusing and recycling, and reducing consumption and waste.</p>	<p>an important element of Barnet's character and emphasise Council's support for Vision for the Harp. Also as agreed in LB Brent SoCG.</p> <p>Text moved to new para to emphasise Council declaration of climate emergency in May 2022.</p>
Main	MM10	Chapter 2 – Challenges and Opportunities	2.6.2a	<p><u>In May 2022 the Council declared a Climate Emergency. To make Barnet carbon neutral by the Mayor's London Plan target of 2050 the Council, as well as robustly implementing policies on zero carbon development is progressing a Sustainability Strategy that sets out the actions to be taken we will take to deliver a green and thriving Borough; with a key focus on keeping neighbourhoods clean, green and with good air quality, ensuring that development and growth in the borough is sustainable, maximising reusing and recycling, and reducing consumption and waste.</u></p>	<p>New para to emphasise Council declaration of climate emergency in May 2022.</p>
Main	MM11	Chapter 2 – Challenges and Opportunities	2.6.3	<p><u>The Council, having declared a Climate Emergency, fully endorses the Mayor's ambition, as set out in the London Plan, for the capital outlines the Mayor's aspirations to become zero carbon by 2050. Through a combination of strategies including the Local Plan and the Sustainability Strategy by increasing energy efficiency and maximising the use of low carbon energy sources in all stages of the development process, from design and construction to operation.</u></p>	<p>Emphasise Council declaration of climate emergency in May 2022</p>

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				An integrated approach to development should see all sectors coming together to achieve good growth alongside a healthy and attractive, low carbon environment, that can improve air quality, mitigate the impacts of climate change, enhance green infrastructure and encourage active travel.	and approach to zero carbon development.
Main	MM12	Chapter 3 - Barnet's Vision and Objectives	3.1.1	Getting the best out of our natural environment through expanding and improving access to green and blue infrastructure, delivering biodiversity net gain and restoring the Borough's rivers to the benefit of people and wildlife whilst protecting our communities from flooding. <u>At the same time we will build our resilience to climate change and improve water quality.</u>	Reflecting declaration of climate emergency. Response to EA Reg 19 reps on need to improve water quality.
Main	MM13	Chapter 3 - Barnet's Vision and Objectives	3.1.1	As a Borough that values its historic environment <u>and the benefits of good design</u> , Barnet continues to be a place where people choose to make their home.	Reflecting need to reference good design as set out in SoCG with TfL Commercial Development
Main	MM14	Chapter 3 - Barnet's Vision and Objectives	3.2.2	To <u>help</u> deliver growth to meet housing aspirations and needs	Clarification that the Plan helps to deliver the growth.
Main	MM15	Chapter 3 - Barnet's Vision and Objectives	3.2.2	To ensure <u>well designed, beautiful and safe places where</u> new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime	Reflecting terminology in the NPPF. Also set out in SoCG with TfL

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					Commercial Development
Main	MM16	Chapter 3 - Barnet's Vision and Objectives	3.3.3	Reflecting the vision and objectives that have been set out, Policy BSS01 provides an overarching spatial strategy to capture the aspirations for Barnet's preferred approach over the Plan period. <u>The Plan's approach to growth is supported by the recommendations of the Barnet Strategic Flood Risk Assessment Level 2 April 2021 (SFRA2) and the Barnet Flood Risk Sequential and Exceptions Test (February 2022).</u>	Reflecting how site selection has been guided by SFRA and Sequential and Exceptions Tests.
Main	MM17	Chapter 3 - Barnet's Vision and Objectives	Table 3 Local Plan Strategic Policies	<p>CHARACTER DESIGN & HERITAGE</p> <p>Policy CDH01 Promoting High Quality Design</p> <p>Policy CDH02 Sustainable and Inclusive Design</p> <p>Policy CDH03 Public Realm</p> <p>Policy CDH04 Tall Buildings</p> <p>TOWN CENTRES</p> <p>Policy TOW01 Vibrant Town Centres</p> <p>Policy TOW04 Night –Time Economy</p> <p>COMMUNITY USES, HEALTH AND WELLBEING</p> <p>Policy CHW01 Community Infrastructure</p> <p>ENVIRONMENT & CLIMATE CHANGE</p> <p>Policy ECC02 Environmental Considerations</p> <p>TRANSPORT & COMMUNICATIONS</p> <p>Policy TRC01 Sustainable and Active Travel</p> <p>Policy TRC02 Transport Infrastructure</p> <p>Policy TRC03 Parking management</p>	Clarification on strategic policies. Also set out in SoCG with LB Brent
Main	MM18	Chapter 3 - Barnet's Vision and Objectives	Table 3 Local Plan Non Strategic Policies	<p>CHARACTER DESIGN & HERITAGE</p> <p>Policy CDH01 Promoting High Quality Design</p> <p>Policy CDH02 Sustainable and Inclusive Design</p> <p>Policy CDH03 Public Realm</p> <p>Policy CDH04 Tall Buildings</p> <p>TOWN CENTRES</p> <p>Policy TOW01 Vibrant Town Centres</p>	Clarification on non strategic policies including ECC02A. Also set out

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				<p>Policy TOW04 Night – Time Economy COMMUNITY USES, HEALTH AND WELLBEING Policy CHW01 Community Infrastructure ENVIRONMENT & CLIMATE CHANGE Policy ECC02 Environmental Considerations Policy ECC02A Water Management TRANSPORT & COMMUNICATIONS Policy TRC01 Sustainable and Active Travel Policy TRC02 Transport Infrastructure Policy TRC03 Parking management</p>	in SoCG with LB Brent
Main	MM19	Chapter 3 - Barnet's Vision and Objectives	Policy BSS01a (ii)	395,000m2 of new office space at Brent Cross Town and 56,600 m2 of new retail space at Brent Cross <u>Growth Area North</u> ;	Revision to be consistent with the extant 2010 planning consent for the whole of the Brent Cross Growth Area, along with parts of the Brent Cross West (Staples Corner) Growth Area.
Main	MM20	Chapter 3 - Barnet's Vision and Objectives	Policy BSS01C	In order to better manage the impacts of development on the climate, growth will be concentrated in accordance with the Local Plan's suite of strategic policies GSS01 to GSS13 in the Opportunity Areas of Brent Cross Cricklewood, Colindale and New Southgate, together with Barnet's Growth Areas, and District Town Centres <u>and New Southgate Opportunity Area</u> . These are the most sustainable locations with good public transport connections and active travel provision.	Clarification to remove ambiguity about terminology of Growth Areas and

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					Opportunity Areas. Also to set out that the boundaries of New Southgate OA being not yet defined makes it different to the other 2 OAs in Barnet.
Main	MM21	Chapter 3 - Barnet's Vision and Objectives	Policy BSS01C	Outside of these locations, growth will be supported in places where there is recognised <u>identified</u> capacity and where the historic environment and local character can be conserved or enhanced as a result.	Clarification
Main	MM22	Chapter 3 - Barnet's Vision and Objectives	3.4.2	Opportunity Areas are the largest strategic locations in the Key Diagram. The Brent Cross / Cricklewood Opportunity Area is now represented as three individual Growth Areas that have been designated in the Local Plan: Brent Cross, Brent Cross West / (Staples Corner) and Cricklewood Town Centre. The boundary of the Colindale Growth Area is coterminous with that of the Colindale-Burnt Oak Opportunity Area.	Clarification to remove ambiguity between Opportunity Areas and Growth Areas as set out in the Key Diagram

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<p>Main</p>		<p>Chapter 3 - Barnet's Vision and Objectives</p>	<p>Map 2 - Key Diagram</p>		<p>Replaced</p>
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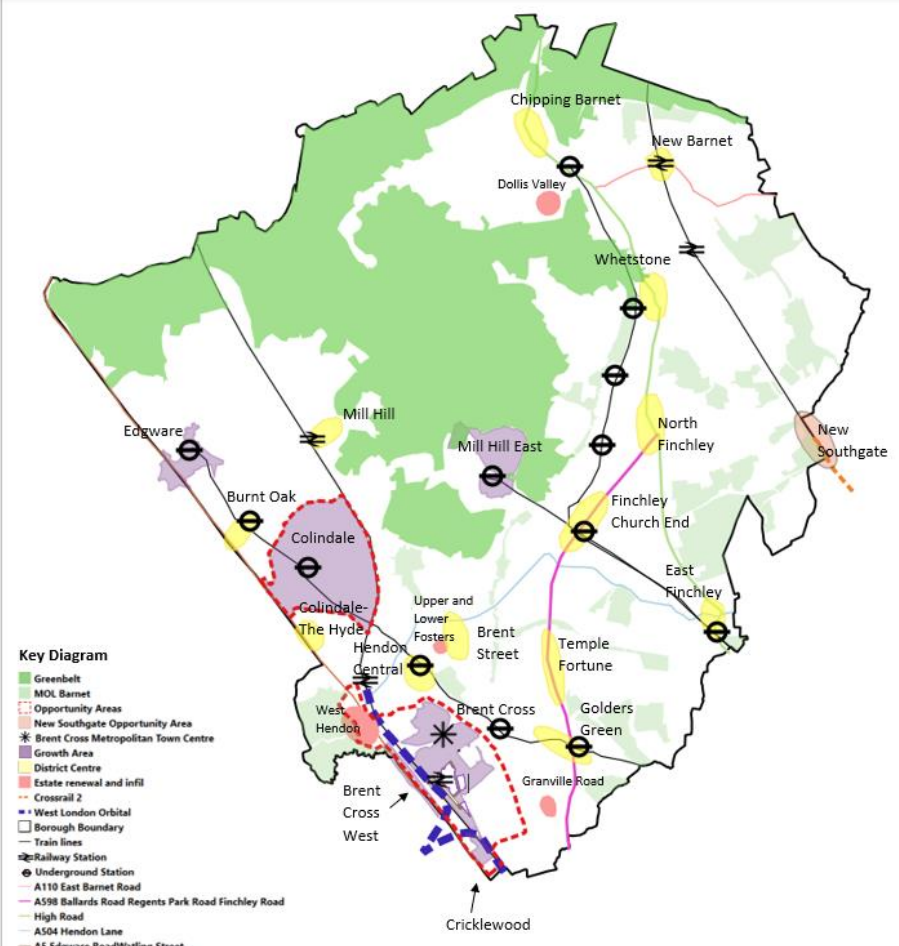
Main	MM23	Chapter 3 - Barnet's Vision and Objectives	Map 2 - Key Diagram	 <p>Key Diagram</p> <ul style="list-style-type: none"> Greenbelt MOL Barnet Opportunity Areas New Southgate Opportunity Area Brent Cross Metropolitan Town Centre Growth Area District Centre Estate renewal and infill Crossrail 2 West London Orbital Borough Boundary Train lines Railway Station Underground Station A110 East Barnet Road A598 Ballards Road Regents Park Road Finchley Road High Road A504 Hendon Lane A5 Edgware Road/Watling Street 	Updated to clearly show defined Opportunity Areas at Brent Cross-Cricklewood and Colindale, making distinction from the undefined New Southgate Opportunity Area. Also to add designation of Metropolitan Town Centre at Brent Cross.
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Main	MM24	Chapter 4 – Growth and Spatial Strategy	Table 4 – Housing Requirement Assessments	<table border="1"> <tr> <th>New Homes for Barnet</th> <th>MHCLG Standard Methodology 9Dec 2020)</th> <th>London Plan (March 2021)</th> <th>Draft London Plan (Dec 2017)</th> <th>Barnet SHMA (Oct 2018)</th> </tr> <tr> <td>Per annum</td> <td>5,364</td> <td>2,364</td> <td>3,134</td> <td>3,060</td> </tr> <tr> <td>Total 2021 - 2036</td> <td>80,415</td> <td>35,460</td> <td>47,000</td> <td>46,000</td> </tr> </table>	New Homes for Barnet	MHCLG Standard Methodology 9Dec 2020)	London Plan (March 2021)	Draft London Plan (Dec 2017)	Barnet SHMA (Oct 2018)	Per annum	5,364	2,364	3,134	3,060	Total 2021 - 2036	80,415	35,460	47,000	46,000	Revision to put requirements in consecutive order
				New Homes for Barnet	MHCLG Standard Methodology 9Dec 2020)	London Plan (March 2021)	Draft London Plan (Dec 2017)	Barnet SHMA (Oct 2018)												
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Main	MM25	Chapter 4 – Growth and Spatial Strategy	4.4.5	Barnet therefore proposes to meet the London Plan target of 35,460 new homes over the Plan Period up to 2036, while providing a supply of sites for up to 46,000 <u>44,000</u> new homes <u>with a strategic target that 50% of these new homes are affordable.</u> In meeting these this targets and delivering the need to deliver the right homes in the right places, the Council will seek support to boost delivery from the Government and Homes England, as well as the Greater London Authority, through funding streams such as the Home Building Fund and Good Growth Fund.	Supply figure now amounts to 44,000 new homes as set out in Barnet's Housing Trajectory – Nov. 2021															
Main	MM26	Chapter 4 – Growth and	4.5.2	The BELR concluded that efforts should be focused on protecting employment land and estimated that Barnet required, in addition to <u>the office space</u>	Clarification that consent is within the Brent															

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		Spatial Strategy		<u>consented in the Brent Cross Growth Area</u> , another 67,000 m2 of new office space.	Cross Growth Area
Main	MM27	Chapter 4 – Growth and Spatial Strategy	4.5.5	Brent Cross <u>Growth Area</u> has outline consent from 2010 for 56,600m2 of comparison retail floorspace.	Clarification that consent is within the Brent Cross Growth Area
Main	MM28	Chapter 4 – Growth and Spatial Strategy	4.6.2	This is in addition to open spaces being delivered as part of the regeneration of Brent Cross <u>Growth Area</u> , including improvements to Clitterhouse Playing Fields which will create a destination for participation in sports and recreation.	Clarification that consent is within the Brent Cross Growth Area
Main	MM29	Chapter 4 – Growth and Spatial Strategy	4.7.1	In the east of the Borough <u>the New Southgate Opportunity Area could be further supported by</u> a future confirmation of Crossrail 2 (the land for which remains safeguarded) could have a similar impact to the WLO.	Reflect that the New Southgate Opportunity Area is not totally reliant on Crossrail 2.
Main	MM30	Chapter 4 – Growth and Spatial Strategy	4.8.1	The Local Plan sets out how the London Plan housing target can be met over the Plan period. <u>The Local Plan</u> must demonstrate a clear understanding of the land available,.....	Clarification on what Local Plan must demonstrate.
Main	MM31	Chapter 4 – Growth and Spatial Strategy	4.8.2	Delivery of new homes will mostly be in the key Growth Areas of Brent Cross – Cricklewood (Opportunity Area) , <u>Brent Cross West (Staples Corner)</u> , Colindale (Opportunity Area), <u>Cricklewood, Mill Hill East, Brent Cross West, Edgware and Mill Hill East</u> Cricklewood alongside new housing in the Borough's Town Centres.	List Growth Areas in alphabetical order.
Main	MM32	Chapter 4 – Growth and Spatial Strategy	4.8.3A	<u>The Plan's approach to growth and site proposals has been considered to be acceptable in principle taking account of the recommendations of the Barnet Strategic Flood Risk Assessment Level 2 April 2021 (SFRA2) and the Barnet Flood Risk Sequential and Exceptions Test (February 2022).</u>	Reflecting how site selection has been guided by SFRA and Sequential and Exceptions Tests.

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Main	MM33	Chapter 4 – Growth and Spatial Strategy	4.8.4	In meeting this need to deliver the right homes in the right places, the Council will produce a Sustainable Design <u>and Development</u> Guidance SPD. This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction. In addition to carrying forward the content of the existing documents the new SPD will include area-wide housing design codes <u>guidance and criteria that</u> cover types of development most commonly associated with small sites (under 0.25 ha).	Reflect new titles for SPD as set out in the Sept 2021 LDS																																											
Main	MM34	Chapter 4 – Growth and Spatial Strategy	4.8.5	Barnet can deliver against and <u>will seek to</u> exceed a minimum housing capacity of 35,460 new homes from 2021 to 2036	Reflect SoCG agreed with TfL Commercial Development																																											
Main	MM35	Chapter 4 – Growth and Spatial Strategy	4.8.6	It <u>estimates</u> <u>reflects</u> the potential number of units on each <u>of the site proposals</u> in Annex 1 Opportunity Site in the Borough and estimates a realistic timeframe for development.	Clarification that the housing trajectory reflects the estimates from the site proposals in Annex 1.																																											
Main	MM36	Chapter 4 – Growth and Spatial Strategy	Table 5	<table border="1"> <thead> <tr> <th></th> <th></th> <th>Years 1-5</th> <th>Years 6-10</th> <th>Years 11-15</th> <th>Total Supply</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>2021/22 – 2025/26</td> <td>2026/27 – 2030/31</td> <td>2031/32 – 2035/36</td> <td></td> </tr> <tr> <td rowspan="6">Growth Areas</td> <td>Brent Cross</td> <td>600</td> <td><u>3,000</u> 3,700</td> <td><u>3,900</u> 5,200</td> <td><u>7,500</u> 9,500</td> </tr> <tr> <td>Brent Cross West</td> <td>-</td> <td>-</td> <td>1,800</td> <td>1,800</td> </tr> <tr> <td>Cricklewood</td> <td>1,250</td> <td>150</td> <td>-</td> <td>1,400</td> </tr> <tr> <td>Edgware</td> <td>100</td> <td>3,250</td> <td>1,650</td> <td>5,000</td> </tr> <tr> <td>Colindale</td> <td>3,000</td> <td>1,100</td> <td>-</td> <td>4,100</td> </tr> <tr> <td>Mill Hill East</td> <td>1,200</td> <td>200</td> <td>100</td> <td>1,500</td> </tr> </tbody> </table>			Years 1-5	Years 6-10	Years 11-15	Total Supply			2021/22 – 2025/26	2026/27 – 2030/31	2031/32 – 2035/36		Growth Areas	Brent Cross	600	<u>3,000</u> 3,700	<u>3,900</u> 5,200	<u>7,500</u> 9,500	Brent Cross West	-	-	1,800	1,800	Cricklewood	1,250	150	-	1,400	Edgware	100	3,250	1,650	5,000	Colindale	3,000	1,100	-	4,100	Mill Hill East	1,200	200	100	1,500	Revised to provide further detail on housing delivery and updated supply figure which now amounts to 44,000 new homes as set out in Barnet's Housing Trajectory – Nov. 2021. Brent Cross
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					Sub-Total	<u>6,150</u> 6,100	<u>7,700</u> 8,400	<u>7,450</u> 8,800	<u>21,300</u> 23,300		figure reflects outline consent rather than capacity identified in London Plan for the wider OA. In response to Rep 19 reps from FORAB about town centres.	
			District Town Centres	<u>Burnt Oak</u>	<u>150</u>	<u>0</u>	<u>50</u>	<u>200</u>				
				<u>Chipping Barnet</u>	<u>350</u>	<u>300</u>	<u>50</u>	<u>700</u>				
				<u>Colindale - The Hyde</u>	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>				
				<u>Finchley Central Church End</u>	<u>350</u>	<u>550</u>	<u>50</u>	<u>950</u>				
				<u>Golders Green</u>	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>				
				<u>North Finchley</u>	<u>350</u>	<u>700</u>	<u>50</u>	<u>1,100</u>				
				<u>Brent Street</u>	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>				
				<u>East Finchley</u>	<u>50</u>	<u>150</u>	<u>100</u>	<u>300</u>				
				<u>Hendon Central</u>	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>				
				<u>Mill Hill Broadway</u>	<u>0</u>	<u>50</u>	<u>50</u>	<u>100</u>				
				<u>New Barnet</u>	<u>350</u>	<u>500</u>	<u>100</u>	<u>950</u>				
				<u>Temple Fortune</u>	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>				
				<u>Whetstone</u>	<u>100</u>	<u>0</u>	<u>600</u>	<u>700</u>				
				Total	<u>1,700</u> 1,950	<u>2,250</u>	<u>1,300</u> 1,200	<u>5,250</u>				
				Existing & New Major Public Transport Infrastructure	<u>Cross Rail 2 (New Southgate Opportunity Area)</u>	<u>0</u>	<u>0</u>	<u>250</u>	<u>250</u>			
			<u>West London Orbital</u>		<u>0</u>	<u>500</u>	<u>450</u>	<u>950</u>				
			<u>Existing Public Transport Nodes</u>		<u>200</u>	<u>400</u>	<u>0</u>	<u>600</u>				

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					Total	<u>200</u> 0	<u>900</u> 950	700	<u>1,800</u> 1,650		
					Estate Renewal & Infill Total	1,350	2,500	550	4,400		
					Major Thoroughfares Total	2,050	1,300	0	3,350		
					Other Large Sites Total	1100	1500	200	2,800		
					Small Sites (under 0.25 ha) Total	1700	1700	1700	5,100		
					Total	14,250	<u>17,850</u> 18,600	<u>11,900</u> 13,150	<u>44,000</u> 46,000		
Main	MM37	Chapter 4 – Growth and Spatial Strategy	Table 5A Contribution of Identified Sites on Sites Schedule to New Homes Delivery.			Years 1-5	Years 6-10	Years 11-15	Total		Amended to provide further detail on housing delivery and updated figures.
					<u>Growth Areas</u>	<u>1,550</u>	<u>4,400</u>	<u>1,550</u>	<u>7,500</u>		
					<u>District Centres</u>	<u>1,150</u>	<u>1,700</u>	<u>700</u>	<u>3,550</u>		
					<u>Existing & Major New Public Transport Infrastructure</u>	<u>250</u>	<u>1,000</u>	<u>-</u>	<u>1,250</u>		
					<u>Estate Renewal & Infill</u>	<u>-</u>	<u>500</u>	<u>-</u>	<u>500</u>		
					<u>Major Thoroughfares</u>	<u>1,400</u>	<u>1,300</u>	<u>-</u>	<u>2,700</u>		
					<u>Other Large Sites</u>	<u>350</u>	<u>1,500</u>	<u>-</u>	<u>1,850</u>		
					Contribution from Sites Schedule Total	4,700 4,600	10,400	2,250 2,200	17,350 17,200		

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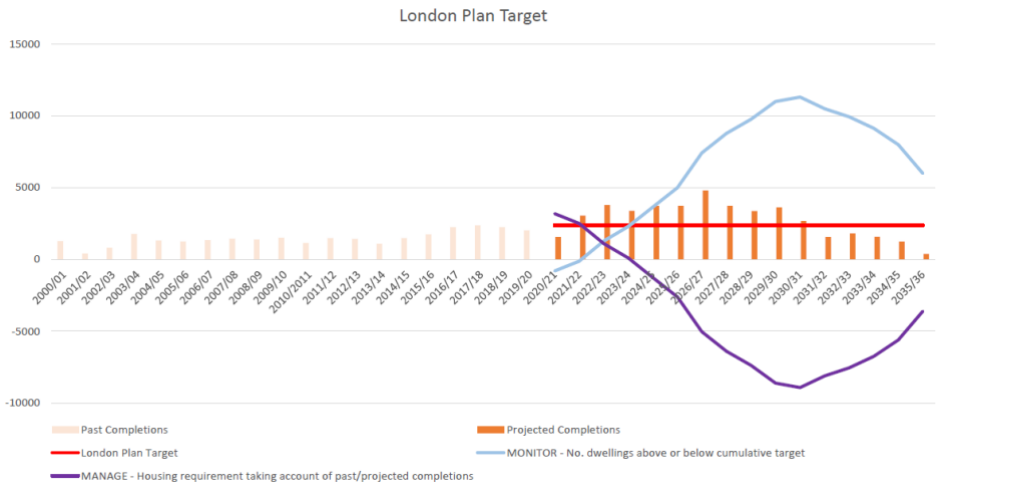
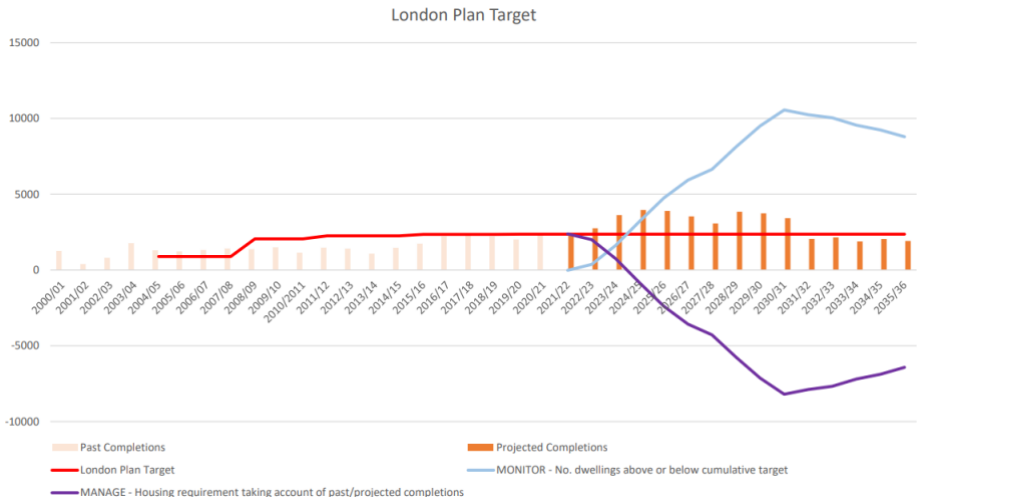
Main	MM38	Chapter 4 – Growth and Spatial Strategy	Figure 3 – Barnet's Housing Trajectory 2021/22 – 2035/36	 <p>The chart for MM38 displays housing completions and cumulative targets from 2000/01 to 2035/36. The y-axis ranges from -10,000 to 15,000. The x-axis shows financial years. Past completions (light orange bars) are low until 2021/22. Projected completions (dark orange bars) start at 2021/22 and fluctuate around a red horizontal line representing the London Plan Target. A blue line (MONITOR) shows cumulative completions, which rises sharply after 2021/22, peaking at approximately 11,000 in 2031/32 before declining. A purple line (MANAGE) shows the housing requirement, which starts at 2021/22 and dips significantly below the target line, reaching a low of about -8,000 in 2031/32.</p>	June 2021 Housing Trajectory showing supply of 46,000 new homes by 2036. Replaced by November Housing Trajectory.
Main	MM39	Chapter 4 – Growth and Spatial Strategy	Figure 3 – Barnet's Housing Trajectory 2021/22 – 2035/36	 <p>The chart for MM39 displays housing completions and cumulative targets from 2000/01 to 2035/36. The y-axis ranges from -10,000 to 15,000. The x-axis shows financial years. Past completions (light orange bars) are low until 2021/22. Projected completions (dark orange bars) start at 2021/22 and fluctuate around a red horizontal line representing the London Plan Target. A blue line (MONITOR) shows cumulative completions, which rises sharply after 2021/22, peaking at approximately 10,500 in 2031/32 before declining. A purple line (MANAGE) shows the housing requirement, which starts at 2021/22 and dips significantly below the target line, reaching a low of about -8,000 in 2031/32.</p>	November 2021 Housing Trajectory showing supply of 44,000 new homes by 2036
Main	MM40	Chapter 4 – Growth and Spatial Strategy	GSS01	<p>The Council will create the conditions for sustainable growth to deliver the homes, jobs, retail floorspace and community facilities to meet Barnet's identified needs. Infrastructure is key to supporting growth, including investment in transport, education, health, <u>flood risk</u>, <u>waste water</u> drainage and open <u>green</u> spaces.</p>	Need to consider infrastructure with regards to flood risk and

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					waste water drainage. In response to EA reps at Reg 19.
Main	MM41	Chapter 4 – Growth and Spatial Strategy	GSS01	Major new public transport infrastructure is delivered at the new Brent Cross West station and <u>as part of a potential</u> West London Orbital <u>rail line</u> , with <u>longer-term</u> potential for Crossrail 2, subject to confirmation.	Reflect difference between the potential for WLO in comparison with Crossrail 2. Set out in SoCG agreed with TfL Spatial Planning
Main	MM42	Chapter 4 – Growth and Spatial Strategy	GSS01a	Growth Areas (23,300 <u>21,300</u> homes): <ul style="list-style-type: none"> • Brent Cross Cricklewood Opportunity Area – <u>7,500</u> 9,500 homes (Policy GSS02) • Brent Cross West (<u>Staples Corner</u>) – 1,800 homes (Policy GSS03) • Cricklewood Town Centre – 1,400 homes (Policy GSS04) • Edgware Town Centre – 5,000 homes (Policy GSS05) • Colindale Opportunity Area – 4,100 homes (Policy GSS06) • Mill Hill <u>East</u> – 1,500 homes (Policy GSS07) 	Updated to be consistent with Table 5 and BSS0. Brent Cross figure reflects outline consent rather than capacity identified in London Plan for the wider OA. Also removes ambiguity about OAs.
Main	MM43	Chapter 4 – Growth and Spatial Strategy	GSS01b	District Town Centres – 5,400 <u>5,250</u> homes (Policy GSS08)	Update to be consistent with Table 5

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Main	MM44	Chapter 4 – Growth and Spatial Strategy	GSS01c	<ul style="list-style-type: none"> <u>Existing Public Transport Nodes (London Underground and Network Rail stations and environs, including car parks)</u> – 450 <u>600</u> homes 	Update to be consistent with Table 5. Existing public transport nodes helps to clarify this capacity.
Main	MM45	Chapter 4 – Growth and Spatial Strategy	GSS01	The Council will produce a Sustainable Design <u>and Development</u> Guidance SPD that sets out area wide design codes <u>guidance and criteria</u> for small site development .	Reflect new titles for SPD as set out in the Sept 2021 LDS
Main	MM46	Chapter 4 – Growth and Spatial Strategy	4.9.2	The Brent Cross Cricklewood Opportunity Area covers 151 hectares, with proposals including a new commercial uses quarter and a Metropolitan Town Centre , incorporating and connected to Brent Cross Shopping Centre. The <u>extensive Opportunity Area sits in close proximity to covers Brent Cross Growth Area as well as Growth Areas at Cricklewood Town Centre and Brent Cross West (Staples Corner) and is in close proximity to as well as</u> the Staples Corner Growth Area in LB Brent.	Further clarification on how Brent Cross Opportunity Area relates to the 3 Growth Areas.
Main	MM47	Chapter 4 – Growth and Spatial Strategy	4.9.3	Policy support has continued through the Unitary Development Plan (UDP) (2006) and Local Plan Core Strategy (2012). <u>The Council has signalled its intention to review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document for the area to reflect the updated masterplan and respond to changing circumstances around Brent Cross Shopping Centre</u>	Update to reflect Local Development Scheme published in Sept 2021 which signalled intent to review the 2005 Framework.
Main	MM48	Chapter 4 – Growth and Spatial Strategy	4.9.4	Based on the 2005 Development Framework outline planning permission was granted in 2010 for the comprehensive redevelopment of the whole of the Brent Cross Growth Area <u>(along with parts of the Brent Cross West (Staples Corner) Growth Area)</u> to create a new mixed use town centre with an additional	Further clarification on how Brent Cross

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				56,600m2 of comparison retail floorspace; <u>approximately</u> 7,500 new homes including affordable homes;-a new commercial <u>uses quarter</u> with a forecast of over 20,000 new jobs, all underpinned by improvements to the strategic highway network, a new rail station as part of an improved and accessible public transport offer all encompassed within new high quality public realm.	Opportunity Area relates to the Growth Areas.
Main	MM49	Chapter 4 – Growth and Spatial Strategy	4.10.2	In general planning and regeneration terms, comprehensive development refers to reflects an area that is planned to ensure the development of strategic sites <u>which</u> is undertaken in a coordinated way, with the goal of improving and regenerating the area <u>as a whole</u> . It is usually applied to large <u>and/or</u> complex developments which are delivered over many years.....	In response to Reg 19 representations of Brent Cross South Partnership (BXSP)
Main	MM50	Chapter 4 – Growth and Spatial Strategy	4.10.3	The regeneration of the Brent Cross Growth Area is being delivered in three <u>principal</u> parts: Brent Cross North, Brent Cross Town, and Brent Cross West (Thameslink). These three areas are in different <u>multiple</u> land ownerships and are being delivered separately by the Council and different development partners. Therefore, the Council will seek to ensure that development and delivery of these strategic areas is co-ordinated to ensure that comprehensive development is delivered. This entails that the development and delivery of these strategic areas is not delayed or fettered by <u>one of the others</u> but at the same time development proposals must demonstrate how they fit with the overall vision for the Brent Cross Growth Area and assist with achieving the delivery of the comprehensive whole.	Clarification on how Brent Cross is being delivered.
Main	MM51	Chapter 4 – Growth and Spatial Strategy	4.10.4	Brent Cross North and South Brent Cross Town within the Brent Cross Growth Areas are as shown in Map 3. Brent Cross West (Staples Corner) is illustrated by Map 3A. <u>Brent Cross West (Thameslink) is shown in both Map 3 and Map 3A.</u>	In response to Reg 19 representations of BXSP

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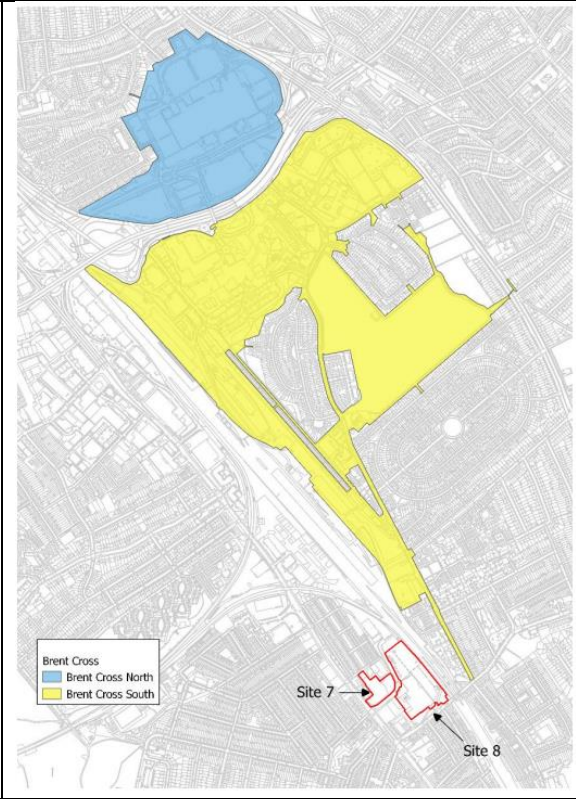
<p>Main</p>	<p>MM52</p>	<p>Chapter 4 – Growth and Spatial Strategy</p>	<p>Map 3 Brent Cross Growth Area</p>	 <p>The map displays the Brent Cross Growth Area, divided into Brent Cross North (blue) and Brent Cross South (yellow). Two specific sites are highlighted with red outlines and labeled: Site 7 and Site 8. A legend in the bottom-left corner identifies the color coding for Brent Cross North and Brent Cross South.</p>		<p>Replaced</p>
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		Chapter 4 – Growth and Spatial Strategy	Map 3 Brent Cross Growth Area		Show Brent Cross Town, Brent Cross North and Brent Cross Thameslink as elements of the Growth Area
Main	MM53	Chapter 4 – Growth and Spatial Strategy	4.12.1	This new residential quarter <u>mixed use neighbourhood</u> will be supported by new and improved schools, community, health and leisure facilities, as well as improved parks and open spaces.	Mixed use neighbourhood better reflects ambitions for Brent Cross
Main	MM54	Chapter 4 – Growth and Spatial Strategy	4.12.2	Outline consent is also in place for 395,000 m2 of office space to create a new commercial quarter around the new Thameslink Station at Brent Cross West, as well as small business spaces adjacent to the new high street to support business start-ups.	In response to Reg 19 representations of Brent Cross South Partnership
Main	MM55	Chapter 4 – Growth and	4.12.4	The Secretary of State confirmed Brent Cross CPO 2 in July 2018 for the land needed to deliver the first phases of Brent Cross Town. Detailed planning consent is so far <u>in place for the first five</u> a number of development plots and	Update

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		Spatial Strategy		<u>items of infrastructure, including five mixed-use residential and retail plots, student accommodation and a replacement primary school.</u> Construction work to <u>deliver these</u> commenced in 2020.	
Main	MM56	Chapter 4 – Growth and Spatial Strategy	4.13.3	Development of the new Brent Cross West station began in September 2020 and <u>construction</u> is expected to <u>be completed</u> open in <u>December 2022</u> .	Update on Brent Cross West Station
Main	MM57	Chapter 4 – Growth and Spatial Strategy	4.14.4	The Brent Cross West station provides a fundamental component of the integrated transport strategy to enable and accommodate the wider Brent Cross Growth Area development proposals to come forward ; encouraging a significant mode shift to public transport as part of the comprehensive development of the area.	Clarification
Main	MM58	Chapter 4 – Growth and Spatial Strategy	4.14.6	Significant progress has been made with detailed consent in place for <u>five a number of development plots, highway infrastructure, a public square and new neighbourhood park.</u>	Update
Main	MM59	Chapter 4 – Growth and Spatial Strategy	4.15.1	Delivering comprehensive development of the Brent Cross Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. The scheme is expected to take over 20 years to deliver and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. The existing outline planning permission, <u>was</u> originally approved in 2010, is now nearly a decade old and whilst it is <u>old</u> it has flexibility to allow the phasing and delivery sequence of the development to be adjusted, it is expected that it will need to be supplemented through further planning applications to update areas of the masterplan as it is evolved and as the development responds to updated market and policy shifts. <u>Any new planning applications will need to demonstrate their relationship with the outline planning permission, including not undermining comprehensive development of the Growth Area.</u>	In response to Reg 19 representations of BXSP
Main	MM60	Chapter 4 – Growth and	4.15.3	Where appropriate, the Council will secure contributions towards the retrospective costs of infrastructure delivered in earlier phases of the development. The Council will review its CIL charging schedule and may	Reflects changes to GSS02

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		Spatial Strategy		consider a specific CIL rate from developments in the Brent Cross Growth Area. The Council will work with developers to establish a bespoke approach to section 106 in Brent Cross, in line with government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended). This will help ensure that infrastructure to support development is provided at appropriate times and that all developments make necessary contributions towards the costs of infrastructure.	
Main	MM61	Chapter 4 – Growth and Spatial Strategy	GSS02	The Council supports comprehensive regeneration of Brent Cross Growth Area to deliver a new Metropolitan Town Centre providing a range of uses including new homes, a new commercial uses office quarter , an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurants and hotels supported by an extensive programme of infrastructure investment over the Plan period. <u>Opportunities for optimising land and increasing site capacity across the Brent Cross Growth Area will be supported.</u>	In response to Reg 19 representations of Brent Cross South Partnership
Main	MM62	Chapter 4 – Growth and Spatial Strategy	GSS02	Development proposals within the Growth Area are expected to must: <ul style="list-style-type: none"> • Demonstrate how they assist in achieving and not undermining comprehensive development of the area; • Contribute towards the creation of a Metropolitan Town Centre; • Support the provision of a minimum of <u>7,500</u> 9,500 new homes including a mix of tenures and types of housing; 	Brent Cross figure reflects outline consent rather than capacity identified in London Plan for the wider OA.
Main	MM63	Chapter 4 – Growth and Spatial Strategy	GSS02	<ul style="list-style-type: none"> • <u>Help</u> ensure the restoration and enhancement of the River Brent and its corridor to provide both public amenity and biodiversity benefits to the area and to fully connect to the Welsh Harp (Brent Reservoir) and West Hendon Playing Fields. 	Clarification that developments are expected to contribute to River Brent improvements
Main	MM64	Chapter 4 – Growth and Spatial Strategy	GSS02	<ul style="list-style-type: none"> • The Brent Cross Growth Area will also deliver a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority. 	New waste management facility will be located outside the Brent

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					Cross Growth Area in the Brent Cross West (Staples Corner) Growth Area. Text moved to GSS03
Main	MM65	Chapter 4 – Growth and Spatial Strategy	GSS02	Delete bullet point before <u>The Council will support</u> meanwhile uses will be permitted where it can be demonstrated that they support the comprehensive development of the area- <u>and do not impede the implementation of the planned long term use of these sites.</u>	Clarification of support for meanwhile uses.
Main	MM66	Chapter 4 – Growth and Spatial Strategy	GSS02	The Council will secure contributions from developers towards the retrospective costs of infrastructure delivered in earlier phases of the development. Where appropriate the Council will use CIL to deliver strategically important highways infrastructure. <u>recognises that some infrastructure may need to be funded or provided in advance of later phases of development seeking planning permission. The Council will work with developers to establish a bespoke approach to section 106 in Brent Cross, in line with government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended), to ensure that infrastructure to support development is provided at appropriate times and that developments contribute towards the costs of infrastructure. The approach to s106 will be an important element in developments demonstrating that they meet the 'comprehensive development' tests of this policy.</u> <u>The Council will also consider how the monies collected through CIL is used in Brent Cross as well as, at its discretion, the facility for infrastructure to be provided in kind rather than paying CIL.</u>	Seeking retrospective contributions is contrary to the statutory tests in Regulation 122 of CIL Regulations 2010 (as amended by the 2011, 2019 and 2020 Regulations) and as policy tests in the NPPF.
Main	MM67	Chapter 4 – Growth and Spatial Strategy	GSS02 New Metropolitan Town Centre	A New commercial <u>uses</u> quarter focussed around the new Brent Cross West (Thameslink) rail station will provide 395,000m2 of office development for over 20,000 new jobs. This <u>Brent Cross Town</u> will deliver the largest area of new space for economic growth in Barnet. There will also be support for creation of spaces for small and start-up businesses.	In response to Reg 19 representations of BXSP

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Main	MM68	Chapter 4 – Growth and Spatial Strategy	GSS02 Transport Improvements	Development proposals will need to bring forward the following-through detailed design, planning conditions and/ or Section 106 agreements: Prioritise Pedestrian and cycle routes throughout the new development and improvements to pedestrian and cycle connections and routes beyond the development area; <ul style="list-style-type: none"> • Ensure Good access for disabled persons throughout the area with step-free access at Brent Cross Underground and Brent Cross West stations. 	Clarification
Main	MM69	Chapter 4 – Growth and Spatial Strategy	GSS02 Progress of Brent Cross	The Local Plan sets out <u>will establish</u> a series of indicators to monitor progress on Brent Cross. These include <u>It will set appropriate</u> milestones for assessing the delivery of the regeneration and setting out <u>highlights</u> the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment. <u>The Council in 2021 signalled its intention to review the 2005 Development Framework.</u>	Update to reflect Sept. 2021 LDS
Main	MM70	Chapter 4 – Growth and Spatial Strategy	GSS02 Progress of Brent Cross	The Council seeks comprehensive development of the Brent Cross Growth Area. Brent Cross North and Brent Cross Town remain in different land ownerships and the Council will seek to ensure that development and delivery of these strategic areas is co-ordinated. This entails that the development and delivery of these strategic areas is not delayed or fettered by <u>one of the others</u> .	Clarification
Main	MM71	Chapter 4 – Growth and Spatial Strategy	4.16	Brent Cross West (<u>Staples Corner</u>) Growth Area	Clarification to avoid confusion with Brent Cross West (Thameslink)

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<p>Main</p>	<p>MM72</p>	<p>Chapter 4 – Growth and Spatial Strategy</p>	<p>Map 3A Brent Cross West Growth Area</p>	 <p>The image is a map of an urban area, likely Brent Cross, showing a large green highlighted area that runs diagonally from the top-left towards the bottom-right. A red rectangular box is located in the upper-left portion of the map, with an arrow pointing to it from the label 'Site 63'. The map shows a dense network of streets and buildings, with a major road or railway line running parallel to the green area.</p>		<p>Replaced</p>
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			<p>Map 3A Brent Cross West Growth Area</p>		<p>Show Brent Cross West Thameslink, site proposals and Borough boundary.</p>
<p>Main</p>	<p>MM73</p>	<p>Chapter 4 – Growth and Spatial Strategy</p>	<p>4.16.8</p>	<p>The Brent Cross West (<u>Staples Corner</u>) Growth Area adjoins the Staples Corner Strategic Industrial Location in LB Brent which is identified in the Brent Local Plan as a growth area for industrial intensification and potential housing delivery. Therefore, the Council will seek to develop plans for growth in cooperation with Brent Council and ensure that a coordinated masterplan for the area is prepared. All developments on sites within the Brent Cross West (<u>Staples Corner</u>) Growth Area and the adjoining Staples Corner Growth Area in</p>	<p>As agreed in SoCG with LB Brent</p>

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				Brent will be expected to contribute proportionately towards the cost of delivering the infrastructure improvements necessary to support this growth.	
Main	MM74	Chapter 4 – Growth and Spatial Strategy	GSS03	Brent Cross West (<u>Staples Corner</u>) Growth Area	Clarification
Main	MM75	Chapter 4 – Growth and Spatial Strategy	GSS03	To deliver growth and regeneration at Brent Cross West (<u>Staples Corner</u>), the Council will support proposals which optimise density, infrastructure and jobs, while improving the amenity of the area.	Clarification
Main	MM76	Chapter 4 – Growth and Spatial Strategy	GSS03 New 3 rd para	<u>Brent Cross West (Staples Corner) Growth Area is the location for a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority.</u>	Transfer from GSS02
Main	MM77	Chapter 4 – Growth and Spatial Strategy	GSS03	The Council will support development proposals that facilitate access to and delivery of the <u>WLO West London Orbital. Contributions may be sought from developments in the area towards delivery of the WLO.</u>	Revised wording largely reflects SoCG agreed with TfL Spatial Planning
Main	MM78	Chapter 4 – Growth and Spatial Strategy	4.17.4	This includes the Broadway Retail Park a site of extensive car parking and low-rise buildings <u>with</u> –but which has excellent public transport links from Cricklewood Station and bus routes along the A5, – has considerable potential for intensification. Map 3B highlights proposals sites in the Cricklewood Growth Area, further details of which are set out in Annex 1 - Schedule of Proposals.	Clarification

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Main	MM79	Chapter 4 – Growth and Spatial Strategy	Map 3B Cricklewood Growth Area	 An aerial photograph of an urban area, likely Cricklewood, with a grid of streets and buildings. A large, irregularly shaped area in the center is highlighted in orange. This orange area is divided into two sub-sections by a thin red line. The left sub-section is labeled 'Site 7' and the right sub-section is labeled 'Site 8'. The orange area is situated near a river or canal that flows through the urban landscape.	Replaced
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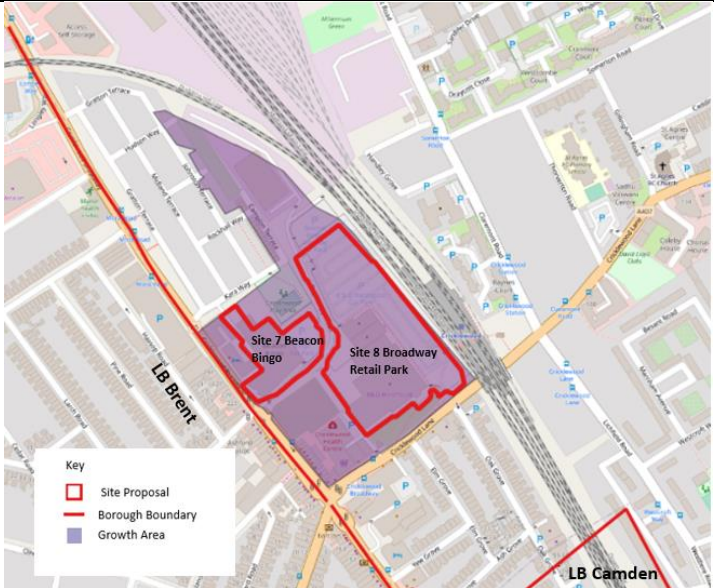
			Map 3B Cricklewood Growth Area		Show Site proposals and Borough boundary
Main	MM80	Chapter 4 – Growth and Spatial Strategy	GSS04	The Council will support development proposals that facilitate access to and delivery of the West London Orbital. <u>It will seek contributions towards new/improved active travel routes to Cricklewood station, as well as improved interchange, onward travel facilities and public realm outside Cricklewood station.</u>	Revised to emphasise funding of improvements in Cricklewood and reflect SoCG agreed with TfL Spatial Planning
Main	MM81	Chapter 4 – Growth and Spatial Strategy	4.18.9A	<u>Edgware Town Centre is in effect surrounded by floodplains particularly on the eastern and southern boundaries by the Edgwarebury Brook, Deans Brook and Edgware Brook flowing into the Silk Stream. There are also two confluences with the Edgwarebury Brook and Deans Brook joining south of Brook Avenue and the Edgware Brook meeting the Deans Brook south of Deansbrook Road. Given these key features development proposals should aim to achieve a reduction in flood risk from all sources, river restoration and enhancement and the improvement of or planning contributions towards strategic flood infrastructure where necessary.</u>	Revised to reflect necessity to improve flood risk management in Edgware. In response to EA Reg 19 reps.

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<p>Main</p>	<p>MM82</p>	<p>Chapter 4 – Growth and Spatial Strategy</p>	<p>Map 3C Edgware Growth Area</p>	 <p>The map displays a residential area with a large, irregularly shaped region highlighted in a solid pink color. This pink region is divided into several sub-sections. A horizontal line runs across the middle of the map. Three specific sites are labeled: 'Site 27' is located in the upper-middle part of the pink area, marked with a small blue dot; 'Site 28' is located in the upper-right part of the pink area; and 'Site 5' is located in the lower-right part of the map, outlined in red but not filled with pink. The background of the map is a light gray grid representing the street layout of the Edgware area.</p>	<p>Replaced</p>
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			Map 3C Edgware Growth Area		Show Site proposals and Borough boundary
Main	MM83	Chapter 4 – Growth and Spatial Strategy	GSS05 New 4 th bullet	<u>Improved flood risk resilience for the Growth Area and surrounding communities with provision of flood risk infrastructure and restored rivers;</u>	Revised in response to EA reps at Reg 19
Main	MM84	Chapter 4 – Growth and Spatial Strategy	GSS05	Transformation of the relationship between the rail and bus stations and the wider town centre to improve the <u>pedestrian experience for pedestrians and cyclists</u> , and reduce congestion; <u>Deliver improvements to streets and the public realm in line with the Healthy Streets Approach, including additional town centre cycle parking and station cycle parking;</u>	Revised to improve experience for cyclists and pedestrians. Also set out in SoCG agreed

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					with TfL Spatial Planning
Main	MM85	Chapter 4 – Growth and Spatial Strategy	4.19.2	The Colindale Growth Area as shown in Map 3D covers 200 hectares and is identified as an Opportunity Area in the London Plan. <u>The boundary of the Colindale Growth Area is coterminous with that of the Colindale- Burnt Oak Opportunity Area. The 2010 Area Action Plan defined the boundary of the Colindale Opportunity Area.</u>	Clarification on boundaries of Growth Area
Main	MM86	Chapter 4 – Growth and Spatial Strategy	4.19.5A	<u>Parts of Colindale are at risk of flooding from the Silk Stream and also surface water flood risk. Both Grahame Park and Sunnyhill Park are Critical Drainage Areas. Colindale receives a level of protection from flood storage areas created by the Silk Stream Flood Alleviation Scheme (FAS). The EA is working to improve flood risk protection in Colindale and Rushgrove Park through a new Silk Stream FAS. This is likely to require partnership funding contributions to be viable.</u>	Revised to reflect necessity to improve flood risk management in Colindale. In response to Reg 19 reps from EA.

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Main	MM87	Chapter 4 – Growth and Spatial Strategy	Map 3D Colindale Growth Area	 <p>The map shows an aerial view of the Colindale Growth Area, which is highlighted in green. Six specific sites are outlined in red and labeled with arrows: Site 10 (a rectangular area at the top), Site 50 (a small irregular area at the top right), Site 13 (an irregular area in the center), Site 9 (an elongated area at the bottom right), Site 11 (a small square area at the bottom left), and Site 12 (a small irregular area at the bottom center). A horizontal line is drawn across the middle of the map.</p>	Replaced
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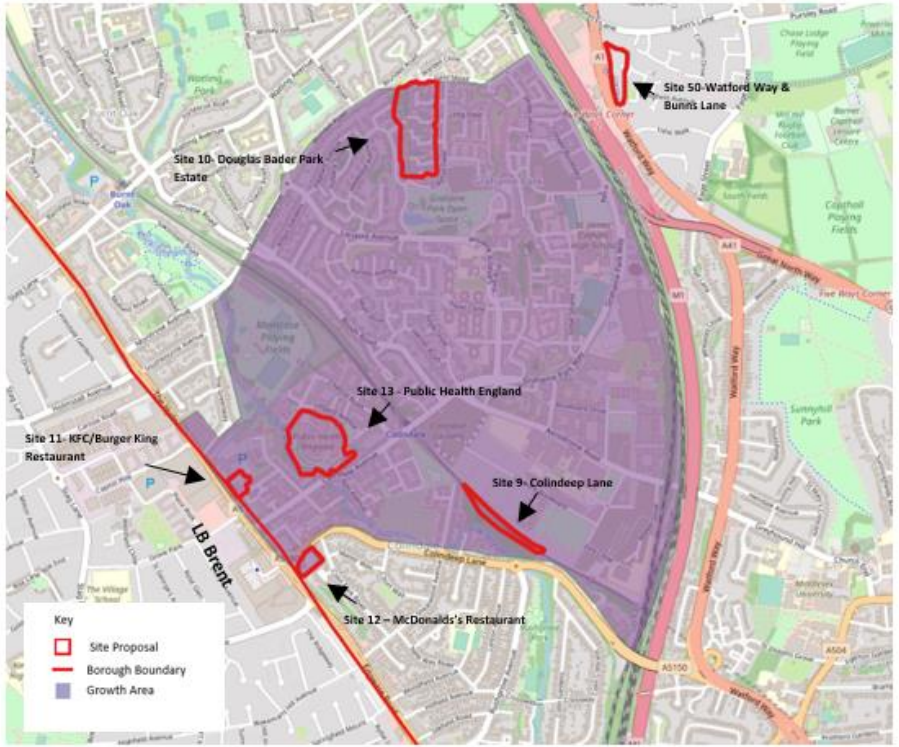
			Map 3D Colindale Growth Area	 <p>The map shows the Colindale Growth Area in purple, bounded by a red line representing the borough boundary. Several site proposals are marked with red outlines: Site 9 (Colindeep Lane), Site 10 (Douglas Bader Park Estate), Site 11 (KFC/Burger King Restaurant), Site 12 (McDonald's Restaurant), Site 13 (Public Health England), and Site 50 (Watford Way & Bunns Lane). A key in the bottom left corner identifies the symbols: a red square for Site Proposal, a red line for Borough Boundary, and a purple square for Growth Area. The River Brent (LB Brent) is visible on the left side of the map.</p>	Show Site proposals and Borough boundary
Main	MM88	Chapter 4 – Growth and Spatial Strategy	GSS06	<ul style="list-style-type: none"> New Colindale Underground <u>Station ticket hall building station</u> with step-free access to the <u>platforms</u> and sufficient gate capacity ...' 	Revised to reflect SoCG agreed with TfL Commercial Development
Main	MM89	Chapter 4 – Growth and Spatial Strategy	GSS06	<p>Improvements to open spaces <u>and the Silk Stream main river</u> which enhances the amenity, biodiversity and makes provision for play space, including at Colindale, Montrose, Rushgrove and Silkstream Parks; <u>The provision of strategic flood risk infrastructure including contributions to fluvial flood risk schemes and measures to alleviate surface water flooding to ensure the Growth Area's resilience to the risks of flooding and climate change</u></p>	Revised in response to EA Reg 19 reps
Main	MM90	Chapter 4 – Growth and	GSS06	<p><u>Reconstruction and upgrading of Land</u> at Colindale Underground Station will be redeveloped to provide a new, higher to increase its capacity and provide a</p>	Revised to reflect SoCG

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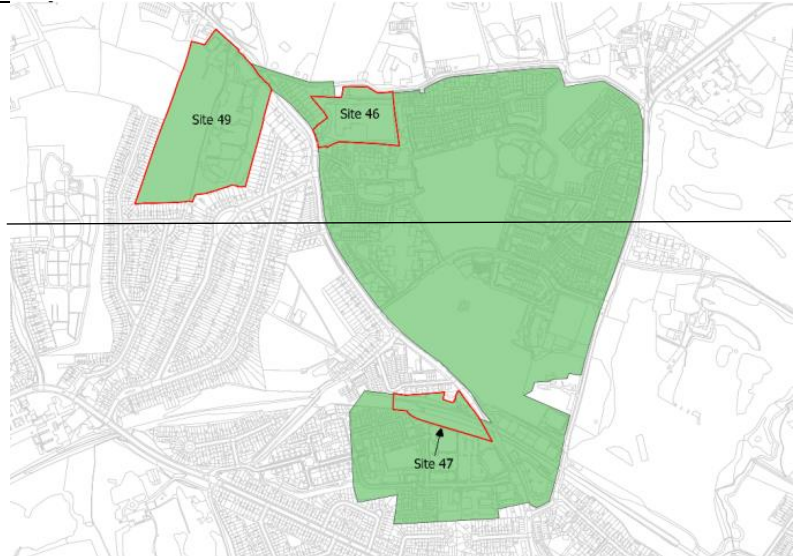
		Spatial Strategy		step-free access station, <u>that incorporates along with additional cycle parking and facilitating the redevelopment of adjacent land owned by TfL and others.</u>	agreed with TfL Spatial Planning
Main	MM91	Chapter 4 – Growth and Spatial Strategy	GSS06	The Public Health England site where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream, <u>with enhancements for biodiversity complimenting the riverside location;</u>	In response to representations from EA
Main	MM92	Chapter 4 – Growth and Spatial Strategy	4.20.5 New sentence at end of para.	<u>Although identified in GSS01 as a Growth Area, Mill Hill East is not a strategic location where Tall Buildings may be appropriate.</u>	Clarification that MHE is not a location for tall buildings
Main	MM93	Chapter 4 – Growth and Spatial Strategy	Map 3E Mill Hill East Growth Area		Replaced

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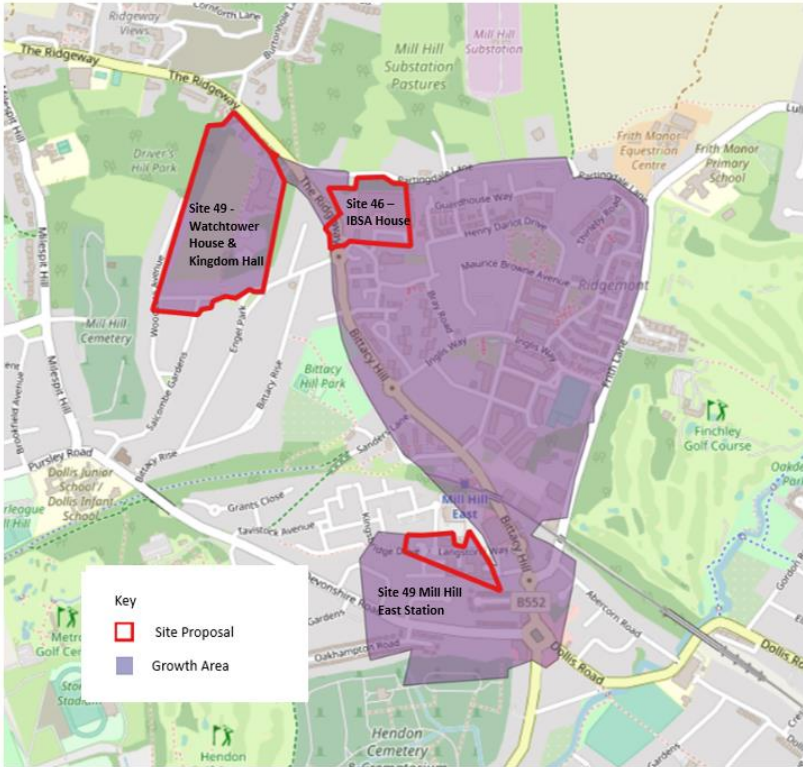
			<p>Map 3E Mill Hill East Growth Area</p>		<p>Show Site proposals</p>
<p>Main</p>	<p>MM94</p>	<p>Chapter 4 – Growth and Spatial Strategy</p>	<p>GSS07</p>	<p>Proposals within Mill Hill East must be supported by a Transport Assessment (TA) setting out public transport improvements and demonstrating how sustainable transport options will be provided. <u>The TA must take into account the cumulative impacts arising from other committed development (ie development that is consented or allocated and where there is a reasonable degree of certainty it will proceed within the next 3 years).</u></p>	<p>Revised to emphasise need to consider cumulative impacts of development. Reflects SoCG agreed with TfL Spatial Planning</p>

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Main	MM95	Chapter 4 – Growth and Spatial Strategy	4.21.1	Barnet's Growth Strategy highlights those town centres (<u>known as Main Town Centres</u>) that have been prioritised, for improving the town centre offer. <u>The Main Town Centres are Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley</u> .	Clarification about Main Town Centres
Main	MM96	Chapter 4 – Growth and Spatial Strategy	GSS08	<u>The Council's Growth Strategy sets out locations known as Main Town Centres (Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley) that will form the Council's priorities for investment and revitalisation,</u>	Clarification about Main Town Centres
Main	MM97	Chapter 4 – Growth and Spatial Strategy	GSS08 (d)	<ul style="list-style-type: none"> do not have a negative impact on <u>the amenity of</u> areas outside of the town centre 	Clarification that negative impact on amenity is a prime consideration
Main	MM98	Chapter 4 – Growth and Spatial Strategy	GSS08 (g)	<ul style="list-style-type: none"> supports sustainable travel and seeks to minimise parking provision, including at zero provision where appropriate, and <u>to do not exceed established standards as per Policy TRC03</u> 	Clarification to provide cross-reference to car parking standards
Main	MM99	Chapter 4 – Growth and Spatial Strategy	4.23.2	The WLO will have positive impacts through unlocking housing delivery and creating leisure, community and amenity opportunities along the corridor. Delivery is expected by 2026 <u>2029</u> at the earliest.	Update
Main	MM100	Chapter 4 – Growth and Spatial Strategy	4.23.3	This safeguarding refresh will include <u>a revised</u> the alignment of the proposed New Southgate branch. which is a part of the Crossrail 2 route that is not currently safeguarded.	Reflect SoCG agreed with TfL Spatial Planning
Main	MM101	Chapter 4 – Growth and Spatial Strategy	4.24.5	The required level of station car parking provision should be assessed in light of encouraging the use of public transport and active modes of travel, with <u>the aim to re-provide only where essential, for example for disabled persons or operational reasons. Essential car parking could</u> potentially be re-provided through a more land-efficient design approach.	Reflect SoCG agreed with TfL Spatial Planning

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Main	MM102	Chapter 4 – Growth and Spatial Strategy	GSS09	New Southgate Opportunity Area and Crossrail 2 – potential for at least 250 new homes. The Council will consider new planning frameworks to support comprehensive redevelopment in alignment with progress on <u>potentially supported by Crossrail 2.</u>	Reflect the New Southgate Opportunity Area and evolving position on Crossrail 2.
Main	MM103	Chapter 4 – Growth and Spatial Strategy	GSS09	<u>Proposals with regard to the re-development of car parks must be assessed with reference to Policy GSS12.</u> Where it is proposed to develop a station car park, the Council expects a demonstration of how the use of public transport and active modes of travel will encourage reduced car park usage. Existing provision must be assessed, and replacement car parking may be supported through a more land-efficient design approach such as a multi-storey design provided, with the aim to re-provide only where essential, for example for disabled persons or operational reasons.	Reflect SoCGs agreed with TfL Spatial Planning and TfL Commercial Development
Main	MM104	Chapter 4 – Growth and Spatial Strategy	4.26.2	Outside of the strategic locations highlighted in Policy CDH04 'Tall Buildings' residential-led building blocks of up to 7 stories are considered particularly suitable along major thoroughfares, although a Any 'tunnelling' effect from buildings must be avoided, and a <u>sense of separation</u> must be maintained between town centres.	Update to remove inconsistency with CDH04.
Main	MM105	Chapter 4 – Growth and Spatial Strategy	4.26.5	The Council is preparing a Height Strategy <u>Designing for Density</u> Supplementary Planning Document to guide designs along these road corridors.	Reflect new titles for SPD as set out in the Sept 2021 LDS
Main	MM106	Chapter 4 – Growth and Spatial Strategy	4.26.6	Within Barnet there are routes that are managed by Transport for London (TLRN) <u>along parts of which could potentially be suitable for housing delivery (particularly reinstating former homes and infill development).</u> enhanced, but <u>In some locations it will require more substantial public transport investment (proportionate with the scale of development)</u> alongside the healthy streets initiatives as <u>set out in the Healthy Streets Approach</u> , to unlock their capacity for growth. These include: <ul style="list-style-type: none"> • A406 North Circular; 	More details on housing delivery. Reflect SoCGs agreed with TfL Commercial Development and LB Brent

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				<ul style="list-style-type: none"> • A1 Great North Way/ Watford Way; and • A41 Edgware Way / Watford Way / Hendon Way. 	
Main	MM107	Chapter 4 – Growth and Spatial Strategy	GSS11	Further guidance will be provided by the emerging <u>Height Strategy Designing for Density</u> Supplementary Planning Document.	Reflect new titles for SPD as set out in the Sept 2021 LDS
Main	MM108	Chapter 4 – Growth and Spatial Strategy	GSS12	<ul style="list-style-type: none"> • The design preserves <u>has no significant adverse impact on the</u> amenity of neighbouring uses 	Reflect SoCG agreed with. TfL Commercial Development
Mian	MM109	Chapter 4 – Growth and Spatial Strategy	GSS12	<ul style="list-style-type: none"> • <u>It can be demonstrated</u> Demonstrates how the use of public transport and active modes of travel will lead to reduced car park usage; and • The parking spaces can be demonstrated as surplus to requirement, <u>with the aim to re-provide only where essential, for example for disabled persons or operational reasons.</u> 	Reflect SoCGs agreed with TfL Spatial Planning and TfL Commercial Development
Main	MM110	Chapter 4 – Growth and Spatial Strategy	4.28.2	Barnet's Playing Pitch Strategy highlighted the need to create three sports <u>and recreation hubs</u> in Barnet. <u>These proposals to are in connection with the existing use of the land for outdoor sport and recreation.</u> The proposals offer a range of activities and opportunities for participation in physical activity and also community activities some of which would be paid for and others which would be free of charge.	Clarification that the hubs are not in conflict with NPPF policy on Green Belt
Main	MM111	Chapter 4 – Growth and Spatial Strategy	4.28.3(e)	work as part of the regeneration of Brent Cross <u>Growth Area</u> (including improvements to Clitterhouse Playing Fields) to make Brent Cross Town the place in London to participate in sport and play.	Clarification on Growth Area
Main	MM112	Chapter 4 – Growth and Spatial Strategy	GSS13	<p>The need for good access to outdoor recreation space has been highlighted by the COVID19 pandemic. Such facilities may comprise of indoor and outdoor leisure provision, together with ancillary facilities and services. <u>The Council is therefore bringing forward 3 new destination hubs for sport and recreation at</u></p> <ul style="list-style-type: none"> • <u>Barnet and King George V Playing Fields</u> • <u>Copthall Playing Fields and Sunny Hill Park</u> 	Clarification about the Hubs, ensuring consistency with BSS01

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				• <u>West Hendon Playing Fields.</u>	
Add	MM113	Chapter 5 - Housing	5.2.2	of (2020 and 2021)	Grammar
Main	MM114	Chapter 5 - Housing	5.4.4	(para 63 64)	Update to NPPF
Main	MM115	Chapter 5 - Housing	5.4.7	<u>In exceptional circumstances where it is considered that the required provision of affordable housing cannot be delivered, a full viability assessment must be undertaken. Such assessment must be verified by a specialist appointed by the Council at the developer's expense and be made available in full in advance of a decision. Where a viability assessment is required to ascertain the maximum level of affordable housing deliverable on a scheme, the assessment should be undertaken in line with the NPPF, the Planning Practice Guidance, and the Mayor's Affordable Housing and Viability SPG. As the Council has signalled to produce such a document the viability assessment should also be in line with the Supplementary Planning Document on Affordable Housing and Viability. This will include reassessment in line with the London Plan.</u>	Clarification that viability assessments will follow guidance, national, regional and Barnet.
Main	MM116	Chapter 5 - Housing	5.4.9	The London Plan, Policy H4 (Delivering Affordable Housing) sets the strategic target of 50% for affordable housing. Through Policy H5, As as part of a fast track approach to delivery, the London Plan also introduces the Threshold Approach to Applications (<u>Policy H5</u>) with a minimum threshold of 35% (without public subsidy) on all land other than public sector or designated employment land where 50% is the threshold level unless there is a portfolio agreement with the Mayor. <u>Public sector development land also represents an opportunity to deliver homes that can meet the needs of essential local workers, such as those working in health, fire, police, transport and support services.</u> London Plan Policy H6 (<u>Affordable Housing Tenure</u>) sets out the Mayor's requirements for affordable products.	Ensuring alignment with London Plan and as set out in SoCG agreed with GLA. Emphasise delivery of homes for essential local workers. Reflected in SoCG agreed

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					with North Central London CCG
Main	MM117	Chapter 5 - Housing	5.4.10 New 2 nd and 3 rd sentences	<u>Barnet's strategic affordable housing target of 50% of all new homes to be affordable, with a minimum requirement of 35% (or 50% on publicly owned land) is consistent with the London Plan. In particular London Plan Policy H5 which requires that applications must meet all the following criteria: 1) meet or exceed the relevant threshold level of affordable housing on site without public subsidy; 2) be consistent with the relevant tenure split (London Plan Policy H6 Affordable Housing Tenure); 3) meet other relevant policy requirements and obligations to the satisfaction of the Borough and the Mayor where relevant; and 4) demonstrate that they have taken account of the strategic 50% target in London Plan Policy H4 Delivering Affordable Housing and have sought grant to increase the level of affordable housing. Including the Mayor's 50% target for publicly owned land. Any any deviation from the minimum 35% provision that is not consistent with the required tenure mix will need to be fully justified through a policy compliant viability assessment..</u>	Ensuring alignment with London Plan and as reflected in SoCG agreed with GLA
Main	MM118	Chapter 5 - Housing	5.4.10a New para	<u>All development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The Council will therefore assess the capacity of sites under the threshold set out in Policy HOU01 to ensure optimum capacity.</u>	Clarification on requirement in HOU01 to ensure optimum capacity
Main	MM119	Chapter 5 - Housing	5.4.14 New sentence at end of para	<u>To clarify the approach on affordable housing within Barnet, and help maximise the number of affordable homes secured from schemes, the Council will produce its own Supplementary Planning Document on Affordable Housing and Viability.</u>	Reflecting priorities of the new administration.
Main	MM120	Chapter 5 - Housing	HOU01	<u>The Council supports Within the context of a strategic London Plan target of 50% of all new homes to be affordable from all developments of 10 or more dwellings (gross). This is consistent with London Plan Policy H5 – Threshold Approach to Applications. the Council will seek A minimum provision of 35% affordable housing (or 50% on public land) from all developments of 10 or more dwellings. will be accepted without the need for a viability assessment. Where this minimum provision is not proposed a viability assessment will be required.</u>	Ensuring alignment with London Plan and as reflected in SoCG agreed with GLA

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				<u>This will be assessed against the strategic target of 50% of all new homes to be affordable.</u>	
Main	MM121	Chapter 5 - Housing	HOU01	critical key <u>essential local</u> workers	Consistency with NPPF
Main	MM122	Chapter 5 - Housing	HOU03(a)	To effectively manage housing growth and ensure that residential conversions do not have a detrimental impact on the character and amenity of local areas, the Council <u>in locations that are within 400 metres walking distance of a major or district town centre (see Policy TOW01) or it is located in an area with a PTAL of 5 or more,</u> will <u>allow</u> permit the conversion of larger homes into smaller self-contained residential units (C3) in the following circumstances where all of the following apply : a) The property is located within within 400 metres walking distance of a major or district town centre (in accordance with Policy TOW01) or it is located in an area with a PTAL of 5 or more.	Clarification on locations where conversions / redevelopment of larger houses may be appropriate
Main	MM123	Chapter 5 - Housing	HOU03(b)	of providing 3 bedrooms on the ground floor with <u>direct</u> access to appropriate amenity space a dedicated rear garden of the converted home	Provides greater flexibility in providing the 3 bedroom home
Main	MM124	Chapter 5 - Housing	HOU03(c) Add Footnote	<u>The original Gross Internal Floor Area is the size of the property when built ie without any extensions or alterations</u>	In response to Rep 19 reps from FORAB
Main	MM125	Chapter 5 - Housing	HOU03 (f)	Minimum Car and cycle provision in accordance with Policy TRC03	Clarification that provision should be in accordance with TRC03.
Main	MM126	Chapter 5 - Housing	5.17.2	As part of the Council's plans for <u>the Brent Cross Growth Area</u> delivery of a Build to Rent <u>development scheme</u> is <u>generally</u> supported (see Policy GSS02). Opportunities for Build to Rent, on specific sites with large capacities, have been identified in the Schedule of Proposals (Annex 1) Build to Rent has been highlighted as an appropriate use in its contribution to faster build out rates as well as widening housing choice. The Council will require contributions from Build to Rent proposals to affordable housing in accordance with London Plan Policy H11. This should be in the form of Discounted Market Rent units	In response to Reg 19 reps from BXS Partners

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				delivered at a genuinely affordable rent level, preferably London Living Rent. Such provision of affordable housing should be in perpetuity.	
Main	MM127	Chapter 6 - Character, Design and Heritage	6.2.2	To create the safe, sustainable and successful places an appropriate balance must be struck which involves new development responding to its context in terms of existing character, appearance and scale. <u>To further well designed, beautiful and safe places the Council intends to introduce a Design Review Panel. This will enable design issues to be discussed at an early stage in the planning process when there is greater opportunity for change.</u>	To reflect Council's intention to introduce a Design Review Panel
Main	MM128	Chapter 6 - Character, Design and Heritage	6.3.3	The Residential Design Guidance SPD provides more specific requirements on development that is suitable for Barnet's distinctive suburban character. Upon adoption of the Local Plan the Council will produce a Sustainable Design and Development Guidance SPD. This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction <u>provides more specific requirements on development that is suitable for Barnet's distinctive suburban character</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM129	Chapter 6 - Character, Design and Heritage	6.3.6	A shopfront may be of traditional or modern design and use a variety of materials, but should relate to the local street scene and observe the principles highlighted in Barnet's Sustainable Design <u>and Development</u> Guidance SPD.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.

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Main	MM130	Chapter 6 - Character, Design and Heritage	6.4.1	<p>The NPPF <u>2021</u> highlights the importance of good design in the creation of high quality buildings and places. As part of the planning reforms highlighted in the 2020 White Paper and in response to the Building Better Building Beautiful Commission “Living with Beauty” report the NPPF is being revised and a draft the National Model Design Code 2021 published <u>provides detailed guidance on the production of design codes, guides and policies to promote successful design.</u> The National Design Code Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice and <u>looks like in their area</u> as well as providing detailed guidance and <u>clear design parameters</u> on the production of Borough design codes and guides. <u>In accordance with NPPF para 128 the Council will prepare a design guide consistent with the principles set out in the National Design Guide and National Model Design Code reflecting local character and design preferences as part of the Sustainable Design and Development Guidance SPD following adoption of the Local Plan.</u></p>	Updates to reflect 2021 NPPF and new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM131	Chapter 6 - Character, Design and Heritage	6.4.2	<p>The Council will not approve designs for new development that is inappropriate to the local context or does not take opportunities to <u>protect and enhance the environment</u>, character and quality of an area: <u>especially where it fails to reflect local design policies and government guidance on design” (NPPF para 134).</u> High quality design solutions help to make new places that can make a positive contribution to the existing suburban character. Detailed assessment of the impacts of development proposals will be based on a set of criteria that seek to ensure that the local character and existing context are reflected, to deliver high quality design, accessible buildings and connected spaces that are fit for purpose and meet the needs of local residents. Such criteria will be set out in the Sustainable Design <u>and Development</u> Guidance SPD following adoption of the Local Plan</p>	Updates to reflect 2021 NPPF and new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM132	Chapter 6 - Character, Design and Heritage	6.5.2	<p>Through the use of a specific Design Code for Small Sites <u>The Council will produce a suite of clear and specific design parameters for development of small sites that responds to the context provided by Barnet’s Characterisation Study.</u> The Small Sites Design Code will form part of the Sustainable Design and Development Guidance SPD.</p>	Clarification and update to reflect new titles for SPDs as set out in

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					the Sept 2021 LDS.
Main	MM133	Chapter 6 - Character, Design and Heritage	6.6.1	Measures to design out crime should be integral to development proposals, adopting <u>having regard to</u> Secured by Design. Where appropriate, the Council will <u>work with the local Metropolitan Police Service 'Design Out Crime' officers, planning teams and other agencies to ensure through conditions on planning consents that Secured by Design is applied.</u>	Revision to ensure consistency with London Plan.
Main	MM134	Chapter 6 - Character, Design and Heritage	6.6.1A New para	<u>In accordance with the Building Safety Act 2022 developers will be required to manage safety risks, with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings. Building owners will need to demonstrate that they have effective, proportionate measures in place to manage safety risks.</u>	Update to reflect new Building Safety Act.
Main	MM135	Chapter 6 - Character, Design and Heritage	6.10.1	Further guidance on standards affecting daylight, sunlight, privacy and outlook are set out within Barnet's suite of Supplementary Planning Documents. <u>the Sustainable Design and Development Guidance SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM136	Chapter 6 - Character, Design and Heritage	CDH01B	All new development should be of a high architectural and urban design quality and have regard to the National Model Design Code, Barnet's Sustainable Design and Development Guidance SPD <u>which sets out a and-Design Code for Small Sites.</u> This will ensure the resulting homes and local environment are of a high standard and biodiversity, water management and sustainable drainage measures are incorporated.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM137	Chapter 6 - Character, Design and Heritage	CDH01B (v)	Adopt <u>Demonstrate how Secured by Design principles have been incorporated into the development to</u> create safe and secure environments that reduce opportunities for crime and help minimise the fear of crime.	Clarification
Main	MM138	Chapter 6 - Character, Design and Heritage	CDH01C	<u>All new Tall and Very Tall Buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings.</u>	Update to reflect new legislation

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Main	MM139	Chapter 6 - Character, Design and Heritage	6.12.1	These standards are supported by Barnet's suite of design guidance Supplementary Planning Documents <u>Sustainable Design and Development Guidance SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM140	Chapter 6 - Character, Design and Heritage	6.13.1	In May 2022 the Council declared a Climate Emergency. The Council fully endorses the Mayor's ambition, as set out in the London Plan, for the capital to become zero carbon. The Council is on a credible path to achieving net zero emissions and helping make London a zero-carbon city by 2050. In robustly implementing policies on zero carbon development the Council will adhere abide to the Mayor's work around designing for a Circular Economy. It will and use the Mayor's energy hierarchy	Emphasise Council declaration of climate emergency in May 2022 and approach to zero carbon development.
Main	MM141	Chapter 6 - Character, Design and Heritage	6.13.5	Full guidance and design principles are set out in should <u>will be referred to</u> in the Sustainable Design and Development and Construction <u>Guidance</u> SPD, with particular focus on wind and thermal conditions.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM142	Chapter 6 - Character, Design and Heritage	6.15.2a	<u>In exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less it may be necessary to apply some flexibility in the application of Policy CDH02. London Plan Policy H2 - Small sites highlights that 'homes that are not on the ground floor on minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step-free access would be unfeasible.'</u> This also applies to flats above existing shops or garages as well as stacked maisonettes where the potential for decked access to lifts is restricted. If it is agreed at the planning stage (for one of the above reasons) that a specific development warrants flexibility in the application of the <u>accessible housing standards M4(2) and M4(3), affected dwellings above or below ground floor would be required to satisfy the mandatory building regulations requirements of M4(1) via the Building Control process. M4(2) and M4(3) dwellings should still be required for ground floor units.</u>	In response to Reg 19 reps from GLA.

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Main	MM143	Chapter 6 - Character, Design and Heritage	6.16.2	Further detail and advice on these implications and design aspects is provided under Standard 11 of the Mayor's Housing SPG, Transport for London Guidance, Planning Practice Guidance and <u>the Sustainable Design and Development Guidance SPD</u> . Barnet's suite of design focused Supplementary Planning Documents.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM144	Chapter 6 - Character, Design and Heritage	CDH02B	Major development is required to be net-zero in accordance with the Mayor's Energy Hierarchy, supported by an energy masterplan <u>which includes an energy assessment as set out in the Mayor's Energy Assessment Guidance 2022</u> . This will ensure energy remains an integral part of the development's <u>design and evolution</u> and <u>help</u> to identify the most efficient energy supply options and utilise energy from waste.	Update to reflect publication of new guidance
Main	MM145	Chapter 6 - Character, Design and Heritage	CDH02C	c) Development proposals are required to achieve a minimum BREEAM 'Very Good' rating in accordance with the Sustainable Design <u>and Development</u> Guidance SPD.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM146	Chapter 6 - Character, Design and Heritage	CDH02D	d) Microclimate/Wind and Thermal Conditions are required to be managed in accordance with the Sustainable Design <u>and Development</u> Guidance SPD.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM147	Chapter 6 - Character, Design and Heritage	CDH02F	All residential development is required to meet <u>as a minimum</u> Building Regulation M4 (2) 'accessible and adaptable dwellings', unless exceptional circumstances apply.	In response to Reg 19 reps from GLA.
Main	MM148	Chapter 6 - Character, Design and Heritage	CDH02F	<u>In exceptional circumstances the provision of a lift to dwelling entrances may not be achievable.</u>	In response to Reg 19 reps from GLA.

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Main	MM149	Chapter 6 - Character, Design and Heritage	6.18.2	<p>Tall Buildings can form part of a strategic approach to optimising the capacity of sites through comprehensive redevelopment. <u>However, given the historical and suburban character of the Borough the potential for Tall Buildings is highly constrained in Barnet. Such a form of development is not the Council's preferred model for delivering high densities and maximising brownfield sites as part of the Local Plan's design-led approach. Such Sites in strategic locations where Tall Buildings may be appropriate must be well-connected by public transport and have good access to services and amenities. Tall Buildings that are of exemplary architectural quality can make a positive contribution to Barnet and become a valued part of the identity of places Growth Areas such as Brent Cross, Colindale, Cricklewood and Edgware. Within more sensitive townscapes as well as town centres such as Finchley Central and North Finchley and along historic routes such as the Edgware Road (A5) and the Great North Road (A1000) this form of development presents greater challenges in addressing more constrained site locations.. The Council will therefore carefully assess the design and townscape qualities of proposals that may otherwise gradually erode the Borough's predominant and historic character. Reflecting these constraints the Council has identified specific site opportunities for high density development within the town centres. These are set out in Annex 1 – Schedule of Proposals.</u></p>	<p>Emphasise Barnet's character as a necessary constraint on tall buildings and that such development is not a preferred model. Also reflecting SoCGs agreed with Historic England and GLA.</p>
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Main	MM150	Chapter 6 - Character, Design and Heritage	6.18.3	<p>While tall buildings offer the opportunity for intensive use, their <u>The siting and design of Tall Buildings</u> should be carefully considered so not to detract from the nature of surrounding places and the quality of life for those living and working around them. A design-led approach is essential to determine the most appropriate form of development that responds to existing context and capacity for growth, with due consideration to existing and planned supporting infrastructure. Due to their potential impact, development proposals that include tall buildings will need to <u>must</u> demonstrate compliance with <u>all relevant parts</u> of Policy CDH04 as well as the requirements listed in the London Plan (Tall Buildings policy D9) which emphasises that proposals for tall buildings should address the visual, functional and environmental impacts of such structures. <u>Proposals are therefore as a minimum required to address site specific and character considerations including typologies related to proposed uses, views, form, public realm, safety, amenity and microclimate.</u> Regard should also be made to Historic England's guidance on Tall Buildings . Proposals for Tall Buildings of more than 30 metres in height (equivalent to 9 storeys will be referred to the Mayor of London).</p>	Emphasise consideration of design and townscape. Reflect SoCGs agreed with Historic England and GLA.
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Main	MM151	Chapter 6 - Character, Design and Heritage	6.18.5	<p>Barnet's Tall Buildings Study Update informs Barnet's Local Plan, providing detailed contextual and spatial analysis to establish a design-led approach to future development of Tall Buildings in the Borough. The <u>Study Update</u> it <u>investigates where this form of development may be appropriately sited</u> the potential opportunity for development of tall buildings, and considered <u>existing and approved development to help identify and establish the suitable locations and heights outlined in Policy CDH04. these areas. The Update provides the basis for identifying strategic locations where proposals for tall buildings may be appropriate.</u> These locations include Opportunity Growth Areas such as Brent Cross, Cricklewood <u>Brent Cross West (Staples Corner)</u> and Colindale as well as town centres <u>such as Cricklewood and Edgware.</u> <u>The Update also highlighted the long established association of the A5 and A1000 major thoroughfares which have a long established association with buildings of 8 storeys or more.</u> The Update provides a contextual and spatial analysis of the A5 and A1000 corridors as well as Finchley Central Town Centre covering all (with the exception of New Southgate Opportunity Area) the identified strategic locations. <u>It therefore helps</u> and sets the basis for a design led approach covering parameters, scale and height that will be established through a Supplementary Planning Document on <u>Building Heights Designing for Density.</u> <u>The SPD will provide a well-considered response to achieving higher density development that takes account of best practice and guidance in optimising land use and development capacity.</u> <u>The SPD will further articulate and visualise the implementation of Policy CDH04 and will distinguish between the character and context of each of the identified 'appropriate' locations to provide greater certainty around heights in sensitive townscapes such as Finchley Central, and North Finchley and along the Major Thoroughfares.</u> Within the New Southgate Opportunity Area the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey. Consideration of the parameters for tall buildings in New Southgate will be a key feature of the area planning framework.</p>	<p>Emphasise consideration of design and townscape. Clarification on Growth Areas and updates to reflect new titles for SPDs as set out in the Sept 2021 LDS.</p>
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Main	MM152	Chapter 6 - Character, Design and Heritage	6.18.6	Since the definition of a Tall Building was established in the 2012 Local Plan new buildings of height have been developed within the Borough's identified strategic locations. This reflects a rising trend in Outer London with Tall Building development a consequence of estate regeneration programmes, increasing housing targets and comparatively lower land values in the suburbs. Reflecting the increase in the development of Tall Buildings within Barnet, notably around Colindale and West Hendon, since 2012 there is a need to recognise local variation and application so as to <u>manage positively assist delivering</u> proposals for Tall Buildings <u>ensuring that they are</u> in the right place and at <u>an</u> appropriate height. In addition, the London Plan expects boroughs as part of a plan led approach to determine the maximum acceptable height of Tall Buildings (London Plan para 3.9.2). An additional definition of a Very Tall Building set at 15 storeys or more (45 metres or more above ground level) has been <u>added</u> introduced	Emphasise consideration of design and townscape.
Main	MM153	Chapter 6 - Character, Design and Heritage	6.18.7	Such circumstances can include appropriate siting within an Opportunity Area or a Growth Area. Opportunity Areas are designated within the London Plan as the capital's principal opportunities for accommodating large scale development on the basis of Area Frameworks that set parameters for development proposals in the area. Opportunity Areas are areas of extensive change while Growth Areas are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment. Growth Areas, together with the District Town Centres, provide identified developable and deliverable sites with substantial capacity for new homes, jobs and infrastructure. Each strategic location identified in Policy CDH04 is subject to more detailed.....	Delete text. Role of Growth Areas is already clarified in Chapter 3.

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Main	MM154	Chapter 6 - Character, Design and Heritage	6.18.8	Proposals should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Varying heights, proportion, silhouette and facing materials at the design stage will help assess how to lessen any negative impacts including light pollution, <u>and</u> reflected glare. Architectural quality and materials of an exemplary standard should ensure that the appearance and architectural integrity of the building is maintained through its lifespan. London Plan policy D9 – Tall Buildings sets out further considerations on the functional impact including ensuring the safety of occupants and surrounding areas through internal and external design as well as servicing, maintenance and building management arrangements which should be considered at the start of the design process. In terms of environmental impacts wind, daylight, sunlight penetration and temperature conditions must be carefully considered and air movement affected by the building(s) should support the effective dispersion of pollutants and not detract <u>help enhance</u> the comfort and enjoyment of open spaces around the building. <u>All new Tall Buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings.</u> Mitigation measures should be identified and designed into the building as integral features from the outset to avoid retro-fitting.	Update to reflect new legislation
Main	MM155	Chapter 6 - Character, Design and Heritage	6.18.9	Although there has been <u>Recognising that there</u> has been a loss of original residential character along these routes, <u>which are characterised by good public transport accessibility,</u> there is an opportunity for <u>higher density</u> infill development including Tall Buildings (where appropriately located on Edgware Road (A5) and Great North Road (A1000)) to have a positive impact on the environment of the thoroughfare. It is imperative that such design-led proposals should <u>sensitively</u> relate to the original character of the suburban streets behind the thoroughfare. The loss of original character together with good public transport accessibility has contributed to the promotion of such thoroughfares for higher density development. There is also a desire to better manage the development proposals that are coming forward in such locations.	Emphasise Barnet's suburban character as a necessary constraint on tall buildings

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Main	MM156	Chapter 6 - Character, Design and Heritage	6.18.10	While Tall Buildings <u>may</u> offer the opportunity for more intensive use, it is essential that proposals occur in the most suitable and sustainable locations <u>as outlined in Policy CDH04. This will help ensure that can protect and enhance</u> the existing character and townscape of the Borough <u>is protected and enhanced</u> .	Make clearer link with locations listed in CDH04.
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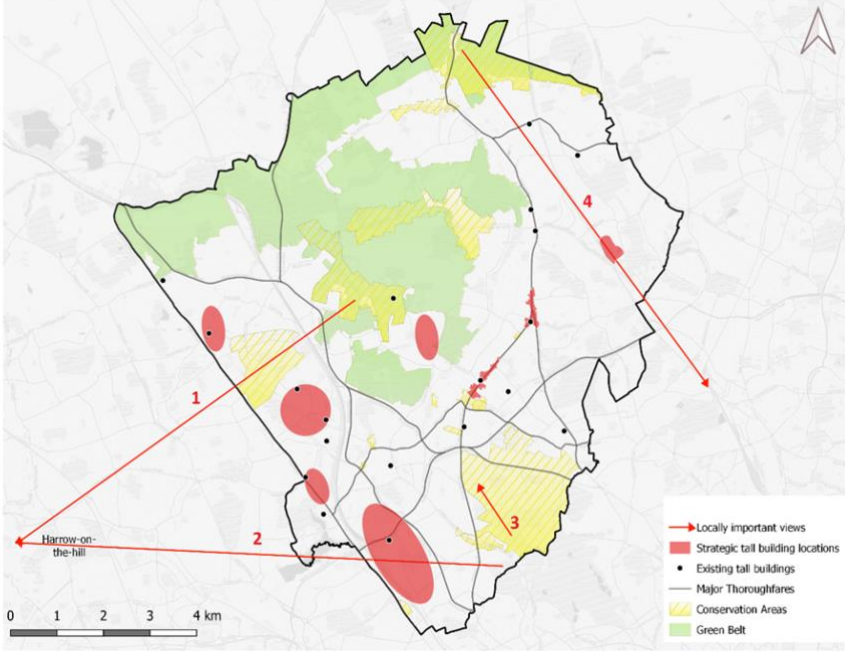
Main	MM157	Chapter 6 - Character, Design and Heritage	Map 4 – Locally Important Views		Replaced
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					Revised to clarify the 4 locally important views
Mian	MM158	Chapter 6 - Character, Design and Heritage	6.18.11	<u>The Council expects</u> new Tall Buildings <u>to</u> should positively contribute to the character of the area. Proposals should take account of, and avoid harm to, the significance of Barnet's and neighbouring boroughs heritage assets and their settings	Emphasise that Council expects a positive contribution to character
Main	MM159	Chapter 6 - Character, Design and Heritage	6.18.11	Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are tangible public benefits derived that outweigh that harm. Riverside Watercourse locations are often an attractive choice for developments with tall buildings offering views over the landscape and river.	In response to Reg 19 representations of EA.
Main	MM160	Chapter 6 - Character, Design and Heritage	6.18.12	Map 4 shows <u>4</u> locally important views <u>as well as all</u> , conservation areas in the Borough, <u>the extent of</u> Green Belt / MOL and the location of existing tall buildings together with the strategic locations (including Opportunity Areas) identified for tall buildings.	Clarification on revisions to Map 4 and CDH04 with regards to

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					Opportunity Areas
Main	MM161	Chapter 6 - Character, Design and Heritage	CDH04 New 1 st sentence	<u>Reflecting the historical and suburban character of the Borough the potential for Tall Buildings is highly constrained in Barnet.</u>	Emphasise the context for Tall Buildings
Main	MM162	Chapter 6 - Character, Design and Heritage	CDH04A Convert last 2 bullets to para	<ul style="list-style-type: none"> • Brent Cross Growth (Opportunity) Area (Policy GSS02); • Brent Cross West Growth (Opportunity) Area (Policy GSS03); • Colindale Growth (Opportunity) Area including Grahame Park Estate (Policy GSS06); • Cricklewood Growth (Opportunity) Area (Policy GSS04); • Edgware Growth Area (Policy GSS05); • West Hendon Estate (Policy GSS10); <u>and</u> • New Southgate Opportunity Area (Policy GSS09).; • Major Thoroughfares – Edgware Road (A5) and Great North Road (A1000) (Policy GSS11); <p><u>Sites where Tall Buildings may be appropriate have been identified in Annex 1 - Schedule of Proposals for the Town Centres of Finchley Central and North Finchley (Policy GSS08) and the Major Thoroughfares – Edgware Road (A5) and Great North Road (A1000) (Policy GSS11).</u></p>	List revised to provide clarification on Growth Areas and reflect constraints at North Finchley and Finchley Central and along Major Thoroughfares that separate them from the other strategic locations.
Main	MM163	Chapter 6 - Character, Design and Heritage	CDH04B	b) <u>Very Tall Buildings of 15 storeys or more (Very Tall) will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity Area or a Growth Area. Very Tall Buildings are not acceptable outside an Opportunity Area or a Growth Area identified as a strategic location in CDH04A. Very Tall Buildings are not acceptable outside an Opportunity Area or Growth Area identified as a strategic location in CDH04A. Any proposal for a Very Tall Building must have a legible and coherent role, integrating effectively to its location in compliance with part D.</u>	Merge B with C to provide clarification on locations for Very Tall Buildings. Reflect SoCGs agreed with Historic England and GLA.

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Main	MM164	Chapter 6 - Character, Design and Heritage	CDH04C	e) Any proposal for a 'Very Tall' building must have a legible and coherent role, integrating effectively to its location in compliance with part d)	Text moved to CDH04B
Main	MM165	Chapter 6 - Character, Design and Heritage	CDH04D	d) c) The Council will produce SPD on Building Heights <u>the Designing for Density SPD</u> which will set out, within the identified strategic locations, the parameters for tall and very tall buildings <u>how the Council will assess the appropriateness of Tall Building proposals. This will address the impacts detailed in London Plan Policy D9C, setting out site-specific and character considerations including typologies related to uses, views, form, public realm, safety, amenity and microclimates.</u>	Clarification on the role of the SPD. Reflect SoCGs agreed with Historic England and GLA. Reflect new titles for SPD as set out in the Sept 2021 LDS.
Main	MM166	Chapter 6 - Character, Design and Heritage	CDH04CA New section	<u>ca) All new Tall and Very Tall Buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings.</u>	Update to reflect new legislation
Main	MM167	Chapter 6 - Character, Design and Heritage	CDH04E	e) d) Proposals for Tall and Very Tall Buildings	Correction
Main	MM168	Chapter 6 - Character, Design and Heritage	CDH04	Barnet's definitions of a Tall <u>and Very Tall Buildings</u> and the identification of strategic locations where Tall <u>and Very Tall Buildings</u> may be appropriate does not mean that all buildings up to 8 storeys or to a height of 26 metres are acceptable in these locations or elsewhere in the Borough.	Clarification
Main	MM169	Chapter 6 - Character, Design and Heritage	CDH04 New last para	<u>Tall Buildings and Very Tall Buildings are not the Council's preferred model for delivering higher densities and maximising brownfield sites. Therefore, the Council will carefully assess the design and townscape qualities of proposals that may otherwise gradually erode the Borough's predominant suburban and historic character.</u>	Emphasise that tall buildings are not a preferred model for delivering densities in Barnet. Reflect

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					SoCGs agreed with Historic England and GLA
Main	MM170	Chapter 6 - Character, Design and Heritage	CDH05	Proposals for extensions should follow good design principles in accordance with Barnet's suite of design focused SPDs. <u>the Sustainable Design and Development Guidance SPD.</u>	Reflect new titles for SPD as set out in the Sept 2021 LDS.
Main	MM171	Chapter 6 - Character, Design and Heritage	CDH05K	Extensions to existing properties should Not result in <u>reduce</u> amenity space provision falling below the standards set out in Table 11.	Clarification
Main	MM172	Chapter 6 - Character, Design and Heritage	CDH06	Proposals for basements should follow good design principles in accordance with Barnet's suite of design focused SPDs. <u>the Sustainable Design and Development Guidance SPD.</u>	Reflect new titles for SPD as set out in the Sept 2021 LDS
Add	MM173	Chapter 6 - Character, Design and Heritage	6.21.3	Barnet's Planning Contributions Obligations SPD sets out the S106 criteria requirements for open spaces.Further information on areas of open space and playspace deficiency in Barnet and is set out in the Planning Obligations <u>Contributions</u> SPD.	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM174	Chapter 6- Character, Design and Heritage	Table 11	Development proposals will not normally be permitted if it compromises <u>be expected to meet</u> the minimum outdoor amenity space standards.	Clarification
Add	MM175	Chapter 6 - Character, Design and Heritage	6.21.4	Further guidance is set out in the Barnet's suite of design focused SPDs <u>Sustainable Design and Development Guidance SPD.</u>	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS

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Add	MM176	Chapter 6 - Character, Design and Heritage	6.22.2	More detailed advice about the use of landscaping is provided in Barnet's suite of design focused SPDs <u>the Sustainable Design and Development Guidance SPD</u> together with the Green Infrastructure SPD	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS
Add	MM177	Chapter 6 - Character, Design and Heritage	6.22.5	Trees make an important contribution to the character, <u>quality of urban environments</u> and appearance of the Borough	Emphasise importance of trees to urban environment
Add	MM178	Chapter 6 - Character, Design and Heritage	6.22.6	Further guidance on SUDs is set out in Barnet's suite of design focused SPDs <u>the Sustainable Design and Development Guidance SPD.</u>	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS
Add	MM179	Chapter 6 - Character, Design and Heritage	6.22.7	Further guidance on managing the impact of development on gardens is set out in Barnet's suite of design focused SPDs <u>the Sustainable Design and Development Guidance SPD.</u>	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS
Add	MM180	Chapter 6 - Character, Design and Heritage	6.25.4	Applicants will be required to have regard to National and Local Plan policies and any other relevant supplementary guidance produced by the Council ...	Clarification
Main	MM181	Chapter 6 - Character, Design and Heritage	CDH08	Designated Heritage Assets Great weight will be placed on the conservation of the Borough's designated heritage assets, including listed buildings and conservation areas, when considering the impact of development <u>proposals irrespective of the level of harm</u> . Any harm to, or loss of, the designated heritage asset will require clear and convincing justification. Substantial harm to, or loss of, designated heritage assets <u>should be wholly exceptional and</u> will not be permitted unless it can be demonstrated that substantial public benefits will be achieved that outweigh such harm or loss.	Revised to clarify harm to heritage assets and reflect SoCG agreed with Historic England

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Main	MM182	Chapter 6 - Character, Design and Heritage	6.34.4A New para	<u>Most advertisements on land directly facing motorways and trunk roads require the express consent from the relevant local planning authority (LPA), as well as prior permission from the landowner before they may be displayed lawfully. It is a requirement for the LPA to consult National Highways on the road safety aspects of advertisements proposed alongside the Strategic Road Network(SRN). In addition to the location of the advertisement, key considerations will be visibility from SRN, its size, brightness/lighting (if any) and its effect on public safety.</u>	In response to Reg 19 rep from National Highways
Main	MM183	Chapter 6 - Character, Design and Heritage	6.34.6	The Council's Advertising Policy 2019 provides clarity on future proposals in regard to advertising on Council land, including the criteria to be applied when granting consent for advertising on highway land. Advertisements must also be kept clean and tidy and remain in a safe condition that will not obscure or hinder the interpretation of official signage. A certain number and size of estate agent boards can be erected on properties without the benefit of advertisement consent. Areas may be exempted from this deemed consent under Regulation 7 of the 1992 Regulations. In these areas no boards will be granted advertisement consent by the Council because of their effect on visual amenity, except in exceptional circumstances. The Regulations controlling the display of outdoor advertising generally allow the display of "for sale/to let" advertising boards (commonly called estate agents' boards) subject to certain restrictions on size, number and position. Where these boards proliferate to the extent of causing serious harm to the appearance of a street or area, the Council may seek removal of the general approval for these types of advertising boards.	In response to Reg 19 rep from British Sign and Graphics Association.
Main	MM184	Chapter 6 - Character, Design and Heritage	6.34.7	Further guidance on the Council's approach to advertisements will be set out in <u>the Sustainable Design and Development</u> Guidance SPD.	Updates to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM185	Chapter 6 - Character,	CDH09G	<u>(g) With regard to advertisements in proximity to the Strategic Road Network in Barnet the Council will consult with National Highways.</u>	In response to Reg 19 rep

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		Design and Heritage			from National Highways
Main	MM186	Chapter 7 - Town Centres	7.2.2	Barnet's town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and a Regional Shopping Centre (with the future potential designation as a Metropolitan Centre) at Brent Cross.	Revised to reflect London Plan town centre hierarchy with regards to Metropolitan Town Centre at Brent Cross
Main	MM187	Chapter 7 - Town Centres	Table 13	Brent Cross Shopping Centre Regional Shopping Centre in 2016 London Plan. The future potential network classification for Brent Cross is as a Metropolitan Centre in the London Plan 2021 <u>The new town centre will be both north and south of the A406 (Brent Cross North and Brent Cross Town)</u>	Revised to reflect London Plan town centre hierarchy with regards to Metropolitan Town Centre at Brent Cross
Main	MM188	Chapter 7 - Town Centres	7.4.2	Barnet has three cinemas with a total of 14 screens. With most of the screens in the east of the Borough Barnet prior to COVID19 experienced a high level of spend expenditure leakage (57%) amongst cinema goers <u>going out of the Borough</u> . The cinema screen capacity assessment highlights capacity to support an additional 14 screens up to 2036 in Barnet, equivalent to one large multiplex cinema or up to five boutique cinemas.	Clarification
Main	MM189	Chapter 7 - Town Centres	7.5.1	Outline planning permission was granted in 2010 for the comprehensive redevelopment of the whole of the Brent Cross Growth Area to create a new mixed use town centre <u>at Brent Cross North and Brent Cross Town</u> , with 56,600m ² of comparison retail floorspace; <u>approximately 7,500 new homes,</u>	Clarification on the 2010 consent

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				including affordable ones, <u>and 395,000m² of new office space new commercial quarter</u> with a forecast of over 20,000 new jobs.	
Main	MM190	Chapter 7 - Town Centres	TOW01A	The Council will support an appropriate mix of uses within designated centres: i) <u>Redevelopment within Brent Cross Growth Area</u> (see policy GSS02) to <u>will</u> provide a strong retail offer as well as a wider mix of uses including leisure, office and other commercial, community, and <u>cultural and residential</u> uses to create a new Metropolitan Town Centre for North London	Clarification that new homes form part of the mix of uses.
Main	MM191	Chapter 7 - Town Centres	7.7.3A	<u>The new Permitted Development Rights (PDR) rules will only apply to buildings which have been in Class E use (or prior to 1 September 2020 any predecessor use class A1, A2, A3, B1, D1(a), D1(b) or D2(e)) for a continuous period of at least 2 years prior to the date of the prior approval application. Therefore any buildings in Class E to Class MA which have been vacant for at least 3 continuous months immediately prior to the date of the application for prior approval are exempted from the requirements of TOW02 (h) and the 12 month marketing period. New PDR under new Class MA came into force on 1st August 2021. This 3 month rule does not apply to any other Use Classes such as Class F1, F2, B2, B8, C1, C2, C2A, C3, C4, Sui generis. For these uses the 12 month rule will apply.</u>	Update and clarification on new PDR
Main	MM192	Chapter 7 - Town Centres	7.7.6	In making high streets healthier, opportunities to reduce reliance on car travel should be encouraged, including the creation of attractive and welcoming places that enable well connected walking and cycling routes. <u>Reducing the dominance of vehicles can support town centre vitality by making public realm more pleasant and inclusive, thus encouraging more frequent and longer stay trips.</u>	Emphasise importance of reducing vehicular traffic to improving public realm. Also as set out in SoCG with TfL Spatial Planning
Main	MM193	Chapter 7 - Town Centres	TOWO2B	(e) (i) Significance of reduction of retail facilities. (e) (ii) Loss of active frontage at ground floor level. (e) (iii) Whether alternative retail facilities are accessible by walking, cycling or public transport to meet the needs of the area. (f) (iv) Capability of the proposal in attracting visitors to the town centre.	Renumbering to clarify criteria of TOW02B

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				(g) (v) Contribution of the proposal to the Council's growth objectives.	
Main	MM194	Chapter 7 - Town Centres	TOWO2H	(h) (vi) Evidence that there is no viable demand for continued existing use Class E use and that the property has been vacant for over 12 months with the exception of meanwhile uses in accordance with part n). Evidence of continuous marketing over a 12 month period will be required <u>unless the 3 month rule applies that came into effect on 1 August 2021.</u>	Renumbering and clarification on new PDR
Main	MM195	Chapter 7 - Town Centres	TOWO2I	(i) <u>C</u> Properties at ground floor level are expected to retain active frontages.	Renumbering and clarification.
Main	MM196	Chapter 7 - Town Centres	TOWO2J	(j) <u>D</u> The use of Upper floors <u>are utilised</u> for alternative uses including residential, employment or community provision will be strongly encouraged.	Renumbering and clarification.
Main	MM197	Chapter 7 - Town Centres	TOWO2K	(k) E In accordance with the Agent of Change principle Development that has significant adverse impact on the amenities of nearby occupiers will be <u>is resisted in accordance with the Agent of Change principle.</u>	Renumbering and clarification. Reflect London Plan agent of change principle.
Main	MM198	Chapter 7 - Town Centres	TOWO2L	(l) <u>F</u> Development that has significant adverse impact on traffic flow or road safety will be <u>is resisted.</u>	Renumbering and clarification.
Main	MM199	Chapter 7 - Town Centres	TOWO2M	(m) <u>G</u> The use of Vacant sites or buildings <u>are utilised</u> for occupation by meanwhile uses that <u>make a positive contribution to</u> will benefit a town centre's viability and vitality will be supported.	Renumbering and clarification
Main	MM200	Chapter 7 - Town Centres	TOWO2N	(n) <u>H</u> Markets in town centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises.	Renumbering and clarification
Main	MM201	Chapter 7 - Town Centres	7.8.2	This figure is however considered an under-estimate as according to a University of Cambridge study there are 350 hot food takeaway premise in the Borough. Within this extensive base and responding to changes in consumer preferences for takeaway hot food there will be opportunities for turnover as takeaway businesses close and new ones replace them in premises	Recognition that consumer preferences for takeaways will change

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				established and allowed <u>As consumer preferences change existing premises may convert to other uses whilst new proposals will be required to pass through the planning system.</u>	
Main	MM202	Chapter 7 - Town Centres	7.8.3A	<u>Another consideration for the Council is that drainage facilities are adequate for the purpose intended and that an effective fat/grease trap has been installed at the appropriate location to control fat and grease entering the drainage system. The Council will require, through a planning condition, that drainage plans for the premises show the location of the grease trap, and set out the proposed schedule of maintenance for the trap before commencement of use of the premises.</u>	In response to Reg 19 reps from Thames Water
Add	MM203	Chapter 7 - Town Centres	7.8.6	Fixed Odds Betting <u>Betting</u> Terminals	Correction
Main	MM204	Chapter 7 - Town Centres	TOW03Aof hot food takeaways and . <u>The Council will not permit proposals that:</u> <u>viii) Do not ensure that drainage facilities are adequate for the purpose intended and that an effective fat/grease trap has been installed at the appropriate location to control fat and grease entering the drainage system.</u> <u>ix) Have not provided drainage plans for the premises which show the location of the grease trap, and proposed schedule of maintenance for the trap before commencement of use of the premises.</u>	In response to Reg 19 reps from Thames Water
Main	MM205	Chapter 7 - Town Centres	TOW03B	viii-i) Are not separated from any existing Sui Generis unit in this group by at least two units which are neither units (in uses as highlighted in (b)) nor hot food takeaway uses. ix-ii) Are located within 400m of the boundary of an existing school or youth centre. x-iii) Are not accompanied by Health Impact Assessments (HIAs) when requested by the Council. xi-iv) Do not provide active frontages and must have a positive visual impact on the street scene. xii-v) Have a significant impact on local community and residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.	Renumbering

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Main	MM206	Chapter 8 - Community Uses and promotion of health and wellbeing	8.2.2	The Council's approach is to encourage new community uses to be located in <u>Growth Areas</u> , town centres and local centres as these locations tend to be more accessible by public transport, in particular the bus network.	Growth Areas are appropriate locations for new community uses
Main	MM207	Chapter 8 - Community Uses and promotion of health and wellbeing	8.5.2	Linking facility provision, informal and formal, to good levels of public transport access and opportunities for active travel, and informal use facilities will help to facilitate more active lifestyles for more people.	Clarification
Main	MM208	Chapter 8 - Community Uses and promotion of health and wellbeing	CHW01C	Provision outside town centres <u>or Growth Areas</u> will need robust justification;	Clarification
Main	MM209	Chapter 8 - Community Uses and promotion of health and wellbeing	CHW01	Development (including change of use) that involves the loss or replacement of existing community facilities / services will only be permitted if: <ul style="list-style-type: none"> • the replacement facility is equivalent to or <u>of</u> better quality and meets the needs currently met by the existing facility, or • it has been demonstrated that the facility is no longer required in its current use and that it is not suitable and viable for any other forms of social infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan. <u>In determining applications the Council will consider the loss of community facilities as part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities.</u>	Emphasising that loss of facility within a wider strategic plan is an important consideration. Also set out in SoCG with North Central London Clinical Commissioning Group
Main	MM210	Chapter 8 - Community Uses and	CHW01	In considering proposals involving the loss of community infrastructure the Council will take into account the listing or nomination of 'Assets of Community Value' as a material planning consideration.	To clarify how ACVs are a

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		promotion of health and wellbeing			material consideration
Main	MM211	Chapter 9 - Economy	9.6.1	The <u>proposals for the Brent Cross Growth Area proposals</u> will create...	Clarification
Main	MM212	Chapter 9 - Economy	9.6.4	The Council <u>will continue to monitor</u> has taken measures to decrease the vulnerability of the employment market in the Borough by introducing an Article 4 Direction to remove <u>that is a consequence of changes to the Use Classes Order in 2020 and the permitted development rights for E uses (Commercial, Business and Services) office and light industrial uses to convert to residential.</u> <u>This is of particular importance</u> in nine town centres, the LSIS sites, Business Locations and two out of town centre office blocks.	Revised as a consequence of changes in Government Policy. The Article 4 Direction expires in July 2022.
Main	MM213	Chapter 9 - Economy	9.8	Article 4 Direction	The Article 4 Direction expires in July 2022.
Main	MM214	Chapter 9 - Economy	9.8.1	The Valuation Office Agency Business Floorspace Statistics 201639 states that Barnet's stock of office floorspace is 343,000m2. The Permitted Development Right to change office into residential has resulted in Barnet losing over 40,000m2 of office space (May 2013-March 2017). The Council has made Article 4 Directions 40, restricting the change of use from employment (Former Use Classes B1a and B1c) to residential use (Use Class C3). The Article 4 Directions came into force in October 2019 prior to the changes to the Use Classes Order in 2020. However, they continue to serve as a safeguard for commercial, business and service uses.	The Article 4 Direction expires in July 2022.
Main	MM215	Chapter 9 - Economy	9.8.2	Sites within the Article 4 Direction have been selected for their importance to the economic sustainability of Barnet. The distribution of Article 4 Direction areas highlights the dispersed nature and variety of employment sites in Barnet.	The Article 4 Direction expires in July 2022.

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Main	MM216	Chapter 9 - Economy	9.9.1and employment generating sui generis uses. <u>The designated Business Locations provide for commercial employment.</u> Brent Cross,	Clarification of Business Locations. In response to Reg 19 reps from Clarion Housing Group and the Huntingdon Foundation
Main	MM217	Chapter 9 - Economy	9.9.1	...and light industrial uses appropriate for town centres, <u>with other employment uses being considered where it can be shown that they are able to operate without negatively impacting upon other uses.</u>	In response to Reg 19 reps from BXSP
Main	MM218	Chapter 9 - Economy	9.9.3	Following recommendations in the BELR and to provide consistency with the Article 4 Designations seven new LSIS have been designated, This is also consistent with London Plan policy...	The Article 4 Direction expires in July 2022.

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Main	MM219	Chapter 9 - Economy	Table 14	<table border="1"> <thead> <tr> <th>Site Name</th> <th>Article 4</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td>Queen's Road Industrial Estate</td> <td>Yes B1a & B1c</td> <td>0.9</td> </tr> <tr> <td>Falkland Road (Alston Works)</td> <td>Yes B1a & B1c</td> <td>0.5</td> </tr> <tr> <td>Hadley Manor Trading Estate</td> <td>Yes B1a & B1c</td> <td>0.8</td> </tr> <tr> <td>Redrose Trading Centre</td> <td>Yes B1a & B1c</td> <td>0.5</td> </tr> <tr> <td>Lancaster Road</td> <td>Yes B1a & B1c</td> <td>1.2</td> </tr> <tr> <td>Granard Business Centre and Churchill House</td> <td>Yes B1a & B1c</td> <td>0.8</td> </tr> <tr> <td>Bunns Lane Works</td> <td>Yes B1a & B1c</td> <td>0.6</td> </tr> <tr> <td>Mill Hill Industrial Estate</td> <td>Yes B1a & B1c</td> <td>1.0</td> </tr> <tr> <td>Hurricane Industrial Park</td> <td>Yes B1a & B1c</td> <td>0.4</td> </tr> <tr> <td>Propeller Way</td> <td>Yes B1a & B1c</td> <td>0.4</td> </tr> <tr> <td>Connaught Business Centre</td> <td>Yes B1a & B1c</td> <td>1.0</td> </tr> <tr> <td>Garrick Industrial Centre</td> <td>Yes B1a & B1c</td> <td>7.4</td> </tr> <tr> <td>Bittacy Hill Business Centre</td> <td>Yes B1a & B1c</td> <td>0.8</td> </tr> <tr> <td>Finchley Industrial Centre</td> <td>Yes B1a & B1c</td> <td>0.9</td> </tr> </tbody> </table>	Site Name	Article 4	Area (ha)	Queen's Road Industrial Estate	Yes B1a & B1c	0.9	Falkland Road (Alston Works)	Yes B1a & B1c	0.5	Hadley Manor Trading Estate	Yes B1a & B1c	0.8	Redrose Trading Centre	Yes B1a & B1c	0.5	Lancaster Road	Yes B1a & B1c	1.2	Granard Business Centre and Churchill House	Yes B1a & B1c	0.8	Bunns Lane Works	Yes B1a & B1c	0.6	Mill Hill Industrial Estate	Yes B1a & B1c	1.0	Hurricane Industrial Park	Yes B1a & B1c	0.4	Propeller Way	Yes B1a & B1c	0.4	Connaught Business Centre	Yes B1a & B1c	1.0	Garrick Industrial Centre	Yes B1a & B1c	7.4	Bittacy Hill Business Centre	Yes B1a & B1c	0.8	Finchley Industrial Centre	Yes B1a & B1c	0.9	The Article 4 Direction expires in July 2022.
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Main	MM220	Chapter 9 - Economy	9.9.6	A financial contribution will be required for the refit of existing employment space in the Borough or for employment training, where this cannot be delivered. Further details are set out in the SPD on Contributions to Enterprise, Employment and Training <u>Planning Contributions SPD</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.																											
Main	MM221	Chapter 9 - Economy	9.9.7	The Council will expect all new commercial space to be designed to appropriate floor to ceiling heights and fitted out to <u>at least a Category A</u>	In response to Reg 19 rep from BXSP																											

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				standard that allows for a straightforward occupation for commercial tenants.	
Main	MM222	Chapter 9 - Economy	9.9.7	...This is regarded as offering appropriate templates for employment floorspace design that are relevant to London. <u>All new employment proposals, should seek to minimise the impact of traffic on surrounding residential streets and will therefore need to undertake a Transport Impact Assessment.</u>	Clarification on TIA requirements of ECY01
Main	MM223	Chapter 9 - Economy	ECY01H	Seeking to protect existing office accommodation and light industrial uses in <u>the Borough especially those in Town Centres and LSIS areas covered by Article 4 Direction.</u> The loss of employment accommodation in these areas will not be supported.	The Article 4 Direction expires in July 2022.
Main	MM224	Chapter 9 - Economy	ECY01J	iv. The site is not allocated <u>in Annex 1 of this Plan (Schedule of Site Proposals)</u> for an alternative use including residential, education or community uses.	Clarification
Main	MM225	Chapter 9 - Economy	ECY01K	Requiring all employment space to be designed to appropriate floor to ceiling heights and space requirements for the intended uses including on site servicing and space for waiting or goods vehicles; <u>and to be fitted out to at least Category A Standard.</u>	Clarification
Main	MM226	Chapter 9 - Economy	9.11.2	Development proposals are required to meet the requirements of the Council's Delivering Skills, Employment, Enterprise and Training (SEET) from Development SPD (2014) or equivalent SPD and forthcoming Planning Contributions SPD.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM227	Chapter 9 - Economy	9.11.3	Through the Planning Contributions SPD a requirement for developers to enter into a Local Employment Agreement (LEA) with the Council seeks in order to deliver a range of benefits to residents.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM228	Chapter 9 - Economy	9.11.5	Financial contributions may be accepted in exceptional circumstances in lieu of onsite or development related employment provision. The LEA and/or Financial contributions will be agreed as part of the s106 Agreement. However, outline LEAs should be agreed as part of the	Clarification on use of LEAs

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				application process to ensure the Council and applicants are aware of the implications of the LEA on the development and its timetable.	
Main	MM229	Chapter 9 - Economy	9.11.6	Developers should liaise <u>at an early stage in the application</u> with the Council's Business, Employment and Skills Team in <u>identifying skills, employment and training opportunities, when producing the LEA.</u>	Clarification on use of LEAs
Main	MM230	Chapter 9 - Economy	ECY03A	Requiring qualifying development to provide a Local Employment Agreement which sets out the skills, employment and training opportunities to be delivered from the development including end use jobs. Financial contributions to offset unfulfilled LEA deliverables may be accepted in exceptional circumstances.	Clarification on use of LEAs
Main	MM231	Chapter 9 - Economy	ECY03C	<u>c) Requiring compliance with other jobs, skills and training requirements of the Planning Contributions SPD Council's Delivering Skills, Employment, Enterprise and Training (SEET) from Development SPD (2014) or any subsequent SPDs.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM232	Chapter 10 - Environment and Climate Change	10.2.1	<u>In May 2022 the Council declared a Climate Emergency. A top priority for the Council, as well as robustly implementing policies on zero carbon development through the Local Plan, is to progress a Sustainability Strategy that sets out the actions to be taken to deliver a green and thriving Borough; with a key focus on keeping neighbourhoods clean, green and with good air quality, ensuring that development and growth in the Borough is sustainable, maximising reusing and recycling, and reducing consumption and waste. Ensuring a clean, pleasant and well-maintained environment is a top priority of the Council. Through the implementation of Local Plan policies the Council will manage growth to help deliver this environment as part of its approach to the mitigation of, and adaptation, to climate change. Development can be made more sustainable by measures such as passive solar design, natural ventilation, green and brown roofs and sustainable drainage systems. Details of how this can be achieved are set out in the Council's more detailed planning guidance. Barnet's suite of design guidance SPDs together with the Green Infrastructure prioritise the protection and enhancement of the environment and</u>	Emphasise Council declaration of climate emergency in May 2022 and approach to zero carbon development. Text moved

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				biodiversity and clarify requirements on the prudent use of natural resources.	
Main	MM233	Chapter 10 - Environment and Climate Change	10.2.1A	<u>Through the implementation of Local Plan policies the Council will manage growth to help deliver this environment as part of its approach to the mitigation of, and adaptation, to climate change. Development can be made more sustainable by measures such as passive solar design, natural ventilation, green and brown roofs and sustainable drainage systems. Details of how this can be achieved are set out in the Council's more detailed planning guidance. Barnet's Sustainable Design and Development Guidance SPD together with the SPD on Green Infrastructure prioritise the protection and enhancement of the environment and biodiversity and clarify requirements on the prudent use of natural resources.</u>	Text moved to emphasise what the Plan is doing on climate change
Main	MM234	Chapter 10 - Environment and Climate Change	10.3.1	<u>...Major developments unable to meet the net zero carbon targets set by the Mayor of London will need to contribute to the Barnet's carbon offset fund as required by London Plan Policy SI 2 and paragraph 9.2.8 of the London Plan.</u>	Clarification on application of London Plan policy
Main	MM235	Chapter 10 - Environment and Climate Change	10.5.3	Developers should utilise the energy hierarchy and renewable technologies such as heat pumps and solar panels to assist them in meeting these targets and maximising opportunities for onsite electricity and heat production. <u>Where the provision of decentralised energy is proposed as part of a development this should be designed to be a low or zero carbon energy source.</u>	Clarification
Main	MM236	Chapter 10 - Environment and Climate Change	10.5.4	Further detail is available in the Council's suite of design guidance SPDs <u>Sustainable Design and Development Guidance SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM237	Chapter 10 - Environment and Climate Change	10.5.5	<u>...sought. In the absence of a Barnet offset price Barnet will use The value of the offset contribution will be calculated in accordance with the Mayor of London's price of non- traded carbon per tonne to calculate the value of the carbon offset contribution. Information on the spend of</u>	Clarification

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				<u>carbon offset payments will be reported as part of the Barnet Authorities Monitoring Report.</u>	
Main	MM238	Chapter 10 - Environment and Climate Change	10.6.3A	<u>Historic buildings may need bespoke and non-standard interventions to reduce energy consumption and carbon emissions to avoid negative impacts on the historical significance of the structure. To determine the best interventions an assessment of the building should be undertaken, in line with Historic England's 'whole building approach' as advocated in their suite of technical advice and guidance on improving the energy efficiency of historic buildings¹, to identify what aspect(s) of the building require intervention to improve its energy and carbon performance. Once the areas for improvement are identified then the applicant can work with Council Officers and Historic England to determine the best intervention(s) to improve the building's performance while ensuring the integrity and significance of the building is retained.</u>	New para on historic buildings. Reflects agreed SoCG with Historic England
Main	MM239	Chapter 10 - Environment and Climate Change	10.7.1	<u>These areas will offer exemplary sustainable locations and furthermore, will be planned so as to include high standards of design and construction as set out in the Council's suite of design guidance SPDs Sustainable Design and Development Guidance SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM240	Chapter 10 - Environment and Climate Change	10.7.2	<u>Greater detail on these measures can be found in the Sustainable Design and Development Guidance SPD Council's suite of design guidance SPDs together with the Green Infrastructure SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.
Main	MM241	Chapter 10 - Environment and Climate Change	ECC01B	<u>Promote the highest environmental standards for development and through guidance provided in the Sustainable Design and Development Guidance SPD Council's suite of design guidance SPDs together with the Green Infrastructure SPD</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS.

¹ [Energy Efficiency and Historic Buildings | Historic England](#)

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Main	MM242	Chapter 10 - Environment and Climate Change	ECC01D	<u>Expect all</u> development is expected to be energy-efficient and seek to minimise any wasted heat or power and meet the requirements of Policy CDH02.	Clarification
Main	MM243	Chapter 10 - Environment and Climate Change	ECC01E	Where Decentralised Energy (DE) is feasible or planned, <u>require that it should be either low or zero carbon</u> and major development will either provide <u>one of the following</u> :	Clarification
Main	MM244	Chapter 10 - Environment and Climate Change	ECC01H	The Council will Support retrofitting existing buildings and encourage solutions that minimise or avoid harm to a heritage asset's significance while delivering improved energy performance or generation. <u>Historic buildings may need bespoke and non-standard interventions to reduce energy consumption and carbon emissions to avoid negative impacts on the historical significance of the structure.</u>	Reflect agreed SoCG with Historic England
Main	MM245	Chapter 10 - Environment and Climate Change	ECC01I	Where the carbon targets for a development cannot be fully achieved a contribution will be sought to a value calculated using the latest nontraded price of carbon per tonne identified by <u>Barnet, or in the absence of a Barnet offset price,</u> the Mayor of London.	Clarification
Main	MM246	Chapter 10 - Environment and Climate Change	ECC01J	<u>Require</u> developments are required to demonstrate how sustainable design and construction methods are incorporated into the proposal to enable the development to mitigate and adapt to climate change over its intended lifetime.	Clarification
Main	MM247	Chapter 10 - Environment and Climate Change	Section 10.9	Air, and Noise <u>and Light</u> Pollution	This section also covers light pollution
Add	MM248	Chapter 10 - Environment and Climate Change	10.9.5	This method shall <u>will</u> ensure that poor air quality in Barnet does not deteriorate further as a result of development.	Clarification
Main	MM249	Chapter 10 - Environment and Climate Change	10.9.7	Table 17 below provides information on the requirements for Air Quality Assessment and the level of detail required, further guidance on air quality is provided in the <u>Sustainable Design and Development Guidance SPD Council's suite of design guidance SPDs.</u>	Update to reflect new titles for SPDs as set out in

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					the Sept 2021 LDS
Main	MM250	Chapter 10 - Environment and Climate Change	10.9.8	Table 18 below provides information on when noise assessments are required, further guidance on noise quality is provided in the Council's suite of design guidance SPDs . <u>Sustainable Design and Development Guidance SPD</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM251	Chapter 10 - Environment and Climate Change	10.9.8A	<u>While artificial lighting has an important role for community and traffic safety, and allowing many commercial and recreational activities to occur after dark, inappropriate lighting can be a cause of nuisance. Light pollution can have a significant adverse effect on residential amenity, natural environments and wildlife (as acknowledged in NPPF para 185). Light pollution is defined as being any light emitting from artificial sources (both external and internal) into spaces where this light is unwanted, such as spillage of security lights surrounding car parking areas into residential accommodation, especially bedrooms, where this causes inconvenience to their occupants, or along river corridors where it can impact feeding patterns of bats. Developers should employ design solutions and the latest guidance from the Institution on Lighting Professionals². Such solutions could include screening, shielding, managing installation height, and limiting operating hours of the light source. The visual impact of light fittings should also be considered. The Council will require design and details on all the lighting equipment to be used with full technical specifications and proposed operating hours to be submitted at planning application stage in order to properly assess the impacts of the lighting proposed. Further details on managing light pollution are provided in the Sustainable Design and Development Guidance SPD</u>	In response to Reg 19 reps from Barnet Green Spaces Network
Main	MM252	Chapter 10 - Environment	10.9.8B	<u>For sites positioned on or close to the Strategic Road Network (SRN) carriageway and junctions, it will be necessary to start liaising with National Highways in the pre-application phase of the development to</u>	In response to Reg 19 reps

² [Guidance Note 1 for the reduction of obtrusive light 2021 | Institution of Lighting Professionals \(theilp.org.uk\)](https://www.theilp.org.uk/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/)

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		and Climate Change		<u>ensure that development proposals mitigate appropriately the potential for impacts on ground conditions, lighting, noise and vibration, traffic volume, composition or the need for routing and transport infrastructure modifications. This should include both the construction and occupation or operational phases of the development. The Agent of Change Principle and Policy D13 of the London Plan also applies and a site masterplan should be developed and submitted as part of an application. The masterplan should demonstrate how the proposed development is designed to minimise the exposure of noise-sensitive receptors or uses to strategic traffic, using either or a combination of a landscape buffer and acoustic bund designed to shield the settlement from motorway noise. In addition to noise impacts, details of mitigation measures for matters such as drainage, landscaping, lighting and boundary treatment should also be provided in the site masterplan in accordance with the DfT Circular 02/2013 Annex A A1, which states that all noise fences, screening and other structures must be erected on the developers land, and far enough within the developers land to enable maintenance to take place without encroachment onto highway land.</u>	from National Highways
Main	MM253	Chapter 10 - Environment and Climate Change	10.13.9	... Further guidance on the use of Sustainable Drainage Systems (SuDS), is set out in the <u>Council's suite of design guidance SPD on Sustainable Development and Design Guidances SPD, including when minor and household development should incorporate SuDS.</u> All major developments are required to complete a SuDS Assessment.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM254	Chapter 10 - Environment and Climate Change	10.13.11	Table 19 sets out when sequential tests are required and the expectations in regards to SuDS for differing types of development. Further guidance on flooding and water management is provided in the <u>Council's suite of design guidance SPDs Sustainable Design and Development Guidance SPD and the Green Infrastructure SPD.</u>	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM255	Chapter 10 - Environment	Table 19	Proposed development will need to demonstrate application of the sequential test and exception test where inappropriate development is proposed in areas of flood risk.	To clarify requirements

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		and Climate Change		<u>Minor</u> , Major and large scale	for Sequential Tests
Add	MM256	Chapter 10 - Environment and Climate Change	Table 19 4 th row	<u>Minor</u> , Major and large scale	Clarification
Main	MM257	Chapter 10 - Environment and Climate Change	10.14.3	Developers are encouraged to contact the water/waste water company as early as possible to discuss proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. <u>Thames Water encourages developers to use their free pre-planning service to help identify capacity in Thames Water and/or wastewater networks that serve their development.</u>	In response to Reg 19 reps from Thames Water
Main	MM258	Chapter 10 - Environment and Climate Change	10.14.5	Further details on recommended technologies are set out in the <u>Sustainable Design and Development Guidance SPD.</u> Council's suite of design guidance SPDs.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM259	Chapter 10 - Environment and Climate Change	Table 20 2 nd row	<u>To be demonstrated through a water efficiency calculator report.</u>	To ensure consistent requirements of evidence between residential and commercial development in regards to water efficiency.
Main	MM260	Chapter 10 - Environment and Climate Change	10.15.8A	<u>No new drainage connections are permitted to Highways England drainage network. In the case of an existing 'permitted' connection, this can only be retained if there is no land use change. Development must not lead to any surface water flooding on the Strategic Road Network carriageway. These points apply to the site operation and construction</u>	In response to Reg 19 reps from Highways England

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				<u>phases. Highways England should be contacted to discuss these points in detail as part of, or in advance of a planning application submission.</u>	
Main	MM261	Chapter 10 - Environment and Climate Change	ECC02G	<p><u>To avoid adverse impacts from artificial light:</u></p> <ul style="list-style-type: none"> i. <u>Proposals that include flood lighting or external lighting must mitigate the potential impacts from such lighting, and will need to submit details demonstrating external lighting is appropriate for its purpose; and</u> ii. <u>Proposals must be designed to minimise the impact of light pollution on adjacent occupiers (including light spill from inside tall buildings) and natural habitats and biodiversity; including watercourses. Details of management of light spill from internal sources should be submitted with the application.</u> 	In response to Reg 19 reps from Barnet Green Spaces Network
Main	MM262	Chapter 10 - Environment and Climate Change	ECC02H	<u>Where development is proposed on or close to the Strategic Road Network developers should liaise with National Highways and develop a site masterplan to demonstrate that Impacts arising from any disruptions during construction and the occupation or operational phases of the development have considered noise, vibration, drainage, lighting, landscaping, boundary treatment traffic volume, composition or routing and transport infrastructure modifications.</u>	In response to Reg 19 reps from Highways England
Main	MM263	Chapter 10 - Environment and Climate Change	Policy ECC02A B(i)	<u>any flood defences are maintained, repaired or replaced as appropriate, and realigned or set back where possible to provide amenity, and environmental enhancements and protection for the lifetime of development including climate change; and</u>	In response to Reg 19 reps from EA. Recommended to ensure clear standard that flood defences protect to lifetime of development

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					including climate change
Main	MM264	Chapter 10 - Environment and Climate Change	Policy ECC02A B (ii)	land adjacent to flood defences is protected in order to allow <u>space for flood water in the event of a breach</u> , future replacement of defences and provision of public amenity and biodiversity.	In response to Reg 19 reps from EA. Acknowledge the issue of residual flood risk which is another reason why generous setbacks from flood defences are a sensible measure
Main	MM265	Chapter 10 - Environment and Climate Change	Policy ECC02A K	Should there be capacity issues resulting from development that these can be addressed through upgrades of the sewerage network, developers are required to demonstrate how these <u>such appropriate solutions</u> will be delivered at the time of commencement of development.	Clarification
Main	MM266	Chapter 10 - Environment and Climate Change	Policy ECC02A K(A)	Water Infrastructure <u>No new drainage connections are permitted to Highways England drainage network. In the case of an existing 'permitted' connection, this can only be retained if there is no land use change.</u>	In response to Reg 19 reps from Highways England
Main	MM267	Chapter 10 - Environment and Climate Change	10.16.2	Through the North London Waste Plan (NLWP), which the Council has jointly produced with six other North London Boroughs therefore needs to identify sufficient land has been identified to provide capacity to manage this waste target. and have joined with six other North London Boroughs to produce the North London Waste Plan (NLWP) which will form part of Barnet's Local Plan. It will <u>The NLWP (which forms part of Barnet's Local Plan) sits alongside the North London Joint Waste Strategy to secure in ensuring the sustainable management of waste.</u> Map 6A shows existing waste sites within Barnet and other authorities within the NLWA area.	Update to reflect Council's adoption of NLWP in March 2022.

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Main	MM268	Chapter 10 - Environment and Climate Change	10.17.1	Green Infrastructure can be defined as a strategic network of green spaces places and features that thread through and surround urban areas and connect town to country. It comprises of a wide range of <u>valued</u> public and private green <u>spaces</u> 'assets' including parks, woodland, trees, residential gardens, allotments and waterways.	Updated to reflect removal of Policy ECC04E on low quality, low value open spaces.
Main	MM269	Chapter 10 - Environment and Climate Change	10.19.4	BPOSS, in a follow up to the 2009 Assessment, has assessed open spaces around the Borough and identified a number of low quality / low value sites where alternative uses may be a more optimal use of the land and allow investment in other parks	Delete para to reflect removal of 'low quality, low value' element of ECC04 with regard to parks and open spaces.
Main	MM270	Chapter 10 - Environment and Climate Change	10.19.5	Development on open space will only be permitted where it results in no net loss of equivalent open space or a better quality of provision. Small scale development on open space identified in BPOSS as being of low quality and low value may sometimes be acceptable.	Delete para to reflect removal of 'low quality, low value' element of ECC04 with regard to parks and open spaces. Also
Main	MM271	Chapter 10 - Environment and Climate Change	10.19.6	The release of low quality, low value open space for development must robustly demonstrate that the criteria set out in Policy ECC04(e) is satisfied and the requirements of Policy ECC06 – Biodiversity are met. Replacement open space should be the same or better quality than that which is proposed to be lost and be provided in the local catchment area to ensure that it does not create further deficiency in public access to open space.	Delete para to reflect removal of 'low quality, low value' element of ECC04 with regard to parks and open spaces. Also

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Main	MM272	Chapter 10 - Environment and Climate Change	10.19.7A and 10.19.7B	<p><u>The Council will seek improvements to individual parks and open spaces; enhancements of footpath, cycling and bridleway networks; improved green corridors and nature conservation areas will be supported. Improvements to signage, surfaces, lighting and surveillance should all assist in encouraging existing and new residents to make greater use of the local spaces in close proximity to where they live. Where additional green space is secured a long term management plan should be agreed with the Council at the time that permission is given and if it is to be managed by the Council a maintenance payment programme should be secured through planning obligation or equivalent.</u></p> <p><u>All developments should also consider how accessibility to open space can be improved through pedestrian and cycle links as well as bus routes where practicable. The Dollis Valley Green Walk and the Capital Ring are strategic walking routes that cross Barnet. To support health and wellbeing aspirations and ensure everyone has access to green space, the Council will seek to increase the number of local and strategic walking routes as well as continuing to protect and enhance the existing public rights of way across the Borough. This is reflected in the Long Term Transport Strategy which aims to create a walking and cycling route referred to as the Barnet Loop.</u></p>	Updated to reflect priorities of new administration with regards to access to open space.
Main	MM273	Chapter 10 - Environment and Climate Change	10.19.8	Map 7 identifies those areas of the Borough that are deficient in public open space <u>being outside the</u> (radii of 1.2km (district parks) and 0.4km (local parks). <u>have a deficiency in both district and local parks).</u>	Clarification
Main	MM274	Chapter 10 - Environment and Climate Change	10.20.1	Children should also have access to <u>stimulating</u> play space in private residential developments. Children's play spaces should therefore be provided in all new residential development containing flatted schemes with the potential occupancy of 10 or more child bed spaces as set out in the Mayor's SPG Shaping Neighbourhoods – Play and Informal Recreation. <u>Residential development will normally be expected to make a contribution either on site or financially for play space.</u>	Update to provide consistency with para 6.21.5
Main	MM275	Chapter 10 - Environment	10.22.1	...improved as part of the regeneration proposals for West Hendon. <u>Any increased access to the Welsh Harp will be managed appropriately</u>	Reflects need to highlight

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		and Climate Change		<u>in partnership with the community's Vision for the Harp' and in consultation with Natural England to ensure its integrity as a SSSI is maintained.</u>	Welsh Harp (Brent Reservoir) as an important resource and emphasise Council's support for Vision for the Harp. Also in response to Reg 19 reps from Canals and River Trust
Main	MM276	Chapter 10 - Environment and Climate Change	10.22.2	Barnet's suite of design guidance SPDs <u>Sustainable Design and Development Guidance SPD</u> together with the Green Infrastructure SPD provide further guidance on making provision for biodiversity.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM277	Chapter 10 - Environment and Climate Change	ECC04B(i)	securing improvements to open spaces, including provision for children's play, sports facilities, <u>including playing fields</u> , and better access arrangements (both into parks and between them), where opportunities arise, from all developments that create an additional demand for open space. <u>Where this additional green space is secured a long term management plan should be agreed with the Council at the time of permission and if it is to be managed by the Council then a maintenance payment programme should be secured through planning obligation or equivalent.</u> Where this is not viable, a cash in lieu payment will be required for off site provision or enhancement <u>and maintenance</u> to parks and open spaces that are nearby.	In response to Reg 19 response from Sports England
Main	MM278	Chapter 10 - Environment and Climate Change	ECC04E	In areas that have been assessed by the Barnet Parks and Open Spaces Strategy as being of low quality and low value the Council will consider limited development on open spaces. The Council will require any proposal that involves the loss of low quality and low value open	Delete to reflect priorities of new administration

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				<p>space to robustly demonstrate that the following criteria can be satisfied:</p> <ul style="list-style-type: none"> i. the development proposal is a small scale ancillary use which supports the improved use of the open space; and ii. that opportunities to improve the quality and value of the existing space have been explored and subject to viability assessment; cannot be delivered to enhance the quality and value of the existing space; or iii. Equivalent or better quality open space provision will be delivered. Any permissible exception will also need to ensure that it does not create or exacerbate any existing public open space deficiency and has no significant impact on biodiversity. 	and in response to reps from Barnet Green Spaces Network, CPRE London, Barnet VCS Environmental Network, FORAB and Barnet Society
Main	MM279	Chapter 10 - Environment and Climate Change	10.26.6	Development proposals should consider any impact on <u>biodiversity including</u> areas designated for nature conservation, protected species and habitat/species prevent loss and provide mitigation to these areas as well as providing opportunities to create or improve habitat and linkages for wildlife. <u>Development should aim to avoid loss of areas of biodiversity. Where loss cannot be avoided then adequate mitigation should be provided or compensation provided as a last resort.</u>	In response to Reg 19 reps from EA
Main	MM280	Chapter 10 - Environment and Climate Change	10.26.9	The Environment Bill Act 2021, which is expected to be enacted towards the end of 2021 requires all <u>qualifying</u> development for which planning permission is granted to provide at least a 10% increase on the pre-development biodiversity value of the onsite habitat. This is being referred to as Biodiversity Net Gain (BNG). The <u>most up to date version of the Government's mandatory Biodiversity Metric at the time of planning application</u> should be used to calculate the <u>2.0</u> is the current method for calculating BNG , this may change in the regulations that are intended to accompany the Environment Act legalisation.	In response to Reg 19 reps from EA
Main	MM281	Chapter 10 - Environment and Climate Change	10.26.10	Therefore, a Biodiversity Net Gain Plan should be submitted with planning applications to enable them to be assessed as part of the planning application process. <u>The BNG Plan should include how the biodiversity will be managed and monitored for the required 30 year timeframe.</u>	In response to Reg 19 reps from Natural England
Main	MM282	Chapter 10 - Environment	10.26.10A	<u>The Council will work with partners within the Borough across London, including the Mayor of London, and relevant Authorities in Hertfordshire</u>	In response to Reg 19 reps

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		and Climate Change		<u>to develop the Local Nature Recovery Strategies (LNRs) and the associated Nature Recovery Network (NRN) that are required by the Environment Act to assist in making Barnet a wildlife rich place which will benefit people and wildlife. Relevant details of this work can then be provided in the Green Infrastructure SPD and other relevant Council documents.</u>	from Natural England
Main	MM283	Chapter 10 - Environment and Climate Change	Table 21	All development proposals should provide as part of <u>an application submission</u> a baseline ecological assessment and clearly demonstrate <u>at least 10% BNG based on in a Biodiversity Net Gain Plan, using this the baseline assessment and the Government's most recent mandatory Biodiversity Metric.</u> The scale of development will determine the level of detail required. This statement should demonstrate how protection of biodiversity and habitat quality will be achieved and provide the level (%) of BNG improvement that will be achieved onsite as well as recommendations on where enhancements to biodiversity can be made onsite. Where a development is unable to achieve the appropriate level of BNG an offsite contribution equivalent to the deficit % will be agreed with the Council.	In response to Reg 19 reps from EA
Main	MM284	Chapter 10 - Environment and Climate Change	ECC06D	ensuring that development makes the fullest contributions to enhancing biodiversity and protects existing site ecology. To realise this aim it is expected that <u>an overall net gain of at least 10% the required level of biodiversity is achieved. net gain, stated by regulation, is attained.</u> This should be achieved both through on-site measures and where necessary by contribution to local biodiversity improvements. Consideration of how this will be achieved should be detailed at the start of the development process <u>and by providing a Biodiversity Net Gain Plan as part of the application;</u>	In response to Reg 19 reps from EA
Main	MM285	Chapter 10 - Environment and Climate Change	ECC06	These measures should be included as part of a planning application and a monitoring schedule agreed at the time of planning permission. <u>Compensation will be sought as a last resort.</u>	In response to Reg 19 reps from Natural England
Main	MM286	Chapter 11 - Transport and Communications	11.7.6	Transport modelling and assessments of proposed developments should therefore demonstrate <u>that there will be no negative impact on to the highway safety or the functioning of the road network as a result</u>	In response to Reg 19 rep from HASI

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				of the proposal. Where negative impacts are identified remedial actions would need to be identified and agreed by the relevant agencies in order to make the development acceptable.	
Main	MM287	Chapter 11 - Transport and Communications	11.8.3	In Barnet's suite of design guidance SPDs <u>the Sustainable Design and Development Guidance SPD</u> the Council sets out generic design and construction principles to reduce the contribution of travel to Barnet's carbon footprint.	Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Main	MM288	Chapter 11 - Transport and Communications	TRC01	<u>Active travel benefits the health of residents whilst having the lowest environmental impact.</u> The Council will work to deliver a more sustainable transport network that supports a growing <u>healthy</u> population and prosperous economy by reducing car dependency, encouraging sustainable modes of transport, and improving air quality <u>and encouraging active travel as the mode with the least environmental impact.</u> The Council also recognises that active travel benefits the health of residents while having the lowest environmental impacts.	In response to Reg 19 rep from Ramblers Herts & North Middlesex
Main	MM289	Chapter 11 - Transport and Communications	TRC01A	Promote <u>and enable</u> active travel requiring developments to address the needs of cyclists and pedestrians	In response to Reg 19 rep from Barnet Cycling Campaign
Main	MM290	Chapter 11 - Transport and Communications	TRC01A ii	A healthy, safe and attractive walking and cycling environment within, through and in the immediate vicinity around the development <u>to assist in achieving Vision Zero</u> ; and	Support for Mayor's Vision Zero ambition
Main	MM291	Chapter 11 - Transport and Communications	TRC01B ii	Refuse proposals that have a negative <u>severe or unacceptable</u> impact on highway safety or on the road network that cannot be appropriately mitigated ;	Revised to reflect NPPF terminology
Main	MM292	Chapter 11 - Transport and Communications	TRC01B iii	Support the Healthy Streets Approach, improving street lighting, security coverage and accessibility along new walking and cycling routes, transport interchanges and around bus stops as well as delivering, where resources permit and in appropriate locations, targeted local safety schemes <u>to include speed reduction initiatives to support the Mayor's Vision Zero commitment</u> ; and	Support for Mayor's Vision Zero ambition

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Main	MM293	Chapter 11 - Transport and Communications	TRC01C i	<u>A Transport Assessment setting out how the proposal seeks to ensure the continued functioning of</u> mitigates any negative impacts on the existing transport network	In response to Reg 19 rep from HASI
Main	MM294	Chapter 11 - Transport and Communications	TRC01C iii	<u>Parking Management Plan</u> , Construction Traffic Management Plan (CTMP) / Construction Logistics Plan and Delivery and Servicing Plans to control vehicle movements, servicing and delivery arrangements.	In response to Reg 19 rep from BXSP
Main	MM295	Chapter 11 - Transport and Communications	TRC02A	The Council will in particular support <u>facilitate and support contribution to</u> the delivery of key new transport infrastructure, including (but not restricted to): iii. An upgraded and enlarged Colindale new u Underground station and enhanced public transport interchange at Colindale ; iv. A new <u>London Overground</u> passenger rail line the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West) on the line ;	Update on plans for Colindale Station. Reflect SoCG agreed with TfL Spatial Planning and TfL Commercial Development
Main	MM296	Chapter 11 - Transport and Communications	11.12.7A	<u>With regards to larger scale phased development, particularly within Growth Areas, the Council will take a flexible approach to parking ratios in the early phases. This would be on the basis that sufficient alternative and more sustainable travel options are provided for each phase of development. Phased development should also ensure that appropriate active and public transport measures are provided for each phase in order to encourage sustainable travel whilst protecting the surrounding local amenity (e.g. CPZ protections).</u>	In response to Reg 19 reps from BXSP
Main	MM297	Chapter 11 - Transport and Communications	11.12.9	A network of car club bays spread across the Borough, <u>both on-street and off-street</u> , should provide a convenient and cost-effective alternative to owning a private car.	Clarification on car club bays
Main	MM298	Chapter 11 - Transport and Communications	Table 23 Footnote	! Where the orbital <u>access by public transport is calculated as PTAL is 4 or less</u> , <u>minimum</u> minimal parking for car club schemes will to be considered <u>along with contributions towards improving bus services and CPZs</u> (this does not preclude the Council from requesting	Clarification on parking requirements where orbital

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				<u>contributions towards other appropriate transport related projects in the area or override the CPZ requirements for other parts of the Borough).</u>	public transport access is not high. Also set out in SoCG agreed with TfL Spatial Planning
Main	MM299	Chapter 11 - Transport and Communications	TRC03B	Where development is proposed, and <u>the Council decides that it is deemed</u> a CPZ is necessary then <u>the developer will need to make a contribution towards the implementation and monitoring of the CPZ in order that the Council can seek to ensure that it should be</u> in place within the surrounding area of the development before occupation. A <u>The</u> developer contribution towards the implementation...	Clarification on CPZ requirements. Also set out in SoCG agreed with TfL Commercial Development
Add	MM300	Chapter 11 - Transport and Communications	11.13.4	<u>The Council</u> Barnet utilises wireless	Clarification
Main	MM301	Chapter 12 - Delivering the Local Plan	12.4.1	The council has prepared <u>produced</u> an Infrastructure Delivery Plan (IDP) in order to help do this effectively, and to support a review of the CIL Charging Schedule which is ongoing and explained further below. This was examined as part of the CIL Charging Schedule Review in 2021.	Update to reflect new CIL Charging Schedule – April 2022
Main	MM302	Chapter 12 - Delivering the Local Plan	12.5.1	The IDP is being used to support a review of the Barnet CIL Charging Schedule which is being brought forward ahead of this local plan to help ensure developments pay an appropriate contribution towards infrastructure through the levy and to secure more funding for infrastructure to deliver the Local Plan objectives. The rate for residential, which comprises the majority of charges applied, is proposed to increase from circa £200 per square metre to £300 per square metre. Actual receipts from CIL are very difficult to anticipate in advance as receipts are dependent on planning permissions being implemented and some planning permissions are not implemented or	Update to reflect new CIL Charging Schedule – April 2022

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				<p>take some time to be implemented as sites changes hands or schemes are revised. An estimate undertaken for the charging schedule review indicated that circa £500 million could be collected through CIL though the lifetime of this plan, if all of the development set out in the plan is granted permission after adoption of the new charging schedule and comes forward. It is therefore anticipated that the Council's current projection of collecting £10 million a year in CIL, could increase to £33 million a year. This will not be sufficient to provide all the infrastructure required as set out in the IDP, so the Council will need to secure other funding from other infrastructure providers / funders as well as using its other income streams effectively.</p>	
Main	MM303	Chapter 12 - Delivering the Local Plan	12.5.1A	<p><u>A new CIL Charging Schedule came into effect on 1st April 2022, which increased the residential rate by 50 per cent. Actual receipts from CIL are very difficult to anticipate in advance as receipts are dependent on planning permissions being implemented and some planning permissions are not implemented or take some time to be implemented as sites changes hands or schemes are revised. An estimate undertaken for the charging schedule review indicated that circa £500 million could be collected through CIL though the lifetime of this plan, if all of the development set out in the plan is granted permission after adoption of the new charging schedule and comes forward. It is therefore anticipated that the Council's current projection of collecting £10 million a year in CIL, could increase to £33 million a year. This will not be sufficient to provide all the infrastructure required as set out in the IDP, so the Council will need to secure other funding from other infrastructure providers / funders as well as using its other income streams effectively.</u></p>	Update to reflect new CIL Charging Schedule – April 2022
Main	MM304	Chapter 12 - Delivering the Local Plan	12.6.4	<p>The items sought through a planning obligation will vary depending on the development scheme and its location. Considerations that may require S106 include:</p> <ul style="list-style-type: none"> • <u>_____</u> improvements to public transport infrastructure, systems and services; • <u>_____</u> contributions to the carbon offset fund where development can demonstrably not meet net zero carbon policy requirements on site 	In response to Reg 19 reps of Barnet Climate Action Group

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				<ul style="list-style-type: none"> • 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, <u>including cycling and walking</u>; • environmental improvements including air quality; • provision of public open space and improving access to public open space; • other community facilities including policing; and • other benefits sought as appropriate. 	
Main	MM305	Appendix A – List of Technical Evidence		<p>LB Barnet Authorities Monitoring Reports</p> <p>Published</p> <p>Barnet Characterisation Study (2010)</p> <p>Barnet Substance Misuse Needs Assessments (2019)</p> <p>Barnet Employment Land Review (2017)</p> <p>Barnet Indoor Sports and Recreation Facility Study (2018)</p> <p>Barnet Surface Water Management Plan (2011)</p> <p>Barnet Local Flood Risk Management Strategy (2017)</p> <p>Barnet Town Centre Floorspace Needs Assessment (2017)</p> <p>Barnet Housing Delivery Action Plan (2019)</p> <p>Barnet Shisha Bars Report (2016)</p> <p>Barnet Hot Food Takeaways Review (2018)</p> <p>Barnet Strategic Housing Market Assessment (2018)</p> <p>Integrated Impact Assessment (Sustainability Appraisal, Equalities Impact Assessment, Health Impact Assessment)</p> <p>Barnet Residential Conversions Study (2019)</p>	Replace and update Appendix A

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				<p> Barnet Green Belt and Metropolitan Open Land Study (2018) Barnet Joint Strategic Needs Assessment (2019) Barnet Car Parking Study (2019) Barnet Public Houses Review (2018) Barnet Tall Buildings Update (2020) Barnet Key Facts Evidence Paper (2020) </p> <p> Published at Reg 19 Barnet Infrastructure Delivery Plan Barnet Strategic Transport Assessment Barnet Local Plan Viability Assessment Gypsy and Traveller Accommodation Needs Assessment Update Barnet Car Parking Study Update Barnet Strategic Flood Risk Assessment — Stage 2 West London Published West London Strategic Flood Risk Assessment (2018) West London Strategic Housing Market Assessment (2018) West London Gypsy and Traveller Accommodation Needs Assessment (2018) West London Employment Land Review (2019) </p> <p> To be published West London Affordable Workspace Study </p> <p> London London Office Policy Review (2017) London Industrial Demand Study (2017) GLA London Strategic Housing Land Availability Assessment (2017) GLA Town Centre Health Checks (2017) — London's Regional Landscape Framework (2011) </p> <p> National Demographic Information including Census data and GLA Projections </p>	
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Main	MM306	Appendix A – List of Technical Evidence	<p><u>Core and General Documents</u></p> <p><u>Barnet's Local Development Scheme (2021)</u></p> <p><u>Local Plan Visioning Workshops</u></p> <p><u>Draft Local Plan (Reg 18) Preferred Approach</u></p> <p><u>Regulation 22 Consultation Statement (2021)</u></p> <p><u>Local Plan Viability Assessment (2021)</u></p> <p><u>(IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) (2021) (Part 1)</u></p> <p><u>(IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) (2021) (Part 2)</u></p> <p><u>(IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) (2021) (Part 3)</u></p> <p><u>Barnet's Statement of Community Involvement (2018)</u></p> <p><u>Addendum to Barnet's Statement of Community Involvement (2020)</u></p> <p><u>Duty to Cooperate Statement (2021)</u></p> <p><u>Site Selection Background Document (2019)</u></p> <p><u>Brownfield Land Register</u></p> <p><u>North London Waste Plan (NLWP)</u></p> <p><u>Mill Hill East Area Action Plan (2009)</u></p> <p><u>Colindale Area Action Plan (2010)</u></p> <p><u>Planning Framework for Brent Cross Cricklewood Area Development Framework SPG Dec 2005</u></p> <p><u>Brent Cross Compulsory Purchase Orders (Dec 2017, May 2018 and July 2018)</u></p> <p><u>Barnet Local Plan Core Strategy (2012)</u></p> <p><u>Barnet's Local Plan Development Management Policies (2012)</u></p> <p><u>London Plan (2021)</u></p> <p><u>The Barnet Plan (2021-2026) (The Corporate Plan)</u></p> <p><u>Barnet's Growth Strategy (2019-2030)</u></p> <p><u>Barnet Infrastructure Delivery Plan (2021)</u></p> <p><u>Barnet Key Facts Evidence Paper (2021)</u></p> <p><u>Barnet's Authorities Monitoring Reports (AMRs) (2016-17 to 2019-2020)</u></p> <p><u>Barnet Annual Regeneration Report 2020/21</u></p>	Replaced Appendix A to reflect the extensive list of evidence referred to in the Local Plan
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			<p> <u>Reg 18 (IIA) Integrated Impact Assessment (Technical SA, HRA and EQIA) (2020) (Part 1)</u> <u>Reg 18 (IIA) Integrated Impact Assessment (Technical SA, HRA and EQIA) (2020) (Part 2)</u> <u>Reg 18 (IIA) Integrated Impact Assessment (Technical SA, HRA and EQIA) (2020) (Part 3)</u> <u>Core Gen 26 Barnet's Local Plan Advisory Meeting Note (April 2021)</u> <u>Schedule of Representations and Responses to the Reg 18 Local Plan</u> <u>(IIA) Integrated Impact Assessment Scoping Report</u> <u>Housing Trajectory and 5 Year Supply</u> <u>West Finchley Neighbourhood Plan 2021</u> <u>Barnet Unitary Development Plan 2006</u> <u>West London Strategic Infrastructure Delivery Plan</u> <u>West London Strategic Infrastructure Delivery Plan Appendix A</u> </p> <p> <u>Documents based on evidence</u> </p> <p> <u>Design & Heritage</u> <u>Barnet Characterisation Study (2010)</u> <u>Sustainable Design and Construction SPD (2016)</u> <u>Residential Design Guidance SPD (2016)</u> <u>Barnet Tall Buildings Study Update (2020)</u> <u>Barnet's Arts and Culture Strategy (2018 -2022)</u> <u>Barnet's Local Heritage List (2021)</u> <u>Barnet's Conservation Areas Character Appraisal Statements (CACAs)</u> <u>Conservation Areas Article 4 directions</u> <u>Barnet's Statutory Listed Buildings</u> <u>Grahame Park Estate Development SPD (2016)</u> <u>By Design</u> <u>Resilient Design Tool</u> <u>Historic England - Streets For All</u> <u>Public London Charter</u> </p>	
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			<p><u>Barnet Advertising Policy</u></p> <p><u>Housing</u></p> <p><u>Small Houses in Multiple Occupation (HMO) Article 4 Direction (2016)</u> <u>GLA London Strategic Housing Land Availability Assessment (SHLAA) (2017)</u> <u>GLA London Strategic Housing Market Assessment (SHMA) (2017)</u> <u>West London Strategic Housing Market Assessment (2018)</u> <u>Barnet Strategic Housing Market Assessment (2018)</u> <u>West London (Barnet) Gypsy Traveller and Travelling Show people Accommodation Assessment (2018)</u> <u>Barnet's Housing Strategy 2019-2024</u> <u>Barnet's Homelessness and Rough Sleeping Strategy 2019-2024</u> <u>Barnet Residential Conversions Study (2019)</u> <u>Barnet Housing Delivery Action Plan (2021)</u> <u>Barnet Gypsy, Traveller and Travelling Show people Accommodation Assessment Update (2021)</u> <u>Mayor of London Housing Supplementary Planning Guidance</u> <u>Mayor of London Better Homes for Local People</u> <u>Affordable Housing and Viability Supplementary Planning Guidance (SPG)</u> <u>Barnet - Houses in Multiple Occupation</u></p> <p><u>Economy and Town Centres</u></p> <p><u>Delivering Skills, Employment, Enterprise and Training (SEET) SPD (2014)</u> <u>Barnet Town Centre Floorspace Needs Assessment (2017)</u> <u>GLA Town Centre Health Checks (2017)</u> <u>Barnet Employment Land Review (2017)</u> <u>London Office Policy Review (2017)</u> <u>London Industrial Land Demand Study (2017)</u> <u>Employment Use to Residential Use - Article 4 Direction (2019)</u> <u>Entrepreneurial Barnet Strategy (2015-2020)</u> <u>West London Employment Land Review (2019)</u> <u>West London Affordable Workspace Study (2021)</u></p>	
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			<p> <u>West London Affordable Workspace Study (2021) Appendix Work, Skills and Productivity Action Plan 2021-2025 (2021)</u> <u>London Legacy Development Corporation (LLDC) Employment Space Study (2015)</u> <u>New Barnet Town Centre Framework (2010)</u> <u>Finchley Church End Town Centre Strategy (2012)</u> <u>The Spires Shopping Centre, Market Site and Territorial Army Centre Chipping Barnet (2012)</u> <u>Chipping Barnet Town Centre Strategy (2013)</u> <u>Edgware Town Centre Framework (2013)</u> <u>North London Business Park Planning Brief (2016)</u> <u>North Finchley Town Centre Framework SPD (2019)</u> <u>Colindale Underground Station SPD (2019)</u> <u>Edgware Growth Area SPD (2021)</u> <u>Burnt Oak Town Centre Strategy (2016)</u> <u>West Hendon Broadway Strategy (2018)</u> <u>Draft Chipping Barnet Community Plan (2021)</u> <u>Brent Cross Planning Applications (2010 Application)</u> <u>Brent Cross Planning Applications (S73 Application)</u> </p> <p> <u>Green Infrastructure</u> <u>Barnet Open Space, Sport and Recreational Facilities Needs Assessment (2009)</u> <u>London Rivers Action Plan 2009</u> <u>Barnet Surface Water Management Plan (2011)</u> <u>London's Regional Landscape Framework (2011)</u> <u>All London Green Grid Strategy (2012)</u> <u>Mayor's SPG on Shaping Neighbourhoods – Play and Informal Recreation (2012)</u> <u>Fit and Active Barnet 2016 - 2020</u> <u>Barnet Parks and Open Spaces Strategy 2016 -2026</u> <u>Barnet Local Flood Risk Management Strategy (2017)</u> <u>Barnet Green Infrastructure SPD (2017)</u> <u>Barnet's Tree Policy (2017)</u> </p>	
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			<p><u>London's Biodiversity Action Plan (Habitat Report 2017, aspects regularly updated by Boroughs)</u></p> <p><u>Barnet's Playing Pitch Strategy 2017-2022</u></p> <p><u>Mayor's London Environment Strategy 2018</u></p> <p><u>West London Strategic Flood Risk Assessment 2018 (Level 1)</u></p> <p><u>Barnet Green Belt and Metropolitan Open Land Study (2018) Part 1</u></p> <p><u>Barnet Green Belt and Metropolitan Open Land Study (2018) Part 2</u></p> <p><u>Environment Agency's London Abstraction Licensing Strategy (2020)</u></p> <p><u>LBB Local Plan Sites Sequential and Exceptions Test 2022</u></p> <p><u>Barnet Strategic Flood Risk Assessment – Level 2 (2021)</u></p> <p><u>Barnet Strategic Flood Risk Assessment – Level 2 (2021) Appendix B</u></p> <p><u>Barnet Strategic Flood Risk Assessment – Level 2 (2021) Appendix C</u></p> <p><u>Barnet Sustainability Strategy Framework</u></p> <p><u>London Mayor Building Stock Model</u></p> <p><u>The London Energy and Greenhouse Gas Inventory (LEGGI)</u></p> <p><u>Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance</u></p> <p><u>Thames River Basin Management Plan</u></p> <p><u>Considerate Constructors Scheme</u></p> <p><u>Flood Risk Regulations 2009</u></p> <p><u>Sustainable Drainage – Non Technical Standards</u></p> <p><u>Barnet Network Recovery Plan</u></p> <p><u>Environment Agency London Abstraction Licensing Strategy</u></p> <p><u>London Rivers Restoration Action Plan</u></p> <p><u>Brent River Corridor Improvement Plan</u></p> <p><u>North London Joint Waste Strategy</u></p> <p><u>London Inventory of Historic Green Spaces</u></p> <p><u>Watling Chase Community Forest Plan 1995</u></p> <p><u>Watling Chase Community Forest Plan Review 2001</u></p> <p><u>The Climate Change Adaptation Manual 2nd Edition (Natural England and the RSBP) 20</u></p> <p><u>Natural Environment and Rural Communities Act 2006 (legislation.gov.uk)</u></p> <p><u>Water Framework Directive</u></p> <p><u>Improvements and Investments in Barnet's Parks and Open Spaces</u></p>	
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				<p><u>Social Infrastructure, Health and Wellbeing</u></p> <p><u>Cemetery Research Group – An audit of London Burial Provision, March 2011</u></p> <p><u>Barnet's Community Safety Strategy (2015-2020)</u></p> <p><u>Barnet Community Asset Strategy (2015)</u></p> <p><u>Barnet Community Asset Implementation Plan (2015)</u></p> <p><u>Barnet Indoor Sports and Recreation Facility Study (2018)</u></p> <p><u>Barnet Joint Strategic Needs Assessment (2019)</u></p> <p><u>Barnet Children and Young People's Plan (2019 – 2023)</u></p> <p><u>Barnet's Early Help Strategy (2019-2022)</u></p> <p><u>Barnet's Education Strategy (2021-2024)</u></p> <p><u>Barnet's School and Settings Improvement Strategy (2021-2024)</u></p> <p><u>Barnet's Joint Health and Wellbeing Strategy 2021-2025</u></p> <p><u>Barnet Shisha Bars Report (2016)</u></p> <p><u>Barnet Hot Food Takeaways Review (2018)</u></p> <p><u>Barnet Public Houses Review (2018)</u></p> <p><u>Barnet Substance Misuse Needs Assessments (2019) Adults</u></p> <p><u>Barnet Substance Misuse Needs Assessments (2019) Young People</u></p> <p><u>Barnet Substance Misuse Needs Assessments (2019) EIA</u></p> <p><u>Healthwatch Barnet Joint Health and Wellbeing Strategy Engagement Summary Report April 2021 (how Covid19 pandemic influenced people's priorities)</u></p> <p><u>Mayor's Ambient Noise Strategy 2004</u></p> <p><u>Barnet's Air Quality Action Plan 2017-2022</u></p> <p><u>London's Recovery Programme</u></p> <p><u>Barnet's Covid Recovery Programme</u></p> <p><u>Barnet Statement of Principles (Gambling Act 2005) 2019-2022</u></p> <p><u>NHS Long Term Plan – Integrated Care Systems</u></p> <p><u>HCA Employment Guide 2015</u></p> <p><u>BRE Housing Stock Modelling</u></p> <p><u>Transport</u></p> <p><u>Mayor's Transport Strategy 2018</u></p> <p><u>Barnet's Long Term Transport Strategy 2020-2041</u></p>	
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				<p><u>Barnet Strategic Transport Assessment (2021)</u> <u>West London Orbital Railway – Strategic Narrative (2021)</u> <u>The West London Orbital Project</u> <u>Brent Cross - Integrated Transport Strategy (Available on request)</u> <u>Barnet Car Parking Study (2019)</u> <u>Barnet Car Parking Study Review (2021)</u> <u>Local Implementation Plan</u> <u>Crossrail 2 Safeguarding</u> <u>Sustainable Travel to School (School Travel Plans)</u></p> <p><u>Supporting Planning Documents</u> <u>Guidance Notes for Tree Works</u> <u>Barnet Design Guidance Notes</u> <u>(Advertising and signs; Removal or alteration of chimney stacks; Shop fronts; Waste and recycling space)</u> <u>New Ward Boundaries Notes 2021</u> <u>Appeal Decision - Land adjoining The Whalebones, Wood Street, Barnet, EN5 4BZ</u></p> <p><u>CIL and S106</u> <u>S106 Planning Obligations SPD</u> <u>Barnet CIL Charging Schedule (2013)</u> <u>Barnet CIL Charging Schedule Review (2021)</u> <u>Annual Report for CIL 2020-21 (Infrastructure Funding Statement)</u> <u>Annual Report for CIL 2020-21 (Chipping Barnet)</u> <u>Annual Report for CIL 2020-21 (Hendon)</u> <u>Annual Report for CIL 2020-21 (Finchley and Golders Green)</u> <u>Annual CIL Rate Summary 2020</u> <u>Barnet CIL Charging Schedule 2022</u> <u>Inspector's Report – Examination of Proposed Barnet CIL Charging Schedule</u></p>	
Main	MM307	Appendix B – Acronym Buster and Glossary	Business Locations	<u>Designated employment areas that provide for commercial employment opportunities.</u>	Clarification of Business Locations. In

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					response to Reg 19 reps from Clarion Housing Group and the Huntingdon Foundation
Main	MM308	Appendix B – Acronym Buster and Glossary	Category A Fit Out	<p><u>A Category (Cat) A fit out is the basic finishing of an interior commercial space. Generally commissioned by landlords, this type of fit out includes the installation of a building's mechanical and electrical services. A Cat A project will also include finished internal walls, reception areas and lift lobbies.</u></p> <p><u>It includes</u></p> <ul style="list-style-type: none"> • <u>Lighting</u> • <u>Toilets</u> • <u>Raised floors and suspended ceilings (with a basic finish)</u> • <u>Basic mechanical and electrical services</u> • <u>Fire detection services and smoke alarms</u> • <u>Air-conditioning and ventilation (HVAC)</u> • <u>Basic internal finishes</u> 	In response to Reg 19 reps from BXSP
Main	MM309	Appendix B – Acronym Buster and Glossary	Strategic Road Network (SRN)	<p>In England, the Strategic Road Network (or SRN) is <u>made up of motorways 'M' roads and trunk roads (the most significant 'A' roads).</u> They are administered by Highways England, a government-owned agency. All other roads are administered by local or regional authorities.</p>	Additional definition required due to new inserted text in Local Plan.

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Main	MM310	Annex 1	16.1.6	It is acknowledged that there are a range of constraints potentially further restraining development capacity. Although these constraints are not absolute. Physical physical or environmental factors, such as conservation areas or flood risk (as identified in the 2018 West London Strategic Flood Risk Assessment and Barnet's 2021 Strategic Flood Risk Level 2), or conservation areas, and further supported by the Sequential and Exceptions Test demonstrate that sites were appropriately allocated. are acknowledged as potentially further restraining development capacity, although these constraints are not absolute.				To reflect Sequential and Exceptions Test.		
Main	MM311	Annex 1	16.3.2	The use types are expressed as an estimated percentage as of the potential development and are therefore set out and shown as a proportion of total floorspace.				Text deleted as estimated percentages created barriers to delivery.		
Main	MM312	Annex 1	16.5.3	Formerly a Regeneration Area Brent Cross / Cricklewood is now designated as three individual Growth Areas in Local Plan: Brent Cross, Brent Cross West (<u>Staples Corner</u>) and Cricklewood Town Centre.				Update to reflect new title		
Main	MM313	Annex 1	List of Sites – Summary Table Site 6 – Watling Avenue	6	Watling Avenue car park & market (Burnt Oak Town Centre)	Burnt Oak	Barnfield Rd, Burnt Oak, HA8 9AY	160	40% mixed uses (station building, retail and car parking)	Sequential and Exceptions Test indicated that Site 6 should be removed.
Main	MM314	Annex 1	List of Sites – Summary Table Site 9 – Colindeep Lane	9	Colindeep Lane (adjacent to Northern	Colindale	Colindeep Lane, Colindale, NW9 6RY	128	-	Sequential and Exceptions Test indicated that Site 9 should be removed.

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				Line) (Colindale Growth Area)					
Main	MM315	Annex 1	List of Sites – Summary Table Site 44 – High Barnet Station		Designated within UDP (2006) as Site 26 supporting commercial (office), hotel and leisure.				UDP designations no longer relevant
Main	MM316	Annex 1	All sites – Proposed Uses		allocation (as a proportion of floorspace)				Use of percentages removed to provide more flexibility on delivery.
Main	MM317	Annex 1	Site 1 – Former Church Farm Leisure Centre		Proposed uses 400%				Use of percentages removed to provide more flexibility on delivery.
Main	MM318	Annex 1	Site 1 – Former Church Farm Leisure Centre		Site requirements and development guidelines <u>Proposals must consider and respect the adjacent and nearby statutorily listed buildings in terms of must be carefully considered in any redevelopment of the site, and proposals must also respect the scale and form of the surrounding buildings. Building heights must consider the adjacent Grade II listed water tower that stands as a prominent feature above its immediate surroundings, along with the nearby listed St Mary's Church. The scale of proposals should be modest across the site and reflect the existing cottages to the north. The site should be subject to an archaeological assessment</u>				Reflect heritage value of the site. Also as set out in SoCG agreed with Historic England

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Main	MM319	Annex 1	Site 3 – Osidge Lane Community Halls	Proposed uses 25% residential floorspace with 75% floorspace for community uses, school access and retained parking <u>Community uses, school and park access with residential development</u>	Use of percentages removed to provide more flexibility on delivery.
Main	MM320	Annex 1	Site 4 – Osidge Library & Health Centre	Proposed uses 50% residential floorspace with 50% floorspace to provide a replacement library and health centre <u>Residential development, community uses, school and park access</u>	Use of percentages removed to provide more flexibility on delivery.
Main	MM321	Annex 1	Site 5 – Edgware Hospital	Proposed uses 75% of the site by floorspace to continue in use as a hospital, with associated car parking; with 25% of site by floorspace to be residential. and replace with <u>Residential development with retention of healthcare provision and access</u>	Use of percentages removed to provide more flexibility on delivery.
Main	MM322	Annex 1	Site 5 – Edgware Hospital	Site requirements and development guidelines Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. This location may be suitable for a tall building Further guidance will be provided by the Building Heights <u>Designing for Density</u> SPD	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM323	Annex 1	Site 5 – Edgware Hospital	Site size: - 2.87 <u>5.9</u> ha Site description: - Burnet Oak Station is within approximately ½ km.	Clarification on description of Hospital site. Reflect SoCG agreed with NHS Property

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				<ul style="list-style-type: none"> - An NHS hospital on a relatively low-density site, with buildings of 1-25 storeys - To the north and south are 3-46 storey residential blocks 	Services (Edgware Hospital)
Main	MM324	Annex 1	Site 6 – Watling Avenue	DELETE SITE 6	While the site represents a potential development opportunity the significant flood risk is considered to outweigh the residential proposal. Sequential and Exceptions Test indicated that Site 6 should be removed.
Main	MM325	Annex 1	Site 7 – Beacon Bingo	<p>Proposed uses 70% of floorspace residential with 30% as leisure uses <u>Residential led mixed use development with leisure</u></p>	Use of percentages removed to provide more flexibility on delivery
Main	MM326	Annex 1	Site 7 – Beacon Bingo	<p>Site requirements and development guidelines:</p> <p>While tall buildings may be permitted in the Cricklewood Growth Area means, the design must be mindful of the local context. Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography.</p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England

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				<u>contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Building Heights Designing for Density SPD</u>	
Main	MM327	Annex 1	Site 8 – Broadway Retail Park	<p>Relevant planning applications : (refused) <u>(not yet determined)</u></p> <p>Proposed uses : 90% of floorspace as residential with 10% commercial and community <u>Residential led mixed use development with commercial and community uses</u></p>	<p>Correction.</p> <p>Use of percentages removed to provide more flexibility on delivery</p>
Main	MM328	Annex 1	Site 8 – Broadway Retail Park	<p>Site requirements and development guidelines:</p> <p>Good public transport access, proximity to town centre facilities and the potential for tall buildings mean that significant intensification of the site is possible. <u>Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u></p>	<p>Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England</p>
Main	MM329	Annex 1	Site 9 – Colindeep Lane	DELETE SITE 9	<p>On balance the significant flood risk and accessibility issues outweigh the benefits of housing on this site.</p>

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					Sequential and Exceptions Test indicated that Site 9 should be removed.
Main	MM330	Annex 1	Site 10 – Douglas Bader Park Estate	Proposed uses : Mostly residential with a small quantum of community facilities and commercial uses. <u>Residential development with small quantum of commercial and community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM331	Annex 1	Site 10 - Douglas Bader Park Estate	Site requirements and development guidelines: <u>Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM333	Annex 1	Site 11 – KFC / Burger King Restaurant	Proposed uses : 90% residential floorspace with 10% floorspace restaurant <u>Residential led development with Use Class E(b)</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM334	Annex 1	Site 11 – KFC / Burger King Restaurant	Site requirements and development guidelines: The site lies within the Colindale Growth Area and may be suitable for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Furthermore, Tall <u>buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building</u>	Reflect changes to CDH04. Also as set out in SoCG agreed

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				<u>relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. In particular, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. Further guidance will be provided by the Designing for Density SPD.</u>	with Historic England
Main	MM335	Annex 1	Site 12 – McDonald's Restauarant	Proposed uses : <u>90% residential floorspace with 10% floorspace restaurant Residential led development with Use Class E(b)</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM336	Annex 1	Site 12 – McDonald's Restauarant	Site requirements and development guidelines: The site lies within the Colindale Growth Area and may be suitable for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Furthermore, Tall buildings may be appropriate, however, all tall building proposals will <u>be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. In particular, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. Further guidance will be provided by the Designing for Density SPD.</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM337	Annex 1	Site 13 – Public Health England	Proposed uses : <u>95% residential floorspace with 5% community floorspace</u>	Use of percentages removed to

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				<u>Residential development with small quantum of community uses</u>	provide more flexibility on delivery
Main	MM338	Annex 1	Site 13 - Public Health England	<p>Site requirements and development guidelines:</p> <p><u>Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. The site is within a tall building area and has good access to public transport, potentially supporting a higher density of development. Further guidance will be provided by the Designing for Density SPD.</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM339	Annex 1	Site 14 – Sainsburys The Hyde	<p>Site requirements and development guidelines:</p> <p><u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM340	Annex 1	Site 15 – Tesco Coppetts Centre	<p>Proposed uses</p> <p>75% floorspace residential with 25% commercial and community uses and car parking.</p> <p><u>Residential led mixed use development with commercial and community uses and car parking</u></p>	Use of percentages removed to provide more flexibility on delivery
Main	MM341	Annex 1	Site 16 – 45-69 East Barnet Road	<p>Proposed uses</p> <p>70% residential floorspace with 30% commercial uses</p> <p><u>Residential led mixed use development with commercial uses</u></p>	Use of percentages removed to provide more

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					flexibility on delivery
Main	MM342	Annex 1	Site 18 – Former East Barnet Library	Proposed uses 50% residential floorspace with 50% community uses floorspace. <u>Development for residential / community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM343	Annex 1	Site 20 – Fayer's Building Yard & Church	Proposed uses 70% residential use with 30% re-provided community use <u>Residential development with re-provision of community use</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM344	Annex 1	Site 21 – New Barnet gasholder	Proposed uses 95% residential floorspace with 5% community floorspace <u>Residential development with small quantum of community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM345	Annex 1	Site 22 - Sansburys	Proposed uses 75% residential floorspace with 25% commercial and car parking <u>Residential led mixed use development with commercial uses and car parking</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM346	Annex 1	Site 23 – Bobath Centre	Proposed uses : 25% Residential floorspace with 75% community floorspace. <u>Community led mixed use development with residential</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM347	Annex 1	Site 24 – East Finchley Station car park	Proposed uses 70% residential floorspace and 30% commercial uses (E Class), public realm including station drop-off and public car parking	Reflect SoCG agreed with TfL

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				<u>Residential led mixed use development with commercial uses, public realm including station drop off and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.</u>	Commercial Development
Main	MM348	Annex 1	Site 24 – East Finchley Station car park	<p>Justification:</p> <p>In this highly accessible town centre location, the car park is a low intensity use; the potential for higher density usage including residential would be in line with the national and London Plan policy approaches to enhance the town centre and <u>reduce commuter public car parking based on adjacency to the underground station and local bus routes, and provisions to encourage active modes of travel.</u></p>	Reflect SoCG agreed with TfL Commercial Development
Main	MM349	Annex 1	Site 24 – East Finchley Station car park	<p>Site requirements and development guidelines: <u>Sensitive design and careful Site layout is vital to conserve and enhance the adjacent Grade II listed station building and adjacent Hampstead Garden Suburb Conservation Area. will be important due to Site layout must take into account the surrounding residential and transport uses, along with the Grade II listed station building. It would might be advantageous to separate the needs of the station users from residents and visitors accessing the residential units. Access to the latter could be through Diploma Avenue, which would also provide a more direct route to the town centre, helping to integrate the new development into the surrounding area. Design proposals must demonstrate how they will sensitively take account of the neighbouring listed building, particularly with regard to building height, materials and architectural details. A building typology that favours high-density low to medium rise could provide the most suitable approach. with h</u>High quality public realm is required to the front of the building to complement and enhance the existing station frontage.</p>	Reflect heritage value of the site. Also set out in SoCGs agreed with Historic England and TfL Commercial Development

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				Public car parking requirements must be assessed <u>and if there is a demonstrable need for limited replacement of some car parking, it may be supported through a more land-efficient design approach and should include spaces and re-provided as needed, and access ensured for people with disabilities.</u>	
Main	MM350	Annex 1	Site 25 – East Finchley Sub station	Development timeframe: 11-15 <u>0-5</u> years	Reflect SoCG agreed with TfL Commercial Development
Main	MM351	Annex 1	Site 25 - East Finchley Sub station	Proposed uses : 95% residential floorspace with 5% commercial (office). <u>Residential led mixed use development with small quantum of commercial (office) uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM352	Annex 1	Site 26 – Park House	Proposed uses : 60% residential floorspace with 40% community uses <u>Residential development with re-provision of community use</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM353	Annex 1	Site 27 – Edgware Town Centre	Proposed uses : 75% residential floorspace with 25% mixed uses of town centre commercial (retail and office), entertainment, community, and car parking <u>Residential led mixed use development with town centre uses, commercial (retail and office), leisure, community and car parking.</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM354	Annex 1	Site 27– Edgware Town Centre	Site requirements and development guidelines : The site's high accessibility <u>and</u> town centre context and potential for tall buildings support a high density of redevelopment. <u>Tall buildings may be appropriate, however, all tall building proposals will be</u>	Reflect changes to CDH04. Also as set out in

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				<u>subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u>	SoCG agreed with Historic England
Main	MM355	Annex 1	Site 28 – Edgware Underground & Bus Stations	Proposed uses 70% residential floorspace with 30% mixed uses of town centre commercial (retail and office) and transport infrastructure <u>Residential led mixed use development with town centre uses, commercial (retail and office), transport leisure, community, public realm / open space, and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.</u>	Reflect SoCG agreed with TfL Commercial Development
Main	MM356	Annex 1	Site 28 – Edgware Underground & Bus Stations	The site's high accessibility and town centre context and potential for tall buildings support a high density of redevelopment in the western and northern parts of the site. <u>Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM357	Annex 1	Site 30 – Finchley Central Station	Site address: Squires Lane/ <u>Regents Park Road / Chaville Way / Nether Street / Station Road / Crescent Road St, Finchley N312 (land adjacent to railway verges and airspace above tracks and Finchley Central station)</u>	Reflect SoCG agreed with TfL Commercial Development
Main	MM358	Annex 1	Site 30 – Finchley Central Station	Proposed uses 50% residential uses with 50% retained transport infrastructure, commercial uses and car parking and replace with	Reflect SoCG agreed with TfL

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				<u>Residential led mixed use development with transport infrastructure, commercial uses and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel</u>	Commercial Development
Main	MM359	Annex 1	Site 30 – Finchley Central Station	Site requirements and development guidelines: Finchley Church End Town Centre is a strategic location. for tall buildings of 8 storeys or more. <u>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre however all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM360	Annex 1	Site 33 – Bunns Lane Car Park	Proposed uses : 50% residential floorspace, 25% hotel floorspace and 25%, re-provision of car parking. <u>Residential led mixed use development with hotel and re-provision of car parking</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM361	Annex 1	Site 36 - Fenella	Proposed uses : 90% residential (halls of residence) floorspace with 10% educational uses <u>Residential led development (halls of residence) with educational uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM362	Annex 1	Site 38 – Ravensfield House	Proposed uses : 90% residential (halls of residence) floorspace with 10% educational uses	Use of percentages removed to

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				<u>Residential led development (halls of residence) with educational uses</u>	provide more flexibility on delivery
Main	MM363	Annex 1	Site 40 – Meritage Centre	Proposed uses : 50% residential floorspace and 50% community floorspace <u>Development for residential / community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM364	Annex 1	Site 41 – PDSA & Fuller St car park	Proposed uses Delete 50% residential floorspace and 50% community floorspace <u>Development for residential / community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM365	Annex 1	Site 43 – Army Reserve Depot	Proposed uses 90% residential floorspace with 10% commercial, business and services uses <u>Residential led mixed use development with small quantum of commercial uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM366	Annex 1	Site 43 – Army Reserve Depot	Site requirements and development guidelines : <u>Improvements to streets and the public realm should be delivered in line with the Healthy Streets Approach.</u>	Reflect SoCG agreed with TfL Spatial Planning
Main	MM367	Annex 1	Site 44 – High Barnet Station	Proposed uses : 75% residential floorspace with 25% commercial uses, public realm and public car parking. Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure. <u>Residential led mixed use development with commercial uses, public realm and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.</u>	Reflect SoCG agreed with TfL Commercial Development

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Main	MM368	Annex 1	Site 45 – Land at Whalebones	Proposed uses : 90% residential with 10% local open space and community facilities. <u>Residential led development with local green space and community uses</u>	Use of percentages removed to provide more flexibility on delivery and correct the NPPF designation terminology
Main	MM369	Annex 1	Site 47 – Mill Hill East Station	Proposed uses 60% residential floorspace with 40% retained rail infrastructure and car parking. <u>Residential led mixed use development with transport infrastructure and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's accessible location and encouraging the use of public transport and active modes of travel.</u>	Reflect SoCG agreed with TfL Commercial Development
Main	MM370	Annex 1	Site 48 – Mill Hill Library	Proposed uses : 50% residential floorspace with 50% community uses <u>Development for residential / community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM371	Annex 1	Site 49 – Watchtower House & Kingdom Hall	Planning designations : Major Developed Site in the Green Belt (UDP 2006)	UDP designations no longer relevant
Main	MM372	Annex 1	Site 49 – Watchtower House & Kingdom Hall	Proposed uses : 80% retained as undeveloped Green Belt with 18% residential and 2% community floorspace	Use of percentages removed to provide more

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				<u>Area of existing buildings redeveloped for residential with supporting community uses while the site maintains the essential characteristics of the Green Belt, including retaining the areas of undeveloped land.</u>	flexibility on delivery
Main	MM373	Annex 1	Site 50 – Watford Way & Bunns Lane	Site requirements and development guidelines: <u>In the event that TfL requires part of the site to support transport operations, this use must be carefully sited and designed to ensure the amenity of new and existing housing is maintained.</u>	Reflect SoCG agreed with TfL Commercial Development
Main	MM374	Annex 1	Site 51 – Great North Road Local Centre	Proposed uses 40% residential floorspace with 60% of floorspace in use as a cinema and public house <u>Residential development with cinema and public house</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM375	Annex 1	Site 52 – Kingmaker House	Proposed uses 90% residential floorspace with 10% commercial (office) <u>Residential led mixed use development with commercial (office) uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM376	Annex 1	Site 53 – Allum Way	Proposed uses 46% for TfL rail infrastructure, commercial (office and light industry), community and car parking, and 54% residential floorspace <u>Residential led mixed use development with transport infrastructure, commercial (office and light industry), community and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's accessible location and encouraging the use of public transport and active modes of travel.</u>	Reflect SoCG agreed with TfL Commercial Development
Main	MM377	Annex 1	Site 53 – Allum Way	Site requirements and development guidelines :	Reflect SoCG agreed with TfL

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				A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade, <u>with the extent to be established by London Underground following feasibility studies. Should TfL conclude that this site is not required for transport infrastructure then additional residential development may be appropriate.</u> Station functions must be maintained and development must safeguard station operations in line with the agent of change principles. Landowners should work with TfL and the Council to identify a comprehensive scheme.	Commercial Development
Main	MM378	Annex 1	Site 54 – Barnet House	Proposed uses : 90% residential uses with 10% community and commercial <u>Residential led mixed use development with commercial and community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM379	Annex 1	Site 54 – Barnet House	Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM380	Annex 1	Site 55 – Woodside Park Station East	Proposed uses : Residential with 20% re-provision of car parking. <u>Residential development with limited re-provision of car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.</u>	Reflecting changes to GSS12 as set out in SoCG agreed with TfL Commercial Development
Main	MM381	Annex 1	Site 57 – 309-119 Ballards Lane	Proposed uses :	Use of percentages removed to

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				<p>80% residential floorspace with 20% commercial and community uses <u>Residential led mixed use development with commercial and community uses</u></p>	provide more flexibility on delivery
Main	MM382	Annex 1	Site 57 – 309-119 Ballards Lane	<p>Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM383	Annex 1	Site 58 – 811 High Road & Lodge Lane car park	<p>Proposed uses : Delete 70% residential floorspace with 30% commercial town centre uses and replacement public car parking <u>Residential led mixed use development with commercial town centre uses and re-provision of public car parking</u></p>	Use of percentages removed to provide more flexibility on delivery
Main	MM384	Annex 1	Site 58 – 811 High Road & Lodge Lane car park	<p>Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM385	Annex 1	Site 59 – Central House	<p>Proposed uses: 80% residential with 20% commercial uses floorspace. <u>Residential led mixed use development with commercial uses</u></p>	Use of percentages removed to provide more flexibility on delivery

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Main	MM386	Annex 1	Site 59 – Central House	<p>Site requirements and development guidelines :</p> <p><u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM387	Annex 1	Site 60 – Finchley House	<p>Proposed uses :</p> <p>80% residential floorspace with 20% community and community use floorspace</p> <p><u>Residential led mixed use development with commercial and community uses</u></p>	Use of percentages removed to provide more flexibility on delivery
Main	MM388	Annex 1	Site 60 – Finchley House	<p>Site requirements and development guidelines :</p> <p><u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u></p>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM389	Annex 1	Site 61 – Tally Ho Triangle	<p>Proposed uses :</p> <p>70% residential floorspace with 30% commercial (office and retail), community leisure, transport and public car parking</p> <p><u>Residential led mixed use development with commercial town centre uses, community, leisure, transport infrastructure and public car parking</u></p>	Use of percentages removed to provide more flexibility on delivery
Main	MM390	Annex 1	Site 61 – Tally Ho Triangle	<p>Site requirements and development guidelines :</p>	Reflect changes to

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				Taller buildings should be focused on the southern part of the site. Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD	CDH04. Also as set out in SoCG agreed with Historic England
Main	MM391	Annex 1	Site 62 – Tesco Finchley	Proposed uses : 75% residential floorspace with 25% commercial town centre uses and car parking <u>Residential led mixed use development with commercial town centre uses and car parking</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM392	Annex 1	Site 62 – Tesco Finchley	Site requirements and development guidelines : High accessibility to public transport and local services, and the tall buildings location, mean this site should support a relatively high density of development, while being mindful of the surrounding context, including low-rise residential properties to the north. Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM393	Annex 1	Site 63 – Philex House	Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of</u>	Reflect changes to CDH04. Also as set out in

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				<u>neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u>	SoCG agreed with Historic England
Main	MM394	Annex 1	Site 64 – 744-776 High Road	Proposed uses 80% residential floorspace with 20% commercial town centre uses <u>Residential led mixed use development with commercial town centre uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM395	Annex 1	Site 64 – 744-776 High Road	Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM396	Annex 1	Site 66 – East Wing	Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England
Main	MM397	Annex 1	Site 66 – East Wing	Proposed uses : 70% residential floorspace with 30% town centre commercial and cultural uses <u>Residential led mixed use development with commercial town centre and cultural uses</u>	Use of percentages removed to provide more flexibility on delivery

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Main	MM398	Annex 1	Site 67 – Great North Leisure Park	Proposed uses : 60% residential floorspace with 40% commercial, leisure and community uses <u>Residential led mixed use development with commercial, leisure and community uses</u>	Use of percentages removed to provide more flexibility on delivery
Main	MM399	Annex 1	Site 67 – Great North Leisure Park	Site requirements and development guidelines : <u>Tall (but not Very Tall) Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD</u>	Reflect changes to CDH04. Also as set out in SoCG agreed with Historic England

Table of Initial Additional Modifications

SCHEDULE OF ADDITIONAL MODIFICATIONS OF DRAFT BARNET LOCAL PLAN					
Main or additional	Modification Number	Chapter/Policy Number	Paragraph Number / Section	Additional Modification	Reason for Modification
Add	MIM01	Chapter 1 - Introduction	1.1.1	The Council is progressing <u>Barnet has a new Local Plan. The existing previous Local Plan (comprising Core Strategy and Development Management Policies Development Plan Documents) was adopted in 2012. Appendix C sets out how the these 2012 Local Plan policies are being have been replaced.</u>	Update
Add	MIM02	Chapter 1 - Introduction	1.1.4	Table 1 sets out the regulatory stages and timetable for planmaking. This document is known as Barnet's Publication Local Plan. This version of the Local Plan is a draft document specifically produced to enable representations to be made on the draft plan that will then be considered by an independent Inspector at the examination stage. It takes account of comments received on the previous stage of consultation: Preferred Approach (January 2020 to March 2020). It is the version that the Council seeks to adopt as the framework for decision making on planning. The Council recognises however that it is possible that responses to this regulatory stage will result in further proposed changes to the Plan as part of the Examination in Public.	Text no longer required as it explains the regulatory process as part of the Reg 19 public consultation.
Add	MIM03	Chapter 1 - Introduction	1.1.5	At this stage of the Plan comments should be related to the 'test of soundness' as set out in the NPPF. These are whether the Plan is "sound" in respect of being: Positively prepared — providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development; Justified — an appropriate strategy, taking into account the reasonable alternatives, and is based on proportionate evidence; Effective — deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with	Text no longer required as it explains the regulatory process as part of the Reg 19 public consultation.

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				rather than deferred, as evidenced by the statement of common ground; and Consistent with national policy — enabling the delivery of sustainable development in accordance with the NPPF.	
Add	MIM04	Chapter 1 - Introduction	1.1.6	All representations received on Barnet's Local Plan Publication (Reg 19) will be summarised and collated within a consultation statement to be considered by the appointed Inspector alongside the Local Plan. Respondents will be identifiable by name. Any other personal information will be processed in accordance with the General Data Protection Regulations 2018.	Text no longer required as it explains the regulatory process as part of the Reg 19 public consultation.
Add	MIM05	Chapter 1 - Introduction	Table 1 Reg 24 column	Spring	EIP process takes place throughout 2022
Add	MIM06	Chapter 1 - Introduction	Table 1 Reg 26 column	Autumn 2022 <u>Summer 2022</u>	Revised expectation of adoption
Add	MIM07	Chapter 1 - Introduction	1.3.1	(2019) <u>(2021)</u>	NPPF Update
Add	MIM08	Chapter 1 - Introduction	1.3.1	Last sentence <u>to</u> be sufficiently.....	Grammar
Add	MIM09	Chapter 1 - Introduction	1.3.2 1 st sentence	London Plan (2021) ₇	Grammar
Add	MIM10	Chapter 1 - Introduction	Para 1.5.1 2 nd sentence	in the examination in public in 2022 will <u>have helped to</u> shape the Local Plan.	Update
Add	MIM11	Chapter 1 - Introduction	Para 1.5.1	Further detail on how we will consult and what you have told us so far is set out in the Local Plan Consultation Report.	Update
Add	MIM12	Chapter 1 - Introduction	Para 1.6.1 2 nd sentence	as well as <u>the</u> London Plan and national planning policy.	Grammar

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Add	MIM13	Chapter 1 - Introduction	Para 1.6.2	One Neighbourhood Plan in Barnet at West Finchley <u>was adopted in October 2021.</u> is, subject to a confirmatory referendum, expected to be adopted in Autumn 2021. Progress on this is set out on the Council's planning webpages.	Update
Add	MIM14	Chapter 2 – Challenges and Opportunities	2.15	The importance of adequately sized homes to <u>for</u> health and wellbeing has been highlighted by COVID19, particularly for those living in overcrowded rented accommodation. We know that having the right home helps families stay healthy, sustain a job, care for the family <u>one another</u> and contribute to their community. Issues of ventilation and air circulation, social distancing space, homeworking space, private amenity space (in terms of gardens and balconies) and use of public realm and open spaces coming to the fore <u>and</u> can be addressed by good quality design, delivering good quality safe, sustainable homes and places where people choose to work, rest and stay.	Grammar and Clarification
Add	MIM15	Chapter 2 – Challenges and Opportunities	2.1.6	The Government's encouragement of permissiveness presents a significant challenge for enabling existing businesses to be resilient and ensure <u>ensuring</u> that Barnet remains a great place to start and grow a business.	Grammar
Add	MIM16	Chapter 2 – Challenges and Opportunities	2.3.1	An important part of the Borough's character, is that it is a family friendly place, as home to more families than any other London borough, a <u>family friendly place.</u>	Grammar
Add	MIM17	Chapter 2 – Challenges and Opportunities	2.3.2	A key challenge of the Local Plan is to ensure that the distinctive character of the area is retained and where possible, enhanced further, whilst achieving sustainable growth.	Grammar
Add	MIM18	Chapter 2 – Challenges and Opportunities	2.3.4	Ambitious schemes at Brent Cross Cricklewood, including <u>such as</u> Brent Cross Town, will help areas develop a new character.	Brent Cross Town is a scheme within the OA.
Add	MIM19	Chapter 2 – Challenges and Opportunities	2.4.2	The Council seeks to use all tools available to ensure that the Borough's housing needs are met, with the challenge of homes actually being built after planning permission is granted and that <u>with</u> supporting infrastructure <u>being</u> is funded and delivered in the right place and at the right time.	Grammar

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Add	MIM20	Chapter 2 – Challenges and Opportunities	2.5.3	The employment rate is also lower than that for London <u>as a whole</u> .	Clarification
Add	MIM21	Chapter 2 – Challenges and Opportunities	2.6.1	Good growth also provides an opportunity to become more efficient and resilient, adapting to the consequences of environmental change created by human behaviour and mitigating the future impacts, in particular flood risk and water quality from proposed development.	Grammar.
Add	MIM20	Chapter 2 – Challenges and Opportunities	2.5.3	The employment rate is also lower than that for London <u>as a whole</u> .	Clarification
Add	MIM21	Chapter 2 – Challenges and Opportunities	2.6.1	Good growth also provides an opportunity to become more efficient and resilient, adapting to the consequences of environmental change created by human behaviour and mitigating the future impacts, in particular flood risk and water quality from proposed development.	Grammar.
Add	MIM22	Chapter 2 – Challenges and Opportunities	2.7.1	COVID19 has highlighted further existing public health challenges and disparities in health and wellbeing to which the Council is responding through the Health and Wellbeing Strategy 2021-2025. to respond to	Correction
Add	MIM23	Chapter 2 – Challenges and Opportunities	2.7.2	Whilst the The Joint Health and Wellbeing Strategy sets the vision and priorities on how the Council can help create a healthy place that supports people in living healthy and happy lives and staying as independent as long as possible.	Grammar
Add	MIM24	Chapter 2 – Challenges and Opportunities	2.8.1	In addition to the underground and national rail services to central London, Barnet has a good network of bus services that provide a varied frequency of journeys depending on the route; however, bus journeys tend to be slower <u>trips</u> than by car due to congestion.	Clarification
Add	MIM25	Chapter 2 – Challenges and Opportunities	2.8.3	P On the basis of pre-COVID data public transport as a method of travel to work makes up around 29% of journeys made by Barnet residents (8% by bus, 17% by underground and 4% by rail) ² , which is slightly higher than the Outer London average.	Clarification that data is pre COVID19
Add	MIM26	Chapter 2 – Challenges and Opportunities	2.8.4	A challenge for the Local Plan is to reduce increase the rate of change in terms of car use, which This includes support for active travel and public transport opportunities, as well as promoting innovative ways to enable long term modal shift. Improvements to orbital public transport is	Clearer wording on reducing car usage.

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				a are vital consideration if suitable alternatives to car use are to be delivered effectively.	
Add	MIM27	Chapter 2 – Challenges and Opportunities	2.8.5	A key objective of Barnet's Long Term Transport Strategy is that <u>for</u> transport <u>to</u> keeps the Borough moving, enabling people and goods to move within and beyond the Borough efficiently using high quality orbital and radial links.	Grammar
Add	MIM28	Chapter 2 – Challenges and Opportunities	2.8.6	This includes impacts relating to <u>on</u> the highway network (strategic and non strategic) and public transport (bus and rail).	Clarification
Add	MIM29	Chapter 3 - Barnet and Objectives	3.3.4	The NPPF requires Local Plans to make it explicit which policies are strategic policies. Policies with the prefix BSS ₁ and GSS (GSS01 to GSS13) <u>as well as CDH01 to CDH04, TOW01, TOW04, CHW01, ECC02, TRC01 to TRC03</u> are considered to be strategic policies (as set out in Table 3).	Clarification on strategic policies. Also set out in SoCG with LB Brent
Add	MIM30	Chapter 3 - Barnet's Vision and Objectives	3.4.1	This shows the broad locations where the Council expects a concentration of development to be <u>concentrated</u> located .	Grammar
Add	MIM31	Chapter 4 – Growth and Spatial Strategy	4.1.1	NPPF Section 3 Plan Making – Non-Strategic Policies specifically paras <u>28 to 29</u> Section 5 Delivering a Sufficient Supply of Homes specifically paras 59, 60, <u>61, 65, 66, 67-68,</u> and 73 <u>74</u> Section 6 Building a strong and competitive economy specifically para 81-82 Section 9 Promoting sustainable transport specifically paras 402 and 403 <u>104 and 105</u> Section 11 Making effective use of land specifically paras 117,118,119, <u>120, 121</u> and 123-125 Section 13 Protecting Green Belt Land specifically para 134-137 London Plan Policy <u>Good Growth objective</u> GG2 Making the best use of land Policy <u>Good Growth objective</u> GG4 Delivering the homes Londoners need	Reflect the updated NPPF July 2021 and to be consistent with London Plan 2021

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Add	MIM32	Chapter 4 – Growth and Spatial Strategy	4.8.4	The Local Plan small sites target provides a reliable source of windfall sites which contributes to anticipated supply and meets the requirements of the NPPF (para 70 <u>71</u>).	Reflect the updated NPPF July 2021
Add	MIM33	Chapter 4 – Growth and Spatial Strategy	4.13.1	The £416.5 million project to deliver the new Brent Cross West station and associated rail infrastructure will mean the new station is delivered much earlier than originally planned and will be opened and operational for the first development plots and when completed (forecast for 2022) Brent Cross West will accommodate up to eight trains per hour with a journey time to Kings Cross St Pancras of less than 15 minutes.	Correction
Add	MIM36	Chapter 4 – Growth and Spatial Strategy	4.16.1	The location of the Brent Cross West (<u>Staples Corner</u>) area adjacent to the planned new station on Thameslink <u>station</u> is an opportunity for renewal to provide intensification and an improved mix of uses, including residential. The scale of the opportunity and its emerging connectivity support Brent Cross West (<u>Staples Corner</u>) as a Growth Area.	Update to reflect station construction and new name of Growth Area
Add	MIM35	Chapter 4 – Growth and Spatial Strategy	4.16.2	As illustrated by Map 3A Brent Cross West (<u>Staples Corner</u>) lies	Reflects new name of Growth Area
Add	MIM36	Chapter 4 – Growth and Spatial Strategy	4.16.4	There is much potential for a beneficial interrelationship between Brent Cross West (<u>Staples Corner</u>) and the wider Brent Cross Growth Area, and opportunities for connectivity between the two should be maximised.	Reflects new name of Growth Area
Add	MIM37	Chapter 5 - Housing	5.1.1	Paras 64 62 to 76 77	Update to NPPF
Add	MIM39	Chapter 6 - Character, Design and Heritage	6.1.1, Table	NPPF Section 12 Achieving Well Designed Places specifically paras 425 <u>126</u> to 432 . <u>136</u> Section 16 Conserving and enhancing the historic environment specifically paras 189 to 202 <u>208</u>	Updates to reflect 2021 NPPF
Add	MIM39	Chapter 6 - Character, Design and Heritage	6.2.2	An important role for the Local Plan and the suite of <u>supporting</u> SPDs (<u>including</u> accompanying design codes that help underpin it), is managing that change and retaining the qualities that attract people to live in Barnet and make it the most family friendly place in London. To create the safe, <u>beautiful</u> , sustainable and successful places an	NPPF Updates and correction

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				appropriate balance must be struck which involves <u>focus on the design quality of places and new development responding to its context in terms of existing character, appearance and scale.</u>	
Add	MIM40	Chapter 6 - Character, Design and Heritage	CDH04A	...(26 to 46 metres above above ground level)	Correction
Add	MIM41	Chapter 6 - Character, Design and Heritage	CDH05J	Improve energy efficiency and incorporates-renewable sources of energy.	Clarification
Add	MIM42	Chapter 6 - Character, Design and Heritage	CDH09F	(f) The Council will resist advertisements on shopfronts that are above façia <u>fascia</u> level or ground floor level, except in exceptional circumstances.	Correction
Add	MIM43	Chapter 7 - Town Centres	7.1.1	NPPF Section 7 Ensuring the vitality of town centres specifically paras 85 , 86, 87, 88, 89, 90. <u>91</u>	Reflect the updated NPPF July 2021.
Add	MIM44	Chapter 7 -Town Centres	7.2.3	Mixed-use development that can reduce the need to travel and provide a range of housing and employment opportunities together with retail and leisure space which will help create more sustainable and successful places.	Clarification
Add	MIM45	Chapter 7 - Town Centres	7.2.6	Along with other uses previously in Class D1 (non-residential institutions - gyms, nurseries and health centres) and D2 (assembly and leisure) and other uses which are 'suitable for a town centre area' are also included <u>includes</u> in the class:	Clarification
Add	MIM46	Chapter 7 -Town Centres	7.6.3	Employment is critical to the vitality of town centres, and the Council will support viable employment opportunities to sustain activity and encourage growth including greater variety in the types <u>typology</u> of workspace provision (see Policy ECY01).	Wording to be consistent with policy ECY01 text.
Add	MIM47	Chapter 8 - Community Uses and promotion of	8.1.1	NPPF Section 8 Promoting healthy and safe communities specifically paras 94 , 92, 93, 94, 94, and 95, <u>96 and 97</u>	Update to reflect 2021 NPPF

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		health and wellbeing			
Add	MIM48	Chapter 8 - Community Uses and promotion of health and wellbeing	8.6.2	In order to contribute to the vitality and viability of town centres the Local Plan supports temporary (meanwhile) uses and the more flexible application of town centre policy in creating thriving places where people <u>feel safe and want to visit</u> and where they feel safe to visit.	Clarification
Add	MIM49	Chapter 8 - Community Uses and promotion of health and wellbeing	CHW01	The Council will support proposals for new community infrastructure where the following circumstances apply: <ul style="list-style-type: none"> i. it forms part of a mixed-use development and is located within a Growth Area or outside the primary frontages of the Borough's town centres (Policy GSS01 and Policy TOW02); ii. <u>it</u> provides a replacement, enhancement of an existing facility or new multi-purpose community hub; iii. <u>it</u> provides an alternative community use where the existing community use has identified there is surplus provision and where the alternative use can demonstrate a local need, 	Clarification
Add	MIM50	Chapter 8 - Community Uses and promotion of health and wellbeing	8.17.6	Locally grown food enables easy access to healthy food and it also promotes mental wellbeing while increasing the social capital of the community.	Grammar
Add	MIM51	Chapter 8 - Community Uses and promotion of health and wellbeing	8.18.1	Primary Care Estate at the North Central London and local level will be the primary vehicle for enabling planning of local new <u>local</u> health care models.	Clarification
Add	MIM52	Chapter 8 - Community Uses and promotion of	8.18.3	The benefits of the joint planning between the CCG and the Local Plan is <u>are</u> increased access to primary care facilities and health and care integration.	Grammar

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		health and wellbeing			
Add	MIM53	Chapter 8 - Community Uses and promotion of health and wellbeing	8.18.4	2021/22 will see the local health and care system transition into an ICS.	Update
Add	MIM54	Chapter 8 - Community Uses and promotion of health and wellbeing	8.19.2	Thereby assisting This will assist in the improvement of the physical and mental well-being of residents.	Clarification
Add	MIM55	Chapter 8 - Community Uses and promotion of health and wellbeing	CHW02H	Delivering more sustainable and active travel as set out in Policy TRC01	Clarification
Add	MIM56	Chapter 8 - Community Uses and promotion of health and wellbeing	8.20.1	Understanding how we can <u>to</u> create safer environments through well planned good growth is key to the 'place-shaping' agenda.	Clarification
Add	MIM57	Chapter 8 - Community Uses and promotion of health and wellbeing	8.20.4	This includes appropriate lighting, encouraging natural activity, providing natural surveillance, reducing opportunities for concealment, appropriate placement of public realm and managing permeability <u>thus</u> ensuring the safety of pedestrians and cyclists.	Clarification
Add	MIM58	Chapter 8 - Community Uses and	CHW03G	require developers to demonstrate that they have incorporated design principles which limits the opportunities for crime and anti-social	Clarification

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		promotion of health and wellbeing		behaviour and thereby contributes to community safety and security in all new development;	
Add	MIM59	Chapter 9 - Economy	9.1.1	NPPF Section 6 Building a Strong and Competitive Economy specifically paras 80, 81 and 82 <u>81, 82, and 83</u> .	Update to reflect 2021 NPPF
Add	MIM60	Chapter 9 - Economy	9.5.1	Following the introduction in 2020 of the wider Use Class E for commercial, business and services use (and subsequent reforms) it remains unclear if greater flexibility for commercial uses will strengthen its protection for such uses from conversion to residential.	Clarification
Add	MIM61	Chapter 9 - Economy	9.6.1	While the Office Guidelines provided in Annex 1 of the London Plan advises that the Council should only protect small office capacity <u>only</u> in Edgware, Chipping Barnet.....	Clarification
Add	MIM62	Chapter 9 - Economy	9.6.4	The Council recognises that overtime <u>over time</u> some buildings in these areas will be in need of renewal, but loss of employment space will not be supported.	Correction
Add	MIM63	Chapter 10 - Environment and Climate Change	10.1.1	Section 8 Promoting healthy and safe communities specifically paras 96 to 101 <u>98 to 103</u> . Section 13 Protecting Green Belt land specifically paras 133 to 147 <u>137 to 151</u> . Section 14 Meeting the challenge of climate change, flooding and coastal change specifically paras 149 to 165 <u>152 to 169</u> . Section 15 Conserving and enhancing the natural environment specifically paras 170 to, 183 <u>174 to 188</u> .	Update
Add	MIM64	Chapter 10 - Environment and Climate Change	10.3.1	The Mayor of London has set a target for London to become a zero-carbon city by 2050. In order to deliver this the Local Plan addresses the level of emissions from the existing building stock, <u>in particular through</u> retaining and reusing buildings to avoid the material and energy costs of new development.	Clarification
Add	MIM65	Chapter 10 - Environment and Climate Change	10.6.3	However, All the Borough's existing building stock contains embodied carbon, demolishing and replacing existing buildings requires a reinvestment in embodied energy and other resources.	Clarification
Add	MIM66	Chapter 10 - Environment	Table 18	Development Scale	Clarify the scale of

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		and Climate Change	New Footnote	<u>Most minor sites do not need these assessments however a site might be considered appropriate if it is an extremely noise site, for example, adjacent to of one of Barnet's very busy 'A' roads or adjacent to noisy commercial usage such as a nightclub. Each application is assessed uniquely.</u>	development requiring noise assessments
Add	MIM67	Chapter 10 - Environment and Climate Change	10.13.7	The NPPF Sequential Test (paras 155 to 165 159 to 169) should be applied in order to steer new development to areas with the lowest flood risk.	To update NPPF paragraph numbers from 2019 version to 2021 version.
Add	MIM68	Chapter 10 - Environment and Climate Change	Table 19	All development over 1 hectare in Flood Zone 1. <u>All</u> development in Flood Zone 2 & 3	To clarify requirements for Flood Risk Assessments
Add	MIM69	Chapter 10 - Environment and Climate Change	ECC02C	Development should provide Air Quality Assessments and Noise Impact Assessments in accordance with Tables 45 17 and 46 18 together with <u>the Sustainable Design and Development Guidance SPD</u> Barnet's suite of design guidance SPDs.	Correction. Update to reflect new titles for SPDs as set out in the Sept 2021 LDS
Add	MIM70	Chapter 10 - Environment and Climate Change	Policy ECC02A	Water Management Policy	Correction
Add	MIM71	Chapter 10 - Environment and Climate Change	ECC03	These sites will be the principle <u>principal</u> locations considered suitable for waste facilities.	Correction
Add	MIM72	Chapter 10 - Environment	10.17.5	NPPF (para 96 98) states that planning policies should be based on an assessment of the need for open space,.....	To update NPPF para

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		and Climate Change			numbers to 2021 version.
Add	MIM73	Chapter 10 - Environment and Climate Change	10.18.1	The principles of natural <u>national</u> Green Belt policy also apply to MOL.	Correction
Add	MIM74	Chapter 10 - Environment and Climate Change	10.19.1	The Schedule of Proposals in Annex 1 highlights new Local Green Open Space at Whalebones Park which will be designated in accordance with NPPF para 99 <u>101</u> .	Correction of the designation terminology. To update NPPF para numbers to 2021 version.
Add	MIM75	Chapter 10 - Environment and Climate Change	10.19.7	improvements to individual parks and open spaces; enhancement of footpath, cycling and bridleway networks; improved green corridors and nature conservation areas will be supported. Improvements to signage, surfaces, lighting and surveillance should all assist in encouraging existing and new residents to make greater use of the local spaces in close proximity to where they live. All developments should also consider how accessibility to open space can be improved through pedestrian and cycle links as well as bus routes where practicable. The Dollis Valley Green Walk and the Capital Ring are strategic walking routes that cross Barnet. To support health and wellbeing aspirations it is an ambition of the borough to increase the number of local and strategic walking routes as well as continuing to protect and enhance the existing public rights of way across the Borough. This is demonstrated in the Barnet Long Term Transport Strategy which introduces the aspiration to create a walking and cycling route referred to as the Barnet Loop.	Text moved to new para 10.19.7A
Add	MIM76	Chapter 10 - Environment and Climate Change	ECC05A(i)	Any proposals for development in Green Belt will be considered in accordance with NPPF paras 133 to 147 137 to 151 .	To update NPPF para numbers to 2021 version.

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Add	MIM77	Chapter 10 - Environment and Climate Change	10.26.3	The needs of wildlife and the value of natural vegetation should be considered throughout the planning process. It is particularly important that opportunities be taken to preserve, enhance or create areas of natural water and vegetation within heavily built-up areas, as these can assist the Borough adapt to a changing climate while providing access to access to natural areas for residents.	Correction
Add	MIM78	Chapter 10 - Environment and Climate Change	10.26.12	Policy CDH08 <u>07</u> states that development proposals.....	Correction
Add	MIM79	Chapter 11 - Transport and Communications	11.1.1	Section 9 Promoting sustainable transport specifically paras 402, 403, 104, 105, 106, 107, 108, 109, 110, 111. <u>112, 113</u> . Section 10 Supporting high quality communications specifically paras 442, 443, <u>445, 446 114, 115, 116, 117, and 118.</u>	To update NPPF paragraph numbers from 2019 version to 2021 version.
Add	MIM80	Chapter 11 - Transport and Communications	11.4.4	(see the Changes to the Policies Map document).	Remove reference
Add	MIM81	Chapter 11 - Transport and Communications	11.7.1	Active travel through walking and cycling can play an important part in increasing levels of activity to address poor health. <u>As well as benefiting health active travel also has the lowest environment impacts from travel.</u>	To link with opening of TRC01
Add	MIM82	Chapter 11 - Transport and Communications	11.7.3	From <u>Since</u> October 2021, land south of (but not including) the North Circular (A406) <u>has been added to the ULEZ</u> will be included and Any petrol or diesel vehicle within this enlarged ULEZ area will also need to meet new tighter emissions standards or pay a daily charge.	Update
Add	MIM83	Chapter 11 - Transport and Communications	11.7.7	†The Council will also take positive action to prevent any pupil parking, promoting car sharing, providing safe cycle routes and improved cycle parking facilities, and will encourage more children to walk and cycle to and from school.	Clarification

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Add	MIM84	Chapter 11 - Transport and Communications	TRC01B i	Supporting delivery of new transport infrastructure identified in Policy TRC02 and the BLLTS;	Grammar
Add	MIM85	Chapter 11 - Transport and Communications	11.11.4	BLLTS <u>BLTTS</u>	Correction
Add	MIM86	Chapter 11 - Transport and Communications	TRC02A	Viii Feasibility of other public transport improvement projects will be explored as appropriate, including the protection and enhancement of existing public transport operational facilities and where necessary the provision of new facilities.	Clarification that viii is not part of the list of key new transport infrastructure
Add	MIM87	Chapter 11 - Transport and Communications	TRC02B	The Council has an adopted Long Term Transport Strategy (2020-2041) It will work with Highways England, TFL, Network Rail and others to deliver schemes identified within the BLLTS <u>document has an adopted Long Term Transport Strategy (2020-2041)(BLTTS)</u>	Clarification
Add	MIM88	Chapter 11 - Transport and Communications	TRC02B i	The Council will seek to work....	Clarification
Add	MIM89	Chapter 11 - Transport and Communications	11.12.3	This is available in Appendix A of the Car Parking <u>Study Review Standards Report</u> 2021.	Correction
Add	MIM90	Chapter 11 - Transport and Communications	11.12.10	Parking for bicycles and electric vehicles	Clarification
Add	MIM91	Chapter 12 - Delivering the Local Plan	12.1.1A	<u>Each year the Council publishes an Infrastructure Funding Statement (IFS). The IFS sets out the types of infrastructure that the Council as Charging Authority considers will be or may be funded by CIL and a report about CIL and planning obligations for the past financial year.</u>	Clarification about the Infrastructure Funding Statement
Add	MIM92	Chapter 12 - Delivering the Local Plan	12.6.2	Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. NPPF (para 567) highlights that planning obligations...	NPPF update

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Add	MIM93	Chapter 12 - Delivering the Local Plan	12.8.1	NPPF (para 57 8) highlights that where up-to-date policies....	NPPF update.
Add	MIM94	Appendix B – Acronym Buster and Glossary	LEA	LEA — Local Employment Agreement	Local Plan no longer makes specific reference to use of LEAs
Add	MIM95	Annex 1	16.1.7	The Schedule updates proposals that have gained planning consent since Reg 18. Such sites along with other planning consents are reflected in the Housing Trajectory.	Remove reference to updates
Add	MIM96	Annex 1	List of Sites – Summary Table Site 32 – Manor Road Car Park	Golders Green <u>East Finchley</u>	Correction
Add	MIM97	Annex 1	Site 16 – 45-69 East Barnet Road	Site requirements and development guidelines: Area <u>Opportunity Site 2</u> .	To be consistent with Town Centre Framework
Add	MIM98	Annex 1	Site 21 – New Barnet gasholder	Site Source : <u>New Barnet Town Centre Framework</u>	Clarification
Add	MIM99	Annex 1	Site 22 - Sansburys	Site Source : <u>New Barnet Town Centre Framework</u>	Clarification
Add	MIM100	Annex 1	Site 22 - Sansburys	Site requirements and development guidelines: New Barnet Town Centre Framework (<u>Opportunity Site 3</u>)	To be consistent with Town Centre Framework
Add	MIM101	Annex 1	Site 27 – Edgware Town Centre	Site requirements and development guidelines : Emerging Edgware.....	SPD adopted in June 2021

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Add	MIM102	Annex 1	Site 28 – Edgware Underground & Bus Stations	Site requirements and development guidelines : Emerging-Edgware.....	SPD adopted in June 2021
Add	MIM103	Annex 1	Site 40 – Meritage Centre	Site requirements and development guidelines: <u>Outline planning permission (Ref 21/47722/FUL) has now been granted on this site.</u>	Update
Add	MIM104	Annex 1	Site 62 – Tesco Finchley	For further information refer to the Finchley Church End Town Centre Strategy (<u>Opportunity Site 8</u>).	Clarification
Add	MIM105	Annex 1	Site 63 – Philex House	Relevant planning applications : 16/3265/PNO (approved) conversion to 22 residential units.	Prior approval has expired
Add	MIM106	Annex 1	Site 63 – Philex House	Site requirements and development guidelines : Under 16/3265/PNO prior approval was granted for 22 units.	Prior approval has expired