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Description automatically generated**London Borough of Barnet Local Plan**

**Main Modifications**

**Integrated Impact Assessment: Sustainability Appraisal Update**

**April 2024**

**Introduction**

1. The Council has proposed a number of revisions to the submitted version of the London Borough of Barnet Local Plan (LBBLP). These are as a result of representations received at the Regulation 19 stage, updates to the evidence base, discussions at the examination hearing sessions held in Autumn 2022 and in response to the Inspectors’ interim findings letter of 17th August 2023.
2. It is necessary to consider the environmental impact of these changes through the Sustainability Appraisal (SA) process and for any further conclusions reached to then be made available for comment. The SA investigates the likely significant impacts arising in terms of the contribution towards sustainability if the emerging Local Plan for the London Borough of Barnet is subsequently adopted and therefore implemented.
3. This SA update report, considering the likely impacts of the main modifications (MMs) proposed to the LBBLP, has been prepared to provide an overview assessment in line with the requirements of the Strategic Environmental Assessment (SEA) Directive. The report is required to ensure that the potential environmental, as well as social and economic, effects of the MMs made to the Local Plan are fully assessed for significant sustainability impacts and reported on as part of the plan making process. Accordingly, this report, together with the HRA Screening Main Modifications Stage Update April 2024, have been prepared to support the MMs public consultation stage of the LBBLP. These documents, available to view on the LBBLP examination website, are also subject to consultation alongside the MMs document itself.
4. Further to the findings of the Integrated Impact Assessment (IIA) prepared at earlier stages of the LBBLP, this additional assessment work specifically considers the implications of the MMs. This will determine whether any of the MMs proposed would significantly affect the previous SA findings set out in the IIA. Accordingly, this SA MMs update report refers to, and therefore should be read alongside, information contained within the following documents in the LBBLP examination library:

1. *Core Gen 28:*

a. (IIA) Integrated Impact Assessment Scoping Report (updated) June 2021

2*. Core Gen 25:*

a. Reg 18 (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA and EQIA) – January 2020 part 1

b. Reg 18 (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA and EQIA) – January 2020 part 2

c. Reg 18 (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA and EQIA) – January 2020 part 3

3. *Core Gen 02:*

a. (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) – May 2021 part 1

b. (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) – May 2021 part 2

c. (IIA) Integrated Impact Assessment (Technical Summary, Sustainability Appraisal, HRA, EQIA) – May 2021 part 3

4. *Examination Stage:*

a. EXAM 08 - Updated HRA Screening Report 2022

b. EXAM 39 - Habitats Regulations Assessment Technical Note November 2022

c. EXAM 72 – IIA Sustainability Appraisal Signposting Technical Paper January 2023

d. EXAM 72A - IIA Updated Non-Technical summary January 2023.

Report contents

The Government’s Planning Practice Guidance advises that it is for the plan-making body to decide whether the sustainability appraisal report should be amended following proposed changes to an emerging plan. If the plan-making body assesses that necessary changes are significant and were not previously subject to sustainability appraisal, then further sustainability appraisal may be required, and the sustainability appraisal report updated and amended accordingly. Otherwise, there is no specific prescribed guidance to follow in terms of undertaking a sustainability appraisal (SA) assessment of the main modifications (MMs) proposed in respect of a Local Plan.

The approach followed by the Council, and documented in this IIA SA Update, includes the following:

* a non-technical summary (sections 1 to 3);
* an updated list of plans, policies and programmes to ensure the inclusion of relevant documents published since January 2023 (section 2);
* purpose of the SA and a summary of the examination stage of the Local Plan and the SA process undertaken (section 3);
* an outline of the approach taken and scope of the SA work relative to the proposed MMs (section 4);
* an explanation of how the SA has been considered and used to inform drafting of the proposed MMs (section 4);
* the consideration given to the identification of reasonable alternatives as part of the proposed MMs or arising from them (section 4);
* consideration of any cumulative effects arising from the proposed MMs (including the recommendations and outcomes of the additional HRA screening work undertaken at this MM stage to consider whether there is a need for appropriate assessment) (section 4);
* identification of any difficulties encountered when carrying out the SA of the proposed MMs (section 4);
* a summary of the impacts of the MMs on the Local Plan as a whole – identifying any proposed MMs which have a material impact on the substantive application of individual policies on the Local Plan as a whole, or MMs which may have significant effects arising from the proposed MM revisions (section 5);
* the screening for significant effects undertaken on the proposed MMs taken forward beyond the previous stage presented in tabular form and using the previous SA scoring format to assess each proposed MM relative to the SA/IIA objectives, thereby enabling a like-for-like comparison with the previous SA work undertaken in relation to the LBBLP (section 5 and the separate tables for policies, site allocations and other MMs refer);
* recommendations resulting from the SA of the proposed MMs, including reference to any additional monitoring or mitigation that may be required (section 5); and
* an overall conclusion (section 6).

**Non-Technical Summary**

Background

1.1 The London Borough of Barnet (the Council) is at an advanced stage with production of a new Barnet Local Plan (LBBLP) 2021 to 2036 which sets out the vision, objectives, planning policies and site allocations that will guide development in the Borough up until 2036. The Local Plan sets out the priorities for the growth, renewal and regeneration of the Borough and will be used for directing investment and making decisions on development proposals.

1.2 It is very important that the Barnet Local Plan contributes to a sustainable future for the Borough. To support this objective, the Council is required to carry out a Sustainability Appraisal of the Local Plan. SA is a means of ensuring that the likely environmental, economic and social effects of the Local Plan are identified, described and appraised. It also incorporates Strategic Environmental Assessment. Therefore, accompanying the emerging LBBLP the Council has published an Integrated Impact Assessment (IIA) incorporating Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HRA), Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA).

1.3 Sustainability Appraisal is a legally required process to be followed seeking to ensure that the significant effects of an emerging draft plan, (and any reasonable alternatives), are systematically considered and addressed. It is a requirement that SA is undertaken in accordance with the procedures prescribed by the Environment Assessment of Plans and Programmes Regulations 2004. This includes the requirement under Schedule 2 of Regulations to produce a Non-Technical Summary (NTS).

Overview

2.1 The development and appraisal of the Barnet Local Plan (LBBLP) through the production of the IIA is an iterative process, with the policies being refined to take account of appraisal and consultation. The policies and site allocations have been subject to SA to ensure that they are the most appropriate. The SA taken as a whole has influenced and informed the LBBLP resulting in a sustainable plan; ensuring environmental, social and economic factors have been integral to decision making both in its preparation and during its examination. Therefore, accompanying the Local Plan the IIA documentation has been added to as the LBBLP has progressed; IIA considerations being updated in response to new evidence, information and revisions made to policies and site allocations throughout the plan making process.

2.2 The preparation firstly involved initial consultation on the Scoping Reports (Core Gen 28), after which the Council published the IIA (Core Gen 25) at the Regulation 18 consultation stage for the Barnet Local Plan. Following the Regulation 19 Publication Stage, the Council submitted the LBBLP to the Secretary of State for Housing, Communities and Local Government (now Levelling-Up, Housing and Communities) in November 2021 in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This submission was accompanied by the IIA report (Core\_Gen\_02) comprising of three parts. The first two parts providing the relevant evidence and proposed conclusions for the SA/SEA processes.

2.3 The Government appointed Planning Inspectors to conduct an independent examination (known as an ‘Examination in Public’ or EiP) into the Local Plan and EiP oral hearing sessions subsequently commenced in September 2022. Responding to the Inspectors’ request, (on the first day of the examination hearing sessions under consideration of Matter 1 – Legal Compliance and the Duty to Co-operate), the Council subsequently produced several technical papers which included one relating to the IIA (EXAM 72), together with a revised non-technical summary (NTS) dated January 2023 (EXAM 72A). This more recent iteration of the NTS produced as part of the IIA for the LBBLP updated, and therefore superseded, the version of the NTS contained within Part 1 of the IIA (Core\_Gen\_02) produced in support of the submitted draft version of the LBBLP (Core\_01).

2.4 Following the EiP hearing sessions, a number of Main Modifications (MMs) are now proposed to the Plan. This report is an addendum to the SA previously submitted as part of the Local Plan examination supporting documentation. It provides an assessment as to whether the proposed MMs to the LBBLP are likely to have significant effects on the SA/IIA sustainability objectives.

2.5 Focussing solely on the LBBLP MMs stage, this document does not seek to repeat or replace the NTS produced in January 2023. Rather, it should be read alongside EXAM 72A and any references to the IIA made within this document taken to refer to the full suite of assessments, technical notes and updates undertaken as listed above in the introduction to this report.

2.6 The IIA Signposting Technical Paper, (EXAM 72) dated January 2023 includes inter alia:

• Signposting and setting out the location and the role of evidence within the SA. For example: schedule 2 SEA regulations, cumulative impacts (economic, social and environmental); mitigation measures; risks; and climate change.

• A summary of the approach taken to reasonable alternatives, including the chosen methodology, the relationship with the London Plan, and the provision of further narrative relating to the process undertaken.

2.7 Further to Table 3 of the Scoping Report 2021, set out below is an updated list of the Plans, Policies and Programmes that were considered to identify the key sustainability, equalities and health objectives established at the international, European, national, regional and local level, relevant to the Local Plan review.

|  |  |
| --- | --- |
| **Level** | **Document** |
| International | • European Directive 2001/42/EC |
| • The Habitats Directive: European Directive 92/43/EEC and amended by 97/62/EC on the conservation of natural habitats |
| • Johannesburg Declaration on Sustainable Development (Earth Summit 2002) |
| • European Directive: Environmental Noise Directive 2002/49/EC |
| • EU Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (Habitats Directive - 92/43/EEC and 97/62/EC |
| • EU Directive on Ambient Air Quality and Management EU Directive 2008/50/EC |
| • Water Framework Directive 2000/60/EC |
| • Waste Framework Directive 2008/98/EC Directive on the Promotion of the Use of Energy from Renewable Sources 2009/28/EC |
| • European Convention on the Protection of the Archaeological Heritage (revised), 1992 |
| • European Landscape Convention 2000 |
| • Health for Growth 2014 – 2020, European Commission, 2011 |
| National | • Town and Country Planning Act 1990 (as amended) |
| • Equality Act |
| • Localism Act 2011 |
| • Growth and Infrastructure Act 2013 |
| • Infrastructure Act 2015 |
| • Housing and Planning Act 2016 |
| • Levelling-up and Regeneration Act 2023 |
| • National Planning Policy Framework (NPPF), DLUHC, 2023 |
| • National Planning Practice Guidance, DLUHC, 2023 |
| • Securing the Future – delivering UK sustainable development strategy, DEFRA, 2005 |
| • The Community Infrastructure Levy Regulations 2010 (as amended), HM Government |
| • Industrial Strategy – Building a Britain fit for the Future, Dept. for Business, Energy |
| • Industrial Strategy, 2018 |
| • The Culture White Paper, DCMS, 2016 |
| • Index of Multiple Deprivation, ONS, 2015 |
| • Education Act 2011 |
| • DfE strategy 2015 to 2020: world-class education and care, DoE, 2016 |
| • National Infrastructure Delivery Plan 2016 – 2021, Infrastructure and Projects Authority, 2016 |
| • Planning Policy for Traveller Sites, DCLG, August 2015 |
| • Housing White Paper; fixing our Broken Housing Market, DCLG, 2017 |
| • Estate Regeneration National Strategy, 2016, DCLG |
| • Planning for Sport Aims and Objectives, July 2017, Sport England |
| • Global Health Strategy 2014 – 2019, Public Health, 2014 |
| • Future Water: The Government’s Water Strategy for England, DEFRA, 2011 |
| • UK Air Quality Strategy, Department for Environment, Food and Rural Affairs, 2011 |
| • 25 Year Environment Plan, Defra, (2018) |
| • Biodiversity 2020, A Strategy for England’s Wildlife and Ecosystem Services, Defra (2011) |
| • ‘Water Stressed Areas – Final Classification’ (2013) |
| • Natural Environment and Rural Communities Act 2006 |
| Regional | • The London Plan, GLA, 2021 |
| • Social Infrastructure SPG, GLA, 2014 |
| • Housing SPG, GLA, updated August 2017 |
| • Homes for Londoners – Affordable Housing and Viability SPG, GLA, August 2017 |
| • Play and Informal Recreation SPG, GLA, 2012 |
| • Mayor’s Culture Strategy, GLA, 2018 |
| • Cultural Metropolis: Achievements and Next Steps, GLA, 2014 |
| • Mayor’s Economic Development Strategy for London, 2017 |
| • A City for All Londoners, GLA, 2016 |
| • London Infrastructure Plan 2050, GLA, 2015 |
| • Accessible London; Achieving an Inclusive Environment, GLA, 2014 |
| • Mayor’s Equality, Diversity and Inclusion Strategy, GLA, 2018 |
| • 2017 London Strategic Housing Market Assessment, GLA, 2017 |
| • Planning for Equality & Diversity in London, GLA, 2007 |
| • London Health Inequalities Strategy, GLA, 2018 |
| • Healthy Streets for London – Prioritising walking, cycling and public transport to create a healthy city, GLA, 2017 |
| • GLA Topic Paper: Specialist Older Persons Housing, GLA, 2017 |
| • Mayor’s Transport Strategy, GLA, 2018 |
| • Mayor’s Air Quality Strategy, GLA, 2017 |
| • Mayor’s Environment Strategy, GLA, 2018 |
| • All London Green Grid, GLA, 2012 |
| • London Sustainable Drainage Action Plan, 2018 |
| • The West London Strategic Flood Risk Assessment (2018) |
| • Thames Flood Risk Management Plan (2015) |
| • Thames River Basin Management Plan |
| • The Great Britain Invasive Non-native Species Strategy, Defra, (2015) |
| • London Abstraction Licensing Strategy, February 2013. Environment Agency (2013) |
| • Characterisation and Growth Strategy, GLA, 2023 |
| • Optimising Site Capacity: A Design-led Approach, GLA, 2023 |
| • Housing Design Standards, GLA, 2023 |
| • Large-scale Purpose-built Shared Living LPG, GLA, 2024 |
| • Industrial Land and Uses London Plan Guidance LPG (Draft), GLA, 2023 |
| • Urban Greening Factor LPG, GLA, 2023 |
| • Air Quality Positive (AQP) and Air Quality Neutral (AQN) guidance, GLA, 2023 |
| • Whole Life-Cycle Carbon Assessments LPG, GLA, 2022 |
| • Sustainable Transport, Walking and Cycling LPG, GLA, 2022 |
| Local | • Barnet Core Strategy, LBB, 2012 |
| • Barnet Development Management Policies, LBB, 2012 |
| • One Banet – A Sustainable Community Strategy for Barnet 2010 – 2020, LBB 2010 |
| • Mill Hill East Area Action Plan, LBB, 2009 |
| • Colindale Area Action Plan, LBB, 2010 |
| • North Finchley Town Centre Framework SPD, LBB, 2017 |
| • Grahame Park SPD, LBB, 2016 |
| • Affordable Housing SPD, LBB, 2008 |
| • Green Infrastructure SPD, LBB, 2017 |
| • Delivering Skills, Employment, Enterprise and Training (SEET) from development through S106, LBB, 2014 |
| • Sustainable Design and Construction SPD, LBB, 2016 |
| • Residential Design Guidance, LBB, 2016 |
| • Infrastructure Delivery Plan, London Borough of Barnet, 2021 |
| • North London Waste Plan, seven North London Boroughs including LBB, 2022 |
| • Barnet Housing Strategy, LBB, 2023 |
| • Barnet Community Safety Strategy 2022 – 2027, LBB |
| • Barnet Equality Policy, LBB, 2014 |
| • Barnet Corporate Plan 2023 to 2026, LBB, 2023 |
| • Flood Risk Management Strategy, LBB, 2018 |
| • Barnet Joint Health and Wellbeing Strategy 2021-2025, LBB |
| • Air Quality Action Plan 2017 – 2022, LBB, 2017 |
| • Open Space Strategy 2016, LBB, 2016 |
| • Barnet Children and Young People Pan 2023 – 2027, LBB |
| • Barnet Accessibility Strategy 2016-2019 for the Inclusion of young people with Special |
| • Educational Needs and Disabilities in educational settings, LBB, 2016 |
| • Brent Catchment Management Plan |

**Purpose of this SA/SEA Update Report**

3.1 This SA/SEA update provides an assessment of the likely significant effects associated with, and resulting from, the MMs. The Council must be satisfied that the conclusions contained in the SA remain robust if the MMs as drafted are to be subsequently incorporated into the adopted LBBLP; thereby ensuring that all the likely significant effects arising the MMs have been identified, described and evaluated.

Proposed Modifications

3.2 Following, and arising from, discussions at the oral hearing sessions held as part of the examination stage, modifications have now been proposed to the policies, site allocation and other matters within the emerging LBBLP. Under Section 20(7) of the Planning and Compulsory Purchase Act (2004), as revised by Section 112 of the Localism Act (2011), post-Examination hearing modifications are either classified as "main" or "additional" modifications:

* “Main Modifications” (MMs) are required to resolve issues in order to make the Local Plan sound or to ensure its legal compliance. They include changes or insertions to i) the thematic policies and text, and ii) site allocations that are essential to enable the Plan to be adopted. Main Modifications therefore entail changes that have an impact on the implementation of a policy or site allocation; and
* “Additional Modifications” (AMs) are of a more minor nature, and which taken together do not materially affect the policies set out in the Draft Local Plan. Examples of AMs include where a need has been identified to clarify the text, update facts, make typographical or grammatical revisions which improve the readability of the Plan.

3.3 The intended MMs are the subject of the current consultation and this SA/SEA update. Each MM has been allocated a unique number, and these are referred in this document to assist with cross referencing between the two documents. Representations are also invited on this SA/SEA update, (which should be read in conjunction with the previous IIA related reports), as part of the Council’s consultation on the Main Modifications to the LBBLP and proposed associated changes to the submission policies map.

3.4 The AMs are not subject to this consultation and are provided for information only as they fall outside of the Inspectors' jurisdiction when examining the Plan. Therefore, whilst not being formally consulted, the AMs are included for completeness to show the full extent of the revisions now being proposed to the LBBLP.

3.5 The Inspectors will consider the consultation responses received relating to the proposed changes in the MMs, together with the accompanying consultation documentation including this SA update report, before concluding whether or not the MMs are required to make the Barnet Local Plan sound and/or legally compliant. Conclusions reached in the Inspectors’ Final Report will take account of all stages and consultation conducted during the Examination. The report will set out their recommendation (giving reasons) whether the LBBLP as modified should be adopted.

**SA/SEA Main Modifications Stage update**

**Approach**

4.1 The iterative nature of the IIA means that assessments are made and published at a specific point in time. Inevitably, however, new information and evidence is likely to become available as the preparation and examination of a local plan progresses. The IIA process therefore allows for updated evidence to be considered and revised recommendations to be made to improve the outcomes of policies and site allocations included within local plans. Supporting and informing the iterative IIA process run alongside the emerging LBBLP, an IIA framework was developed to assess preferred and alternative policy options together with the proposed sites put forward. The appraisal framework originally consisted of 13 SA objectives (Table 1: SA objectives developed for the IIA framework in Core\_Gen\_02 refers and reproduced immediately below) identified through a scoping process that was consulted upon.

Table 1: SA Objectives developed for the IIA Framework

|  |  |
| --- | --- |
| **No.** | **SA objective** |
| 1. | To reduce poverty and promote equality of opportunity |
| 2. | Ensure efficient use of land and infrastructure |
| 3. | Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment |
| 4. | Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles |
| 5. | Ensure that all residents have access to good quality, well-located, affordable housing |
| 6. | Improve the health and well-being of the population and reduce inequalities |
| 7. | Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes |
| 8. | Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking |
| 9. | Protect and enhance open spaces that are high quality, networked, accessible and multi-functional |
| 10 | Create, protect and enhance suitable wildlife habitats wherever possible and protect species and biodiversity |
| 11. | Reduce contribution to climate change and enhance community resilience to climate change impacts |
| 12. | Maximise protection and enhancement of natural resources including water and air, and minimise waste |
| 13. | Minimise and manage the risk of flooding. |

4.2 These objectives align with other plans, programmes and strategies considered to be relevant to the SA and the Local Plan; they are accompanied by a set of guide questions and criteria that have been used to assess preferred options and proposed sites being put forward. Site allocations were appraised to identify the likely significant effects on the SA objectives; this assessment now needs to be updated to take account of the site allocation deletions and revisions now being advanced through the MMs. To ensure consistency of the approach taken throughout the gestation of the LBBLP at both Regulation 18 and Regulation 19 stages, the MMs now proposed to policies and allocations have also been assessed against the original 13 SA objectives.

4.3 The iterative nature of the IIA process carried out alongside the Local Plan resulted in the IIA scoping report being revised in 2021 prior to submission of the LBBLP. This enabled the IIA to be updated and amended to take account of new evidence as well as consultation responses. The revised IIA scoping report resulted in the production of an additional, albeit broadly similar, set of 14 IIA objectives together with prompt questions and indicators being produced (Core\_Gen\_28 pages 62 to 69 refer). Supplementing the SA objectives, these IIA objectives identified for inclusion within the IIA framework, reflective of socio-economic and environmental issues which may affect (or be affected by) the Draft Local Plan. The 2021 scoping update document (para 156) states that these 14 objectives will also be used to check and refine the policies as the Local Plan develops. Accordingly, together with the unchanged SA objectives, these IIA objectives have also been used to assess the impact of the MMs. Whilst most of the IIA objectives are identical to the SA objectives listed in Table 1 above, the differences occurring are as follows:

* The initial SA objective listed in Core\_Gen\_02, ‘To reduce poverty and promote equality of opportunity’ is replaced with an IIA objective to ‘Promote social inclusion, equality, diversity and community cohesion’.
* The IIA list includes a new objective to ‘Promote a high quality, inclusive and safe built environment’.
* The fourth objective in both lists refers to ‘Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles’ although in the IIA objectives list before neighbourhoods the word ‘safe’ is omitted as reference to ‘safe’ is made in the first IIA objective instead.
* The 12th SA objective refers to “Maximise protection and enhancement of natural resources including water and air and, minimise waste”; a similar IIA objective is included but without reference being made to waste.
* The IIA objectives list has a new specific waste related objective to ‘Promote resource efficiency by decoupling waste generation from economic growth and enabling a circular economy that optimises resource use and minimises waste’.
* The SA objective “To minimise and manage the risk of flooding” is omitted in the IIA list of objectives with instead reference to flood risk and mitigation added as an indicator to the climate change objective.

Finally, regarding the second objective on both lists to “Ensure efficient use of land and infrastructure”, this wording remains unchanged, therefore the IIA listing in the updated 2021 Scoping Report (Core\_Gen\_28) erroneously shows land in strikethrough.

4.4 Responding to the issues raised by the Inspectors at the hearing sessions the Council has undertaken an objective self-appraisal of the SA component of the IIA relative to the Government’s Planning Practice Guidance, thereby ensuring that the updates to the SA fully accord with the necessary steps required to meet the Strategic Environmental Assessment Regulations requirements (EXAM 72 - section 2 and EXAM 72A – figure 2 refer). Focussing on the process undertaken, these updates to the existing SA and SEA components of the IIA serve to accurately document compliance with the SEA legal requirements and, other than correcting any errors and omissions identified in the original work, does not constitute any new or additional assessment.

4.5 Although there is no specific guidance on the process to be followed at the MM stage, government guidance has been provided on undertaking and preparing SEA and SA. As recorded in EXAM 72A (para 2.1), the flowchart (Figure 1) outlines the key local plan and SA stages[[1]](#footnote-2) and Figure 2 then provides a checklist that records the stages of plan preparation and the associated IIA evidence in relation to demonstrating that the Strategic Environmental Assessment requirements[[2]](#footnote-3) have been met.

4.6 The current LBBLP MMs stage provides an opportunity for the IIA to take account of material changes that have occurred since the LBBLP was submitted for examination. There are 147 MMs in total but not all of these modifications are predicted to have implications for the sustainability objectives as a number (Table 3 below refers) relate to matters other than policies and site proposals, e.g. factual updating changes to diagrams and tables. Utilising both the SA and IIA objectives, an initial screening process has been carried out to identify those MMs that require further assessment.The review of the MMs has followed the assessment approach outlined in Section 1.7 - 1.11 of the IIA (Core\_Gen\_02). If the assessment finds that necessary changes made via the MMs are significant and these were not previously subject to SA, then further sustainability appraisal may now be required, and the SA report updated and amended accordingly. Therefore, each of the MMs have been reviewed to determine if the proposed change is significant, and if so whether the MM would:

* substantially alter the Plan; and/or is it likely to give rise to significant effects, in isolation or cumulatively; or
* alter the analysis and conclusions of the IIA such that they require re-consideration.

4.7 At the strategic level the London Plan 2021 has already considered the environmental, social and economic outcomes of the quantum of development envisaged within the Borough. The LBBLP therefore considers the implications at the plan-making site allocations level. It should also be noted that, where a MM relates to an amendment or insertion to the text of a policy or its supporting text, the appraisal has focused on the outcomes in terms of the proposed main modification itself; the original policy and / or supporting text having already been subject to SA through earlier stages of the plan making process. Scoring matrices have been provided so as to more readily and visually enable a like-for-like comparison to be made between the submitted version of the Local Plan and the MMs, thereby serving to draw out the effects and conclusions reached in terms of the SA (see Figure 1)

Figure 1 – Summary of scoring matrices comparison

To view the matrices in greater detail please click [here](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.barnet.gov.uk%2Fsites%2Fdefault%2Ffiles%2F12._final_sustainability_appraisal_mm_objective_scoring_table.xlsx&wdOrigin=BROWSELINK). The matrices are also part of the appendices of the Main Modifications

1. Scoring matrix from submission version

A green and yellow squares

Description automatically generated with medium confidence

1. Scoring matrix from MMs

A close-up of a grid

Description automatically generated

4.8 Revisions made to supporting text that clarify how policies will be implemented and/or provide justification for them, are not generally considered to be significant in terms of the LBBLP SA. Neither are elements within MM changes that serve to clarify how a policy relates to / complies with the London Plan, (which already forms part of Barnet’s development plan and was itself subject to SA prior to adoption). Furthermore, in assessing in turn each of the MMs, those elements that comprise simple updates, clarifications or corrections of factual errors are not considered to be significant with regards the current SA appraisal purposes. For similar reasons the separate schedule of AMs, which is not a matter being considered by the Inspectors, has also been scoped out.

4.9 Where changes involve the addition and / or deletion of text from a policy, the revised, (and where relevant deleted) wording has been assessed to consider whether the MM has any implications for the SA component of the IIA. This consideration is in terms of both the conclusions of the IIA and the commentary accompanying the relevant part of the assessment. A number of the MMs relating to plan policies set out revised and/or additional requirements for the provision of information and assessments needing to be submitted in support of a planning application. Such revisions provide further opportunities for mitigating impacts arising from relevant developments.

4.10 Local plans should be read as a whole; therefore, additional cross-referencing to other relevant policies introduced through the MMs will help ensure the effective and consistent implementation and application of policies. This will assist in identifying instances where policies complement each other; or alternatively where policies have the potential to pull in different directions necessitating that additional consideration may be required. This should ensure that, in terms of using and implementing the adopted LBBLP, unintended outcomes and negative impacts are minimised whilst positive impacts are maximised.

4.11 Had any of the MMs entailed the introduction of a new policy or site allocation, these would have likely been regarded as being significant. However, no such instances are identified at this LBBLP MM stage.

Reasonable Alternatives at MM stage

4.12 The SA process requires the Council to consider alternative options, and to assess their sustainability implications. Appendix 8 (Core\_Gen\_02 - Part 3) details the alternative options for each of the plan policies that have previously been considered as the LBBLP has progressed. It is possible that the proposed MMs, having not been assessed in the SA to date, may have superseded a preferred option at submission stage – which would now be a reasonable alternative for comparison purposes, or there may have been alternatives for the proposed MM that have been reasonably discounted.

4.13 Section 7 of EXAM72 explains the approach taken in the LBBLP to the consideration of reasonable alternatives. Particularly highlighted is that to be considered reasonable, a ‘reasonable alternative’ has to be deliverable over the plan period; as well as the need for any alternative to be considered within the context of the London Plan, with which the LBBLP must be ‘in general conformity’. The legal requirement to be in general conformity with the 2021 adopted London Plan, together with the fact that the LBBLP does not identify any material reasons for diverging from the London Plan, significantly reduces the scope for identifying viable reasonable alternatives.

4.14 The existing approach in the submitted Local Plan has been subject to on-going sustainability appraisal as part of the plan making process. This SA/SEA update has helped to inform the development of the MMs that are now being consulted upon and therefore should, where necessary, consider reasonable alternatives. However, when taking into account that the SA is read as a whole and that reasonable alternatives to the submitted Local Plan have already been fully document, it is appropriate and reasonable to consider that the alternatives to the MMs are represented by the existing text or policy in the submitted LBBLP. As the Local Plan preparation process is now nearing completion, these alternatives have already been appraised and selected through the earlier SA process. Therefore, the submitted LBBLP is now taken as the baseline position. Accordingly, each of the MMs have been appraised in the three Tables below to establish whether the MMs would have positive or negative effects in respect of each of the SA/IIA objectives. This SA process will therefore establish whether the MMs should be recommended to be selected as the most appropriate option to proceed with.

4.15 Many of the MMs have the express purpose and effect of ensuring closer adherence / general conformity to London Plan policies and associated Mayoral planning related guidance. Similarly, in terms of ‘soundness’ (NPPF para 35 refers), a number of the detailed MM wording revisions are required to ensure consistency with national planning policy; referring broadly to relevant national policy where required rather than specific paragraphs of national policy thereby ensuring the longevity of the policy being considered to be up to date.

Consideration of any Cumulative Effects arising from MMs

4.16 In addition to considering the impacts of individual modifications, consideration has also been given to appraising the impacts of the MMs as a whole; the modifications acting in combination. Section 3 of EXAM72 considers cumulative impacts (economic, social and environmental). An assessment of cumulative impacts builds upon the assessment of individual policies thereby serving to provide a deeper appreciation of the potential impacts of the Local Plan’s policies and site allocations. Policies within the LBBLP are interlinked and the assessment of cumulative impact therefore needs to consider the cross-cutting impacts of the thematic local plan policies, the cumulative impact of the site allocations and the plan read as a whole. Included in both Part 2 of the Reg 19 IIA (Core\_Gen\_02) and EXAM 72 (para 3.4), Figure 2 provides a summary cumulative assessment and suggested mitigation.

4.17 Individual site requirements and development guidelines are outlined for each site allocation designed to maximise the positive, and mitigate any negative, impacts. In terms of the cumulative impact of the site allocations in relation to the IIA objectives, this was considered in the Regulation 19 Stage IIA (Core\_Gen\_02 - paras 3.19 to 3.41 refer). Through the MMs a number of the site allocations are to be deleted; for the majority of the remaining allocations revisions are proposed in respect of the quantum and/or mix of uses. This MM SA update therefore, building upon the previous SA/IIA baseline work relating to the submitted LBBLP, takes account of any cumulative impacts arising from the revised suite of site allocations.

Habitats Regulations, Health Impact and Equalities Impact Assessments at MM Stage

4.18 With regard to the Habitats Regulations Assessment (HRA), the updated HRA Screening Report (Exam 8, paragraph 44) concluded, based on the information available and the policy wording of the draft LBBLP, that there are no likely significant effects on the designated site network. Having now screened the MMs to the LBBLP, the Council is satisfied that this conclusion remains valid and therefore that an appropriate assessment is not required (paragraph 26 of the MM Stage Habitats Regulations Screening Assessment refers).

4.19 Taking account of the MMs, the Council has updated both the previous Health Impact and Equalities Impact Assessment components of the IIA. Whilst not requiring to be formally consulted upon, these two IIA component report updates are nevertheless also available to view for information purposes.

Mitigation and Monitoring

4.20 As the Local Plan has progressed, the iterative nature of the IIA has meant that appraisal assessments of policy options and site allocations against the SA objectives were undertaken at each of the previous stages. Regarding the LBBLP policies, in many instances the MMs clarify and/or add to the requirements for the provision of additional information and assessments when a planning application is submitted. As detailed in Table 1 below, for the majority of policies the MMs are likely to have very limited or no impact on the sustainability objectives, and therefore aside from the actual MMs no additional specific mitigation measures have been proposed. Site requirements and development guidelines designed to mitigate detailed impacts are outlined for each of the site allocations. In a number of cases, as detailed in Table 2 below, these criteria are amended by virtue of the MMs; the general effect of which is to enhance the mitigation of any harmful impacts likely to arise from developments, thereby resulting in a positive effect against the relevant sustainability objectives when compared with the submitted LBBLP.

4.21 Detailed information regarding suggested indicators and monitoring the sustainability effects of implementing the Local Plan is set out in Table 7 of the IIA Regulation 19 stage Sustainability Appraisal Report (Core\_Gen\_02 Part 1). Each of the SA/IIA objectives have a set of prompt questions and monitoring indicators linked to them; these indicators being subject to updating based on current information. The LBBLP (Chapter 12) includes a Monitoring Framework for individual policies with suggested key performance indicators as appropriate targets, triggers and contingencies. The adequacy of this Monitoring Framework has been reviewed during the examination process and consequently is proposed to be significantly added to and updated through this MMs stage process – MMs 75 and 76 in Table 3 below refer. Following the adoption of the Local Plan, the Council will issue a SEA Post-Adoption Statement which will include a final Monitoring Framework. During the operative period of the Local Plan up until 2036, the Council will continuously monitor implementation and any significant environmental, social and economic effects of Local Plan policies; reporting on the outcome of this annually through the Authorities Monitoring Report.

4.22 As well as compliance with the SEA requirements, these actions will ensure that an effective approach is taken to monitoring, thereby helping to inform the scope and content of an early review of the LBBLP which the Council has committed to undertaking. Considerations regarding the timing for an early review will initially focus on, and be determined by, the need to revise and update strategic policies. However, an early review may include non-strategic policies if there is a demonstrable requirement for these to also be updated on the basis of new or emerging evidence.

**Summary Assessment**

**Overview**

5.1 In terms of the submitted LBBLP, key findings from the IIA with respect of the SA are reported in the Regulation 19 Stage IIA (Core\_Gen\_02 - see paras 1.12 – 1.19 together with 3.19 – 3.41 and appendix 2 in respect of the site allocations and individual assessments against each of the SA objectives). Considered alongside the subsequent revisions made to these objectives (Core\_Gen\_28), this provides the basis for assessing the impacts in SA terms of the MMs; accordingly, a detailed SA consideration assessment for each the MMs has been undertaken and the outcomes recorded in the Tables below. All of the MMs have been considered in the three separate tables below, covering respectively policies (Table1), site allocations (Table 2) and other matters (Table 3). Table 1 recording sequentially the MMs in respect of the Local Plan policies starting with BSS01 and only shows revisions to the wording of the actual policies themselves and does not therefore include related and consequential changes made to the supporting text in the Plan. Therefore, the principal MMs consultation document should be referenced to see the full extent of all the MM revisions in respect of individual policies and also in respect of other matters, (Table 3 below refers), included in the LBBLP, for example those MMs relating to maps, diagrams and tables. MMs 1 to 8 relate to modifications proposed to matters covered in the first two chapters of the LBBLP prior to the first policy and are therefore included within Table 3 below.

5.2 The MMs have emerged through the EiP process resulting from discussion, debate and negotiation of responses arising from comments made on the Regulation 19 Stage Draft Plan, and through Matters, Issues and Questions raised by the Inspectors which formed the basis of the oral hearing examination sessions.As noted above, the MMs now being consulted upon are set out in full in the principal MMs consultation document. However, for ease of reference the MMs in respect of the individual policies and site allocations are also shown in this SA/SEA update report. Set out in the second column of the policies and site allocation tables, they are presented in Local Plan order. Where additions are proposed, this is shown using underlined text and the deletions are indicated by the use of ~~strikethrough~~. The page numbers and paragraph numbering refer to the version of the LBBLP submitted for examination and, unless otherwise indicated, do not therefore take account of any subsequent deletion or addition of text. Each modification is numbered with an ‘MM’ prefix denoting a Main Modification. In every case a justification summary for the modification is provided in column 3 together with an assessment of the impact of the change upon the findings of the sustainability appraisal.

5.3 Using the previously consulted on and agreed SA/IIA objectives, each MM has been assessed for its possible impact upon the outcomes as determined through the SA process undertaken at the previous stage. Each SA/IIA objective referenced within the tables below are cross-referenced with the associated numbering (1-13) set out in ‘Table 1: SA Objectives developed for the IIA Framework’ abovementioned, in addition to the 14th, additional objective from the IIA list, as explained in Paragraph 4.3 of this document. The primary consideration in undertaking this assessment is whether the modification would be likely to result in a decision maker reaching a different decision with the MM than would have been arrived at previously. In many cases the MMs comprise, at least in part, of factual updates and consequential changes; where this is the case it is not considered necessary to review the SA. Nonetheless, a significant number of changes included within the MMs do introduce elements that could potentially lead to different conclusions being reached in terms of the impact upon individual SA objectives when considered in isolation. The final part of this document provides in the three separate tables below an assessment of the policies, site allocations and other matters having taken account of the MMs when compared with the previous LBBLP Regulation 19 stage SA assessment.

5.4 A **summary of the result of the assessments** is provided below.

5.5 The MMs relate to the following principal components in terms of the changes now being proposed to the submitted version of the LBBLP:

* The chapters of the Draft Local Plan comprising strategic and non-strategic policies;
* Annex 1 of the Draft Local Plan comprising site allocation proposals for residential and residential-led mixed-use development; and
* MMs that are not directly referenced to policies or site allocations, including for example those relating to monitoring and infrastructure funding matters, maps, diagrams and tables.

5.6 The MMs taken together are, in summary, likely to result in relatively minor and mainly positive impacts in respect of a number of the SA / IIA objectives that apply to varying degrees across a range of policies throughout the LBBLP. These arise principally from changes to policy wording that impact upon objectives relating to ensuring the efficient use of land and infrastructure, ensuring residents have access to good quality, well located, affordable housing, promoting liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles, minimise the need to travel and create accessible, safe and sustainable connections by public transport, cycling and walking, protecting and enhancing open spaces that are networked, accessible and multi-functional; promote a high quality, inclusive and safe built environment.

5.7 There are also a number of SA and IIA objectives where, in respect of consideration of the MM revision in isolation, it is difficult to always identify any direct tangible impacts arising. In particular, this relates to objectives that relate to fostering economic growth, reducing contributions to climate change, minimising and managing the risk of flooding; promoting social inclusion, equality, diversity and community cohesion, and improve the health and wellbeing of the population and reduce health inequalities. However, when considering the policy overall with the MM, it is often likely that there will be indirect impacts arising, for example through the improvements made to the wording resulting in more effective and consistent implementation of the policy.

**Policies of the Draft Local Plan**

Appraisal of the Affected Policies

5.8 Table 1 below re-evaluates the Sustainability Appraisal outcomes for each of the 51 policies against each of the SA/SEA and IIA objectives, revising as necessary the assessment of impacts of the changes now made to the policy as a resulting from the proposed MMs. The individual policy appraisals allow for a comparison between the Regulation 19 policy. This review identifies for each of the MMs the reasons for promulgating the modification and the extent to which the change resulting from the MM has implications for the conclusions of the SA; thereby providing as necessary an SA assessment of the MM to ensure that a robust conclusion is reached in respect of the SA/SEA.

5.9 The LBBLP includes the eight thematic chapters and consequently, depending on their focus, inevitably some SA/IIA objectives are likely to be more directly relevant than others in respect of the policies contained within an individual chapter. The thematic chapters included within the LBBLP in summary relate to:

* *Growth, regeneration and economic development.*

In terms of new homes, the LBBLP overall total expected supply in Barnet during the Plan period up to 2036 has decreased from around 46,000 to just under 44,000. However, this reflects a reduction in only the margin of housing supply available to deliver the housing requirement of a minimum of 35,460 new homes set out in Policy BSS01. The housing requirement is unchanged from the submission version~~. LBBLP overall total for growth has decreased from 46,000 to just under 44,000~~. The reduction in the available housing supply reflects Inspector findings on deliverability and developability which has reduced the indicative density capacities on site proposals, deducted windfalls in town centres and also removed the general indicative capacities around the West London Orbital Line due to an absence of identified opportunities to deliver growth in those areas beyond those identified in the Plan. It follows that the reduction in overall housing supply identified in the Plan reflects a more realistic proposition of what is likely to come forward in the Plan period and therefore, will not necessarily of itself result in the delivery of less housing growth in Barnet. Site proposals included in the LBBLP are expected to contribute just over 13,300 new homes over the Plan period, of which nearly 10,500 new homes will be located in Growth Areas or District Town Centres.

* *Housing related matters e.g. delivery numbers, choice, affordability, mix, tenure, specialist needs and contribution to small sites target.*

The Housing Chapter sets out how the Plan will respond to a changing population, building new homes to widen choice and ensure access to affordable, good quality housing as well as protecting existing stock.

* *Character, Design & Heritage e.g. impacts on existing townscape / suburban character, design and heritage assets and settings.*

The Character, Design and Heritage Chapter sets parameters for managing change ensuring positive benefits of growth and that Barnet does not lose the qualities that attract people to live, work and visit the Borough.

* *Town Centres e.g. impacts on vitality and viability of centres, public realm etc.*

The Town Centres Chapter reinforces the message that these locations are particularly suitable for mixed use growth including community, retail, office and leisure uses, and that residential led development has a key role to play in supporting public realm and infrastructure improvements making town centres more attractive places to live, visit and enjoy. Therefore, the approach to ensuring vitality and viability of Barnet’s town centres being based on having an appropriate mix of main town centre uses.

* *Community Uses, health and wellbeing – impacts relating access to community and health facilities, community cohesion, healthy lifestyles, access to sport, leisure and recreation.*

The Community Uses, Health and Wellbeing Chapter sets out how Local Plan can help deliver new social infrastructure in more accessible locations while promoting healthier lives for residents.

* *Economy e.g. impacts on employment and training opportunities, provision of employment land including affordable workspace.*

The Economy Chapter clarifies how employment opportunities will be prioritised in Growth Areas, District Town Centres and safeguarded employment locations whilst also on industrial land where appropriate there being a focus on intensification of use.

* *Environment & Climate Change e.g. impacts on natural assets / resources, open space provision, biodiversity, the integrity of the Green Belt and Metropolitan Open Land, water / flooding, air quality and waste management.*

The Environment and Climate Change Chapter sets out how Council is seeking to mitigate climate change and improve access to, as well as to the quality of, parks and open spaces.

* *Transport & Communications e.g. impacts on transport accessibility and directing development to more accessible locations, promoting shift to sustainable travel modes and thereby reducing dependency on cars, parking spaces, transport and digital infrastructure investment.*

The Transport and Communications Chapter sets out how the Local Plan is seeking to improve connectivity in terms of sustainable and active travel as well as digital communication.

* Chapter 12 explains the mechanisms for ensuring the infrastructure to support growth is secured and thereby enable the Local Plan to be delivered. This has been subject to revision to explain the roles of planning obligations more clearly, CIL, the Infrastructure Payments Policy and other sources of funding for delivering infrastructure that supports growth. The chapter now provides a more extensive list of what S106 planning contributions may be required from development.
* The Local Plan is supported by a framework (Table 25 also in Chapter 12 – MM76 refers) consisting of 58 key performance indicators that clearly set out how the 51 policies in the Plan will be monitored, highlighting targets as well as identifying any triggers (such as a negative trend against the target) which will necessitate contingencies to improve performance. These arise principally from changes to policy wording that: strengthen protection for urban, suburban and landscape character; clarify protection for heritage assets and their settings and help ensure the delivery of inclusive developments with appropriate infrastructure including opportunities for leisure and recreation.

**Site allocation proposals within the Draft Local Plan**

5.10 The schedule of site allocation proposals previously set out 65 Local Plan site proposals from across Barnet. Through the MMs now proposed this has now been reduced to 57 site proposals (Table 2 below refers). Site allocations have principally been removed for the following three reasons:

i) identification of extensive flood risk issues;

ii) being non-policy compliant following revisions to Local Plan policies; and

iii) developments have either already been completed or that are currently under construction.

Site Specific Impacts

5.11 MM revisions made in respect of individual sites take account of updates on planning consents and the need for consistency between proposals; revisions in indicative capacities reflecting changes to context categorisation, (generally reductions resulting from central to urban density reclassifications), and changes to developable area due to identified constraints (such as flood risk and proximity of heritage assets and trees) or simple rounding down of numbers to ensure consistency with updated calculations in evidence submitted to the Examination. Revisions in site capacity figures are therefore likely to have localised impacts on sustainability – as indicated in Table 2 below listing individual sites. Whilst for a few sites the indicative residential capacity figures are increased, for the majority of sites where there are indicative capacity changes the allocation numbers show a reduction in the level of development now proposed. Therefore, compared with the submitted LBBLP, the net effect being an overall reduction in the amount of development that is anticipated to come forward from the LBBLP site allocations. This overall reduction corresponds with the interim findings of the Inspectors, as indicated in their August 2023 letter, in terms of deliverability and developability and thus reflecting a more realistic proposition of what is likely to come forward when compared with the submitted Plan. Furthermore, it should be noted that the MMs in a number of cases include flexibility for higher levels of growth if this is found to be acceptable as part of design-led proposals; an approach which both ensures general conformity with the London Plan and would enable the most efficient use of land to be made.

5.12 For many of the individual site proposals revisions arise at least in part as a consequence of MMs made to policies within the LBBLP. These are mainly reflected in the ‘Site Requirements and Development Guidelines’ section for individual site proposals where specific reference to relevant policies / policy requirements is made. Overall, the 57 site proposals are expected to contribute just over 13,300 new homes between 2021 and 2036, of which nearly 10,500 new homes will be located in the most sustainable Growth Area and District Town Centre locations. Sites have been identified and sufficient PDL/ brownfield land exists to achieve development targets set out in the London Plan and this Local Plan. However, not all of the development is necessarily deliverable in terms of projects coming forward at the rate originally anticipated as set in the submitted version of the LBBLP. Although some large development proposals are already underway meeting, and in a few cases ahead of, original development timeframe dates, it is recognised that there are also likely to be a small number of site proposals that will now be built out over a period of time that extends slightly beyond what, (post adoption), remains of the ten-to-fifteen-year period up until 2036 covered by this Local Plan.

5.13 There are a number of generic MMs changes proposed in respect of the presentation of the site allocations. The changes which have been consistently applied to all site allocations are:

* Deletion of percentage floorspace figures for proposed uses - to provide flexibility for the development of sites as part of a design-led approach as set out in the London Plan.
* Deletion of the list of applicable policies – whilst helpful to highlight those policies considered to be most relevant to an individual site proposal, it is also necessary for the developer / decision maker when assessing a site proposal to do so having due regard to all policies in the development plan (i.e. London Plan, Barnet Local Plan and where relevant any adopted neighbourhood plan) when read as a whole.
* Timeframes adjusted to reflect the passage of time since the LBBLP was submitted and, having regard to the most recent information available from site owners / developers, to better reflect realistic deliverability of individual sites.

5.14 With the exception of where timeframes for development have been revised, these generic MM changes applied to all site allocations included in the LBBLP are not considered to have an impact on the SA/SEA results. For sites where the indicative 5 year development timeframe has been altered any potential consequential SA impacts are considered on a case by case basis in the site allocation entries in Table 2 below. There are a number of site proposals where previous planning permissions for residential and residential led development have lapsed. Whilst it is difficult to generalise, in most cases this is likely due to a range of different reasons such as problems with the site, for example: land ownership, viability problems, (possibly due to previously unknown site constraints), a developer not being able to secure finance, supply chain or labour problems, or there not being sufficient demand for a specific housing product.

5.15 For sites where there is a revised longer timeframe for delivery in terms of the consequential housing delay / under-delivery this will likely contribute to potential significant economic, societal and personal impacts for those who are homelessness (living in temporary accommodation), or who are forced into poor-quality rental accommodation. This also theoretically applies for a number of sites where the allocation numbers, (when compared with the submitted LBBLP), resulting in a net reduction in the amount of development that is now anticipated to come forward from the LBBLP site allocations. Nevertheless, it is recognised that where through the MMs reductions in site capacities result, these are based on the Inspectors’ interim findings (August 2023 letter refers) of what is realistically deliverable and developable on individual sites. Also, balanced that in a number of cases the MMs indicate that there is scope for the indicative number to change based on taking a design led approach that ensures that the most efficient use of land is made. Also, in a few cases e.g. estate renewal schemes, account needs to be taken of the extent to which the homes to be provided are net additional homes as opposed to replacement of, what are often considered to be substandard, dwellings that are to be demolished. When considered in isolation, these MMs will impact negatively on achieving SA/IIA objectives relating to the provision of new affordable homes for residents and possibly also objectives promoting social inclusion, equality, diversity and community cohesion and improving the health and wellbeing of the population and reducing health inequalities. However, this is likely to be countered somewhat by the provision of new, better-quality accommodation and also that the Inspectors have indicated in their interim findings that the MMs now being proposed are necessary in order that the Barnet Local Plan be found sound.

5.16 In addition to the generic MM revisions applying to all of the sites, most of the site allocations in the submission draft LBBLP have been substantively modified in some way. It should also be noted however that beyond the generic changes described above and applicable to all of the site proposals, there are no revisions for a minority of sites; these include the proposals in respect of sites 19, (East Barnet Shooting Club),20 Fayer’s Building Yard & Church,22 Sainsburys (New Barnet Town Centre),29 (Scratchwood Quarry) and 31 (Brentmead Place). Modifications proposed for site allocations, along with site specific changes, are set out in the Table 2 below, together with a commentary on the significance of the changes for the SA. These have been reviewed against the previous IIA conclusions reached. Some of the MMs for individual site allocations result in relatively minor changes with both positive and negative impacts in respect of individual sustainability objectives. However, many of the site allocation MMs are considered to be neutral in terms of impacts upon individual SA/IIA objectives and therefore, as illustrated in the MM scoring matrix site allocations table, do not necessitate altering the previous SA site appraisal scores.

5.17 Regarding the MMs to the Site Allocations, changes to note of potential relevance are that:

* a number of indicative capacity figures contributing to developable housing supply have been significantly altered (generally reduced) for different reasons but principally as a result of:
* An alteration in area classification of a site e.g. central to urban density category.
* Removal of indicative capacity for growth associated with the West London Orbital.
* Adoption of a more cautious approach in the light of identified site constraints (albeit with in a number of cases, as indicated in the MMs, flexibility for a design-led approach in accordance with the London Plan included in many MMs which may allow increases for these site allocation proposals above the indicative capacities identified if demonstrated as acceptable).
* for several sites the boundary of the allocation has been revised;
* a small number of sites are to be deleted from the schedule:
* as the site is no longer considered to be developable for the proposed use e.g. due to physical site constraints, flood risk etc, or
* because permission has been granted and construction is either already completed or underway.

Cumulative Impacts

5.18  In addition to site specific reasons explaining delivery delays, there are also significant more generic contributory reasons relevant to London in general and Barnet in particular. The issues highlighted below being more likely to occur on both large and small brownfield sites such as those available for development in Barnet. These include the reliance on a significant proportion of homes delivered on smaller brownfield sites where housing delivery tends to be more dependent on small and medium enterprise (SME) housebuilders than elsewhere. SME builders face specific challenges – e.g. around finance and recruiting labour and tend to be less able to mitigate risks across a portfolio of sites and thus can be disproportionately impacted by delays or uncertainties in planning. Conversely, for many larger brownfield sites involving more complex redevelopment of sites, these projects are more suited to volume housebuilders. However, larger sites that involve capital-intensive projects, (such as those planned within the Growth Areas that including taller buildings), are particularly vulnerable to cost/market risks where sales revenue/income is often only achieved after the full cost of a development project has been incurred.

5.19 In terms of cumulative impacts, notwithstanding that the minimum housing requirement in the Barnet Local Plan is unchanged, a reduction in the supply of housing- in particular affordable housing- has significant social and economic consequences impacting negatively on a number of SA/IIA objectives; especially those relating to seeking to ensuring affordable housing for residents, equality and health. Any under-delivery of housing is therefore likely to have significant effects on the availability of homes for those wanting to live and work in Barnet. With average house prices the most expensive region in the UK, London has the lowest level of overall home ownership of any English region, and consequently the highest proportions of households renting in both the private and social sector. These market forces mean that those renting struggle in the face of rising rents, increasing the number who face homelessness or poor-quality accommodation because of a lack of alternative options. This crisis in housing supply has obvious economic consequences for those on low to moderate (and in many cases high) incomes forced to move outside the capital, also organisations in both the public and private sector finding it hard to recruit. The raft of MM changes made to the LBBLP policies will nevertheless collectively serve to provide greater certainty of the development that is likely to come forward in the Plan period and lead to more effective and consistent implementation of the Local Plan policies.

5.20 Whilst the majority of site proposals are predominantly residential or residential led, a significant number also include the provision of employment and other uses. These serve to assist the furtherance of achieving sustainable development and in particular provide positive support for SA/IIA objectives aimed at fostering economic growth, a high quality built environment, reduction in the need to travel and the provision of a range of social and community facilities. Similar to residential proposals, the MM revisions made to policies will result in more effective implementation and in that way positively impacting on individual SA/IAA objectives and thereby overall contributing to furthering the delivery of sustainable development across the Borough over the plan period up until 2026.

**Conclusion**

6.1 The screening of MMs in respect of individual policies and site allocations has found that the majority of the revisions comprise updates, clarifications and corrections which do not have a material impact on the substantive application and implementation of either individual policies / site allocations, or the LBBLP taken as a whole. In respect of those revisions within the MMs extending beyond this, overall, the SA/SEA assessment of the proposed MMs found that there would be relatively few significant negative effects against the sustainability objectives in the SA and IIA, with many positive or neutral effects being identified. Where negative impacts have been identified in respect of the achievement of individual objectives these are generally counterbalanced by positive impacts arising in respect of other objectives. When considered overall therefore, the MMs do not significantly alter the overall findings of the SA of the Regulation 19 Local Plan Report in terms of delivering positive sustainability outcomes; the vast majority of the MMs amendments serve to give greater clarity and the resulting improvements are likely to enhance understanding and therefore consistent application of the LBBLP policies.

6.2 Given that the Local Plan is required to balance various considerations, the revisions effected by the MMs act to realign competing priorities, as well as ensuring that a comprehensive and consistent approach is taken, thereby delivering better outcomes. These have been summarised in the policies, site allocations and other MMs tables below.

6.3 As a result of these findings, the Council is satisfied that the effects of the MMs will not have any material impacts on the substantive application of either individual policies or the local plan as a whole. Most of the changes taken individually, and certainly when considered as a whole, serve to align the LBBLP more closely with London Plan and national policy which is underpinned by sustainable development objectives that are comparable to those in the LBBLP. Consequently, the MMs as now drafted and being formally consulted upon, are recommended to be selected as the most appropriate option to proceed.

| **TABLE 1 Policies**  **MM Ref**  **Policy / Site Allocation**  **Number** | **Main Modification (MM) to wording of the Policy**  **Strikethrough text = text proposed for removal compared to submission version**  **Underline text = new text proposed for addition compared to submission version** | **Summary of the intentions of the MM and assessment of whether the MM has implications for the results of the SA/SEA** |
| --- | --- | --- |
| MM9  Policy BSS01 | **POLICY BSS01 Spatial Strategy for Barnet**   1. In order to make the Council’s vision for Barnet happen, the Local Plan seeks to deliver between 2021 and 2036: 2. A minimum of 35,460 new homes, including the provision of affordable housing to meet Policy HOU01; 3. A new Metropolitan Town Centre at Brent Cross Growth Area with up to 395,297m2 ~~395,000m2~~ of new office space ~~at Brent Cross Town~~ and up to 115,000m2 ~~56,600 m2~~ of new retail space ~~at Brent Cross North~~; 4. Between ~~Up to~~ 67,000 m2  and 106,000m2 of ~~additional~~ new office space in the rest of the Borough (with priority given to distribution across Barnet’s Major and District town centres through applying the sequential test for main town centre uses), and including the provision of affordable workspace to meet Policy ECY02; 5. Intensification of use of land for employment (with regard to London Plan policies E4 and E6) together with safeguarding of Locally Significant Industrial Sites (LSIS) (with regard to Policy ECY01) to provide the parameters for guiding the provision of additional industrial land; 6. An approach to retail and leisure development focussed upon the implementation of the planning consent at the Brent Cross Growth Area, ensuring the viability and vitality of Barnet’s Major and District town centres through an appropriate mix of uses, and addressing any location-based requirements (including where necessary to support the delivery of allocations in the Plan - subject to, where relevant, the sequential and impact tests set out in Policy TOW01) rather than identification of a specific requirement for net additional floorspace. 7. A new Regional Park within designated Green Belt or Metropolitan Open Land as set out in Policy GSS13; ~~and~~ 8. ~~3~~ Three new destination hubs for sport and recreation at: Barnet and King George V Playing Fields; Copthall Playing Fields and Sunny Hill Park; and West Hendon Playing Fields as set out in Policy GSS13; 9. The Council will (including by making effective use of land in urban areas) ~~seek to minimise the Borough’s contribution to~~ mitigate climate change and adapt to its effects with regard to ~~in accordance with~~ Policy ECC01. 10. In order to make effective use of land in urban areas and 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, Opportunity Areas (as identified in the London Plan) and District Town Centres. These are the most sustainable locations with good public transport connections and active travel provision. Outside of these locations, growth will be supported in places where there is ~~recognised~~ identified capacity and where the historic environment and local character can be conserved or enhanced as a result. 11. The Social, Green and Physical Infrastructure and funding, particularly through the Community Infrastructure Levy, to support this growth is subject to constant review through the Infrastructure Delivery Plan. | **Summary of MM**  MM9 provides further clarification on requirements for new homes, the role of Brent Cross Growth Area in delivering office and retail space together with the role of town centres in delivering main town centre uses (offices, retail and leisure) as well as setting out the approach to intensifying use of employment land. BSS01 as revised better reflects a strategic approach to climate change that is consistent with the NPPF.  **Impact of MM**  **In terms of SA/IIA considerations the MM policy wording changes serve to update and clarify the implementation of this overarching Borough-wide spatial strategy policy and in respect of other changes made to related policies in the Plan.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are generally positive with no negative effects identified which would require additional mitigation measures.  The policy wording includes explicit reference to making effective use of land, intensification of land for employment and safeguarding locally significant industrial sites, the focus for retail and leisure in sustainable growth area and town centre locations and ensures consistency with the national policy approach of mitigating and adapting to climate change. With the focus on Brent Cross and other identified Growth Areas, the policy identifies the quantum of new homes (set as a minimum), office floorspace and employment land to be provided during the Local Plan period up to 2036.  In particular, the policy wording MM changes includes references that will contribute positively to furthering the following SA/IIA objectives:   * Foster sustainable economic growth (see numbers of new jobs and new office and retail floorspace in growth area and town centre locations); (7) * Ensure residents have access to good quality, well located, affordable housing; (5) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles; (4) * Ensure efficient use of land and infrastructure; (2) and * Reducing contribution to climate change and enhance resilience to climate changes impacts. (11)   In addition, MM changes made throughout this policy will contribute positively to furthering SA/IIA to promote a high quality, safe, inclusive and safe built environment (14) .  More generally the implementation of the policy, with the introduction of these MM changes, will indirectly positively contribute to SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM13  Policy GSS01  and consequential changes to supporting text paras 3.3.1 to 3.3.1F &  Para 4.7.1 | **POLICY GSS01 Delivering Sustainable Growth**  The Council will create the conditions for sustainable growth to deliver the homes, jobs, retail and leisure floorspace, open spaces and community facilities (such as health, education and cultural infrastructure) to meet Barnet’s identified needs. Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and the provision of energy (including heat) is key to supporting growth.~~, including investment in transport, education, health and open spaces.~~  **A. Economic Growth**  Employment growth over the Plan period ~~between 2021 and 2036~~ is expected to ~~will~~ create ~~more than~~ between 12,000 and 27,000 new jobs across the Borough, with the majority of these generated ~~many~~ within the Brent Cross Growth Area where permission has been granted for up to ~~395,000~~ 395,297 m2 ~~(net)~~ of new office space and up to 115,000m2 ~~56,600m2 (net)~~ of new retail space at ~~an enhanced Brent Cross Shopping Centre which will be integrated into~~ a new Metropolitan Town Centre.  Elsewhere between u~~p to~~ 67,000 m2 and 106,000m2 of ~~additional~~ new office floorspace in the rest of the Borough is expected to be delivered (with priority given to ~~will be~~ distribution ~~distributed~~ across Barnet’s Major and District town centres through the application of the sequential test for main town centre uses set out in Policy TOW01).   1. **New Public Transport Infrastructure**   The following major new public transport infrastructure will be ~~is~~ delivered over the lifetime of the Plan ~~at the new Brent Cross West station and West London Orbital, with potential for Crossrail 2 subject to confirmation.~~ :   1. New rail station and transport interchange at Brent Cross West; 2. A replacement or remodelled and improved bus station at Brent Cross North; 3. New underground station and enhanced public transport interchange at Colindale; 4. New passenger rail line - the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West); 5. New bus stopping and standing arrangements in North Finchley to allow redevelopment of the bus station; 6. Interchange improvements at Edgware with protection or re-provision of bus operations and bus station function as part of any redevelopment. London Underground infrastructure and operations must also be maintained; and 7. Crossrail 2 at New Southgate. This is a longer term project that is subject of confirmation and will be supported during the Plan period and beyond through necessary safeguarding of railway and worksites at Oakleigh Road South. 8. **New Homes**   New homes will be directed to the following locations:   1. Growth Areas and Mill Hill East (~~23,300~~ 22,790 homes):    * Brent Cross ~~Cricklewood Opportunity Area~~ – ~~9,500~~ 7,420 homes (Policy GSS02)    * Brent Cross West (Staples Corner) – 1,800 homes (Policy GSS03)    * Cricklewood ~~Town Centre~~ – ~~1,400~~ 1,360 homes (Policy GSS04)    * Edgware ~~Town Centre~~ – ~~5,000~~ 4,740 homes (Policy GSS05)    * Colindale ~~Opportunity Area~~ – ~~4,100~~ 5,190 homes (Policy GSS06)    * Mill Hill East – ~~1,500~~ 2,280 homes (Policy GSS07) 2. District Town Centres – ~~5,400~~ 5,100 homes (Policy GSS08) 3. Existing and Major new public transport infrastructure (~~1,650~~ 420 homes) (Policy GSS09):  * Existing Public Transport Nodes (London Underground and Network Rail stations and environs, including car parks – ~~450~~ 170 homes * New Southgate Opportunity Area (potentially supported by Crossrail 2) - 250 homes * ~~West London Orbital (WLO) support further intensification around the stations at Cricklewood, Hendon and Brent Cross West - 950 homes~~  1. Estate renewal and infill (including Grahame Park) – ~~4,400~~ 3,980 homes (Policy GSS10) 2. Major Thoroughfares – ~~3,350~~ 3,530 homes (Policy GSS11) 3. Other ~~large~~ sites – ~~2,800~~ 2,870 homes. This includes ~~including~~ land at Middlesex University in Hendon and car parks – ~~2,800~~ ~~homes~~ (~~Policy~~ Policies BSS01, GSS01 and GSS12 (specifically for car parks) ) 4. **Build to Rent**   The Council supports Build to Rent developments that meet the definition in the London Plan and expects such proposals to follow the approach set out in London Plan Policy H11.   1. **Design Led Approach**   By optimising capacity through a design-led approach and the delivery of good design as set out in London Plan Policies D3 and D4, the Council will support the delivery on small sites (0.25 ha and below) of between ~~Housing growth will come forward on small sites (5,100~~ 5,010 and 6,510 homes~~) that are not~~ including sites designated in the Local Plan. ~~This figure, based on previous trends for delivery from small sites, contributes towards meeting the overall housing target for the Borough.~~ Small sites must be delivered in suitable locations with good access to public transport and local services that take account of planning designations and environmental restrictions, including avoiding areas at most risk of flooding. The Council will produce a Sustainable Design and Development Guidance SPD that sets out area wide design codes and associated guidance for small site development[[3]](#endnote-2).   1. **Self-Build and Custom Housebuilding**   The Council will support policy compliant proposals that make efficient use of land to meet demand for Self-Build and Custom Housebuilding, including on small sites. Neighbourhood Plans will be encouraged to identify appropriate sites for self -build or custom-build where there is unmet demand.   1. **Site Assembly**   Where there is a compelling case to secure economic and social benefits in the public interest, the Council will be prepared to use its compulsory purchase powers to facilitate site assembly.   1. **Schedule of Proposals**   In ensuring the delivery of sustainable growth the Local Plan has allocated land for development as set out in Annex 1 – Schedule of Proposals. All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site proposals, ensuring that it is aligned with London Plan Policy D3 . ~~Optimising site capacity~~ ~~means ensuring that development is of the most appropriate form and land use for the site~~ and that it accords with the relevant requirements of the other Policies in this Plan. | **Summary of MM**  MM13 further clarifies the approach on economic growth including references to the locations and targets for new jobs, new public transport infrastructure; also, the locations for delivery of new homes (including Build to Rent,self-build and custom housebuilding all previously covered in draft policy HOU06 which is now to be deleted) and the importance of the design led approach. Provides clarification on the types of infrastructure that are required to support growth.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this overarching Borough-wide applicable policy for delivering sustainable growth and in respect of other changes made to related policies in the Plan.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are generally positive with no negative effects identified which would require additional mitigation measures.  In particular, the policy wording MM changes includes references that will contribute positively to furthering the following objectives:   * Foster sustainable economic growth (see part A numbers of new jobs and new office and retail floorspace in growth area and town centre locations); (7) * Minimise the need to travel and create accessible, safe and sustainable connections by public transport (see part B reference to new public transport infrastructure); (8) * Ensure residents have access to good quality, well located, affordable housing (see part C refencing numbers and sustainable locations that new homes will be directed to and parts D and F regarding build to rent, self build and custom housebuilding); (5) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (all parts of policy but in particular part C refencing to sustainable locations that new homes will be directed to, parts D and F regarding build to rent, self build and custom housebuilding, and part E taking a design led approach); (4) and * Ensure efficient use of land and infrastructure; (whole policy but especially part E taking a design led approach and H in respect of the schedule of proposals); (2)   In addition, MM changes made throughout this policy will contribute positively to furthering SA/IIA to promote a high quality, safe, inclusive and safe built environment (14) and reduce contribution to climate change and enhance resilience to climate changes impacts (11).  More generally, the implementation of the policy with these clarificatory MM changes, will indirectly positively contribute to SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM15  Policy GSS02  and consequential changes to supporting text paras 4.9.2, 4.9.3, 4.9.4, 4.10.1 to 4.10.4 | **POLICY GSS02 Brent Cross Growth Area**  The Council supports comprehensive regeneration of Brent Cross Growth Area to deliver a new Metropolitan Town Centre providing a range of uses including new homes, ~~a~~ new commercial 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.    The Council will support development proposals that contribute to the comprehensive regeneration of the Growth Area by optimising the use of land and site capacity through a design-led approach (London Plan Policy D3).  **A. Development Proposals**  Development proposals within the Growth Area shall, insofar as they are relevant to the proposal ~~must~~:   1. Demonstrate how they assist in achieving and not undermining comprehensive development of the area; 2. Contribute towards the creation of a Metropolitan Town Centre; 3. Support the provision of a minimum of ~~9,500~~ 7,420 new homes, with provision for uplift through the design-led approach, including a mix of tenures and types of housing including Build to Rent; 4. Protect and where possible improve the amenities of existing and new residents; 5. Create a high quality, safe and attractive environment accessible to all; 6. Create an integrated network based on the Healthy Streets approach of pedestrian and cycle routes through high quality public realm and open spaces to meet leisure, access, urban design and ecological needs; 7. Provide sufficient community infrastructure, including new and expanded schools and primary healthcare capacity; 8. Contribute to ~~ensure~~ the restoration and enhancement of the River Brent and its corridor to provide both public amenity and biodiversity benefits to the area alongside providing connections ~~and to fully connect t~~o the Welsh Harp (Brent Reservoir) and West Hendon Playing Fields.   ~~The Brent Cross Growth Area will also deliver a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority.~~  The Council will support meanwhile use~~s~~ for temporary periods ~~will be permitted~~ where it can be demonstrated that they support the comprehensive development of the area and/or do not impede the implementation of the planned long term use of these sites.  **B. New Metropolitan Town Centre**  The new Metropolitan Town Centre, extending north and south of the A406 North Circular Road, will provide a range of uses, including retail, leisure and entertainment, cultural and arts facilities, restaurants, hotels, homes, business units, community facilities all within new neighbourhoods designed within a public realm that is green, safe and welcoming to all.  ~~A~~ New commercial uses ~~quarter~~ focussed around the new Brent Cross West rail station will provide up to 395,297m2 ~~000m~~~~2~~of office development for over 20,000 new jobs. ~~This~~ Brent Cross Town will deliver the largest area of new space for economic growth in Barnet. There will also be support for creation of spaces for small and start-up businesses.  Brent Cross Shopping Centre will be enhanced and integrated as part of the new Metropolitan Town Centre and will deliver a range of leisure and other main town centre uses ~~to ensure that it acts as a regional destination and contributes to a vibrant and viable night-time economy. The shopping centre~~ (including those contributing to the night-time economy) and a mix of residential. Brent Cross North will be connected to a new high street to the south via ~~new pedestrian and vehicular bridges~~ enhanced connections over the North Circular. Development at Brent Cross North ~~Shopping Centre~~ is required to deliver measures to increase access to the town centre by means other than the private car. This should be reflective of up to date mode targets.  **C. Transport Improvements**  ~~Development proposals will need to bring forward~~ The following transport improvements are proposed within the Brent Cross Growth Area and will be delivered pursuant to the existing planning permission or through future permissions ~~detailed design,~~ planning conditions and/ or ~~Section 106 agreements~~ planning obligations / legal agreements :   1. ~~Prioritise~~ Pedestrian and cycle routes throughout the new development and improvements to pedestrian and cycle connections and routes beyond the development area; 2. ~~Ensure~~ Good access for disabled persons throughout the area with step-free access at Brent Cross Underground and Brent Cross West stations. 3. A new rail station and public transport interchange at ~~(~~Brent Cross West~~)~~ on Thameslink line ~~supported by a public transport interchange~~; 4. A ~~new~~ replacement or remodelled and improved bus station north of the North Circular Road (in Brent Cross North) as part of the expansion of Brent Cross Shopping Centre, with associated improvements to the local bus infrastructure; 5. Connections and/ or improvements to the strategic road network, that are supported by Transport for London in relation to the TLRN (TfL Road Network), and National Highways ~~England~~ in relation to the M1 motorway, based on up to date mode share targets; 6. Appropriate ~~new~~ enhanced and multi-modal transport links to and within the development including at least one link across the North Circular Road and at least one crossing over the railway to the Edgware Road; and 7. Improved pedestrian access across the A41 Hendon Way to link with Brent Cross Underground Station.~~; and,~~   ~~A new rail freight facility to replace the existing Strategic Rail Freight Site.~~  The Council ~~will secure contributions from developers towards the retrospective costs of infrastructure delivered in earlier phases of the development. Where appropriate the Council will use CIL to deliver strategically important highways infrastructure.~~ recognises that some infrastructure may need to be funded or provided in advance of later phases of development. To ensure that infrastructure to support development is provided at appropriate times and that all relevant developments make necessary contributions towards the costs of infrastructure across the Brent Cross Growth Area in order to achieve comprehensive development, the Council will work with developers to negotiate planning obligations in the Brent Cross Growth Area on a case by case basis having regard to any cumulative impacts, in line with Government guidance and the tests in the CIL Regulations 2010 (as amended) and/or any equivalent relevant legislation or regulations.  The Council will also consider how the monies collected through CIL are used in the Brent Cross Growth Area as well as, at its discretion, the facility for infrastructure to be provided in kind rather than paying CIL.  **D. Progress of Brent Cross Regeneration**  The Local Plan sets out ~~will establish~~ a series of indicators to monitor progress on the regeneration of the Brent Cross Growth Area. These include ~~It will set appropriate~~ milestones for assessing the delivery of the regeneration. ~~and setting out the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment.~~ The Council is committed to an early review of the Local Plan. It will also review the 2005 Development Framework and introduce a new planning framework Supplementary Planning Document. Early review of the Local Plan together with the new SPD will help to provide more detailed guidance in respect of Local Plan policy for the Brent Cross Growth Area and development sites within.  The Council seeks comprehensive development of the Brent Cross Growth Area. Brent Cross North and Brent Cross Town remain in different (and multiple) land ownerships. ~~and~~ The Council will seek to ensure that development and delivery within the Growth Area ~~of these strategic areas~~ is co-ordinated and that one area does not delay nor fetter another. ~~This entails that the development and delivery of these strategic areas is not delayed or fettered by the other.~~ | **Summary of MM**  MM15 further clarifies the uses of land in the new Brent Cross Metropolitan Town Centre with greater emphasis on the design led approach. It clarifies how development will be expected to contribute to restoration of the River Brent and improve connections to the Welsh Harp and West Hendon Playing Fields. It also further clarifies transport improvements; how infrastructure will be funded, and how progress of regeneration will be monitored.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to the comprehensive regeneration of the Brent Cross Growth Area.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are generally positive with no negative effects identified which would require additional mitigation measures. The 9,500 new homes target is an indicative target from the London Plan is for the Brent Cross Cricklewood Opportunity Area which covers a more extensive area than the Brent Cross Growth Area, including Brent Cross West (Staples Corner) and Cricklewood as well as the Brent Cross Growth Area. The reduction to 7,480 reflects what is deliverable/developable rather than an aspirational figure for the wider Opportunity Area. .  The MM also includes deletion of the reference to provide a new replacement waste management facility impacting negatively in respect of the SA/IIA objectives to minimise waste and enabling a circular economy that optimises resource use (12). This is mitigated by the provision of an alternative location for the replacement waste management facility within the Brent Cross West (Staples Corner) Growth Area – Policy GSS03.  Policy wording MM changes impacting positively include references that will contribute to furthering the following objectives:   * Ensure efficient use of land and infrastructure; (whole policy but especially the additional introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach; Part C provides clarity on funding); (2) * Protect and enhance open spaces that are networked and accessible and multi-functional (see Part A h));(9) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (see Part C reference to and updating of a raft of transport related infrastructure improvements); (8) and * Foster sustainable economic growth (see Part B clarification that new commercial uses focussed around the new Brent Cross West station and that Brent Cross Town will deliver the largest area of new space for economic growth). (7)   In addition, MM changes made throughout this policy will contribute positively to furthering SA/IIA to promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4); promote a high quality, inclusive and safe built environment (14) and reduce contribution to climate change and enhance resilience to climate changes impacts (11).  More generally, implementation of the policy with these clarificatory MM changes, will indirectly positively contribute to SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (5).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM16  Policy GSS03  and consequential changes to supporting text paras 4.16.1, 4.16.2, 4.16.4, 4.16.5, 4.16.6 & 4.16.8 | **POLICY GSS03 Brent Cross West (Staples Corner)** **Growth Area**  To deliver growth and regeneration at Brent Cross West (Staples Corner), the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3) ~~density~~, that provides infrastructure and jobs, while improving the amenity of the area.  Residential development should be directed towards the area around the new Brent Cross West station and away from the major road infrastructure, particularly the North Circular Road. Light industrial and commercial developments can be used as a buffer against noise pollution from major road infrastructure.  ~~The Council will seek to prepare a more detailed planning framework for this area, such as through a Supplementary Planning Document, potentially through joint working with LB Brent~~.  **A. Level of Development**  The Council will seek the following level of development:   1. Approximately **1,800** new homes, with provision for uplift through the design-led approach ~~with the~~ ~~potential to increase further~~ and associated development opportunities dependent upon delivery of the West London Orbital (WLO); 2. Retain existing levels of employment and pursue opportunities for new jobs including innovative typologies that deliver light industrial uses and employment floorspace alongside appropriate new residential uses that meets the requirements of London Plan Policy E7; 3. Appropriate location-based provision ~~levels~~ of floorspace for community, retail and ~~commercial~~ other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres.   ~~The Council will support development proposals that facilitate access to and delivery of the West London Orbital.~~  **B. Waste Management Facility**  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  **C. Development Proposals and Infrastructure Requirements**  Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to ~~will need to bring forward~~ the following infrastructure ~~through detailed design, planning conditions and/ or contributions secured through Section 106 agreements~~:   1. A comprehensive scheme for the improvement of the junction between the A5/Edgware Road and A406/North Circular supported by Transport for London in relation to the Transport for London Road Network; 2. New and improved pedestrian and cycle routes to the new Brent Cross West Station including from the Edgware Road and along Geron Way; 3. Facilities for public transport interchange outside the new Brent Cross West Station on Geron Way with associated improvements to the local bus infrastructure; and 4. New public square at Brent Cross West Station and improved public realm along the A5 Edgware Road.   The Council will support development proposals that facilitate access to and delivery of the WLO. Contributions may be sought from developments in the Growth Area towards delivery of the WLO.  **D. New Planning Framework**  The Council will seek to prepare a more detailed planning framework for this area, such as through a Supplementary Planning Document, potentially through joint working with LB Brent. This planning framework will help to provide more detailed guidance for the Brent Cross (Staples Corner) Growth Area and the development sites within. | **Summary of MM**  MM16 clarifies requirement for a new waste management facility and expectations of town centre uses as well as new homes with uplift through design led approach and delivery of West London Orbital (WLO). It also further clarifies support for growth that helps deliver transport improvements including WLO, and how infrastructure will be funded.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to the growth and regeneration of the Brent Cross West (Staples Corner) Growth Area.**  **Does not significantly impact on the results of the previous SA assessment.**  Changes introduced by the MM are positive with no negative effects identified which would require additional mitigation measures.  The MM includes additional reference (Part B) to providing a new replacement waste management facility, thereby impacting positively in respect of the SA/IIA objectives to minimise waste and enabling a circular economy that optimises resource use. This MM addition is explained by the provision of an alternative location for the replacement waste management facility being situated within the Brent Cross West (Staples Corner) Growth Area – previously to have been located within the Brent Cross Growth Area - Policy GSS02 above also refers.  Policy wording MM changes impacting positively include references that will contribute to furthering the following objectives:   * Ensure efficient use of land and infrastructure (whole policy but especially the first introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach; Part C provides clarity on infrastructure requirements and funding and support for proposals that facilitate access to and delivery of the West London Orbital); (2) * Ensure residents have access to good quality, well located, affordable housing (see Part A i)); (5) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (see Part C clarifying how contributions will be secured to provide the transport related infrastructure improvements listed, including the MM additional reference now to the WLO); (5) and   Foster sustainable economic growth (changes throughout the policy but including references made (see Part A iii) regarding floorspace for different uses and the addition of Part D referencing, and thereby providing clarification, regarding the preparation of a new planning framework for the area and the signposting the potential joint working in this regard with LB Brent). (7)  In addition, MM changes made throughout this policy will contribute positively to furthering SA/IIA to promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14).  More generally, implementation of the policy with these clarificatory MM changes, will indirectly positively contribute to SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM18  Policy GSS04  and consequential changes to supporting text paras 4.17.3, 4.17.4 & 4.17.6 | **POLICY GSS04 Cricklewood Growth Area**  Cricklewood District Town Centre is a location which the Council has prioritised for improving its offer to enable a diverse and thriving town centre. The Cricklewood Growth Area provides an opportunity for regeneration and intensification, supported by high existing PTALs and planned future transport infrastructure improvements, along with the availability of substantial under-used sites. ~~The impact of the COVID19 pandemic means that developments should be aligned with the Council’s Covid-19 Recovery Programme.~~ ~~The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area and overall offer of the town centre.~~ To deliver growth and regeneration at Cricklewood the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), provide infrastructure and jobs, while improving the amenity of the area and the overall offer of the town centre.  **A. Level of Development**  To deliver growth and regeneration at Cricklewood, the Council will seek the following from development across the Growth Area:   1. Approximately ~~1,400~~ 1,360 new homes, with provision for uplift through the design-led approach, ~~with the~~ and associated development opportunities dependent upon delivery of the West London Orbital (WLO); 2. Increase levels of workspace and pursue opportunities for new jobs; and 3. Appropriate location- based floorspace for community, retail and other main town centre uses including offices ~~commercial uses~~ that 4. are proportionate to supporting proposed housing growth and the vitality and viability of Cricklewood District Centre.   **B. Development Proposals and Infrastructure Requirements**  The Council will support development proposals that facilitate access to and delivery of the West London Orbital (WLO). Contributions may be sought from developments in the Growth Area towards delivery of the WLO.  Development proposals (in accordance with the NPPF and CIL Regulations and/or any equivalent legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure:   1. new/improved active travel routes to Cricklewood station; 2. improved interchange, onward travel facilities at Cricklewood station; 3. public realm outside Cricklewood station; and 4. deliver improvements to streets for pedestrians and cyclists in line with the Healthy Streets Approach.   **C. New Planning Framework**   * 1. The Council will seek to prepare a more detailed planning framework for this area, such as through an Area Action Plan or Supplementary Planning Document, potentially through working with LB Brent and LB Camden. This planning framework will help to provide more detailed guidance for the Cricklewood Growth Area and the development sites within. | **Summary of MM**  MM18 clarifies support for optimising capacity through design led approach (London Plan Policy D3). MM18 also requires account to be taken of the relationship with the nearby Railway Terraces Conservation Area and ensuring accordance with Policy CDH08. It also sets out expectations of town centre uses as well as new homes with uplift through design led approach and delivery of West London Orbital (WLO). It also further clarifies support for growth that helps deliver transport improvements including public realm WLO, and how infrastructure will be funded.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to the regeneration and intensification of the Cricklewood Regeneration Area.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are positive with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure; (whole policy but especially the new introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach); (2) * Ensure residents have access to good quality, well located, affordable housing (see Part A clarification that Council is seeking approximately 1,360 new homes with the small 40 unit reduction offset by inclusion of reference to provision for uplift as part of a design-led approach); (5) * Foster sustainable economic growth (changes throughout the policy but including references made (see Part A iii) regarding support for appropriate location based floorspace for the different uses referenced and the clarification (see Part C) referencing, and thereby providing clarification, regarding the preparation of a new planning framework for the area to add further detailed guidance for development on specific sites; (7) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8); and promote a high quality, safe, inclusive and safe built environment (14), (see the additions to Part B setting out development proposal infrastructure requirements focussed on travel / movement and public realm improvements which serves to impact positively on all three of these SA/IIA objectives).   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM20  Policy GSS05  and consequential changes to supporting text paras 4.18.1, 4.18.4 & 4.18.9A | **POLICY GSS05 Edgware Growth Area**  Edgware Town Centre is identified as an opportunity for regeneration and intensification, supported by high existing PTALs reflecting its potential to become an Integrated Transport Hub.~~The Town Centre can be used far more effectively to support growth and enable the recovery from the Covid-19 pandemic. The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area.~~ To deliver growth and regeneration at Edgware Growth Area, the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), provide infrastructure and jobs, while improving the amenity of the area and the overall offer of the town centre.  **A. Level of Development**  To deliver growth and regeneration ~~at Edgware Town Centre,~~ the Council will seek the following from development proposals:   1. Approximately **~~5,000~~** 4,740 new homes, with provision for uplift through the design-led approach 2. Improved leisure options such as a new cinema, swimming pool and new eating-out options; 3. Appropriate location- based floorspace for community, retail and ~~office uses;~~ other main town centre uses including offices that are proportionate to supporting proposed housing growth and the vitality and viability of Edgware Major Town Centre.~~Improved public realm, including new public spaces;~~ 4. Transformation of the relationship between the rail and bus stations and the wider town centre to improve the ~~pedestrian~~ experience for pedestrians and cyclists and reduce congestion; 5. Retain existing levels of employment and pursue opportunities for new jobs.   **B. Development Proposals and Infrastructure Requirements**  Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure :   1. Improved flood risk resilience for the Growth Area and surrounding communities with provision of flood risk infrastructure and restored rivers; 2. Interchange improvements. Bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained, and 3. Deliver improvements to streets and the public realm, including new public spaces, additional town centre cycle parking and station cycle parking, in line with the Healthy Streets Approach.   **C. Planning Framework**  The Council has prepared a more detailed planning framework Supplementary Planning Document for this area, working in conjunction with LB Harrow. This planning framework will help to provide more detailed guidance for the Edgware Growth Area and the development sites within. | **Summary of MM**  MM20 clarifies support for optimising capacity through a design led approach (London Plan Policy D3). When delivering growth and regeneration in Edgware Town Centre, MM20 also requires proposals to take into acco unt the relationship between the site and the settings of the Grade II listed Railway Hotel and the Watling Estate Conservation Area to ensure accordance with Policy CDH08. It also sets out expectations of town centre uses as well as new homes with uplift through design led approach. Clarifies expected transport and public realm improvements as well as emphasising need for improved flood risk resilience and river restoration.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to regeneration and intensification within the Edgware Growth Area.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the raft of changes introduced by the MM are positive with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure; (whole policy but especially the new introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach while improving the amenity of the area and the town centre overall); (2) * Ensure residents have access to good quality, well located, affordable housing (see Part A clarification that the Council is seeking approximately 4,740 new homes representing a small decrease but offset with the additional reference to provision for further uplift as part of a design-led approach); (5) * Foster sustainable economic growth (changes throughout the policy but including references made (see Part A) regarding support for appropriate location based floorspace for the different uses referenced, and the clarification (see Part C) referencing, and thereby providing clarification, regarding the preparation of a new planning framework for the area to add further detailed guidance for development on specific sites; (7) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM changes throughout the policy refer); (4) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (see Part Ad) and Part Bb) and c)); (8) * Promote a high quality, safe, inclusive and safe built environment, (see the additions to Part Ba) setting out development proposal infrastructure requirements focussed on flood risk resilience and travel / movement and public realm improvements); (14) and * Reduce contribution to climate change / minimise and manage the risk of flooding (see again Part Ba) the addition of a requirement that development proposals ensure improved flood risk resilience for the Growth Area and surrounding communities with the provision of flood risk infrastructure and restored rivers). (13)   More generally, implementation of the policy with these MM changes, will indirectly contribute positively to the SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM22  Policy GSS06  and consequential changes to supporting text paras 4.19.2, 4.19.3, 4.19.4, 4.19.5A, 4.19.8 & 4.19.10 | **POLICY GSS06 Colindale Growth Area**  The Colindale Growth Area provides the opportunity to create a more sustainable place ~~that actively demonstrates a Healthy Streets Approach where cycling, walking and public transport are the preferred mode of travel~~ where the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), while improving the amenity of the area and actively demonstrating a Healthy Streets Approach where cycling, walking and public transport are the preferred mode of travel.  **A. Level of Development**  The Growth Area has capacity to deliver the following:   1. Approximately **~~4,100~~** **5,190** new homes between 2021 and 2036 with provision for uplift through the design-led approach. This includes development at Colindale Gardens, Colindale Underground Station and Public Health England (~~N~~new homes at the Grahame Park Estate and Douglas Bader Estate are considered in Policy GSS10); 2. A new Local Centre at Colindale Gardens including appropriate location- based floorspace for community, retail and other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres; 3. Development up to 2036 focussed at the following locations: 4. Reconstruction and upgrading of Colindale Underground Station to increase its capacity and provide a step-free access station, along with additional cycle parking and facilitating the redevelopment of adjacent land owned by TfL and others; 5. Grahame Park Estate (in accordance with Policy GSS10); 6. Colindale Gardens where new homes will be accompanied by a new primary school, a new children’s nursery, a new park, and a new primary health care facility; 7. Public Health England (proposal site 13) where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream, with enhancements for biodiversity complementing the riverside location; 8. Middlesex University’s Platt Hall be redeveloped in a manner which is sympathetic to the context and character of the Grade II Listed Writtle House, to provide an uplift in the number of student units on the site. 9. The Council will support proposals for redevelopment of other previously developed land in the Colindale Growth Area that has the potential to optimise the delivery of new homes and/or job opportunities in accordance with the design-led approach in the London Plan; and 10. The Colindale Growth Area should help to support and link to the nearby District Town Centres of Colindale -The Hyde and Burnt Oak, enhancing their character and amenity, in coordination with LB of Brent.   **B. Development Proposals and Infrastructure Requirements**  Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure :  ~~In addition to new homes delivery the Council expects the following to be delivered~~:   1. ~~New Local Centre at Colindale Gardens including~~ ~~nursery provision and health-care facilities~~ 2. A new Colindale Underground Station ticket hall building with step-free access to the platforms and sufficient gate-capacity for the growing population in the area. All development within 1km of Colindale Underground station will be expected to contribute towards station improvements, including step-free access and capacity enhancement, and provision of additional cycle parking; 3. Improvements to open spaces and the Silkstream main river which enhances the amenity, biodiversity and makes provision for play space, including at Colindale, Montrose, Rushgrove and Silkstream Parks; 4. 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; 5. Improvements to key junctions and roads, including pedestrian and cycle linkages, together with an improved public realm, along Colindale Avenue to Edgware Road; 6. New development in Colindale should deliver improvements to streets and the public realm in line with the Healthy Streets Approach; 7. Ongoing improvements to bus services, focusing on east west linkages with new development required to contribute towards supporting bus infrastructure including stations, garages, bus stands and lanes as well as bus priority improvements at junctions and service frequency improvements; 8. ~~Provide~~ Provision of a new pedestrian and cycle route under the Northern Line to link Colindale Gardens to Colindeep Lane; 9. Improving access between Colindale Park and Rushgrove Park by utilising land between Northern Line and the Silkstream for a new pedestrian and cycle route within a new open space, ensuring that proposals for access improvements minimise impacts on and provide net gains for biodiversity (in accordance with Policy ECC06); 10. Development proposals to provide new community facilities and create a sense of place; 11. Renewal and upgrade of primary school and secondary school at Grahame Park; and 12. Control on-street parking through implementation of a new Controlled Parking Zone (CPZ) across the majority of the Colindale Growth Area.   ~~Colindale development up to 2036 will be focussed at the following locations:~~   1. ~~Land at Colindale Underground Station will be redeveloped to provide a new, higher capacity a step-free access station, that incorporates cycle parking;~~ 2. ~~The Grahame Park Estate will be renewed and much better integrated with surrounding areas, delivering 2,760 new homes providing wider choice of housing type and tenure;~~ 3. ~~Colindale Gardens where new homes will be accompanied by a new primary school, a new children’s nursery, a new park, and a new primary health care facility;~~ 4. ~~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,~~ 5. ~~Middlesex University’s Platt Hall be redeveloped in a manner which is sympathetic to the context and character of the Grade II Listed Writtle House, to provide an uplift in the number of student units on the site.~~   ~~The Colindale Growth Area should help to support and link to the nearby Town Centres of Colindale -The Hyde and Burnt Oak, enhancing their character and amenity, in coordination with LB of Brent.~~ | **Summary of MM**  MM22 clarifies support for optimising capacity through taking a design led approach. It further clarifies how future growth will be delivered, actively demonstrating the Healthy Streets Approach. Clarifies expectations of growth to fund improvements to flood risk resilience and biodiversity particularly around Silk Stream Corridor. Highlights upgrade (including step free access) of Colindale Station and the delivery of a new Local Centre in Colindale Gardens. MM22 clarifies that development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to infrastructure.  When delivering growth and regeneration in the Colindale Growth Area, MM22 also requires proposals to take into account where relevant the relationship between the site and the settings of listed buildings and the Watling Estate Conservation Area, together with the Roe Green Village Conservation Area and the Buck Lane Conservation Area (both located within the neighbouring London Borough of Brent), to ensure accordance with Policy CDH08.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy for the Colindale Growth Area and the development required to make Colindale a more sustainable place.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are positive with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure; (whole policy but especially the new introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach and the updates made to the various locations set out in Part Ac) where development will be focussed; (2) * Ensure residents have access to good quality, well located, affordable housing (see Part A clarification that the Council is seeking approximately 5,190 new homes representing a significant increase of 1040 with the inclusion of reference to provision for further uplift as part of a design-led approach; (5) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (see Part B detailing a number of transport related infrastructure improvements); (8) * Foster sustainable economic growth (changes throughout the policy including specific reference made to establishing a new local centre at Colindale Gardens (see Part Ab)) and support for appropriate location based floorspace for the different uses referenced, and the detailed clarificatory updates with regards the various locations where development is to be focussed (Part Ac) refers); (7) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles; (4) and promote a high quality, safe, inclusive and safe built environment (14) (MM changes throughout the policy refer); * Protect and enhance networked, accessible open spaces (9); and create, protect and enhance suitable wildlife habitats (10) (see the additional new requirements for access improvements and biodiversity net gains to Part Bi)); and * Reduce contribution to climate change (11) / minimise and manage the risk of flooding (13) (Part B refers) the addition of a requirement that development proposals make provision of strategic flood risk infrastructure including contributing to fluvial flood risk schemes and measures to alleviate surface water flooding).   More generally, implementation of the policy with these MM changes, will indirectly contribute positively to the SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM24  Policy GSS07  and consequential changes to supporting text paras 4.20.3 to 4.20.6 | **POLICY GSS07 Mill Hill East**  ~~Millbrook Park is making progress as an example of good suburban growth.~~ The Council will positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3) and deliver good suburban growth in Mill Hill East. ~~The implementation of the 2011 planning consent following the adoption of the Mill Hill Area Action Plan in 2009 has already delivered 737 new homes, with the expectation of a further 1,529 units to be completed.~~  **A. Level of Development**  Within the ~~wider area around~~ Mill Hill East area there is capacity to deliver approximately ~~1,500~~ 2,280 additional new homes with provision for uplift through the design-led approach. This includes development at Mill Hill East Station, Watchtower House and Kingdom Hall, IBSA House and Millbrook Park.  ~~The Council will positively consider proposals on suitable sites to deliver further good suburban growth, including at Mill Hill East Station, Watchtower House and IBSA House, which together could deliver around 547 new homes.~~  **B. Development Proposals**  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. The TA must take into account the cumulative impacts arising from othercommitted development (i.e. development that is consented or allocated and where there is a reasonable degree of certainty it will proceed within the next 3 years).  Development proposals must demonstrate careful consideration of any impacts on the Mill Hill Conservation Area and Green Belt designations in accordance with national policy and Local Plan policies CDH08 and ECC05. | **Summary of MM**  MM24 clarifies the importance of growth to support transport improvements and that Mill Hill is not a Growth Area. This policy provides for the quanta of growth envisaged for the range of different uses arising from the residential led development within this area. The MM provides clarification regarding the amount of residential growth (an increase from c1,500 to 2,280new homes to be achieved by optimising capacity through a design-led approach), and that the requisite transport assessment must take account of cumulative impacts from other committed development envisaged.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to the level of growth and development envisaged for Mill Hill East.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are positive with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure; (whole policy but especially the new introductory sentence before Part A which makes explicit reference to optimising the use of land and site capacity through taking a design led approach and delivering good suburban growth); (2) * Ensure residents have access to good quality, well located, affordable housing (see Part A clarification that the Council is seeking approximately 2,280 new homes representing an increase of 780 with the inclusion of reference to provision for further uplift as part of a design-led approach); (5) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (see Part B clarifying that a   Transport Assessment must take account of cumulative impacts arising from other committed development); (8)   * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (MM changes throughout the policy refer); * Protect and enhance networked, accessible open spaces (9); and conserve and enhance the significance of heritage assets and their settings (3) (achievement of these objectives enhanced through clarificatory MM revision to Part B stating that impacts on the Mill Hill Conservation Area and Green Belt designations must demonstrate accordance with both national policy and relevant Local Plan policies.   More generally, implementation of the policy with these MM changes, will indirectly contribute positively to the SA/IIA objectives to promote social inclusion, equality, diversity and community cohesion (1) and improve the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM26  Policy GSS08  and consequential changes to supporting text paras 4.21.1, 4.21.4, 4.21.5, 4.21.8 & 4.21.9 | **POLICY GSS08 Barnet’s District Town Centres**  Barnet’s District Town Centres have a vital role in delivering sustainable growth and enabling post COVID19 recovery ~~from the COVID-19 pandemic~~. Thriving town centres will support shopping and services, and provide a focus for cohesive communities, while delivering new jobs and homes. The Council will positively consider proposals on suitable sites within the District Town Centres which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3).  In addition to the Major Centre of Edgware, there are 14 District Town Centres identified within Barnet in the London Plan – of these Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley form the Council’s priorities for investment and revitalisation, supporting local businesses and delivering mixed use development in accordance with the place making policies of the Local Plan and in alignment with the Mayor’s Healthy Streets Approach.    **A. Level of Development**   1. The Council will support mixed use development within Barnet’s District Town Centres ensuring that their individual town centre offer responds to the needs of residents and workers as well as businesses and maintains their distinctiveness as places and vibrant hubs. 2. Provision of appropriate location- based floorspace should be made for community, retail and other main town centre uses including offices and leisure. This should be provided subject to no unacceptable impact upon the vitality and viability of other town centres, with public realm and infrastructure improvements where necessary. 3. Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making District Town Centres such as North Finchley more attractive places to live, visit and enjoy. 4. In the context of the above, Barnet’s District Town Centres (excluding Cricklewood) have capacity to deliver approximately 5,010 new homes between 2021 and 2036 with provision for uplift through the design-led approach. Capacity has been identified at the following District Centres :  * Brent Street – 260 new homes * Burnt Oak – 160 new homes * Chipping Barnet – 530 new homes * East Finchley – 220 new homes * Finchley Central Church End – 820 new homes * Hendon Central – 120 new homes * Mill Hill - 50 new homes * New Barnet – 1,100 new homes * North Finchley - 820 new homes * Whetstone – 1,020 new homes   ~~Main Town Centres~~ (~~Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley) will form the Council’s priorities for investment and revitalisation, supporting local businesses and delivering mixed use development in accordance with the place making policies of the Local Plan and in alignment with the Mayor’s Healthy Streets Approach~~.  ~~The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between town centre uses, supporting town centre vitality and viability.~~  ~~The Council will support mixed use development within Barnet’s town centres ensuring that their individual town centre offer responds to the needs of residents and workers as well as businesses and maintains their distinctiveness as places and vibrant hubs~~.  ~~Barnet’s Town Centres (excluding Cricklewood and Edgware) have potential to deliver a minimum of~~ **~~5,400~~** ~~new homes.~~    **B. Development Proposals and Infrastructure Requirements**  The Council will support ~~ensure that~~ proposals for district town centre development that meet the following sub-criteria insofar as relevant to the proposal, and where necessary the requirements of Policy CDH03:   1. achieve a high-quality design that enhances the visual amenity of the town centre; 2. optimise residential density within the context of the town centre; 3. ~~manages~~ maintains acceptable levels of noise associated with town centre locations, with no unacceptable impacts on occupiers of neighbouring properties; 4. do not have a negative impact on the amenity of areas outside of the town centre and that any new commercial floorspace relates to the size and the role and function of a town centre and its catchment; 5. demonstrate suitable access to open space and, where appropriate, improves availability or access to an open space, as well as ensures continued maintenance; 6. makes appropriate provision for community infrastructure in accordance with Policy CHW01; 7. supports sustainable travel and seeks to minimise parking provision, including at zero provision where appropriate, and ~~to~~ do not exceed established standards as per Policy TRC03; 8. support active travel modes and the Healthy Streets Approach; 9. make a positive economic contribution; and~~.~~ 10. are not detrimental to the ongoing functionality of the existing town centre.   **C. Planning Frameworks**   1. The North Finchley Town Centre Framework Supplementary Planning Document (SPD) has set out an approach for the revitalisation and future intensification of the town centre, providing a greater focus on an appropriate mix of uses, where retailing remains important but housing, as a consequence of residential led intensification, makes a greater contribution to the town centre’s diversification and overall ‘offer’. The Council will support planning proposals that optimise residential density on suitable sites whilst delivering improvements to the amenity of the area and overall offer of the town centre. 2. The Council will continue to pursue the individual planning objectives for each district town centre through utilising more detailed area frameworks such as Supplementary Planning Documents. While specific town centre sites are identified in the Schedule of Proposals it is expected that further sites will come forward in response to the challenges of growth. These planning frameworks will help to provide more detailed guidance for the District Town Centres and the development sites within. | **Summary of MM**  This policy sets out capacity, design and development criteria. MM26 clarifies support for optimising capacity through design led approach. It also clarifies that town centres are prioritised for investment and revitalisation and the capacity for new homes for named District Centres; outlines supporting infrastructure requirements necessary for optimising capacity within Barnet’s town centres through the use of District Town Centre planning frameworks taking a design led approach over the plan period, highlighting importance of public realm and appropriate provision of community infrastructure. The MM clarifies main town centre uses and provision of acceptable floorspace that does not impact on other town centres vitality and viability.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy that sets out levels of growth across Barnet’s District town centres and how this will be achieved / associated infrastructure requirements.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (whole policy but especially the new introductory sentence added at the end of the first paragraph of the policy makes explicit reference to optimising the use of land and site capacity through taking a design led approach); (2) * Foster sustainable economic growth (changes throughout the policy including specific reference made in new second introductory paragraph to the District Town Centres prioritised for investment and delivering mixed use development, also in Part A reference added to the provision of appropriate location-based floorspace for main town centre uses and in Part C reference added to North Finchley SPD as an approach for revitalising and intensification of the town centre); (7) * Ensure residents have access to good quality, well located, affordable housing (see Part A reference to residential led mixed use development and the inclusion of capacity figures for individual centres for delivering new homes and Part C reference added to residential led intensification in North Finchley); (5) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (MM changes throughout the policy refer in particular revision in Part B of the policy refencing public realm, community infrastructure and parking management issues and related LBBLP policies);   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objectives related to minimising the need to travel (8); promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM27  Policy GSS09  and consequential changes to supporting text paras 4.23.2, 4.23.3, 4.24.5,4.24.6 & 4.24.7 | **POLICY GSS09 Existing and Major New Public Transport Infrastructure**  To deliver growth and regeneration at existing transport hubs and alongside major new public transport infrastructure at New Southgate and West London Orbital, the Council will ~~seek~~  positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3). ~~the following quantum of development across the area:~~  **~~1,650~~** ~~new homes;~~  **A. Level of Development**   1. Existing and Major New Public Transport Infrastructure has the capacity to deliver approximately **420** new homes between 2021 and 2036 with provision for uplift through the design-led approach. This includes Major New Public Transport Infrastructure at New Southgate station, the area around which has been identified as broad locations for growth where any development will be subject to the design-led approach. 2. Retain existing levels of employment and pursue opportunities for new jobs; 3. Appropriate location-based provision of floorspace for community, retail and ~~commercial~~ other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to no unacceptable impact upon the vitality and viability of nearby town centres.   ~~The Council will seek to prepare more detailed policy frameworks for these areas, such as through an Area Action Plan or Supplementary Planning Document, potentially through joint working where appropriate.~~  **B. Major transport infrastructure upgrades**  The potential major transport infrastructure upgrades of the West London Orbital (WLO) and Crossrail 2 would provide broad locations ~~opportunities~~ for design-led growth in Barnet through developing new stations or upgrading the capacity of existing stations and allowing higher density developments to be achieved. Proposals on sites in proximity to these public transport improvements will be expected to deliver a density and quantum of residential units which optimise their potential in accordance with the design-led approach.   1. **West London Orbital (WLO)** – ~~potential for 950 new homes~~.   The Council will support design-led development proposals that facilitate access to and delivery of the West London Orbital and contributions will be sought towards West London Orbital and public transport infrastructure. The Council will ~~consider~~ pursue new planning frameworks to support comprehensive redevelopment in alignment with progress on the West London Orbital.   1. **New Southgate Opportunity Area and Crossrail 2** ~~– potential for at least 250 new homes.~~ The Council will pursue ~~consider~~ new planning frameworks to support comprehensive redevelopment within this broad location for design-led growth ~~in alignment with progress on~~ with potential for at least **250** new homes potentially supported by Crossrail 2. 2. **Existing Transport Hubs -** Public transport hubs with ~~high levels of~~ PTAL of 3 to 6 in Barnet offer significant potential for intensification and growth. The stations not linked to a town centre which are expected to support development are: Brent Cross West, Colindale, High Barnet, Mill Hill East, New Southgate~~,~~ ~~Hendon and Brent Cross West (under construction).~~ and Woodside Park. Development at these public transport nodes will be supported, provided that the proposal: 3. Enhances the capacity, access and facilities of the transport interchange; 4. Demonstrates optimised density; 5. Delivers residential uses, or otherwise demonstrates why uses with economic or community benefits are suitable and are the optimal use of the potential of each site; 6. The sequential test for main town centre uses will apply to relevant proposals that are not in an existing centre and are not otherwise supported by other policies of this Plan; 7. Is subject of impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres; 8. Supports active travel modes and the healthy streets approach; 9. Avoids unacceptable levels of air and noise pollution for the new residents; 10. Is not detrimental to heritage assets, in accordance with national policy and Local Plan Policy CDH08; 11. Supports and, where appropriate improves, public access to open space and play space.   Proposals involving redevelopment of car parks must be assessed with reference to Policy GSS12. 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. | **Summary of MM**  This policy sets out the transport infrastructure needed to deliver growth and regeneration at locations within the Borough.  It provides the positive provision of sustainable transport corridors and the provision of public transport infrastructure. MM27 clarifies support for optimising capacity through design led approach and identifies new broad locations for growth at New Southgate potentially supported by Crossrail 2 . It also clarifies level of development and suitability of location-based mix of uses that do not impact on vitality and viability of nearby town centres. The MM provides clarification regarding the potential for delivery of new homes over the plan period (c420) on suitable sites achievable through optimising use of land and capacity through a design led approach.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update, clarify and provide additional policy guidance regarding this policy relating to existing and new public transport infrastructure within Barnet.**  **MM has a significant negative impact with respect to provision of housing. Otherwise, the MM does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are mainly either positive or neutral with no negative effects identified which would require additional mitigation measures. This is with the exception of the SA/IIA objective that seeks to ensure residents have access to good quality, well located, affordable housing (5) where the impact of the MM is negative. This now arises as the original figure of 1,650 new homes has, through the MM, been very significantly reduced; largely because the indicative capacity for growth associated with the West London Orbital (WLO) beyond the Growth Areas identified in the submitted LBBLP cannot be justified by sufficient evidence. Retention of the higher 1650 new homes figure is therefore not considered to be a reasonable alternative that has realistic prospects of being delivered over the plan period to 2036. Outside of the Growth Areas, and in the absence of the WLO having been completed, it is also questionable whether affordable housing provided could be considered to be well located.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (the addition to the introductory sentence in the first paragraph of the policy emphasises support for proposals on suitable sites that optimise the use of land and site capacity through taking a design led approach); (2) * Minimising the need to travel and create accessible safe and sustainable connections and networks by public transport (whole policy with its aim to focus delivery of growth near existing and new public transport infrastructure); (8) * Foster sustainable economic growth (see reference added in Part A c) to the provision of appropriate location-based floorspace for main town centre uses proportionate to proposed housing growth and not adversely impacting on nearby town centres); (7) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (reference added in Part A c).   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objectives related to promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM28  Policy GSS10  and consequential changes to supporting text paras | **POLICY GSS10** **Estate Renewal and Infill**  The Council working in partnership with Barnet Homes, Registered Social Landlords and the Mayor of London will continue its programme of estate renewal and infill to improve the urban form of housing estates in the Borough, making better use of underused land to provide better quality amenity space and **~~4,400~~ 3,980** new homes.  The housing estates for renewal or infill include Grahame Park, Douglas Bader, Upper and Lower Fosters, West Hendon, Dollis Valley, Granville Road and Westhorpe Gardens. The Council will continue to work in collaboration with local communities to develop a shared vision for schemes already underway in addition to those proposals highlighted in Annex 1 of the Local Plan. Proposals are required to meet the requirements of London Plan Policy H8, together with the Mayor’s Good Practice Guide to Estate Regeneration.  **A. Affordable Housing**  The Council will:   1. Require the replacement of existing affordable housing whilst considering the specific circumstances of each site; 2. Ensure that an equivalent amount of affordable housing floorspace be provided as a minimum and seek an uplift in such provision; 3. Support the right of return for existing social rent tenants from estates into new social rent accommodation. ~~Otherwise the Council will provide the new affordable accommodation as London Affordable Rent or Social Rent;~~ Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing in accordance with London Plan Policy H8; and 4. ~~Integrate~~ Require that replacement affordable housing is integrated into the redevelopment in accordance with Policy HOU02 to ensure mixed and inclusive communities.   ~~The Council will continue to work in collaboration with local communities to develop a shared vision for schemes already underway in addition to those proposals highlighted in Annex 1 of the Local Plan.~~  ~~Proposals will take account of the requirements of the London Plan Policy H8 – Loss of existing housing and estate redevelopment, together with the Mayor’s Good Practice Guide to Estate Regeneration.~~  **B, Development / Redevelopment Proposals**  Development / Redevelopment proposals must ensure that the following requirements are met:   1. Demonstrate improvement in the quality of the housing stock and the surrounding environment; 2. Achieve a net increase of housing units; 3. Consider the needs of existing households on the estate; 4. Provision of housing tenure in accordance with London Plan policies H6, H8 and Local Plan Policy HOU01; 5. Provision of housing mix in accordance with Policy HOU02; ~~according to the specific site needs, taking into account local housing need, local infrastructure need, the nature of the surrounding area, and viability~~; 6. Ensure access to sufficient amenity space including open spaces and children’s playgrounds in accordance with the requirements of Policy ECC04; 7. Ensure access to sufficient supporting infrastructure where the impacts of development require mitigation. This may include but is not limited to child nurseries, schools, community centres, sport and leisure facilities, and healthcare; 8. Design in active travel to promote walking and cycling and demonstrate sufficient access to public transport; and   Provide an appropriate level of parking in accordance with the requirements of Policy TRC03 | **Summary of MM**  This policy also provides for a quantum (reduced by the MM from 4,400 to 3,980 new homes) of renewal and infill residential development on housing estates. MM28 clarifies consistency with the London Plan in terms of new affordable accommodation sought. It also improves cross-referencing to other policies within the Local Plan.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and clarify the implementation of this policy relating to the Council’s programme for estate renewal and infill across the Borough.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (this is the aim of whole policy and the MM changes introduced. These provide clarification that new affordable accommodation is sought in accordance with the London Plan; ensure consistency with Policy HOU02 in respect of housing mix; add cross-reference to requirements in Policy ECC04 in respect of amenity / open space / children’s playgrounds and related car parking standards in Policy TRC03. The reduction in the number of new homes from 4,400 to 3,980 is explained by the need to be consistent with up-to-date evidence of existing regeneration programmes listed in the policy and also to ensure avoidance of double counting if otherwise located within a Growth Area). (5) * Promote social inclusion, equality, diversity and community cohesion(MM revisions throughout the policy refer); (1) * Minimising the need to travel (Part B criterion ix in relation to Policy TRC3 parking requirements refers); (8) and * Ensure efficient use of land and infrastructure (MM revisions throughout the policy refer).(2)   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objective related to and improving the health and wellbeing of the population and reduce health inequalities. (6)  For the remainder of the SA/IIA the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM29  Policy GSS11  and consequential changes to supporting text paras | **POLICY GSS11 Major Thoroughfares**   1. **Level of Development** 2. Redevelopment along Barnet’s identified Major Thoroughfares (A1000, A598, A5, A504 and A110) ~~main road corridors~~ as set out in the Key Diagram can provide a significant supply of sites for growth. 3. The Council will positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3). 4. ~~Such locations~~ Barnet’s Major Thoroughfares have capacity to deliver ~~an additional~~ approximately ~~3,350~~ 3,530 new homes between 2021 and 2036 with provision for uplift through the design-led approach. 5. The Council supports residential and mixed-use development along the Major Thoroughfares that accords with policies on Town Centres and the Economy. It will work with TfL and National Highways ~~England~~ to help deliver appropriate sites ~~Over the Plan period it is likely the environment around Barnet’s major thoroughfares will improve due to regulatory changes and new technologies such as electric cars leading to a reduction in air and noise pollution from road vehicles. To achieve the quantum of development sought to be delivered, the Council will expect environmental improvements along and immediately adjacent to the thoroughfares identified.~~ and will consider long term opportunities within the Transport for London Road Network (TLRN) (A1, A41 and A406) subject to improvements against Healthy Streets Indicators and Public Transport Accessibility Levels. 6. **Development Proposals**   Development proposals will be supported along the Major Thoroughfares ~~in these locations~~ where compliance ~~it~~ can be demonstrated with the following requirements ~~that~~:   1. Access to walking and cycling networks will enable safe and active travel, with improvements to accessibility where necessary (see Policy TRC01); 2. Design relates to the context and character of the surrounding area, including suburban streets behind ~~the thoroughfare~~Major Thoroughfares (see Policy CDH01); 3. Achieves a high-quality design that enhances visual amenity and ~~does not contribute to a continuous ‘wall like’ corridor of medium rise buildings~~ ensures a sense of separation between town centres (see Policies CDH01 and CDH04); 4. Contributes to an improved and more active streetscape (see Policy CDH01C); ~~and~~ 5. Facilitates delivery of the Healthy Streets Approach with improvements against the Healthy Streets Indicators set out in London Plan Policy T2; 6. Avoids unacceptable levels of air and noise pollution for ~~the~~ new residents (see Policy ECC02); 7. Supports and, where appropriate improves, access to open spaces and play spaces, as well as ensuring their continued maintenance (see Policy ECC04); and 8. Any proposals to provide car parking should be in accordance with car parking standards (see Policy TRC03).   In circumstances where additional growth is considered suitable along Transport for London Road Network (TLRN) routes (A1, A41 and A406), development proposals will also be supported where they satisfy the criteria listed in Part B above. ~~The A5/ Edgware Road and the A1000 / Great North Road Major Thoroughfares may have potential for residential led tall building development in certain locations optimising site availability and good public transport accessibility, providing the opportunity for revitalising these areas. Further guidance will be provided by the emerging Height Strategy Supplementary Planning Document. Proposals for tall buildings (8 storeys or more) must be assessed with reference to Policy CDH04.~~  ~~While specific sites along Major Thoroughfares are identified by the Schedule of Proposals it is expected that further sites will come forward in response to the opportunities for growth.~~ | **Summary of MM**  This policy also provides for a quantum of growth (slightly increased by MM from 3,350 to 3,530 new homes) and broad locations on sites along major ‘A’ class road thoroughfares to deliver residential and mixed-use development. The increase in the new homes figures arises from the additional certainty provided by the MM of the locations to which the policy applies and the associated inclusion of some sites previously identified in other categories of the housing land supply as submitted.MM29 clarifies support for Healthy Streets Approach and the indicators in the London Plan. The MM highlights consideration to be given to potential opportunities along additional ‘A’ roads (A1, A41 and A406) within the TfL road network. It helps identify future opportunities for A1, A41 and A406 subject to PTAL and Healthy Streets improvements. It also improves cross-referencing to other parts of Local Plan. The deletion of references in the policy to the approach taken to tall buildings is because this matter is now addressed in Policy CDH04 which is cross referenced in this policy.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the scope for redevelopment along Barnet’s identified major ‘A’ road thoroughfares.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (see the addition of the sentence under the Level of Development heading emphasising support for proposals on suitable sites that optimise the use of land and site capacity through taking a design led approach); (2) * Minimising the need to travel and create accessible safe and sustainable connections and networks by public transport (in terms of the level of development see additional references to development opportunities being subject to improvements in respect of supporting the ten Healthy Street Indicators and PTAL; and also in the section of the policy relating to development proposals where reference is added to potential need to make improvements to accessibility and the inclusion of cross referencing to transport related policies in respect of promoting sustainable and active travel and parking management); (8) * Foster sustainable economic growth (see reference added under level of development to support for residential and mixed-use development along major thoroughfares that accord with policies relating to town centres and the economy); (7) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (revisions made to the second part of the policy in respect of the matters development proposals need to address refer).   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objectives related to promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM30  Policy GSS12  and consequential changes to supporting text paras 4.28.1 to 4.28.5. | **Policy GSS12 Redevelopment of Car Parks**  ~~In order to~~  To ensure the efficient and sustainable use of land the Council will consider positively proposals which optimise use and capacity through ~~support~~ the re-development of parking spaces in suitable sites within ~~publically~~ publicly accessible surface level car parks for residential and other ~~suitable~~ main town centre uses provided that:   1. ~~The design preserves the amenity of neighbouring uses;~~ The development provides a good standard of amenity that will allow for acceptable levels of daylight, sunlight, privacy and outlook for adjoining and potential occupants and nearby users impacted by the development (see Policy CDH01);   ~~Demonstrates how the use of public transport and active modes of travel will lead to reduced car park usage; and~~   1. A Transport Assessment is submitted to ensure a safe pattern of vehicle and pedestrian movement (see Policy TRC01); 2. A Parking Design and Management Plan is submitted to demonstrate the suitability and arrangements for any retained or proposed parking (see Policy TRC03); ~~The parking spaces can be demonstrated as surplus to requirement or re-provided as needed~~ 3. An Air Quality Assessment is submitted in order to improve air quality and mitigate the impacts of the development (see Policy ECC02); 4. A design-led approach is taken in accordance with London Plan Policy D3.   ~~A transport assessment will be required to ensure a safe pattern of vehicle and pedestrian movement and air quality effects.~~  ~~In considering local capacity the Council may seek a dedicated development related parking strategy in order to review the existing pricing, timing, availability and management of car parking spaces.~~ | **Summary of MM**  MM30 clarifies support for redevelopment of publicly accessible surface level car parks for new homes and main town centre uses subject to compliance with other policies. This includes compliance with car parking policy TRC03.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the requirements in respect of proposals for the redevelopment of car parking spaces. Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (reference added in the introductory sentence to positive consideration being given to proposals that optimise use and capacity through redevelopment of parking spaces on suitable sites within publicly accessible surface level car parks) (2); * Minimising the need to travel and create accessible safe and sustainable connections and networks by public transport (inclusion of cross referencing to: i) Policy TRC03 parking management regarding the replacement and reprovision of car parking with in GSS12 part c) MM clarification that parking statements should be provided to demonstrate the suitability and arrangements for any retained or proposed parking; and ii) clarificatory revisions in respect of the approach to transport assessment to be consistent with policies TRC01 regarding sustainable and active travel and iii) ECC02 in respect of environmental considerations i.e. air quality in this instance (8). * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (see revisions made to Part A of the policy specifying particular amenity requirements and the related standards needing to be met consistent with, together with the addition of a cross reference to, Policy CDH01 which addresses amenity space and landscaping requirements that developments need to adhere to).   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objectives related to fostering sustainable economic growth (7); promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM31  Policy GSS13  and consequential changes to supporting text paras 4.28.1A, 4.28.1, 4.28.2, 4.28.3, 4.28.4A & 4.28.5 | **POLICY GSS13 Strategic Parks and Recreation**  To promote healthy and active lifestyles within Barnet, the Council will provide and promote leisure and recreation facilities that encourage physical activity and assist the mental wellbeing of residents. ~~The need for good access to outdoor recreation space has been highlighted by the COVID19 pandemic.~~   1. ~~Such facilities~~ Facilities may comprise of indoor and outdoor leisure provision, together with ancillary facilities and services.  The Council is bringing forward 3 new destination hubs for sport and recreation at : 2. Barnet and King George V Playing Fields; 3. Copthall Playing Fields and Sunny Hill Park; and 4. West Hendon Playing Fields. 5. ~~New indoor facilities should be located within town centres unless they are specifically designed to improve the utilisation of an open space~~ Growth Areas, District Town Centres and Local Centres are the Council’s preferred locations for new indoor facilities unless they are specifically designed to improve the utilisation of an open space (see Policy CHW01). 6. The Council will seek to actively improve the quality, quantity and access to open spaces across Barnet through new and improved outdoor sports, leisure and recreational facilities. Such improvements will be delivered alongside nature conservation and biodiversity enhancements. 7. The Council supports ~~will promote~~ the creation of a new Regional Park within designated Green Belt or Metropolitan Open Land in the Brent Valley and Barnet Plateau Green Grid Area as promoted within the All London Green Grid Strategy. | **Summary of MM**  MM31 highlights the 3 hubs for sport and recreation at Barnet and King George V Playing Fields, Copthall Playing Fields and Sunny Hill Park, and West Hendon Playing Fields. It clarifies that Growth Areas, town centres and local centres are preferred locations for new indoor facilities, unless they are specifically designed to improve utilisation of an open space. Clarifies location of Regional Park in Barnet.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to strategic parks and recreation.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  Part A of the policy names and highlights the Council’s three destination hubs for sport and recreation; Part B clarifies that Growth Areas, town centres and local centres are preferred locations for new indoor facilities, unless they are specifically designed to improve utilisation of an open space; and Part D clarifies the Council’s support for the creation of a new regional park. These MM policy wording changes will impact positively in contributing to furthering the SA/IIA objectives:   * Protect and enhance open spaces that are high quality, networked, accessible and multi-functional; (9) * Improve the health and wellbeing of the population and reduce health inequalities; (6) and * Minimise the need to travel (8).   For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM33  Policy HOU01  and consequential changes to supporting text paras 5.4.3, 5.4.4, 5.4.7, 5.4.9, 5.4.10, 5.4.10A, 5.4.11, 5.4.11A, 5.4.12, 5.4.13 & 5.4.14 | **Policy HOU01 Affordable housing**  ~~Within the context of a strategic London Plan target of 50% of all new homes to be affordable the Council will seek a minimum of 35% affordable housing from all developments of 10 or more dwellings.~~  The Council will seek to maximise delivery of affordable housing in accordance with the London Plan.  The strategic target is for 50 per cent of all new homes delivered across the Borough to be genuinely affordable. This is in accordance with the following London Plan policies H4, H5 and DF1. The Council will expect Build to Rent developments to provide affordable housing in accordance with London Plan Policy H11.  ~~For all schemes, the basis of calculations for the affordable housing requirement will relate to the number of habitable rooms or the habitable floorspace of the residential development.~~   1. **Barnet’s Affordable Housing Requirements**   In accordance with London Plan Policy H6, Barnet’s affordable housing tenure split ~~will expect~~ to be applied to major development is:   1. 60~~%~~ per cent Low-Cost Rent products including Affordable Rent, allocated according to need and for households on low incomes, and; 2. 40~~%~~ per cent Intermediate products which meet the definition of genuinely affordable housing, including London Living Rent, and London Shared Ownership.   The Council will:   1. Assess the capacity of sites ~~under the threshold~~ to ensure that development is optimised ~~at an optimum capacity~~; 2. Expect affordable housing to be delivered on the application site. Off-site provision or a cash-in-lieu contribution will only be accepted in accordance with London Plan Policy H4(B); ~~exceptional circumstances~~; 3. Require an appropriate housing mix in accordance with Policy HOU02, and 4. In optimising the use of land and site capacity through a design-led approach facilitate delivery of housing to meet the needs of each affordable housing tenure in the London Plan.   ~~Innovative housing products that meet the requirements of this Policy will be supported, including approaches that set aside a proportion of homes for critical key workers (as defined by Government~~~~[[4]](#endnote-3)~~~~) on land owned by Government departments and agencies.~~   1. **Estate Renewal and Infill**   On Housing Estates ~~(Policy GSS10)~~ the Council will seek to replace existing affordable housing in accordance with Policy GSS10. ~~whilst considering the specific circumstances of each site. , it will facilitate the right of return for existing social rent tenants from estates into new social rent accommodation. Otherwise the Council will provide the new affordable accommodation as Affordable Rent~~  ~~With regards to applications for Vacant Building Credit the Council will expect all of the following criteria to be met:~~  ~~• the building is not in use at the time the application is submitted;~~  ~~• the building is not covered by an extant or recently expired permission;~~  ~~• the site is not protected for alternative land use; and~~  ~~• the building has not been made vacant for the sole purpose of redevelopment.~~ | **Summary of MM**  MM33 clarifies that the Council is seeking to maximise delivery of affordable housing in accordance with London Plan. It also clarifies that assessment of site capacity is on basis of ensuring that development is optimised, provide certainty that off-site provision or off-site contributions are only sought in circumstances set out in London Plan. Policy re-focussed on optimising use of land and facilitating delivery of housing to meet needs of each affordable housing tenure. Provides clarification on approach to First Homes.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the delivery of affordable housing.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (this is the aim of whole policy and MM changes introduced which provide updates, clarification and serve to ensure closer alignment / general conformity with the London Plan including in respect of maximising the delivery of affordable housing, according with affordable housing tenures and the approach to Build to Rent development); (5) * Ensure efficient use of land and infrastructure (references added in Part A of the policy at c) and d) that assessment of site capacity is on basis of ensuring development is optimised, and that off-site provision or off-site contributions for affordable housing will be sought only in circumstances set out in the relevant London Plan Policy; also in Part A f) MM reference added regarding the Council optimising the use of land and site capacity through a design-led approach); (2) and * Promote social inclusion, equality, diversity and community cohesion (the deletion of the reference to innovative housing products is necessary in the absence of a justified definition, with the policy necessarily re-focussed on optimising use of land and facilitating delivery of housing to meet needs of each affordable housing tenure in accordance with the London Plan. In addition, deletion of the reference to Vacant Building Credit is necessary in the absence of local evidence which justifies a departure from national policy. The MM also provides clarification by way of adding a cross reference to Policy GSS10 Estate Renewal that replacement of existing affordable housing as part of proposals in housing estates will be in accordance with this policy) (1).   More generally, implementation of the policy with these MM changes, will indirectly positively contribute to the SA/IIA objectives related to promoting a high quality, inclusive and safe built environment (14), promote liveable neighbourhoods (4), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM34  Policy HOU02  and consequential changes to supporting text paras 5.5.3, 5.5.4, 5.5.4A, 5.5.5, 5.5.8, 5.5.9, 5.5.10 & 5.5.11.  Table 7 | **Policy HOU02 Housing Mix**  In order to deliver ~~safe, strong and cohesive~~ mixed and inclusive neighbourhoods the Council will support proposals ~~development should~~ which provide a mix of dwelling types and sizes to help meet current and future housing needs ~~in order to create sufficient choice for a growing and diverse population across all households in the Borough.~~  ~~In protecting existing housing stock across Barnet the Council will manage the conversion of residential dwellings through Policy H0U03.~~   1. **Dwelling Size Priorities**   ~~Barnet~~ The Council’s dwelling size priorities are set out in Table 7. All housing schemes are expected to include a proportion of family sized homes and reflect these dwelling size priorities unless it can be robustly demonstrated that a variation to the preferred mix is justified on a site specific basis.  ~~For market homes for sale and rent – 3 bedroom (4 to 6 bedspaces) properties are the highest priority, homes with 2 (3 to 4 bedspaces) or 4 bedrooms (5 to 8 bedspaces) are a medium priority.~~  ~~For Affordable Homes (see Policy HOU01 and supporting text):~~  ~~the smallest 2 bedroom property in this tenure is required to provide a minimum of 4 bed spaces in accordance with the residential space standards in Table 9~~  ~~2 and 3 bedroom properties are the highest priority for homes at Low Cost Rent.~~  ~~3 bedroom properties are the highest priority for homes at a Lon don Living Rent.~~  ~~2 bedroom properties are the highest priority for homes at an Affordable Rent / Low Cost Home Ownership.~~  ~~These dwelling size priorities will be subject to periodic review and update when new assessments of housing need are commissioned.~~  ~~Through the Authorities Monitoring Report (AMR) the Council will set out progress on delivering these priorities and building the right homes for the next generation. The AMR will inform the Council’s consideration of dwelling mix on a site by site basis.~~  In applying the dwelling size priorities ~~preferred housing mix~~ the Council will consider the following criteria:   1. Site size, surrounding context (including town centre location), PTAL ~~and~~ character, mix of uses and range of tenures ensuring site optimisation that is consistent with London Plan policies H1, H4 H5 and H10; 2. ~~Range of tenures;~~ 3. Provision of Build to Rent (see London Plan Policy H11); 4. Viability (in alignment with London Plan Policy DF1); and 5. Potential for custom-build and community led schemes. 6. **Specialist Housing Schemes**   ~~Innovative housing products that meet the requirements of this Policy will be supported.~~  The Council will consider applying flexibility for Specialist Housing schemes supported by Policy HOU04. | **Summary of MM**  This policy relates to the mix and type of housing to be provided. MM34 clarifies requirement to deliver mixed and inclusive neighbourhoods, and that proposals will be supported where they provide a mix of dwelling types and sizes to help meet current and future housing needs. MM re-wording to reflect purpose of Table 6 in setting out the Council’s dwelling size priorities, and that all housing proposals are expected to reflect these priorities unless it can be demonstrated that a variation to the preferred mix is justified based on criteria in Policy HOU02. Adds site optimisation and provision of Build to Rent and viability as further material considerations on mix. Clarification provided that flexibility for specialist housing schemes supported by Policy HOU04 will necessarily be applied.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the mix of dwelling types and sizes in the Borough. Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (MM changes provide updates, clarification and serve to ensure closer alignment / general conformity with relevant London Plan and LBBLP policies including clarification on the approach to Build to Rent and Specialist Housing schemes); (5) * Ensure efficient use of land and infrastructure (MM revision in Part A of the policy adding reference to ensuring site optimisation consistent with London Plan policies); (2) and * Promote social inclusion, equality, diversity and community cohesion (MM revisions to the opening sentence of the policy make explicit reference to delivering mixed and inclusive neighbourhoods and the Council’s support for proposals providing a mix of dwelling types and sizes which help to meet current and future housing needs; addition in Part B of the policy to consideration given to applying flexibility for specialist housing schemes and the deletion of the reference to innovative housing products is necessary in the absence of a justified definition) (1).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting a high quality, inclusive and safe built environment (14); promoting liveable neighbourhoods (4), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM35  Policy HOU03  and consequential changes to supporting text paras 5.6.1, 5.6.4 to 5.6.7. | **Policy HOU03 Residential Conversions and Re-development of Larger Homes**  ~~To effectively manage housing growth and ensure that residential conversions do not have a detrimental impact on the character and amenity of local areas, the Council will permit the conversion of larger homes into smaller self-contained residential units (C3) where all of the following apply~~ The Council will optimise the potential for housing delivery from residential conversions and the re-development of larger homes subject to the following criteria:  ~~:~~   1. ~~It is located within 400 metres walking distance of a major or district town centre (in accordance with Policy TOW01) or it is located in an area with a PTAL of 5 or more.~~ Sites have existing or planned public transport access levels (PTALs) 3-6 or are located within 800m walking distance of a station or town centre boundary; 2. The ~~conversion~~ proposal provides at least one ~~larger~~ family sized home ~~of 74 m² or more (gross internal floor area) and capable of providing~~ with 3 bedrooms that is capable of providing 4 bedspaces ~~on the ground floor~~ with access to a dedicated ~~rear~~ private garden; ~~of the converted home.~~ 3. The ~~original~~ gross internal floor area of the property (at time of application) should not be less than 135m2 ~~exceeds 130m²~~ where 2 self-contained residential units ~~or more~~ are proposed. At least 61m2 of gross internal floorspace is required for each additional dwelling proposed; 4. ~~The property is not in a road that is largely characterised by large houses and that no significant loss of character or amenity occurs to the area as a result of increased traffic, noise and general disturbance.~~ Proposals will be supported, provided that they do not have an unacceptable impact upon the surrounding character of the area and where there is no unacceptable impact on the amenity of occupiers of neighbouring properties of the area; 5. A good standard of living conditions and amenity for future occupiers in terms of privacy, daylight and outlook is provided; 6. ~~Minimum~~ Car and cycle parking provision in accordance with requirements of Policy TRC03; and 7. Proposals meet London Plan residential space standards (Policy D6) and the criteria set out in Policy CDH01.   The Council will apply these criteria to any proposals for the demolition and redevelopment of larger homes. | **Summary of MM**  This development management policy aimed at optimising the potential for housing delivery arising from residential conversions and the redevelopment of larger homes. The MM updates and clarifies the implementation of the policy criteria to be applied when assessing proposals and ensures closer alignment / general conformity with the London Plan. MM35 clarifies prioritisation of delivery of family homes and to address the needs identified in Table 6 of the Plan.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to residential conversions and the redevelopment of larger homes.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (MM changes provide updates, clarification and serve to ensure conversion proposals are more closely aligned with Barnet’s housing needs and general conformity with relevant London Plan and LBBLP policies); (5) * Ensure efficient use of land and infrastructure (MM revision in first paragraph and criterion a) outlining an approach that optimises potential for housing delivery in accessible locations as specified in the policy); (2) * Promote social inclusion, equality, diversity and community cohesion(MM policy revisions clarifying the approach on conversions and redevelopment of larger homes necessary to prioritise the delivery of family homes from the existing housing stock and to address the needs identified) (1); (1) * Promoting a high quality, inclusive and safe built environment (14); and promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (MM changes in part d) of the policy provide clarification on circumstances where proposals will be supported relative to surrounding character of the area and where there is no unacceptable impact on amenity of occupiers of neighbouring properties); (4) and * Minimise the need to travel and create accessible, safe and sustainable connections by road and cycling (Rewording of criterion f) in respect of car and cycle parking provision to ensure consistency with Policy TRC03 in respect of parking management) (8).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM36  Policy HOU04 and consequential changes to supporting text | Policy HOU04: Specialist Housing – Older Persons Housing, Housing choice for people with social care and health support needs, Houses in Multiple Occupation, Student Accommodation and Purpose Built Shared Living Accommodation **A: Older Persons Housing**  The Council will support proposals for specialist older persons housing (in accordance with London Plan Policy H13 - Specialist older persons housing) that contribute to meeting the indicative benchmark of 275 new specialist older persons homes per annum.  **B. Housing Choice for People** **with social care and health support needs**  The Council will support ~~P~~proposals for people with social care and health support needs which ~~should~~ :   1. ~~In~~ meet~~ing~~ an identified need and help people to live independently; 2. ~~deliver older persons housing as guided by the indicative benchmark of 275 new specialist older persons homes per annum and the tenure priorities set out in Table 8;~~ 3. ~~D~~demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area; 4. ~~Be~~ are located in areas ~~within 400m walking distance of local shops and~~ that are easily accessible by public transport with PTALS of 3 to 6, and have access to local shops, community infrastructure and health care; 5. ~~P~~provide adequate communal facilities including accommodation for essential staff on site; 6. ~~D~~deliver affordable and accessible accommodation in accordance with London Plan policies H4, H5 and D7; 7. ~~S~~support the remodelling of residential care homes to other forms of special accommodation in order to widen housing choice, support healthy and independent lives and to reduce over supply; ~~and~~ 8. provide ~~ensure that~~ vulnerable residents with ~~benefit from~~ a housing choice; and 9. ensure that additional residential care home provision is only supported when evidence of local need can be demonstrated.   **C. Houses in Multiple Occupation (HMO)**  Proposals for new HMOs will be supported where they meet the following criteria ~~must~~:   1. it is ~~D~~demonstrated that they meet the requirements of the Additional Licensing Scheme and comply ~~complies~~ with any relevant standards for Houses in Multiple Occupation; 2. it is demonstrated that they ~~M~~meet an identified need and ~~demonstrate~~ that they do not create a harmful concentration of such a use in the local area. A harmful concentration is defined as where three or more of the ten nearest properties are HMOs; 3. ~~D~~demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area. A HMO Management Plan may be sought to protect living conditions for residents and occupiers of neighbouring properties; and 4. ~~Be~~ are easily accessible by public transport, cycling and walking.   Where an existing HMO is of a reasonable standard it will be protected unless it is demonstrated that there is no local need for such accommodation.  **D: Student Accommodation**  Proposals for purpose-built and accredited student accommodation should demonstrate that:   1. they are located within an area, including town centres and main thoroughfares, that are also accessible by public transport, cycling and walking; 2. they meet an identified local or strategic need from higher educational establishments (as defined by London Plan Policy H15) within Barnet or Central London ~~that are easily accessible by public transport, cycling or walking;~~ 3. ~~they are located within an area, including town centres and main thoroughfares, that are also accessible by public transport, cycling and walking;~~ 4. the use of accommodation is secured for students of one or more specified higher education institutions through a nomination agreement; 5. a Student Management Plan, that acts as a code of conduct in managing the student housing, is agreed with the Council. Proposals involving the alternative use of the accommodation outside term time should also agree a Non-Student Management Plan to mitigate any potential impacts of the alternative use. 6. delivery of affordable student accommodation is in accordance with London Plan Policy H15; 7. the accommodation provides adequate functional living space and layout and 8. at the neighbourhood level, the development contributes to a mixed and inclusive community.   **E: Purpose Built Shared Living Accommodation**  ~~Any~~ ~~p~~Proposals for large-scale purpose-built shared living accommodation will be expected to demonstratehow they ~~are meeting an identified housing need and contribute to safe, strong and cohesive neighbourhoods. Proposals will be expected to~~ meet all criteria in London Plan Policy ~~H18~~ H16 and the following Barnet specific requirements:  • demonstrate how they are meeting an identified housing need; and  • provide a management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity.  All specialist housing proposals will be expected to meet the highest standards of accessible and inclusive design in accordance with London Plan Policies D5 - Inclusive Design and D7- Accessible Housing. | **Summary of MM**  This development management policy outlines the provision of specialist types of housing provision within the Borough. The MM updates and clarifies the implementation of the policy criteria to be applied when assessing proposals and ensures closer alignment / general conformity with the London Plan.  MM36 details re-structuring of the policy to split into sections relating to older persons housing (with cross reference to requirements of London Plan) and wider housing choice for people with social care and health support needs. Rewording in terms of support for proposals for people with social care and health support needs, as well as highlighting suitability of locations with PTAL 3 or more and accessible to local shops, as well as social infrastructure and health care. With Houses in Multiple Occupation (HMOs), proposals should demonstrate that they meet an identified need and avoid an overconcentration. Protection of living conditions for residents and occupiers of neighbouring properties may be sought through an HMO management plan. Clarification that existing HMO of a reasonable standard is protected unless no need demonstrated. Re-wording that student proposals demonstrate how they meet an identified housing need, provide a management plan so no unacceptable impact on living conditions of occupiers of neighbouring properties. All specialist housing proposals expected to achieve highest standards of accessible and inclusive design in accordance with London Plan Policies D5 and D7.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to specialist housing.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (MM changes including, at Part A, a new section for specialist older persons housing with cross reference to requirements in London Plan); (5) * Promote social inclusion, equality, diversity and community cohesion (MM wording revisions in Part B to express support for proposals for people with social care and health support needs. Also, additional paragraph at the end of the policy stating that all specialist housing proposals will be expected to achieve the highest standards of accessible and inclusive design in accordance with relevant London Plan policies); (1) * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8); and Promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions in Part B to focus on PTAL 3 or more as offering suitable locations that are well served by public transport and a specific requirement of being accessible to local shops, together with community infrastructure and health care aligning with the London Plan); (4) and * Promoting a high quality, inclusive and safe built environment (MM revisions in Part C clarifying that Houses in Multiple Occupation (HMO) proposals demonstrate that they meet an identified need and avoid overconcentration of HMO in the local area; that protection of living conditions for residents and occupiers of neighbouring properties may be sought through a HMO management plan; and that where an existing HMO is of a reasonable standard they will be protected unless it is demonstrated that there is an absence of need for HMO accommodation in the local area. In Part E – re-wording to ensure that purpose built shared living accommodation proposals demonstrate how they meet an identified housing need in Barnet and provide a management plan to ensure no unacceptable impact on the living conditions of occupiers of neighbouring properties and also meet London Plan policy requirements (14).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM37  Policy HOU05  and consequential changes to supporting text | **Policy HOU05 Efficient Use of Barnet’s Housing Stock**  The Council will ensure the efficient use of Barnet’s housing stock in addressing identified housing needs.  1. Development resulting in the net ~~L~~loss of residential accommodation will ~~not~~ be supported only in limited circumstances, where ~~permitted unless~~:   1. the proposed use is for the provision of social, physical or green infrastructure; ~~a local community facility (children’s nursery, educational or health use) where~~ 2. a local need for that social, physical or green infrastructure can be clearly demonstrated, and; ~~demand for the local community facility cannot be met within the Council’s preferred locations for such uses (see Policy CHW01) and~~ 3. the proposed use is not detrimental to residential amenity.~~; or~~ 4. ~~The location is no longer viable for residential use; or~~ 5. ~~The location involves Estate Renewal and Infill with demolition of housing and estates (see Policy GSS10) which provides for the net replacement of the total residential units; or~~ 6. ~~The location is within a Growth Area, Town Centre or Local Centre which provides for the net replacement of the total residential units~~.   ~~2. The Council will utilise its regulatory powers to reduce the number of vacant dwellings and bring them back into use.~~  2. The Council will protect housing from permanent conversion to ‘short-stay holiday rental accommodation that is used for more than 90 days a year’.  3. Opportunities for the temporary (meanwhile) use of vacant buildings or land awaiting longer term development for a socially beneficial purpose, are encouraged. Such temporary (meanwhile) accommodation should not have an unacceptable impact on residential amenity or prevent sites from being redeveloped in a timely fashion. | **Summary of MM**  MM35 re-wording provides positive approach in setting out the specific limited circumstances where a net loss of housing will be supported. Expressed support for provision of social, physical or green infrastructure where local needs are clearly demonstrated. Requires proposed use not to be detrimental to amenity of existing residents. Clarification about ‘short-stay holiday rental accommodation to be used for more than 90 days a year’. Supports temporary (meanwhile) uses subject to no unacceptable impact on the amenity of existing residents and that they would not prevent sites from being redeveloped.  The policy promotes the efficient use of Barnet’s housing stock to meet identified needs. The MM provides clarification regarding assessing proposals that would result in a net loss of residential accommodation, protecting permanent conversion to short term holiday rental and the provision of temporary meanwhile accommodation.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to ensuring the efficient use of Barnet’s housing stock.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure residents have access to good quality, well located, affordable housing (MM changes in particular Section 1 of the policy setting out the very limited circumstances where a net loss of residential accommodation will be supported); (5) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and promote a high quality, safe, inclusive and safe built environment (14) (MM wording revisions in Sections 1c and 3 of the policy affording protection to existing residential amenity).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting social inclusion, equality, diversity and community cohesion (1), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM38  Policy HOU06 and supporting text | **Policy HOU06 Meeting Other Housing Needs**  In ensuring that there are the right homes to address housing needs the Council will:  Build to Rent  a In consideration of Build to Rent schemes as an alternative to traditional built for sale the Council will apply the following criteria:  ii All units are self-contained and let separately; and  iii There is unified ownership and unified management of the Build to Rent scheme.  B Requirements for affordable housing will be considered against London Plan Policy H13 Build to Rent.  Self-Build and Custom Housebuilding  c Neighbourhood Plans will be encouraged to identify opportunities for Self -Build and Custom Housebuilding | **Summary of MM**  MM38 shows that this policy is to be deleted as proposals for build to rent and self-build are now addressed within the MM to Policy GSS01 above which adds a policy approach to proposals for build to rent and self-build and custom housebuilding as part of the strategic approach to delivering sustainable growth.  Matters previously covered by this draft policy HOU06 are now alternatively covered in Policy GSS01 (as modified) and the MM SA assessment in respect of build to rent and self build and custom housebuilding is now therefore provided within the assessment for policy GSS01. |
| MM39  Policy HOU07 | **Policy HOU 06 ~~07~~ Gypsies, Travellers and Travelling Showpeople**  The Council have identified ~~can demonstrate that there is~~ no objectively assessed need for pitches and plots for Gypsies and Travellers and Travelling Showpeople households.  ~~Any~~ In the event that proposals for such accommodation ~~that~~ do come forward ~~will be considered~~ the Council will consider planning applications on the basis of and attach weight to ensuring:  Effective use of previously developed land including close proximity to a main road and safe access to the site with adequate space on site to allow for the manoeuvring of vehicles;  Reasonable access to local shops and other community facilities, in particular schools and health care;  ~~Scale of the site is in keeping with local context and character.~~  ~~Appropriate landscaping and planting to address impact on amenity and enable integration of the site with the surrounding environment.~~  ~~Any use on the site does not have any unacceptable adverse impacts on neighbouring residents.~~  ~~Appropriate facilities must be provided on-site, including water and waste disposal.~~  ~~That flood risk and the impacts of climate change are taken into account when assessing the suitability of sites to ensure that residents on these sites are not highly vulnerable to flooding.~~  c) The site does not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, including the potential for noise, traffic movements and other activities likely to be taking place within or in the vicinity of the site;  d) The layout of the site, associated facilities and landscaping, including pitches, hard-standings, amenity blocks, parking, turning areas, playspaces and boundary treatments, are well planned to ensure the amenity and healthy lifestyles of site residents as well as adjoining occupiers, and facilitate the integration of the site in such a way as to positively enhance the environment and increase its openness;  e) The site has, or will have, a s”pply’of essential services, such as mains gas and electricity, water, sewerage, drainage and waste disposal; and  f) The site is not located in an area at high risk of flooding, including functional floodplains. | **Summary of MM**  MM39 clarifies that the Council have identified no objectively assessed need for provision of pitches and plots for Gypsies and Travellers and Travelling Showpeople households. Proposals for accommodation will be supported if they meet the listed criteria. MM rewording include in respect of requirements of development in terms of unacceptable impacts on character and amenity. Clarification on flood risk and the approach to negotiated stopping as part of the management of unauthorised encampments, and a commitment that the preparation and publication of findings of a London-wide Gypsy and Traveller accommodation needs assessment, will as necessary help to inform an early review of the LBBLP.  MM revisions provide certainty that in the event that proposals for Gypsies and Travellers, and Travelling Showpeople accommodation come forward they will be supported provided that they meet the listed criteria.  The MM updates and clarifies the implementation of the policy criteria to be applied when assessing relevant proposals and ensures closer alignment / general conformity with the London Plan and national policy guidance. It is noted that the Mayor of London is currently undertaking a London Gypsy and Traveller Accommodation Needs Assessment (GTANA), the results of which will be used to inform the next iteration of the London Plan. Also, the proposed inclusion of this policy as a strategic policy within the LBBLP (MM8 refers) and therefore, within the scope of the early review of the Plan should help to ensure that if unmet needs are identified in the future they can be addressed.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to addressing the accommodation needs of gypsies, travellers and travelling showpeople.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land (MM at part a) of the policy adds an explicit reference to ensuring the effective use of previously developed land); (1) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM rewording in part c ensures equivalent requirements to those that apply to other forms of development in terms of avoiding unacceptable impacts on the character of the area and the amenity of occupiers and neighbouring residents, including in terms of noise and air quality); (4) * Promote a high quality, safe, inclusive and safe built environment (MM wording in particular to revisions to sections c, d and e of the policy with revisions referencing layout and landscaping consistent with national policy; and ensuring that sites have, or will be served by, a suitable supply of essential services including provision of mains gas and electricity, water, sewerage, drainage and for waste disposal); (3) * Minimise and manage the risk of flooding (MM revision at part f provides clarification on the approach to flood risk to ensuring consistency with the requirements of national policy); (13) * Improving the health and wellbeing of the population and reduce health inequalities (MM revisions to part c of the policy refer to sites not having an unduly adverse impact on the local environment and amenities of both existing and future residents, thereby promoting healthy lifestyles and assisting the integration of the site with surrounding communities); (6) * Promote social inclusion, equality, diversity and community cohesion (MM changes proposed through the policy including all those referenced above in respect of other SA /IIA objectives, will serve to positively further this objective (14).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring residents have access to good quality, well located, housing (5).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM41  Policy CDH01  and consequential changes to supporting text | **Policy CDH01 Promoting High Quality Design**   1. In order to make the most efficient use of land ~~residential~~ ~~proposals~~ all new development must ~~be developed at an~~ optimise the capacity of sites~~um density~~. A design-led approach (set out in London Plan Policy D3) to optimise ~~determine~~ site capacity should deliver the most appropriate form and land use for the site. ~~An optimum density.~~ This approach should include consideration of ~~consider~~ local context and capacity for growth, accessibility by walking and cycling and existing and planned public transport ~~as well as the capacity of~~ and infrastructure, and support higher density development in the most sustainable and well-connected locations and areas with existing high-density development. 2. All new development should be of a high architectural and urban design quality and have regard to the National Model Design Code, and guidance within the ~~Barnet’s~~ Sustainable Design and Development Guidance SPD which, once published, will set out a ~~and~~ Design Code for Small Sites. This will promote, and provide guidance on achieving, ~~ensure the resulting homes and local environment are of a~~ higher standards of homes and local environment together with consideration of the incorporation of ~~and~~ biodiversity, water management and sustainable drainage measures. ~~Are incorporated.~~ 3. The Council will expect development proposals to:    1. Respond sensitively to the distinctive local character and design, building form, patterns of development, scale, massing, roof form and height of the existing context.    2. Use materials of a suitable quality and appearance to respect local character and setting.    3. Ensure attractive, safe and, where appropriate, vibrant streets which are designed in accordance with the Healthy Streets Approach, (set out in London Plan Policy T2), ~~and~~ with active frontages that provide visual interest, particularly at street level~~.~~, that help to improve street safety and amenity, promote active travel and reduce car use as well as to improve health and reduce inequality.    4. ~~Adopt~~ Provide safe and secure environments, meeting the requirements of the Building Safety Act 2022 and having regard to Secured by Design principles to ~~create safe and secure environments that~~ reduce opportunities for crime and help minimise the fear of crime.    5. ~~Apply~~ Comply with the requirements set out in Tables ~~9~~ 8 and ~~10~~ 9 for the internal layout and design of new homes, ~~in accordance with national residential space standards~~ ~~and the London Plan~~.    6. Provide a good standard of amenity that is consistent with other policies in the Plan and will ~~A~~ allow for ~~adequate~~ acceptable levels of daylight, sunlight, privacy and outlook for adjoining and potential occupants ~~occupiers~~ and nearby users impacted by the development.    7. Provide ~~accessible~~ outdoor amenity space to comply with Policy CDH07~~5~~.    8. Building design should consider solutions to minimise light pollution and avoid intrusive lighting infrastructure, whilst addressing security and safety issues.    9. ~~viii~~ Mitigate adverse noise impacts on the surrounding environment and amenity through design, layout, and insulation in accordance with the Agent of Change principle introduced through London Plan Policy D13. | **Summary of MM**  MM41 re-wording to reflect the purpose and role of associated SPD. Revisions for soundness, general conformity with London Plan including policies D3 and T2 in respect of design-led approach to development. Clarification on provision of safe environments, and that proposals should design out crime with secured by design principles. Clarifies that development may affect amenity of occupiers of property beyond those immediately adjacent and refers to threshold for acceptability of amenity impacts that is consistent with other policies in the Plan. Broadens scope to address pollution impacts. In supporting text adds reference to the Healthy Streets Approach, Secured by Design as well as references to relevant fire safety legislation.    The MM provides clarification on the detailed design related matters that proposals will be expected to address where it is relevant to do so. In addition to clarifying the implementation of the policy criteria to be applied when assessing relevant proposals, the MM also updates the policy in respect of national legislation and guidance and ensures closer alignment / general conformity with the London Plan.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to promoting high quality design**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land (MM addition in part A of the policy makes specific reference to all new development optimising the capacity of a site); (2) * Foster sustainable economic growth (MM at part A of the policy makes specific reference to the design led approach needing to consider in addition to local context, the capacity for growth); (7) * Promote a high quality, safe, inclusive and safe built environment (14) (MM wording revisions throughout the policy in particular to revisions to part B and in terms of design the expectations for all new development in achieving higher standards of homes and local environment, additions to part C c) in ensuring attractive, safe and vibrant streets to improving street safety and amenity, as well as to improve health and reduce inequality (6), part C d) meeting the requirements of the Building Safety Act 2022, and parts C h) and C i) in respect of highlighting the need for development proposals to address local environment, safety and amenity issues); * Minimising the need to travel and create accessible safe and sustainable connections and networks by public transport (MM adds reference in section A to support for higher density development in the most sustainable and well-connected locations; thereby serving to minimise the need to travel, and section C c) in ensuring attractive, safe and vibrant streets to promoting active travel and reducing car use); (8) * Improving the health and wellbeing of the population and reduce health inequalities (MM revisions to section C c of the policy in ensuring attractive, safe and vibrant streets add specific reference to the measures improving health and reducing inequality); (6) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy in particular those in section C of the policy in respect of the design related matters that development proposals are expected to address (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring that residents have access to good quality, well located, affordable housing (5), and promoting social inclusion, equality, diversity and community cohesion (1).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM44  Policy CDH02  and consequential changes to supporting text | **Policy CDH02 Sustainable and Inclusive Design**  **A. Sustainable Design and Construction**  a) All new development is required to mitigate and where necessary adapt to the impacts of climate change, adopting sustainable ~~technology and~~ design and construction principles in accordance with Policy ECC01.  ~~b)~~ ~~Major development is required to be net zero-carbon in accordance with the Mayor’s Energy Hierarchy, supported by an energy masterplan to identify the most effective energy supply options and utilise energy from waste.~~    b)~~c)~~ Development proposals are ~~required~~ encouraged to achieve a ~~minimum~~ BREEAM ‘Very Good’ rating or higher ~~in accordance~~ with due regard to the guidance within the Sustainable Design and Development Guidance SPD25.    ~~d)~~c) Microclimate/Wind and Thermal Conditions are required, with due regard to ~~be managed in accordance with~~ guidance within the Sustainable Design and Development Guidance SPD.  **Inclusive Design and Access Standards**  a) ~~e)~~ Development proposals are required to meet the highest standards of accessible and inclusive design (as set out in London Plan Policy D5). An Inclusive Design Statement should be included within the Design and Access Statement ~~is required~~ to ensure that proposals meet the following principles:  i. can be used safely, easily and with dignity by all;  ii. are convenient and welcoming with no disabling barriers, so everyone can access developments and use their facilities ~~them~~ independently without undue effort, separation or special treatment; and  iii. are designed to incorporate safe and dignified emergency evacuation for all building users.    b) ~~f)~~ ~~All residential development is required to meet as a minimum Building Regulation M4 (2) ‘accessible and adaptable dwellings’.~~ Provide accessible housing in accordance with London Plan Policy D7 whereby residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’ and all other dwellings meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.    ~~g) All major residential developments are required to provide 10% of new units as ‘wheelchair user dwellings’ in order to meet Building Regulation M4 (3).~~ | **Summary of MM**  MM44 rewording for soundness general conformity with London Plan. Clarifications in respect of climate change and that BREEAM applied to development proposals for non-residential buildings. Inclusive Design Statements required within Design and Access Statements to ensure alignment with London Plan Policy D5.  This development management policy relating to sustainable and inclusive design includes requirements for development proposals leading to the delivery of higher quality and sustainable design.  The MM provides clarification on the detailed design related matters that proposals will be expected to address where it is relevant to do so. In addition to clarifying the implementation of the policy criteria to be applied when assessing relevant proposals, the MM also updates the policy in respect of national legislation and guidance and ensures closer alignment / general conformity with the London Plan.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to sustainable and inclusive design and construction.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Reduce the contribution to climate change and enhance community resilience to climate change impacts (MM revisions to part a) of the policy adds reference to new development where necessary needing to adapt to the impacts of climate change) (11); and * Access to good quality, well located, affordable housing (5); promote a high quality, safe, inclusive and safe built environment (14) and promoting social inclusion, equality, diversity and community cohesion (1) (MM revisions to part b) refers to achieving BREEAM ‘Very Good’ rating or higher and parts d) and e) of the policy reference the requirements for development proposals with regards addressing inclusive design and access standards).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6); promote resource efficiency and maximise the protection and enhancement of natural resources (12) and promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM45  Policy CDH03  and consequential changes to supporting text | **Policy CDH03 Public Realm**  Public realm should form an integral part of the design process for development proposals to enhance the connection between publicly accessible space and the built environment. Development proposals should therefore contribute positively to the public realm by:   1. Relat~~e~~ing to the local and historic context and incorporate high quality design, landscaping, planting, street furniture and surfaces, including green infrastructure and sustainable drainage provision. 2. Being designed to meet the Mayor of London’s Healthy Streets Approach Indicators, (as required by Policy CDH01 and London Plan Policy T2), to promote active travel and ~~discourage~~ reduce car usage, together with positive safety and amenity changes to the character and use of streets aimed at improving health and reducing inequalities. ~~with avoidance of barriers to movement and consideration given to desire lines~~. 3. Provid~~e~~ing a safe and secure family and young people friendly environment for a variety of appropriate uses, including meanwhile uses and open street events. 4. Utilis~~e~~ing the Secured by Design Resilient Design Tool for places where crowds may congregate in larger numbers, to consider ~~proportionate~~ use of design features to facilitate more robust safety and security measures. Development proposals should incorporate measures that are proportionate to the risk and the likely consequences of any incident. 5. Considering the relationship between building design and the public realm to enhance amenity value, vibrancy and natural surveillance. 6. Ensur~~e~~ing appropriate management of publicly accessible private space ~~in accordance with the~~ with due regard to London Plan Policy D8 – Public Realm, the Public London Charter (London Plan Policy D8(H)), and Council Town Centre Frameworks and S~~s~~trategies. ~~and public realm design frameworks.~~ 7. ~~Incorporate~~ Encouraging where appropriate the use of high quality public art in the design of spaces ~~(where appropriate)~~. 8. Ensur~~e~~ing that way-finding pedestrian signage is sensitively located ~~and consistent with Legible London~~ with due regard to Transport for London’s Streets Toolkit. | **Summary of MM**  MM revisions for soundness, general conformity with London Plan. Emphasises that development required to contribute positively to the public realm. Clarification on Healthy Streets Approach and rewording on safety and security issues for crowds. Highlight that due regard be given to the Council’s town centre strategies as well as TfL’s Streets Toolkit.  The MM provides clarification on the detailed public realm related matters that proposals will be expected to address where it is relevant and to do so. In addition to clarifying the implementation of the policy criteria to be applied when assessing relevant proposals, the MM also updates the policy to ensure closer alignment / general conformity with the London Plan and related guidance.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to the public realm.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4) and protect and enhance open spaces that are high quality (9) (MM revisions throughout the policy refer in respect of these two objectives); * Promote a high quality, safe, inclusive and safe built environment (MM revisions to part d) making specific reference to design features facilitating more robust safety and security measures); (14) * Promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6) (MM revisions to part b) add reference to positive safety and amenity changes to the character and use of streets aimed at improving health and reducing inequalities); * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (MM revision in part b) to reducing car usage and h) referencing TfL’s streets toolkit) (8).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring efficient use of land and infrastructure (2) and fostering sustainable economic growth (7).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM46  Policy CDH04  and consequential changes to supporting text | **Policy CDH04 Tall Buildings**  a) Tall buildings (8 ~~to 14~~ storeys and above or ~~(~~26 ~~to 46~~ metres ~~above~~ and above ground level~~)~~) may be appropriate in the following locations ~~strategic locations~~:   * Brent Cross Growth ~~(Opportunity)~~ Area (Policy GSS02); * Brent Cross West Growth ~~(Opportunity)~~ Area (Policy GSS03); * Colindale Growth ~~(Opportunity)~~ Area including Grahame Park Estate (Policy GSS06); * Cricklewood Growth ~~(Opportunity)~~ Area (Policy GSS04); * Edgware Growth Area (Policy GSS05); * West Hendon Estate (Policy GSS10)~~;~~ and   Locations specified on Map 4 and also depicted on the Policies Map.   * ~~New Southgate Opportunity Area~~~~27~~ ~~(Policy GSS09);~~ * ~~Major Thoroughfares - Edgware Road (A5) and Great North Road (A1000) (Policy GSS11); and the~~ * ~~Town Centres of Finchley Central and North Finchley (Policy GSS08)~~   Annex 1 - Schedule of Proposals also includes sites that may be appropriate for tall buildings.   1. ~~b) Tall buildings of 15 storeys or more (‘Very Tall’) will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity Area or Growth Area.~~ 2. ~~c) Any proposal for a ‘Very Tall’ building must have a legible and coherent role, integrating effectively to its location in compliance with part d)~~ 3. ~~d)~~ ~~The Council will produce SPD on Building Heights Supplementary Planning Document. which will set out within the identified strategic locations, the parameters for tall and very tall buildings within the areas and site locations identified as being potentially appropriate for tall buildings.~~   ~~e)~~ c) Proposals for Tall ~~and Very~~ Buildings must adequately address all the criteria in London Plan Policy D9C, including in terms of acceptable cumulative visual, environmental and functional impacts including siting, microclimate, wind turbulence, noise, daylight and sunlight, reflective glare, aviation, navigation and electronic communication or broadcast interference; ~~will be assessed in accordance with the visual, functional, environmental and cumulative impacts set out in London Plan Policy D9 Tall Buildings. Particular attention will be given to assessing the following:~~  ~~i. how the building relates to its surroundings, both in terms of how the top~~  ~~affects the skyline and how its base fits in with the streetscape, and integrates within the existing urban fabric, contributing to pedestrian permeability and providing an active street frontage where appropriate, ii. how the building responds to topography, with no adverse impact on longer~~  ~~range Locally Important Views (as shown in Map 4), as well as mid-range and intermediate views iii. the buildings contribution to the character of the area. Proposals should~~  ~~take account of, and avoid harm to, the significance of Barnet’s and neighbouring boroughs heritage assets and their settings.~~  ~~iv. the relationship between the building and the surrounding public realm,~~  ~~v. the relationship between the building and the natural environment, including~~  ~~public open spaces and river corridors Taller elements should be set back from any rivers and water courses and designed so as not to cause harm to the wildlife, including directing artificial light away from the river corridor. vi. buildings should not interfere with digital connectivity in compliance with Policy TRC04 nor have a possible negative impact on solar energy generation on adjoining buildings~~   1. ~~ensuring that the potential microclimatic impact does not adversely affect levels of comfort, including wind, daylight, temperature and pollution~~   d) Proposals are required to have regard to the Locally Important Views depicted on Map 4 and the Policies Map  e) Proposals for tall ~~and very tall~~ buildings will need to provide evidence of how they have complied with the criteria in this policy ~~as well as~~ and ~~the~~ London Plan Policy D9 ~~and~~ as well as related policies (in particular CDH01, CDH08, ECC01, ECC02 and TRC04) contained within the Local Plan. ~~Historic England guidance on tall buildings.~~  f) 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. Proposals that involve residential buildings over 30 metres in height will need to provide two staircases to meet Building Regulations standards on Fire Safety.  ~~Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.~~  ~~Proposals should be of an exemplary standard in architectural quality and materials to ensure the appearance and architectural integrity of the building is maintained.~~  Barnet’s definition of a Tall Building and identification of ~~strategic~~ locations where tall buildings may be appropriate does not mean that all buildings up to 8 storeys or to a height of 26 metres are acceptable in these locations or elsewhere in the Borough. ~~Such proposals will be assessed in the context of other planning policies, in particular Policy CDH01 – Promoting High Quality Design, to ensure that they are appropriate for their location and do not lead to unacceptable impacts on the local area.~~  The Council will produce a Designing for Density Supplementary Planning Document. This will provide guidance on how the appropriateness of Tall Building proposals will be assessed relative to the impacts detailed in London Plan Policy D9C. It will also set out good practice design guidance on site-specific and character considerations including typologies related to uses, views, form, public realm, safety, amenity and microclimates. | **Summary of MM**  Whilst this policy does not prescribe either a quantum or specific type of development, the MM clarifies locations where tall buildings may be appropriate and influences site considerations as well as decision making and outcomes.  MM revisions for soundness provide revised wording to ensure closer alignment / general conformity with the London Plan and clarification on the roles and status of current and proposed future SPDs. Changes include setting no upper storey or metre height limit; and clarifying that locations for tall buildings are evidence based. As the setting of a height limit was not justified, reference to this in the policy is therefore necessarily being removed thereby allowing assessment of the suitability of each proposal in the context of its surroundings. Clarification that locally important views identified on Map 4 are a relevant consideration for applications. In addition to clarifying the implementation of the policy criteria to be applied when assessing relevant proposals, the MM also updates the policy in respect of national legislation with reference added to the Building Safety Act 2022. Clarification provided on how visual impact will be addressed in line with London Plan Policy D9(C).  The policy stipulates the areas within Barnet where construction of tall buildings (defined as 8 storeys or 26m and above) may be appropriate.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to tall buildings.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer); (4) * Promote a high quality, safe, inclusive and safe built environment (MM revisions to part f) making specific reference to the Building Safety Act 2022); (14) * Ensure efficient use of land and infrastructure (MM revisions in part a) to the definition of tall buildings removing the upper height / number of stories limit and the deletion of the very tall buildings category together with the revisions provided in part a) of the policy, clarifying locations that may be appropriate for a tall building, all refer) (2)   More generally, implementation of the policy with these MM changes will help to ensure that the suitability of a proposal is determined on the basis of its relationship with its surroundings and this in turn will indirectly positively contribute to the SA/IIA objectives related to ensuring access to good quality, well located affordable housing (5), conserving and enhancing the significance of historic assets and their settings (3); minimising the need to travel (8); promoting social inclusion, equality, diversity and community cohesion (1) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM48  Policy CDH05  and consequential changes to supporting text | **Policy CDH05 Extensions**  ~~Proposals for extensions should follow good design principles in accordance with Barnet’s suite of design focused SPDs. Measures such as green roofs and small scale renewable energy infrastructure that improve the sustainability of buildings will be encouraged.~~  ~~Extensions to properties should :~~  The Council will support proposals for extensions to any building that:   * + - 1. Complement the character of the existing building, particularly in terms of ~~scale,~~ style, form and materials.       2. Are ~~Be~~ subordinate to the existing building in terms of size, scale ~~or~~ and/or height and in the case of upward extensions of tall buildings, comply with Policy CDH04.       3. Incorporate a roof profile ~~and materials~~ sympathetic to the existing property.       4. Maintain an acceptable outlook and adequate spacing between any surrounding buildings with regards to Policy CDH01.       5. Retain satisfactory amenity space and landscaping in accordance with Policy CDH07:  1. For non-residential development this means ensuring soft landscaping is retained where important to ensure development responds sensitively to distinctive local character and design; and   b) Extensions to existing residential buildings should not reduce amenity space provision below the standards set out in Table 10.   * + - 1. Avoid significant adverse impacts on the sunlight/daylight to neighbouring properties with regard to Policy CDH01.       2. Maintain or improve the appearance of the locality or street scene with regard to Policy CDH01.       3. Respect the privacy of surrounding residents, with regard to Policy CDH01, having regard to the position of windows, layout/use of rooms, any changes in land levels, floor levels and boundary treatment.   ~~Not result in a significant cumulative impact on the environmental quality of the area.~~  ~~Improve energy efficiency and incorporates renewable sources of energy~~. ~~Extensions to existing properties should not result in amenity space provision falling below the standards set out in Table 11.~~   * + - 1. Follow good design principles. This includes having due regard to the guidance provided in any extant relevant SPD addressing matters of sustainable design. | **Summary of MM**  MM revisions for soundness to ensure closer alignment / general conformity with London Plan. Clarification on roles and status of current and proposed future SPDs. To ensure effective implementation, the MM adds cross references to other relevant policies included within the Barnet Local Plan including retention of satisfactory amenity space in accordance with Policy CDH07.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to extensions.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality, safe, inclusive and safe built environment (MM revisions throughout the policy but in particular the addition of the final criterion in respect of proposals needing to follow good design principles); (14) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer) (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring access to good quality housing (5) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM49  Policy CDH06  and consequential changes to supporting text | **Policy CDH06 Basements and below ground development**  ~~Proposals for basements should follow good design principles in accordance with the Barnet’s suite of design focused SPDs~~  Basement and other below ground development proposals to buildings ~~properties~~ should:  a) Ensure that trees and tree roots of value within the site, and trees and their roots on ~~or~~ neighbouring land,~~adjoining the site~~ are not damaged;  b) Ensure that amenity space is retained in accordance with Policy CDH07 ~~not more than 50% of the amenity space (garden or front court yard) is removed~~;  c) Ensure the site’s suitability taking account of ground conditions and any risks from land instability, contamination and ~~Have no demonstrable adverse impact on neighbouring~~ ground water conditions;  d) Be subordinate in size to the building ~~property~~ being extended; ~~and~~  e) With regards to any exposed areas should respect ~~I~~ building’s original design, character and proportions for any visible aspects of the extension;  f) ~~e)~~ Ensure railings, grilles and other light-well treatments avoid creating visual clutter and detracting from an existing frontage or boundary wall, or obscuring front windows;  g) ~~f)~~ Be able to function properly for the purpose intended, with rooms of an adequate size and shape receiving acceptable levels of natural lighting and ventilation. All habitable rooms within basement accommodation ~~should have minimum headroom of 2.5 metres;~~ should comply with the minimum ceiling height standards set out in London Plan Policy D6;  h) ~~g)~~ Consider impact of forecourt parking on light to basement windows; and  i) ~~h)~~ ~~Not be located in Flood Zone 3B.~~ Where appropriate be accompanied by a site- specific flood risk assessment in accordance with the NPPF.  j). Should follow good design principles. This includes having due regard to any extant relevant SPD addressing matters of sustainable design.  Basement and below ground development will be considered with regard to the relevant requirements of Local Plan policies CDH01, CDH07, ECC01 and ECC02. | This development management policy relates to subterranean, basement and other forms of below ground development. The policy ensures that regard is had to local geological conditions, thus ensuring that new development will not impact upon subterranean hydrological systems. Changes include policy renamed as also applicable to different forms of below ground development.  The MM provides revised wording to ensure closer alignment / general conformity with the London Plan, clarification on the roles and status of supporting guidance to ensure effective implementation also adds cross references to other relevant policies included within the Barnet Local Plan. Part h) is replaced with a requirement that the proposal is in compliance with flood risk requirements of national policy.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to basements.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality, safe, inclusive and safe built environment (MM revisions throughout but in particular the addition of the final criterion in respect of proposals needing to follow good design principles); (14) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer); (4) * Maximise protection of natural resources (see references added at c) to ensuring the site’s suitability taking account of ground conditions and any risks from land instability, contamination); (12) * Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity (MM revisions to part a) regarding ensuring trees / tree roots on neighbouring land are not damaged); (10) and * Minimise and manage the risk of flooding (13) and enhance resilience to climate change impacts (11) (MM additional reference where appropriate proposals be accompanied by a site specific flood risk assessment in accordance with national policy).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring access to good quality housing (5) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM50  Policy CDH07  and consequential changes to supporting text  Sections 6.21 to 6.22 & | **Policy CDH07 Amenity Space and Landscaping**  A. Development proposals should ~~as a minimum~~ ~~provide~~:   * 1. a) Meet as a minimum the outdoor ~~A~~amenity space requirements as set out in Table ~~11~~ 10; and   2. b) Provide play spaces in accordance with London Plan Policy S4 of the London Plan. ~~and the Mayor’s SPG on Shaping Neighbourhoods – Play and Informal Recreation~~.   3. ~~Where amenity space does not meet the standards in (i) or (ii) contributions to off-site provision will be expect~~   4. ~~ed.~~   B ~~Development proposals~~ Whncludinglud~~e~~ing hard and/or soft landscaping ~~must~~ ensure that:   * 1. a) Design and layout is sympathetic to the local character, whilst providing adequate ~~effective~~ amenity space that is fit for purpose and access for both existing and future occupiers with minimal visual impact and~~,~~ with particular regard to avoiding unusable space ~~parking areas~~.   2. b) Hardstandings ~~should~~ contribute positively to the streetscene, maintaining a balance between hard and soft landscaping;~~,~~ ~~with opportunities taken to add wild gardens supported where~~   3. c) Where possible soft landscaping is designed to provide biodiversity benefits such as habitat creation using native species   4. d) Provision is made for an appropriate level of new and existing wildlife habitat including tree and shrub planting to enhance biodiversity ~~. There is no net loss of wildlife habitat and that there is a biodiversity net gain of at least 10%, either within the development site or off site and~~ in accordance with Policy ECC06.   5. e)Existing trees ~~and their root systems are safeguarded, or replaced if necessary with suitable size and species of tree.~~ of value should be retained wherever possible. Retained trees must have their stems, canopy and root systems safeguarded. Where trees are removed they should be replaced with trees of equal value and of suitable sizes and species. In circumstances where it is demonstrated that it would not be possible to provide replacement trees on site to the value removed, a contribution to the Council for any residual value may be made to provide trees within nearby streets and open spaces. This may be secured using a planning obligation.   f) Provision is made for Sustainable ~~Urban~~ Drainage Systems in accordance with Policy ECC02A. | **Summary of MM**  MM revisions for soundness, to ensure closer alignment / general conformity with London Plan and clarifications to ensure the effective and consistent implementation of the policy. These include clarification about amenity space standards set out in the Plan and provision of playspaces in line with London Plan; clarification on elements regarding amenity, access and parking areas, reference to the amenity of both existing and future occupiers of property. Also, clarification that landscaping should be designed to provide biodiversity benefits.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to amenity space and landscaping.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity (MM revisions to parts c) in respect of reference added to biodiversity benefits and habitat creation, and e) detailed reference added to the requirements in respect of both retained and replacement trees refer); (10) * Ensuring residents have access to good quality housing (5), and promote a high quality, safe, inclusive and safe built environment (14) (MM revisions throughout the policy refer); and * Promote social inclusion, equality, diversity and community cohesion (MM revisions in part B of the policy in respect of the need for proposals to provide adequate effective amenity space that is fit for purpose and access for both existing and future occupiers with particular regard to avoiding unusable space) (1).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM51  Policy CDH08  and consequential changes to supporting text | **Policy CDH08 Barnet’s Heritage**    In accordance with national policy, t~~T~~he Council will ensure that Barnet’s designated heritage assets ~~(designated and non-designated)~~, including its conservation areas, statutory listed buildings, scheduled monuments, registered historic parks and gardens, ~~archaeological remains, locally listed buildings~~ registered historic battlefield, and its non-designated heritage assets (referred to in Barnet as local heritage assets) are conserved and enhanced in a manner appropriate to their significance. These assets are an irreplaceable resource which greatly contribute to the Borough’s distinctive character and should continue to be enjoyed by present and future generations.  **~~Designated Heritage Assets~~**  ~~Great weight will be placed on the conservation of the Borough’s designated heritage assets, including listed buildings and conservation areas, when considering the impact of development proposals. Any harm to, or loss of, the designated heritage asset will require clear and convincing justification. Substantial harm to, or loss of, designated heritage assets will not be permitted unless it can be demonstrated that substantial public benefits will be achieved that outweigh such harm or loss.~~    ~~Where less than substantial harm will result from a development proposal, this harm will need to be balanced against any public benefits that emanate from the proposal.~~     1. **Conservation Areas**   ~~The Council will seek to preserve or enhance~~ In exercising the Council’s duties set out in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, special attention will be paid to the desirability of preserving or enhancing the character and appearance of conservation areas when assessing development proposals. Great weight will be given to the asset’s conservation. Conservation area character appraisals and, where applicable, conservation area-based design guidance will be used in the assessment of planning applications.  The following criteria will be applied to development in conservation areas:  ~~i)~~ ~~the loss or substantial demolition of, a building that makes a positive contribution to the character or appearance of a conservation area, including a~~ ~~locally listed building~~  a) development resulting in substantial harm to or loss of the significance of the designated heritage asset will be resisted, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the relevant criteria within the NPPF apply.  b) where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.  c) ~~ii)~~ the above criteria a) and b), will also be applied where ~~impact of~~ development either inside or outside a conservation area (within its setting)~~, but~~ ~~which~~ has a harmful impact on its character, ~~or~~ appearance or significance, including ~~its setting, will be resisted~~ where there would be adverse effects to buildings, ~~iii)~~ ~~the impact of development on~~ trees, landscaping ~~and~~ or open space, including gardens, that contribute~~s~~ positively to its significance. ~~to the character~~ ~~or appearance~~ ~~of a conservation area~~ ~~will be opposed~~.  d) ~~iv)~~ proposals should have regard to ~~the~~ local historic context and character, including the appearance, scale, mass and height of buildings, use of materials, patterns of development and the layout of buildings and spaces. ~~v) vi)~~  e) proposals should retain architectural detailing, traditional features, including shopfronts, which contribute positively to the character, appearance and significance of a ~~building or an area~~ conservation area.  ~~vii) in exceptional circumstances, where the loss of any heritage asset is permitted, the Council will require the submission of a contract of works to ensure the new development will proceed immediately after the loss has occurred~~   1. **Statutory Listed Buildings**   In exercising the Council’s duties as set out in sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, ~~T~~the conservation of Barnet’s statutory listed buildings will be given ~~a high priority of importance~~ great weight (the more important the asset, the greater the weight should be). ~~when assessing applications~~. Special regard will be given to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. In accordance with national policy, ~~A~~any harm to, or loss of, the significance of listed buildings will require clear and convincing justification.  The following ~~criteria~~ approach will be applied~~: i) Resist any~~ where there is harm to, or loss of significance of a listed building, including from its whole or partial demolition, extensions or alterations that are inappropriate in design, scale or material, ~~ii) Resist~~ harmful alterations to the interior or exterior, ~~or~~ changes to curtilage features ~~iii) Resist extensions or additions that are inappropriate in design, scale or material~~ or any other ~~iii)~~ ~~Resist any~~ harm to, or loss of, ~~its~~ significance~~,~~ from development within ~~it’s~~ the setting of a listed building, including tall buildings30:  a) where resulting in substantial harm to the significance of the designated heritage asset the proposal will be resisted, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss (or all of the relevant criteria within the NPPF apply).   1. where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. 2. **Registered Parks and Gardens**   Development proposals within Registered Parks and Gardens should respect their special historic character and aesthetic qualities, whilst avoiding any adverse impact on their setting or on key views within or outside the designated sites. In accordance with national policy, ~~A~~any harm to, or loss of, their significance, from alterations, destruction, or from development within ~~its~~ their setting, ~~should~~ will require clear and convincing justification. Substantial harm to Grade II Registered Parks or Gardens should be exceptional, and wholly exceptional for Grade II\* Registered Parks or Gardens, and the respective approaches to heritage assets in the NPPF will be followed in circumstances where a proposed development would lead to substantial harm to (or total loss of significance), or would lead to less than substantial harm to its significance.   1. **Registered Historic Battlefield**   The site of the Battle of Barnet (1471) is of great historical importance and will be protected from development, both above and below ground. If a proposal~~, that~~ would result in harm to its significance it will be considered relative to the approach to heritage assets in the NPPF.   1. **~~Locally Listed Buildings and Other Non-Designated~~ Local Heritage Assets**     The Council will ~~protect~~ conserve ~~Locally Listed Buildings~~ local ~~non designated~~ heritage assets and their settings in ~~accordance with~~ a manner appropriate to their significance. Therefore, and in accordance with national policy, the effect on the significance of a non-designated heritage asset will be taken into account in determining an application. ~~There is a presumption in favour of their retention and their loss will be normally be resisted~~. When considering applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required, having regard to the scale of any harm or loss, taking into account any public benefits that might result. Development proposals, including external alterations and extensions, are encouraged to take opportunities to ~~should conserve,~~ better reveal and enhance the significance of these non-designated heritage assets and their settings.   1. **Archaeology**   Archaeological remains will be ~~protected,~~ conserved in a manner appropriate to their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation will be required. ~~particularly within the identified Local Archaeological Priority Areas Areas of Special Significance, by requiring that~~ This should include acceptable measures ~~are~~ to be taken proportionate to the significance of the heritage asset to ~~preserve~~ conserve them and their setting, including physical preservation, where considered appropriate. Where d~~D~~evelopment ~~which~~ impacts ~~substantially~~ on archaeological assets ~~of national importance,~~ which are of demonstrably equivalent significance to scheduled monuments, ~~will be resisted~~ it will be subject of consideration relative to the approach to heritage assets in the NPPF.    ~~Scheduled monuments and other undesignated assets which are demonstrably of national archaeological importance, which hold, or potentially hold, evidence of past human activity, should be preserved in situ. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest,~~ tThe Council will require developers to consult with ~~GLAAS and if appropriate HADAS~~ the Greater London Archaeological Advisory Service (GLAAS) and, where relevant, the Hendon and District Archaeological Society (HADAS)[[5]](#footnote-4), including ~~and~~ ~~submit~~ submission ofn appropriate desk-based assessment together with, where necessary, a field evaluation. Archaeological Priority Areas (APAs) are identified in Table 11. As part of any application, development proposals within these areas will need to provide detail in consultation with GLAAS of how they will investigate, catalogue and where possible preserve the remains in situ or in a museum.    ~~Non-Designated Heritage Assets~~  ~~When assessing the impact of a proposal on a non-designated heritage asset, the effect on its significance will be taken into account when determining the application. A balanced judgement will be required, having regard to the scale of any harm or loss and any public benefits that might result.~~    ~~The Council may identify any potential non-designated heritage asset as a consideration of development proposals.~~    ~~Heritage at Risk~~  ~~The Council will work with Historic England, asset owners, developers and other stakeholders to find solutions to buildings, sites and places on the Heritage at Risk Register.~~    ~~Archaeological Interest~~  ~~The Council will protect remains of archaeological importance in accordance with their significance. Assets of national archaeological importance should be preserved in-situ. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, the Council will require developers to consult with GLAAS and if appropriate HADAS and submit an appropriate desk-based assessment and, where necessary, a field evaluation.~~ | **Summary of MM**  This is a development management policy used to assess development proposals in respect of designated and non-designated heritage assets. MM revisions for soundness are required to ensure closer alignment with legislation and national policy as set out in NPPF and NPPG, and to ensure general conformity with the London Plan. In addition, the MM provides for a number of clarifications to ensure the effective and consistent implementation of the policy. The redrafting to align with the NPPF / NPPG relates to setting out clear procedures for designated and non-designated heritage assets, including consideration of potential impact of a proposed development on significance of designated heritage assets and the approaches where a proposal would result in substantial or less than substantial harm.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to correct, update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to Barnet’s heritage.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Conserve and enhance the significance of heritage assets and their setting, and the wider historic and cultural environment (MM revisions made throughout the policy refer) (3); and * Promoting a high quality inclusive and safe built environment ((MM revisions made throughout the policy refer) (14).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring the efficient use of land and infrastructure (2); fostering sustainable economic growth (7); reducing the contribution to climate change and enhancing resilience to climate change impacts (11) and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM52  Policy CDH09  and consequential changes to supporting text | **Policy CDH09 Advertisements**   1. Advertisements should be subject to control in the interests of amenity and public safety taking account of cumulative impact; therefore, ~~T~~the Council will support advertisements that: 2. Do not cause unacceptable harm to the ~~character and amenity of the~~ area ~~or public safety~~ and are sensitively designed and located within the street-scene and wider townscape; 3. P~~p~~reserve or enhance heritage assets ~~and conservation areas~~; 4. D~~d~~o not contribute to an unsightly proliferation of signage in the area; ~~or~~ 5. D~~d~~o not contribute to street clutter in the public realm; and~~.~~ 6. Are of an appropriate size and siting. ~~that does not~~ 7. The Council will resist advertisements that: 8. ~~i)~~ Significantly detract from the amenity of the street scene or neighbouring properties as a result of a proliferation of signs and advertisements that cause ‘visual clutter’. 9. ~~ii)~~ Cause a physical or visual obstruction, or have an unacceptable impact on highway safety. 10. Contribute to excessive ~~including~~ light pollution from flashing or illumination to passers-by, highway users, nearby residential properties or wildlife habitats.     ~~The Council will resist advertisements on shopfronts that are above facia level or ground floor level, except in exceptional circumstances.~~  Applications for Advertisement Consent should have due regard to the Sustainable Design and Development Guidance SPD. Proposals that are on Council land should have due regard to the Council’s Advertising Policy. | **Summary of MM**  MM revisions for soundness, closer alignment / general conformity with London Plan and to ensure effective and consistent policy implementation. MM revisions provides clarity on the relevant requirements under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Clarification that advertisements subject to control in the interests of amenity and public safety only. Clarification on light pollution and illumination, physical or visual obstruction, and visual clutter.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to advertisements.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality, inclusive and safe built environment (see MM revisions in first paragraph adding a sentence stating that advertisements are subject to control in the interests of amenity and public safety, and the text revisions (now comprising the three bullets at the end of the policy) outlining in respect of clutter, highway safety and light pollution the circumstances where the Council will resist advertisements); (14) * Promote liveable neighbourhoods (4) and protect and enhance open spaces (9) (see MM revisions in first paragraph adding a sentence stating that advertisements are subject to control in the interests of amenity and the text revision at the end of the policy outlining the circumstances where, in open spaces accessible to the public, regarding clutter, highway safety and light pollution, the Council will resist advertisements).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the impact of the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM53  Policy TOW01  and consequential changes to supporting text | |  | | --- | | **Policy TOW01 Vibrant Town Centres**  The Council will promote the vitality and viability of the Borough’s town centres by managing, in accordance with the London Plan classification, a strong hierarchy of town centres (as set out in Table 12) as the priority location for commercial, business and service uses.    Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making district town centres more attractive places to live, visit and enjoy. The Council will work with local partners to better define and enhance the distinctive character of individual town centres including improvements outlined in public realm strategies and through taking a more visible and co-ordinated approach to address a range of uses including anti- social behaviour, car parking, street cleaning and licensing.     1. The Council will support an appropriate mix of uses within designated centres:      1. Redevelopment within the Brent Cross Growth Area (~~see~~ in accordance with Policy GSS02) ~~to~~ will provide a strong retail offer together with ~~as well as~~ a wider mix of uses such as ~~including leisure,~~ offices and other commercial uses, community and cultural and residential uses to create a new Metropolitan Town Centre for North London. 2. Edgware Major Town Centre (~~see~~ in accordance with Policy GSS05) where regeneration will consolidate the quantum together ~~of retail floorspace alongside~~ with qualitive improvements to ~~the quality of~~ the retail floorspace. Proposals for ~~and leisure offer, whilst providing a range of~~ community uses and other main town centre uses (including offices and leisure) will be supported where they enhance the Major Town Centre’s viability and vitality and complement the delivery of intended levels of ~~.New~~ housing growth ~~will form a key part of significant growth of the local economy~~. 3. Cricklewood District Town Centre (~~see~~ in accordance with Policy GSS04) where regeneration ~~will~~ support ~~the~~ improvements to ~~of the~~ retail, community and other main town centre uses (including offices and leisure) that enhance the viability and vitality, and are proportionate to proposed housing growth of the District Town Centre ~~offer alongside new housing, community and leisure facilities~~. 4. Other District Town Centres (~~see~~ in accordance with Policy GSS08) ~~which will be promoted to provide~~ comprising a network of centres suitable for accommodating residential development and provision of proportionate levels of floorspace for ~~complementary~~ retail, ~~leisure and~~ community and other main town centre (including offices and leisure) ~~uses as well as new housing development~~.   v) Local and Neighbourhood Centres (listed in Table 12) including new provision at Colindale Gardens) which will be promoted to provide a local level of retail and community uses (i.e. ~~and~~ smaller scale day to day convenience needs) and residential led mixed use development of a proportionate scale.   1. Outside of the town centres local parades will be enhanced and protected with strong safeguarding for local community shops (that meet the criteria of Use Class F2). Proposals that involve the loss of such facilities will be required to provide a robust justification that similar shops are within a 1km walking distance.      1. In order to reduce car trips the Council supports the relocation and expansion of leisure uses from lower PTAL (0 to 2) car dependent locations to town centres ~~locations~~ providing good public transport and where opportunities of a suitable scale arise. 2. Following a ‘town centres first approach’, the sequential test will be applied to ensure sustainable patterns of development are achieved; therefore, outside of town centres any development of main town centre uses will not be permitted unless it can be demonstrated through the NPPF sequential approach that there are no suitable premises/sites available in the designated centres as set out in Table ~~13~~ 12 and that there would be no harm to the vitality and viability of these centres by the approval of edge-of centre and out of centre development. In addition, any proposal of more than 500 m² of retail~~, office~~ or leisure development in an edge or out of centre location relative to the Major and District Town Centre boundaries identified on the Policies Map, must be supported by an impact assessment.      1. The Council will apply the Agent of Change principle in order to protect residential amenity from new development and also to protect existing businesses from residential development introduced nearby. | | **Summary of MM**  This policy relates to Barnet’s Town Centre Hierarchy and ensuring that, in respect of main town centre uses, development proposals contribute positively to the vitality and viability of the Borough’s town centres. MM revisions are needed for soundness and to ensure closer alignment / general conformity with the London Plan.  MM53 emphasises: i) support for redevelopment within the Brent Cross Growth Area and provides clarification on the strong retail offer, together with a wider mix of main town centre uses including residential as part of the creation of a new Metropolitan Town Centre(GSS02); ii) clarification on the approach in Edgware Major Town Centre (GSS05), and Cricklewood Town Centre (GSS04); iii) clarifies the approach to other District Town Centres (GSS08); iv) provides clarification on definition of ‘local level of retail’ and that residential-led mixed use development should be proportionate; v) clarification on what is considered to be ‘Lower PTAL’ in terms of the support for relocation of leisure uses; vi) revised wording to clarify the support for expansion of leisure uses in town centre locations where opportunities of suitable scale arise and vii) clarification regarding the circumstances requiring provision of an impact assessments on proposals for over 500 sq.m of retail or leisure uses.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification and additional explanation for the implementation of this policy relating to the Council’s policy approach for promoting and ensuring vibrant town centres.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions throughout the policy refer); (7) * Promote a high quality, inclusive and safe built environment, (MM revisions throughout the policy refer); (!4) * Ensure efficient use of land and resources (MM revisions throughout the policy refer); (2) * Ensuring residents have access to good quality housing (5), and promote a high quality, safe, inclusive and safe built environment (14) (MM revisions throughout the policy refer but in particular the addition of the first sentence in second introductory paragraph referring to investment in residential led mixed use development; in part a) outlining the Council’s support for appropriate mix of uses in designated centres, with specific additions to residential and housing growth within Brent Cross Growth Area, Edgware and Cricklewood; and in part a iv) with regards other district town centres, inclusion of specific reference highlighting the need to accommodate residential development); * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer, in particular the addition of the first sentence in second introductory paragraph referring to investment in residential led mixed use development helping to fund public realm and infrastructure improvements making district town centres more attractive places to live, visit and enjoy) (4); and * Minimise the need to travel and create accessible, safe and sustainable connections and networks by public transport (MM revisions in part c, referring to measures aimed at reducing car trips, the addition of specific reference to centres that provide good public transport as being locations the Council supports for the relocation and expansion of existing leisure uses in areas with lower public transport accessibility) (8).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting social inclusion, equality, diversity and community cohesion (1), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM54  Policy TOW02  and consequential changes to supporting text | **Policy TOW02 Development Principles in Barnet’s Town Centres, Local Centres and Parades**  The Council expects a suitable mix of appropriate uses to respond to changing demands and support and boost their continued vitality and viability.    Any significant new development will be expected to provide a mix of unit sizes, avoid an inward-looking layout, maintain the street frontage and provide suitable and convenient linkages for shoppers to access other town centre uses.    The Council will seek to ensure that:  A. Within the primary frontages (as depicted on the Policies Map) of the Major and District Town Centres, Local and Neighbourhood Centres (identified in Table 12) ~~and Parades the retail function is~~ main town centre uses are ~~safeguarded~~ protected with a strong preference for retail uses as part of ~~the~~ Commercial, Business and Service (Use Class E). This approach is also applicable to local parades. Any proposals that reduce Commercial, Business and Service Use floorspace will only be supported if ~~criteria~~ criterion B is met.  B. Where proposals for alternative uses at ground floor level do not meet ~~criteria~~ criterion A the Council will take the following into consideration:   1. a) Significance and extent of any reduction of retail facilities. 2. b) Loss of any active frontages at ground floor level where the expectation is that these should be retained. 3. c) Whether alternative retail facilities are accessible by walking, cycling or public transport to meet the needs of the area. 4. d) Likelihood of ~~Capability of~~ the proposal ~~in~~ attracting visitors to the town centre. 5. e) Contribution of the proposal to the Council’s growth objectives. 6. f) 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 ~~(unless the 3 month vacancy rule for Use Class MA applies).~~ 7. ~~Properties at ground floor level are expected to retain active frontages.~~ 8. C. The use of upper floors where suitable for alternative uses including residential, employment or community provision ~~will be strongly encouraged~~. 9. D. In accordance with the Agent of Change principle, development that has significant adverse impact on the living conditions ~~amenities~~ of ~~nearby~~ occupiers of neighbouring properties will be resisted. 10. E. Development that has significant adverse impact on traffic flow or road safety ~~will be~~ is resisted.   ~~(m)~~ F. The use of vacant sites or buildings for occupation by meanwhile uses that ~~will benefit~~ would make a positive contribution to a town centre’s viability and vitality will be supported.  ~~(n)~~ G. Markets in town centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises. | **Summary of MM**  This policy outlines development principles and criteria for proposals within Barnet’s Town and Local Centres and parades.  MM revisions are needed for soundness, updates to ensure the policy fully takes into account use class changes, (notably introduction of the new use class E introduced in 2020), and to ensure closer alignment / general conformity with London Plan. These revisions include ensuring consistent terminology for Local and Neighbourhood Centres; clarifications on significance of reduction of retail facilities; properties expected to retain active frontages at ground floor level; consideration of attracting visitors, and periods of continuous marketing. Restructuring of the policy to show requirements for alternative uses at ground floor level; provide clarification on the suitability of utilising upper floors for alternative uses; and to make clear that development with significant adverse effect on living conditions of occupiers of neighbouring properties will be resisted in accordance with Agent of Change. In addition, revisions clarifying the supportive approach to meanwhile uses of vacant sites and buildings that make a positive contribution; explanation of changes to Use Classes Order and related permitted development rights, including those which apply to Class E and Class MA and requirements relating to continuous marketing periods.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s development principles applying in Barnet’s town centres, local centres and parades.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions throughout the policy refer, in particular to the addition of a clear statement in part a) regarding the protection afforded to main town centres with a strong preference for retail uses; also in part b) the addition stating the expectation is that active frontages at ground floor level be retained) (7); * Promote a high quality, inclusive and safe built environment (MM revisions throughout the policy refer) (14); * Ensure efficient use of land and resources (MM revisions throughout the policy refer, including the reference added in respect of vacant sites / buildings clarifying support for meanwhile uses that would make a positive contribution) (2); * Ensuring residents have access to good quality housing (5), and promote a high quality, safe, inclusive and safe built environment (14) (MM revision in respect of upper floors where suitable for alternative uses which includes residential); * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer, in particular in relation to the Agent of Change principle clarifying that development with significant adverse effect on living conditions of occupiers of neighbouring properties will be resisted and in part b) inclusion of an additional statement that the expectation is that active frontages at ground floor level be retained) (4); and * Minimise the need to travel and create accessible, safe and sustainable connections and networks by public transport (MM revision in supporting text to this policy emphasising the importance of reducing vehicular traffic in terms of supporting town centre viability by improving the public realm thereby making town centres more pleasant and inclusive and encouraging more frequent and longer stay trips) (8).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting social inclusion, equality, diversity and community cohesion (1), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM55  Policy TOW03  and consequential changes to supporting text | **Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars**  A. In addressing increasing levels of childhood obesity and health inequality within the Borough, as well as to preserve the vitality and viability ~~retail-based role~~ of Barnet’s town centres, the Council will resist the proliferation and over concentration of hot food takeaways. The Council ~~and~~ will support ~~not permit~~ proposals for hot food takeaways that satisfactorily address all of the following criteria ~~that~~:  a) Are ~~not~~ separated from any existing hot food takeaway unit or group of units in such a use34.  b) Are not located within 400m of the boundary of an existing school or youth centre.  c) Do not h~~H~~ave an unacceptable impact on highway safety.   1. Do not h~~H~~ave an undue impact on the living environment for nearby residents ~~residential amenity~~ in terms of noise, vibrations, ~~odours,~~ traffic disturbance and litter. 2. ~~Do not p~~Provide effective extraction of odours and cooking smells. 3. ~~Do not p~~Provide adequate on-site waste storage and disposal of waste products.   ~~Do not agree to operate in compliance with the Council’s Healthier Catering Commitment.~~   1. ~~Do not e~~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. 2. ~~Have not p~~Provide~~d~~ 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.   In addition, hot food takeaway proposals will be expected to operate and demonstrate compliance with the Council’s Healthy Catering Commitment.  B. In addressing increasing levels of health inequality within the Borough as well as to preserve the vitality and viability ~~retail-based role~~ of Barnet’s town centres, the Council will resist the proliferation and over concentration of: betting shops, adult gaming centres, amusement arcades, pawnbrokers, pay day loan shops and shisha bars. The Council will support ~~not permit~~ proposals for such ~~Sui Generis~~ uses that satisfactorily address all of the following criteria ~~that~~:  ~~viii)~~ i) Are ~~not~~ separated from any existing ~~Sui Generis~~ unit in this group by at least two units which are ~~neither units~~ in a different use ~~(~~from those ~~in uses as~~ highlighted in (b)~~)~~ and hot food takeaway uses).  ~~ix)~~ ~~Are located within 400m of the boundary of an existing school or youth centre.~~  ~~x) Are not accompanied by Health Impact Assessments (HIAs) when requested by the Council.~~  ~~xi)~~ ii) ~~Do not p~~Provide active frontages and ~~must~~ have a positive visual impact on the street scene.  ~~xii)~~ iii) Do not h~~H~~ave a significant adverse impact on local community and residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.  C. The Council will expect proposals for all uses included in this policy to complete the Council’s Health Impact Assessment (HIA) screening tool to identify any important health considerations at the earliest opportunity, and to determine the type of HIA that is required. | **Summary of MM**  This is a development management policy relating to managing and controlling potential harmful impacts arising from proposals relating to the uses named in the policy title. MM revisions for soundness, closer alignment / general conformity with London Plan and to ensure effective and consistent policy implementation.  Ensures approach to hot food takeaways is positively prepared, indicating circumstances and locations where proposals would be supported whilst preserving viability and vitality by avoiding over-concentrations of such a use. Revised policy now sets out criteria requirements rather than restrictions. MM revisions provide clarifications regarding no unacceptable impact on living environment for nearby residents and compliance with the Council’s Healthy Catering Commitment. New criteria added to ensure that details of suitable drainage facilities provided for hot food takeaways. Re-wording of part B of the policy to ensure the approach to stated uses is positively prepared, indicating circumstances and locations where proposals will be supported whilst preserving viability and vitality by avoiding over-concentrations of such uses. Clarification on intention to address health inequalities and text revisions to criteria expressing as requirements rather than restrictions. Removal of requirement that betting shops, adult gaming centres, amusement arcades, pawnbrokers, pay day loan shops and shisha bars be located more than 400m from the boundary of an existing school or youth centre as this is not justified by supporting evidence of its necessity to avoid demonstrable harm. Additional reference clarifying the circumstances where the Council will expect Health Impact Assessments to accompany the related proposals.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s approach to managing the clustering of specific uses listed in the policy.**  **In respect of the health and wellbeing objective, the previous SA results are negatively impacted by the removal of the requirement that betting shops, adult gaming centres, amusement arcades, pawnbrokers, pay day loan shops and shisha bars be located more than 400m from the boundary of an existing school or youth centre. However, this is counterbalanced by the following MM revisions:**  **i) The addition of part c) requiring that proposals for all uses included in this policy complete the Council’s Health Impact Assessment screening tool.**  **ii) In respect of hot food takeaways, the addition in the policy of criteria regarding drainage facility requirements and the expectation for proposals to comply with the Council’s Healthy Catering Commitment.**  **Otherwise, the MM does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are mainly either positive or neutral with no negative effects identified which would require additional mitigation measures. However, the removal of the requirement that betting shops, adult gaming centres, amusement arcades, pawnbrokers, pay day loan shops and shisha bars be located more than 400m from the boundary of an existing school or youth centre negatively impacts on the IIA/SA objectives related to improving the health and wellbeing of the population and reducing inequalities (6). This is balanced, by the MM revision stipulating the need that proposals for uses named in the policy to complete the Council’s Health Impact Assessment (HIA) screening tool. In respect of hot food takeaways, the additional criteria to ensure that adequate drainage facilities are provided and stated expectation that proposals operate and demonstrate compliance with the Council’s Healthy Catering Commitment, contribute positively to furthering the objective relating to improving the health and wellbeing of the population and reducing health inequalities (6).  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions throughout the policy refer but in particular the restructuring of the policy from a negative to positively couched one by setting out the criteria requirements needing to be satisfied in order for proposals for the uses named in the policy to be supported) (7); and * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer, in particular in relation to clarifications regarding proposals having no unacceptable impact on the living environment for nearby residents, the need for proposals for all uses named in this policy to complete the Council’s HIA screening tool and for hot food takeaways to operate and demonstrate compliance with the Council’s Healthy Catering Commitment) (4).   For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM56  Policy TOW04  and consequential changes to supporting text | **Policy TOW04 Night-Time Economy**  In accordance with London Plan Policy HC6 Supporting the Night-Time Economy, ~~T~~the Council will support proposals for evening and night-time economy uses in Barnet’s Town Centres in particular Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green, where:   1. The scale and type of use reflects the role and function of the town centre and positively contribute to its vitality and viability by preserving or enhancing existing night-time economy activities or creating new ones. 2. Proposals accord with any relevant requirements of Policies TOW01, TOW02 and TOW03 and that ~~T~~there is no conflict with other policies in the Plan. ~~Policy TOW03~~ 3. There ~~is~~ are no unacceptable ~~significant negative~~ impacts on highway safety (in accordance with Policy TRC01) or the living environment ~~amenity~~ of adjoining or adjacent residential accommodation and non-residential uses, in terms of ~~such as~~ noise disturbance, cooking smells and anti-social behaviour~~, or highway safety.~~ in accordance with Policies CHW03 and ECC02. 4. There ~~is~~ are no unacceptable ~~significant negative~~ impacts arising ~~upon resulting~~ from a cumulative effect of development in relation to the number, capacity and location of other night-time economy uses in the surrounding area. 5. There is no significant detrimental impact ~~on the historic~~ ~~distinctiveness~~ (~~see~~ taking account of the requirements and approach of Policy CDH08) to the historic environment of, or heritage assets within, ~~of~~ Barnet’s town centres.   ~~f) Development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of the town centre. Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused.~~ | **Summary of MM**  MM revisions for soundness, to ensure closer alignment / general conformity with London Plan, and effective and consistent policy implementation. Cross-reference added to the requirement to accord with London Plan Policy HC6. Revisions to policy wording clarifying that the policy is also relevant to evening economy uses; to emphasise that scale and type of use should reflect the role and function of the town centre, and positively contribute to viability and vitality by preserving or enhancing existing night-time economy activities or creating new ones. Revisions also to ensure proposals would not result in unacceptable impacts upon highway safety or the living environment of adjoining or adjacent residential and non-residential uses, in terms of noise, disturbance, odours and anti-social behaviour. Clarifications on unacceptable impacts arising from cumulative effect with the number, capacity and location of other night-time economy uses in the surrounding area and the regard needing to be had to the impact of proposals on the historic environment / heritage assets.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to the night-time economy.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality, inclusive and safe built environment (MM revisions throughout the policy refer); (14) * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions throughout the policy refer including an addition clarifying that the policy relates to proposals for evening as well as night time economy uses); (7) * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer including additional text in part a) of the policy regarding support for proposals that positively contribute to the vitality and viability of town centres; and in parts c) and d) that proposals will not result in unacceptable impacts on highway safety or the living environment for existing adjoining / adjacent uses or in the surrounding area); (4) and * Conserve and enhance the significance of heritage assets and their settings and the wider historic and cultural environment (MM revisions to part e) of the policy clarifying the need for proposals to take account of the approach to the historic environment and heritage assets and adding specific reference to Policy CDH08 regarding Barnet’s heritage) (3).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring the efficient use of land and infrastructure (2), minimise the need to travel by focussing these uses in town centres (8), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM57  Policy CHW01  and consequential changes to supporting text | **Policy CHW01 Community Infrastructure**  The Council will work with partners to ensure that community facilities including schools, libraries, medical and dental services, leisure centres and swimming pools, outdoor sports facilities including playing fields and pitches, places of worship, arts and cultural facilities, community meeting places and facilities for younger and older people, are provided for Barnet’s communities.   1. The Council will: 2. ensure that programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population; 3. support the enhancement and inclusive design of community infrastructure ensuring efficient use; 4. support, subject to satisfactory management arrangements, the provision of multi-purpose community facilities ~~hubs~~ that can make best use of land, including the public sector estate and provide a range of community services, particularly within the Council’s preferred locations – Growth Areas, town centres or local centres; ~~Provision outside town centres will need robust justification~~; 5. ~~support and promote an alternative community use where the existing community use is surplus;~~ 6. require large scale development to provide community facilities or land for facilities preferably on-site as an integral part of their development, to meet need generated by their development and wider identified demand if necessary; ~~that increases the demand for community facilities and services to make appropriate proportionate contributions towards existing facilities and new and accessible facilities Borough wide, particularly within Barnet’s Growth Areas and town centres;~~ 7. work with the Mayor of London, cemetery providers and groups for whom burial is the only option to maintain a supply of burial space; 8. ~~allocate sites~~ Support proposals for development that address educational needs and demand with reference to up to date evidence as identified in the Council’s Education Strategy; 9. support proposals that as part of the visitor economy help contribute to, or seek to incorporate, museum/display space to celebrate the culture, history and archaeology of Barnet; and 10. support providers of new and improved educational facilities within the Borough, such as those at Middlesex University’s Hendon campus and will encourage the provision of further and higher education programmes, skills training and continuing professional development programmes, business support initiatives and applied research. 11. Development (including change of use) that involve~~s~~ the loss ~~or replacement~~ of existing community facilities / services will only be permitted if: 12. ~~the~~ a replacement facility ~~is~~ of equivalent ~~to~~ or better quality is provided which ~~and meets~~ continues to serve the needs of the neighbourhood and wider community~~currently met by the existing facility, or~~ 13. the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services; or 14. it has been demonstrated that the facility is no longer required in its current use and that it is not fit for purpose ~~suitable~~ or ~~and~~ viable for any other forms of ~~social~~ community infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan.   The full or partial use of redundant community infrastructure for other forms of community infrastructure will be considered before alternative developments are considered, unless the loss is part of a wider public service transformation plan.  Proposals involving loss of sports and recreational land or facilities will be considered in accordance with London Plan Policy S5.   1. 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. 2. The Council will support proposals for new community infrastructure where ~~the following circumstances apply:~~ 3. ~~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);~~ 4. ~~provides a replacement, enhancement of an existing facility or new multi-purpose community hub;~~ 5. ~~provides an alternative community use where the existing community use has identified there is surplus provision and where the alternative use can demonstrate a local need, and that there is no undue impact on the amenity of existing residents or the highway network;~~ 6. ~~iv.~~ It provides infrastructure in line with wider national policy requirements and local demands; and 7. ~~v.~~ a statement will need to be ~~is~~ submitted which demonstrates how in particular the development addresses community needs); and 8. it demonstrates how other policies in this Plan, in particular Policy TRC01 and Policy TRC03, are met.   E. All new community infrastructure should deliver a quality and inclusive design providing access for all as well as efficient, flexible, affordable and adaptable buildings. ~~The developer will be required to reach a legal agreement with the Council on the continuing maintenance of the new community infrastructure and other future funding requirements.~~ Shared use of facilities by different users will be encouraged and may be secured by legal agreement. The location and provision of new community uses and facilities in terms of any potential role in deployment for public health purposes in the future should be taken into account. | **Summary of MM**  MM revisions for soundness, general conformity with London Plan and to provide clarification on a number of matters including, that the policy applies to outdoor sports facilities including playing fields and pitches; ‘multi-purpose community facilities’ are preferred in locations in Growth Areas, town centres, local centres including the public sector estate; Council’s preference for large scale development to provide community facilities or land for such facilities on site to meet the needs generated by development; the inclusion within community infrastructure of outdoor sports facilities, including playing fields and pitches. Deletion of nomination of Assets of Community Value as a potential planning consideration, as no evidence that nominations will necessarily lead to the formal designation of such assets. Deletion also of criteria that limit locations where new community infrastructure is supported, and of the requirement for all proposals to be subject to legal agreements as these would not be required or proportionate for all new community infrastructure.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to community infrastructure.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (4) (MM revisions throughout the policy refer including in part A v) stating the Council’s preference that large scale developments provide community facilities or land for facilities on-site as an integral part of the development in order to meet both needs generated by the development and any wider identified need); (4) * Ensure efficient use of land and infrastructure (MM revision in Part A of the policy at iii) makes specific reference to support for community facilities than can make the best use of land; also, Part C addition refers stating the Council’s consideration of full or partial re-use of redundant social infrastructure as coming before considering alternative development); (2) * Protect and enhance open spaces are high quality, networked, accessible and muti-functional (MM adds reference in introductory paragraph to outdoor sports facilities including playing fields and pitches as falling within the scope of this policy relating to community infrastructure needing to be provided for); (9) * Minimise the need to travel (MM revision in Part A of the policy at iii) makes specific reference to support for community facilities located within the Council’s preferred locations, adding to town centres reference also to Growth Areas and local centres); (8) * Promote social inclusion, equality, diversity and community cohesion (MM revisions throughout the policy refer including the addition of Part D stipulating the limited circumstances and evidence needed in order to justify the loss of social infrastructure as a result of a development proposal; also the addition – now in Part F of the policy – encouraging the shared use of facilities by different users) (1); and * Improving the health and wellbeing of the population and reduce health inequalities (MM additional sentence added at end of the policy stating that the location and provision of new community uses and facilities in terms of any potential role in deployment for public health purposes in the future should be taken into account) (6).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting a high quality, inclusive and safe built environment (14), and fostering sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (7).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM58  Policy CHW02 and consequential changes to supporting text | **Policy CHW02 – Promoting health and wellbeing**  In order to recover, restore and thrive and make a positive difference to health and wellbeing in the Borough following COVID19 the Council will promote the creation of healthy environments and safe, accessible, sustainable and high-quality places which seek to improve physical and mental health and reduce health inequalities.   1. The Council requires development to positively contribute to creating high quality, active, safe and accessible places. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development where appropriate. 2. The Council will ensure that the health and wellbeing impacts of ~~larger~~ major development proposals are addressed in an integrated and co-ordinated way through the use of Health Impact Assessments (HIA). 3. The Council will support the health and wellbeing of residents by: 4. Contributing to the priorities of the Health and Wellbeing Board and partners to help reduce health inequalities across Barnet; 5. Supporting the North Central London Estate Plan and the implementation of the NHS Long Term Plan in responding to demand and integration of health and social care, including the use of developer contributions to support investment in healthcare infrastructure; 6. Ensuring that development proposals have regard to ~~Adopting the principles set out in~~ Sport England’s Active Design Principles; 7. Providing access to free drinking fountains, ~~and~~ public toilets and changing places in new and improved public realm with regard to ~~as set out in~~ Policy CDH03 and London Plan Policy S6; 8. Ensuring compliance with the Council’s Healthier ~~Healthy~~ Catering Commitment with regard to ~~as set out in~~ Policy TOW03; 9. Applying the Healthy Streets Approach, as set out in ~~the~~ London Plan Policy T2; 10. ~~Mitigating the impact of air pollutants~~ Ensuring that development improves air quality and mitigates impacts from pollutants as set out in Policy ECC02; and 11. ~~Deliver more sustainable and active travel as set out in~~ Reducing car dependency, promoting active travel and encouraging sustainable modes of travel with regard to Policy TRC01. | **Summary of MM**  This is a development management policy relating to the promotion of health and wellbeing of residents, use of HIAs for major development proposals and the provision of related essential facilities and services. MM revisions provide clarification on a number of matters addressed and referenced in the policy. These include clarification that HIA is required for major development proposals; cross reference to London Plan Policy T2 in respect of the Healthy Streets Approach; clarifications to ensure consistency with other Plan policies.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to the promoting health and wellbeing.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Improving the health and wellbeing of the population and reduce health inequalities (Whole of this policy promoting health and wellbeing are directly relevant and apply, similarly therefore as are the MM revisions) (6); and * Maximise protection and enhancement of natural resources including air (MM revision in Part C g) making explicit reference the Council supporting the health and wellbeing of residents by ensuring that development improves air quality with regard to Policy ECC2 that addresses environmental considerations (12).   For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM59  Policy CHW03  and consequential changes to supporting text | **Policy CHW03 - Making Barnet a Safer Place**  In order to make Barnet a safer place to live in, work in and visit ~~The~~ the Council will:   1. work with partners including the Metropolitan Police (and London Ambulance Service, London Fire and Emergency Planning Authority) to tackle risks of terrorism, crime, fear of crime and anti-social behaviour; 2. work with Neighbourhood Policing Teams to make neighbourhoods safer; 3. ~~require~~ support development proposals that ~~to reflect ‘Secured By Design’~~  provide safe and secure environments ~~(~~in accordance with ~~see~~ Policy CDH01 and have regard to Secured by Design principles~~)~~ ~~and work with the Metropolitan Police’s Secured by Design Officers~~; 4. expect ~~measures to design out crime together with appropriate~~  crime and fire safety solutions to be integral to development proposals. The Council encourages developers to engage in pre-application discussions to ensure ~~These~~ measures ~~should be~~ are considered early in the design process; 5. ~~work with the Metropolitan Police, London Ambulance and London Fire and Emergency Planning Authority to provide effective and responsive emergency services in Barnet;~~ 6. ~~support the work of neighbourhood policing teams to make neighbourhoods in the Borough safer places to live in, work in and visit;~~ 7. ~~encourage appropriate security and community safety measures in buildings, spaces and the transport system;~~ 8. ~~require developers to demonstrate that they have incorporated design principles which limits the opportunities for crime and anti-social behaviour and thereby contributes to community safety and security in all new development;~~   e. ensure that through the town centre strategy programme safer and more secure town centre environments are promoted; and  f. promote safer streets and public areas including open spaces (~~see~~ with regard to Policy CDH03). | **Summary of MM**  This policy relating to making Barnet a safer place outlines and promotes the range of measures that the Council will pursue, and the partners it will work with, in meeting this policy objective. MM revisions provide consolidation and clarification on a number of matters addressed in the policy and add cross referencing to other relevant policies in this emerging Barnet Local Plan as well as the London Plan.  MM clarifications include distinguishing between Council commitments and the parts of the policy that set out criteria for development proposals to comply with, and support for development proposals that reflect Secured by Design principles’ or similar. Deletion of specific requirement for all development proposals to work with Secured by Design Officers is not justified. In the supporting text revisions to para 8.20.4 to make clear that Secured by Design principles and consultation with the Metropolitan Police Secured by Design Officers are encouraged, and signposting at para 8.20 to Policy D12 of the London Plan in respect of fire safety.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to making Barnet a safer place.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality, inclusive and safe built environment (Whole of this policy with the objective of making Barnet a safer place to live, work and visit are directly relevant and apply, similarly therefore as are the MM revisions) (14); and * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (Whole policy applies in particular MM part b) adding reference to working with neighbourhood policing teams). (4)   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM60  Policy CHW04  and consequential changes to supporting text | Policy CHW04 – Protecting Public Houses   1. **Protecting and supporting Public Houses**   The Council will:  1. protect public houses where they have a heritage, economic, social or cultural value to local communities, ~~and~~ or where they contribute to wider policy objectives for town centres; and  2. support proposals for new public houses in Growth Areas and town centres ~~as part of mixed-use development.~~  **B. Proposals involving loss of a Public House**  i. In accordance with London Plan Policy HC7 proposals ~~Proposals~~ that involve the loss of a public house~~s~~ with heritage, cultural, economic or social value will be refused unless there is authoritative marketing evidence that demonstrates that there is no realistic prospect of the building being used as a pub in the foreseeable future. ~~no viable demand for its continued use and the property has been long term vacant for a period of~~ ~~at least~~ ~~12 months. Evidence of continued marketing over a 24 month period will be required.~~  ii. Where London Plan Policy HC7(B) is satisfied ~~it is demonstrated that there is no demand for the public house~~ the Council will support the full or partial use of the site ~~proposals~~ for other community uses and other uses where it is demonstrated that the site is not fit for purpose or viable for any forms of community infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan (see Policy CHW01).~~in accordance with Policy CHW01~~.  iii. ~~Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use will be resisted.~~ In considering proposals involving the loss of a public house~~s~~ the Council will take into account the listing ~~or nomination~~ of ‘Assets of Community Value’ as a material planning consideration. | **Summary of MM**  This development management policy seeks to protect existing public houses in Barnet and the preferred location (within Growth Areas and Town Centres) for new pubs. It sets out criteria to be applied to any proposals involving the loss of a public house. MM revisions provide clarification on a number of matters addressed in the policy and add cross referencing to relevant policies in this emerging Barnet Local Plan as well as the London Plan. MM provides clarification on the protection of public houses where they have a heritage, economic, social or cultural value to local communities, or where they contribute to wider policy objectives for town centres. Deletion of support only for public houses that come forward as mixed-use development, as this is considered to be unduly restrictive and therefore not justified. Cross reference to London Plan Policy HC7 added as there is no substantive local evidence that a vacancy test is required.  Clarification that where London Plan Policy HC7 is satisfied, proposals for other community uses will be supported, and alternative uses will be permitted where the relevant criteria of Policy CHW01 that relate to proposals involving the loss or replacement of existing community facilities are met. Criteria of Policy CHW01 added for clarity. Deletion of nomination of ACV as a potential planning consideration.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to protecting public houses.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles; (MM revisions to the criteria needing to be satisfied in respect of proposals that involve the loss of a public house refer); (4) * Promote social inclusion, equality, diversity and community cohesion (MM revisions to the criteria needing to be satisfied in respect of proposals that involve the loss of a public house refer); (1) and * Ensure efficient use of land and infrastructure (MM revision in Part A of the policy clarifying that support for public houses that come forward in Growth Areas and town centres is not conditional on proposals forming part of a mixed-use development) (2).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM61  Policy ECY01 and consequential changes to supporting text | **Policy ECY01: A Vibrant Local Economy**  In creating a vibrant local economy across the Borough ~~Barnet~~ the Council will ~~seek to protect and promote~~ prioritise ~~new~~ employment opportunities within the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, District Town Centres, and Locally Significant Industrial Sites and Business Locations as identified in Table 13 and on the Policies Map  ~~and create a vibrant local economy across Barnet~~ by:  **A. Office Space**   1. Within, Major and District ~~Safeguarding office space in~~ Town Centres where possible to retain existing and encourage new office space ~~and edge of centre locations.~~ as part of the Commercial, Business and Service (Use Class E). Any proposals for redevelopment of office uses outside of these locations must demonstrate that the site is no longer suitable and viable and that an alternative business use including affordable workspace solutions has been considered and that a suitable period of active marketing at market rates suitable for the type, use and size for at least 12 months has been undertaken. Where this can be demonstrated the proposal will be expected to provide appropriate mixed use re-development ~~including~~ such as residential and community use (and/or retail on an active frontage location) as well as re-provision of employment use. 2. Supporting requirements for ~~up to 67,000 m~~~~2~~ ~~(net) of~~ new office space as set out in Policies BSS01A and GSS01 across Barnet’s Major and ~~in~~ District Town Centres, to accommodate small and medium enterprises (SME) ~~and supplement office accommodation (395,000 m~~~~2~~~~) already approved for Brent Cross.~~ The Council will apply the sequential test to applications for offices as main town centre uses, requiring them to be located in town centres. 3. **Industrial, Storage and Distribution Space** 4. ~~c)~~ Supporting appropriate proposals within a Locally Significant Industrial Site (LSIS) as identified in Table 13 that are one or a combination of the following uses:  * Class B2 (general industry); * Class B8 (storage or distribution); and/ or * Uses related to light industrial or research and development; * Sui Generis uses, where this use is a waste management facility (with due regard to Policy ECC03) or is an employment generating use compatible with an industrial use[[6]](#endnote-4)~~;~~.   Any office uses within a LSIS should be ancillary to the other employment uses on site and be directly related to the majority uses proposed.   1. ~~d)~~ Supporting intensification of uses listed in Policy ECY01Ba) ~~(c)~~ in a LSIS where it can be demonstrated that the design does not impact on the operational capability of the proposal site or the neighbouring sites within the LSIS. 2. ~~e)~~ Supporting affordable workspace solutions where the uses are within the use classes set out in Policy ECY01Ba) ~~c)~~. 3. ~~f) Warehousing~~ Warehouse uses or uses which generate high levels of movement should be located in close proximity to Tier One and Tier Two roads (as shown on the Policies Map) and minimise impacts on residential areas. 4. ~~g)~~ Where co-location ~~of residential uses~~ is proposed in ~~an~~ a LSIS compliance with London Plan Policy E7 Industrial intensification, co-location and substitution) and a master-plan approach is expected. The development should be employment led and the Agent of Change Principle used in favour of existing and proposed employment uses. The introduction of residential uses into an LSIS should not prejudice its ability function as an industrial area. 5. **General** 6. ~~h)~~ Where possible seeking to protect existing office accommodation and light industrial uses in the Borough especially those in Town Centres, and Business Locations and LSIS as identified in Table 13 ~~areas covered by Article 4 Direction~~. The loss of employment accommodation and net loss of employment floorspace in these areas through proposals for development or change of use will not be supported. 7. ~~i)~~ In assessing proposals for alternative uses to those outlined in Policy ECY01A and ECY01B, ~~(a), (b) and (c),~~ on non- designated employment sites, as well as London Plan Policy E7C, the following will be taken into consideration: 8. Premises have been vacant for over 12 months and have no reasonable prospect of being occupied, following demonstrable active marketing during this period using reasonable terms and conditions, with the exception of meanwhile uses ~~in accordance with jiii Policy ECY01C c) iii).~~ 9. ~~Loss of a~~ The effect of any loss of a commercial use at ground-floor level. 10. Contribution of the proposed use to the Council’s growth objectives for the local area. 11. ~~j)~~ Supporting new employment space outside of the locations outlined in Policy ECY01A and ECY01B, ~~(a), (b) and (c)~~ if the following criteria are met: 12. The new employment use would contribute towards the Council’s ~~regeneration~~ growth objectives. 13. Employment uses which generate high levels of movement should be located in close proximity to Tier One and Tier Two roads (as shown on the Policies Map) 14. The new use does not have any adverse impact on residential amenity. 15. The site is not allocated in Annex 1 of this Plan (Schedule of Site Proposals) for an alternative use including residential, education or community uses 16. ~~k)~~ Requiring all employment space to be designed to appropriate floor to ceiling heights and space requirements for the intended uses including on site servicing and space for waiting or goods vehicles, and be fitted out to at least Category A Standard. 17. ~~l)~~ Expecting all development proposals for new employment space that will generate significant amounts of movement to ~~undertake~~ ~~a~~ providetravel plans and/or transport assessments in accordance with national policy, London Plan Policy T4 and ~~Transport Impact Assessment as set out in~~ Policy TRC01.   ~~m) Financial contributions will be secured from development that results in a net loss of employment floorspace to invest towards improving employment space elsewhere in the Borough and/ or towards training and other initiatives that seek to promote employment and adult education in the Borough.~~ | **Summary of MM**  This development management policy relates to ensuring the maintenance of a vibrant local economy affording a range of employment opportunities. MM revisions are necessary for soundness, closer alignment / general conformity with London Plan policies and in order to provide clarification on a number of detailed matters. These include stating the locations where the Council will prioritise promoting new employment opportunities; the Council’s approach to safeguarding offices as a main town centre use in the context of Class E and the required period of active marketing for proposals seeking redevelopment of office uses outside of Town Centres and edge of centre locations. Also, clarification regarding proposals in other locations that are not in an existing town centre (i.e. application of the sequential test for main town uses). Clarification with LSIS identified in Table 14 and that proposals for office uses in these locations should be ancillary to main employment use of premises or land. Clarification that proposals for co-location to support delivery of residential or other uses, such as social infrastructure, should only occur as part of intensification of a LSIS with no net-loss of employment floorspace and are supported by a coordinated master planning process. Clarification at Part C that as such uses fall within Use Class E (alongside main town centre uses proposals for development or change of use where permission is required involving the loss of employment accommodation in those areas will not be supported. Support for new employment space is subject to site not being allocated in Plan for an alternative use. Clarification that travel plans, transport statements or transport assessments are required to be provided in accordance with national policy, London Plan Policy T4 and are consistent with any related MMs to Policy TRC01.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to ensuring a vibrant local economy across Barnet.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions throughout the policy refer including in particular those highlighted below as evidence of having positive impacts in furthering the other SA/IIA objectives listed here); (7) * Ensure efficient use of land and infrastructure (MM revision in the introductory paragraph of the policy outlining the locations where the Council will prioritise employment opportunities; Part A reference added to the Council seeking to retain existing and encourage new office space as part of Use Class E within town centres; also revisions amplifying the approach in terms of safeguarding and prioritising the efficient use of industrial land within designated Locally Significant Industrial Sites, including Part B e) of the policy clarifying the Council’s expectations where co-location with other uses is proposed); (2) * Minimise the need to travel (MM revision in Part A b) of the policy adding reference to applying the sequential test to applications for offices as main town centre uses; Part C e) addition of the need for proposals generating significant amounts of movement to provide travel plans and/or transport assessments) (8); and * Promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy refer) (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM62  Policy ECY02  and consequential changes to supporting text | **Policy ECY02: Affordable Workspace**  The Council will promote economic diversity and support existing and new business development in Barnet by requiring through legal agreement:   1. ~~a)~~ In order to sustain a mix of business uses which contribute to the character of an area, ~~N~~new employment space in the Borough’s designated employment areas and ~~mixed use development,~~ in the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, the District Town Centres (and potentiallythe New Southgate Opportunity Area in the latter stage of the Local Plan) ~~in Brent Cross, Edgware, New Southgate and District Town Centres~~ ~~should~~ the Council will seek ~~provide~~ affordable workspace. ~~,~~ ~~equating to~~ A minimum of 10~~%~~ per cent of gross new employment floorspace, or equivalent cash-in-lieu payment for off-site provision will be sought ~~of~~ for affordable workspace unless a viability assessment accompanying the application demonstrates that it would undermine the deliverability of the development. 2. ~~b) n~~New employment provision should include a range of unit sizes and types such as affordable and flexible workspaces and working hubs that allow for ‘touch down’ working. Uses should be appropriate for the location and in accordance with Policy ECY01. 3. ~~c)~~ Developers should liaise with managed workspace providers at the design stage of the development to ~~determine end user requirements and ascertain a range of unit sizes that are flexible,~~ ensure provision of units suitable for subdivision and provide fully customisable spaces ~~configuration~~ for end user requirements and interior specifications whilst ensuring minimum Category A Fit Out in accordance with Policy ECY01(C(d)) ~~new uses and activities, including for occupation by small or independent commercial enterprises.~~ 4. ~~d)~~ Mixed use development proposals in town centres should consider the provision of flexible space within the scheme that can be used by individual workers, start-ups and as accelerator space. | **Summary of MM**  This is a development management policy relating to the provision of affordable workspace. MM revisions are necessary to provide clarification on a number of detailed matters including revisions clarifying that the policy applies to proposals for new employment floorspace in designated employment areas, together with the Brent Cross GA, Brent Cross West GA, Edgware GA, New Southgate Opportunity Area, and Barnet’s District Town Centres, to sustain a mix of business uses which contribute to the character of an area. Clarification, to ensure consistency with national policy and general conformity with the London Plan, that a minimum of 10% of affordable workspace, or equivalent contribution to off-site provision, is typically sought unless a viability assessment says this is not viable. Revision in Part C to ensure the provision of units that are suitable for sub-division provide fully customisable spaces for end user requirements. In addition, clarification is provided in the supporting text that the policy applies to major developments for new employment floorspace and/ or which would provide net additional floorspace as extension(s) to existing employment premises.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to the provision of affordable workspace.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (MM revisions in Part A clarifying that the policy applies to proposals for new employment floorspace to sustain a mix of business uses, and in Part C ensuring the provision of units that are suitable for sub-division and provide fully customisable spaces for end user); (7) and * Ensure efficient use of land and infrastructure, minimise the need to travel and promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (MM revisions in Part A of the policy refer, including naming of the sustainable growth area and town centre locations where, in addition to the Borough’s designated employment areas, the Council will seek affordable workspace within new employment space). (8)   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promote social inclusion, equality, diversity and community cohesion (1), promote liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (4), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM63  Policy ECY03 and consequential changes to supporting text | **Policy ECY03: Local Jobs, Skills and Training**  The Council will seek to increase local employment opportunities from major development proposals creating 20 or more full-time equivalent (FTE) jobs in the Borough by:  A. Requiring qualifying development to ~~provide a Local Employment Agreement which~~ set~~s~~ out the skills, employment and training opportunities to be delivered from the development including end use jobs in accordance with London Plan Policy E11 - Skills and opportunities for all. ~~Financial contributions to offset unfulfilled LEA deliverables may be accepted in exceptional circumstances.~~  B. Delivering construction-phase training in conjunction with the Council’s recognised providers.  C. Having regard to ~~Requiring compliance with other jobs, skills and training requirements of~~ ~~the Council’s Delivering Skills, Employment, Enterprise and Training (SEET) from Development~~ the guidance in the Planning Obligations SPD in terms of jobs, skills and training. ~~(2014) or any subsequent SPDs.~~ | **Summary of MM**  This policy outlines measures that the Council will take to increase employment opportunities arising from developments for local people. MM revisions are needed to improve the effectiveness of policy implementation and to ensure closer alignment with the London Plan.These include clarifications to provide certainty on qualifying development where the Council seeks increased employment opportunities in the Borough, i.e. major developments where 20 or more full-time equivalent (FTE) jobs would be created; and revision to require proposals to outline the skills, employment and training opportunities to be delivered alongside deletion of the requirement for a Local Employment Agreement (so as to align with London Plan Policy E11). Rewording in Part C is necessary to reflect the status of SPDs, clarifying that decision makers should have regard to any relevant SPD guidance intended to be provided with respect to jobs, skills and training. Revisions in the policy supporting text provide clarification regarding how FTE job creation will be calculated in terms of permanent jobs arising from development, and where temporary jobs are created during construction; also, to encourage developers to liaise with the Council at early stage to identify opportunities associated with proposed developments.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to the provision of local jobs, skills and training.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (7), and promoting social inclusion, equality, diversity and community cohesion (1); (MM revisions clarifying that in terms of qualifying development, the policy applies to all major developments in the Borough creating 20 or more full time equivalent jobs; also, in paragraph 9.11.6 of the policy supporting text, the addition of a reference highlighting that developers should liaise with the Council at an early stage (preferably pre-application) to identify skills, employment and training opportunities, thereby leading to the provision of training and job opportunities for local residents).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to promoting liveable neighbourhoods, which support good quality accessible services and sustainable lifestyles (4), and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM64  Policy ECC01 and consequential changes to supporting text | **Policy ECC01 – Mitigating Climate Change**  The Councilwill seek to minimise Barnet’s contribution to climate change and ensure that ~~through the efficient use of natural resources~~ the Borough develops in a way which respects environmental limits and improves quality of life. The Council will:   1. ~~a)~~ Concentrate growth in accordance with Policy BSS01 ~~the~~  ~~identified~~ within Barnet’s Growth Areas and District Town Centres ~~Growth Areas and existing town centres~~ in order to better ~~manage~~ mitigate and adapt the impacts of development ~~growth~~ on the climate. 2. ~~b)~~ Promote the highest environmental standards for development to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate ~~and through~~, having regard to the guidance provided in the Council’s ~~suite of design guidance~~ Sustainable Design and Development Guidance SPD~~s together with~~ and the Green Infrastructure SPD ~~will continue working to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate.~~. 3. ~~c)~~ Expect all development to reduce energy consumption, ~~be energy-efficient and seek to~~ minimise any wasted heat or power, be energy efficient and meet the requirements of Policy CDH02. 4. ~~d) Development is expected to be in accordance~~ Encourage development to demonstrate compliance with the Mayor’s Energy Hierarchy to reduce carbon dioxide emissions.   ~~i ) All major development will be required to demonstrate, through an Energy Statement accordance with Part L of the Building Regulations and London Plan polices SI 2 and SI 3 including compliance with the Mayor’s net zero carbon targets.~~  ~~ii) For minor development efforts should be made to make the fullest contribution to minimising carbon emissions and meet a carbon reduction target of at least 6% beyond the latest Building Regulations and demonstrate how the Mayor’s Energy Hierarchy has been used to achieve this.~~     1. ~~e)~~ Require an energy masterplan in accordance with London Plan Policy SI 3 ~~Where Decentralised Energy (DE) is feasible or planned,~~ for ~~major development~~ large scale development, which establishes the most effective energy supply options such as the provision of, or connection to, a heat network. ~~will either provide:~~     1. ~~suitable connection~~    2. ~~the ability to connect in future~~    3. ~~a feasibility study; or~~    4. ~~a financial contribution to a proposed feasibility study.~~ 2. ~~f) All schemes are~~ ~~e~~Encourage~~d~~ all schemes to incorporate renewable energy initiatives into development proposals, including householder and minor proposals where feasible taking into account factors of design and viability.      1. ~~g)~~ Expect development to demonstrate how it will manage heat risk and overheating in accordance with London Plan Policies~~y~~ SI 4 and D6. 2. ~~h)~~T~~he 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.~~ Support the retrofit of buildings where there is a benefit to the environment through the retention of embodied carbon. Where demolition is preferred, developers are encouraged to undertake a Whole Life-cycle Carbon Assessment having due regard to London Plan Guidance. Solutions for heritage assets that deliver improved energy performance or generation are also supported, subject to the considerations of Policy CDH08. 3. ~~i)~~ Where a development is unable to fully achieve the relevant carbon targets ~~for a development~~ identified in London Plan Policy SI2, ~~cannot be fully achieved~~ seek where appropriate a contribution ~~will be sought~~ to a value calculated using the latest non-traded price of carbon per tonne identified by Barnet, or in the absence of a Barnet offset price, the Mayor of London.   J. ~~j)~~ Require 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. | **Summary of MM**  This is a development management policy relating to design requirements leading to low carbon, reduced energy consumption and increased levels of renewable energy. MM revisions are focussed on soundness and to ensure closer alignment / general conformity with London Plan and national policy. These revisions include:  Part A) - re-wording to align with Policy BSS01 in terms of locations for growth and para 20 of the NPPF in respect of climate change mitigation and adaptation.  Part B) - explanation of ‘promote the highest environmental standards’ and ‘exemplary levels of sustainability’;  Parts C) and D) - clarification on energy matters to reflect London Plan terminology; deletion of reference to Part L of the Building Regs to provide clarity that it is the zero-carbon target that is sought to be achieved by major development in accordance with London Plan Policy SI2. Deletion of the reference that minor development proposals should meet Council’s carbon reduction target of at least 6% beyond Part L of the Building Regs is required as there is insufficient evidence to justify imposition of this target as a requirement in all circumstances.  Part E - requirements relating to decentralised energy deleted and instead alignment with Policy SI3 of the London Plan.  Part H - wording relating to harm to the significance of heritage is replaced with a reference to Policy CH08 to ensure consistency; also, additions included to ensure that the policy wording is consistent with the Council’s support of the retrofitting, reuse and adaptation of existing buildings at paragraph 10.6.3.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to mitigating climate change. Some revisions to the policy have the potential to impact negatively in terms of the SA/IIA objective to reduce contribution to climate change and enhance community resilience to climate change impacts (11); notably the deletion in Part D of the policy for minor development to meet a carbon reduction target at least 6% below the latest Building Regulations.**  **However, the MM revisions overall are necessary to ensure closer alignment with national policy and the London Plan and therefore considered overall, on balance MM64 does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either generally positive or neutral in aligning with national policy and the London Plan and therefore with no negative effects identified which would require additional mitigation measures. Specifically with regards to the objective to reduce contributions to climate change and enhance community resilience to climate change impacts (11), the policy overall has a positive effect, including following some of the clarifications provided by the MM which will result in more effective and consistent application of the policy and thereby leading to improvements in environmental standards for development / sustainable design and construction. Whilst the removal of some of the elements in the policy in respect of carbon emissions will have a potential minor negative effect on meeting this objective, the policy approach now being proposed is explained by the need to meet the requirements of the Written Ministerial Statement - Planning - Local Energy Efficiency Standards Update - 13 December 2023.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (2), minimise the need to travel and foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes (7) (MM revisions in particular refer, i) Part A clarifying the locations where growth is to be concentrated and that doing so will serve to better mitigate and adapt the impacts of development in terms of climate change, and ii) Part H in terms of the express policy support for retrofit of buildings); * Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment (MM revision adding the caveat that in respect of heritage assets, support for the retrofit of buildings is subject to the considerations of heritage policy CDH08) (3); * Promote a high quality inclusive and safe environment, and promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions throughout the policy will serve to ensure more consistent implementation of the policy, thereby resulting in the building and retrofitting of robust and adaptable buildings better able to respond to changes, in particular ones designed to mitigate climate change impacts) (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to maximising the protection and enhancement of natural resources including water and air, and minimise waste (12),, minimise and manage the risk of flooding (13), improving the health and wellbeing of the population and reduce health inequalities (6) and promote social inclusion, equality, diversity and community cohesion (1).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM65  Policy ECC02  and consequential changes to supporting text | **Policy ECC02: Environmental Considerations**    The Council will seek opportunities to improve air quality and mitigate impacts from pollutants. ~~expects~~ Accordingly, development proposals will be expected to ensure that :   1. ~~a)~~ to ~~improve air quality and ensure~~     1. ~~i.~~ new areas exceeding air quality limits are not created or, where there is a localised source of air pollution currently exceeding legal limits, development does not delay when compliance will be achieved. ~~is designed and sited to reduce exposure to air pollutants.~~    2. ~~ii. that~~ the development, taking account of the cumulative impacts from sites in the local area, is not contributing to a further deterioration of existing poor air quality, nor creating an unacceptable risk of high levels of exposure to poor air quality~~,~~ ~~providing air quality assessments where appropriate~~.    3. ~~iii. that~~ where it is demonstrated that on-site provision is impractical or inappropriate and air quality neutrality is not achieved then proportionate, off-site measures to improve local air quality should be considered, provided that equivalent air quality benefits can be demonstrated. Where such measures are insufficient or not possible a Marginal Abatement Cost payment will be secured through a planning obligation ~~s106~~. 2. ~~b)~~ to avoid generation of unacceptable noise levels close to noise sensitive uses. Proposals to locate noise sensitive development in areas with existing high levels of noise will not be permitted without satisfactory measures to mitigate noise impacts through design, layout, and insulation. Detailed guidance covering these matters will be ~~as~~ set out in the Council’s Sustainable Design and Development Guidance ~~suite of design guidance~~ SPD~~s~~. The Council will apply the Agent of Change principle in accordance with London Plan Policy D13. 3. Development should ~~provide Air Quality Assessments and Noise Impact Assessments in~~ accord~~ance~~ with the relevant requirements of Tables 15 and 16 ~~together~~ ~~with~~ and have regard to the Sustainable Design and Development Guidance SPD ~~Barnet's suite of design guidance SPDs~~. 4. Proposals on land which may be contaminated should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface waters and identify appropriate mitigation and remediation opportunities to be incorporated into the development proposal. Development which could adversely affect the quality of groundwater will not be permitted. 5. Proposals for Notifiable Installations or developments near to existing Notifiable Installations will only be permitted provided that:    1. ~~i.~~ There is no unacceptable risk to an individual’s health and safety; and    2. ~~ii.~~ There will be no significant threat to environmental quality.      1. All developments, where relevant, should comply with the Considerate Constructors Scheme and ~~comply to~~ the terms of their Demolition and Construction Management Plan which includes further mitigation measures. Demolition and Construction Management Plans may be conditioned where necessary. 2. To limit adverse impacts from artificial light: 3. Proposals that include flood lighting or external lighting must mitigate the potential impacts from such lighting, and will need to submit details demonstrating that external lighting is appropriate for its purpose; and 4. Proposals must be designed to minimise the impact of light pollution on nearby 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 applications. 5. Odour emitting businesses, such as restaurants, should install flues or other extraction systems; these should be located and designed appropriately to take into account the uses and amenity of nearby properties, the character and appearance of the area and the significance of heritage assets. | **Summary of MM**  This is a development management policy relating to seeking opportunities to improve air quality, noise levels, light pollution and mitigate pollutants. MM revisions are focussed on soundness and to ensure closer alignment / general conformity with the London Plan and national policy, notably alignment with approaches to air quality at NPPF para 192 and London Plan Policy SI1. Clarification on air quality and noise assessments and status of relevant current and potential future SPDs. Clarification that demolition and construction management plans may be conditioned where necessary. New parts F and G added on light pollution and odour criterion. Cross references to the Tables in the supporting policy text for setting out requirements on light pollution and consistent references to both noise and vibration.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the environmental considerations.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Maximise protection and enhancement of natural resources including water, land and air (MM revisions to Part A in particular refer in relation to inclusion of the reference to the Council seeking to improve air quality and mitigate impacts from pollutants with clarity provided regarding the associated specific requirements and expectations placed upon development proposals in terms of air quality); (12) * Promote a high quality inclusive and safe environment (MM revisions in Parts B and flagging that forthcoming SPD on sustainable design and construction will include detailed guidance on matters including noise and air quality; also additional policy references relating to adverse impacts arising from artificial light and odour emitting businesses detailed respectively in new Parts F and G of the policy refer); (14) * Promote social inclusion, equality, diversity and community cohesion and promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revisions refer in i) Part A regarding air pollution clarifying the expectation that developments in respect of air quality limits and the account needing to be taken of cumulative impacts so as to not to result in further deterioration of air quality nor lead to unacceptable risk of exposure to poor air quality; ii) Part F additional specific reference to minimising adverse impacts arising from artificial light / light pollution, and iii) Part G addition of criterion regarding odour); (4) and * Reduce contribution to climate change and enhance community resilience to climate change impacts (MM revisions in Part A in respect of air quality, and detailed in respect of the objectives above, also refer). (11)   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM66  Policy ECC02A and consequential changes to supporting text | **Policy ECC02A Water Management ~~Policy~~**  ~~The Council will seek to ensure:~~   1. **Flood risk**   The Council will seek to ensure that:  a) Development proposals are located in areas at lowest risk of flooding from any source. This will be assessed at planning application stage through the application of the sequential test (except for minor development and some changes of use[[7]](#footnote-5)). If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), including on sites allocated in the Plan that have already been subject of the sequential test, the exception test referred to in Table 17 may be applied in line with the Flood Risk Vulnerability Classification set out in Annex 3 of the NPPF.  b~~a~~) ~~That d~~Development ensures that flood risk is not increased elsewhere and where possible, delivers a positive reduction in flood risk, from all sources, on and off-site, by demonstrably giving sufficient consideration to this issue from the design stage and during the pre-application process.  ~~b~~c) ~~That d~~Development complies with Table ~~19~~ 17 and that:   1. any flood defences are maintained, repaired, improved or replaced as appropriate, and realigned or set back where possible to provide amenity and environmental enhancements and maintained in working order for their lifetime having regard to climate change; and land adjacent to flood defences is protected in order to allow space for flood water in the event of a breach, future improvement and replacement of defences, the introduction of natural flood management techniques and provision of public amenity space and biodiversity enhancements.~~;~~   ~~c)~~d) A site-specific Flood Risk Assessment is undertaken in consultation with the Environment Agency (if applicable) or Lead Local Flood Authority if it is:  i A development site over 1 hectare or greater in size within Flood Zone 1.   1. A site within Flood Zones 2 or 3.   iii. A non-householder application on a site within 1% AEP (Annual Exceedance Probability) plus 70% climate change fluvial flood extent ~~and/~~or the 0.1% AEP RoFSW (Risk of Flooding from Surface Water) flood extent.  iv. Within an identified Critical Drainage Area.  v. Where a site may be subject to a source of flooding other than from rivers and its development would introduce a more vulnerable use.    ~~d)~~ e) Where development impacts flood defences and / or rivers and waterways, and this is not appropriately mitigated for, applicants ~~are~~ may be required to make a financial contribution to the Council and / or agree off-site provision via planning obligations.    ~~E~~f) ~~Proposals for vulnerable uses and sleeping accommodation are located away from areas of high flood risk or fluvial 1 in 100 plus climate change flood level~~.  ~~F~~g) Where appropriate developers ~~should~~ contribute to the projects set out in the relevant Catchment Partnership Management Plans ~~for the development~~.     1. **Surface water management**     ~~g)~~ a) With regard to sustainable drainage, development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible and in accordance with the drainage hierarchy outlined in ~~All major development incorporates sustainable drainage systems (SuDS) into proposals, and manage surface water run-off to achieve greenfield run-off rates where feasible and in line with the~~ London Plan Policy SI 13 (part B). ~~drainage hierarchy.~~    ~~h).~~b) ~~Proposals for minor and householder development incorporate SuDS where necessaryapplicable. In accordance with London Plan Policy SI 13, SuDS should be green, provide multiple benefits, such as biodiversity and integrate into the Green Infrastructure network.~~    ~~i)~~ c) Development proposals incorporating SuDS will need to include provision for management and maintenance plans ~~for the proposed SuDS~~where relevant through ~~with~~ appropriate planning conditions or obligations ~~contributions made to the Council where necessary~~.  ~~j)~~ d) ~~Any development in a Critical Drainage Area demonstrates that~~ ~~runoff rates~~ ~~Meet greenfield (or lower) run-off rates.~~     1. **Water Infrastructure**   ~~k)~~ a)Major development proposals will be required to evidence how solutions to water capacity issues will be delivered in a timely manner. This should include demonstrating~~es~~ at application stage that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development. Should there be capacity issues resulting from development, that these can be addressed through upgrades of the sewerage network; developers are required to demonstrate how ~~these~~ such appropriate solutions will be delivered at the time of commencement of development.    ~~l)~~ b)Development proposals should minimise the use of mains water incorporating ~~demonstrate compliance with~~ water efficiency measures ~~standards~~ set out in London Plan Policy SI 5. ~~Table 20.~~   1. **Water Courses**   ~~m)~~ a) Development proposals adjacent to a river corridor are expected to ~~on or close to controlled watercourses naturalise the water course and~~ ensure an adequate buffer zone of at least 10 metres (which should be wider ~~greater~~ if a tall building is being proposed) between the water course and the built edge of the development and enable public accessibility. Buffer zones should include the creation of the appropriate riparian habitat and native planting and have a management plan to ensure long term biodiversity gains. The naturalisation of river courses is encouraged and where necessary ~~C~~contributions towards river restoration and de-culverting will be required. ~~expected.~~  ~~n)~~ b) Buildings are not sited over the top of new or existing culverts/ ordinary watercourses.  c) All applications for sites adjacent to a river corridor should be accompanied by an assessment of impacts (including cumulative impacts) of the development on the riverine environment and wildlife. | **Summary of MM**  This development management policy provides for enhanced water use efficiency, thus reducing the need for water abstraction. The policy aims to improve water quality and reduce runoff and ensure that development does not lead to deterioration to the quality or stability of a watercourse and refers to the Water Framework Directive. It also ensures that the public sewerage network has sufficient capacity to serve existing and new development, and that provision of new infrastructure is in place prior to occupation, thereby preventing a reduction in water quality.  MM revisions for soundness, closer alignment / general conformity with the London Plan.  These include in Part A in relation to flood risk:  i) At Aa) specific reference to the Council seeking to ensure that development is located in areas at lowest risk of flooding assessed through applying, as appropriate, the sequential test.  ii) At Ab) additional reference made to the need for development to ensure that flood risk is not increased elsewhere.  iii) At Ac) clarifications that improvements to flood defences may be needed and be maintained in perpetuity, having regard to climate change that defended areas should be protected; also reference added in respect of land adjacent to flood defences needing to be protected to provide space for flood water in the event of breach; for clarity of intent, references also added to needing to consider future improvement, the introduction of natural flood management techniques, public amenity ‘space’ together with biodiversity ‘enhancements’.  iv) At Ad) clarifications added in outlining the circumstances when a site-specific flood risk assessment should be undertaken.  In Part B with regards surface water management, clarifications provided with respect to sustainable drainage run-off expectation, and that where it is necessary that management and maintenance plan arrangements are in place, the need as relevant for these to be secured through planning conditions or obligations.  In Part C clarification that major development proposals will be required to demonstrate how appropriate solutions to water capacity issues will be delivered in appropriate timeframes.  In Part D clarification in respect of water courses of the expectation that proposals adjacent to a river corridor ensure a buffer zone of at least 10 metres. Also, additional reference made to encouragement for naturalisation of river corridors with clarification of the requirement where necessary for contributions towards river restoration and de-culverting.  Additional criterion (Part Dc) requiring that all applications for sites adjacent to a river corridor provide an assessment of impacts (including cumulative impacts) of the development on the riverine environment and other matters.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification to ensure the effective implementation of this policy that sets out the Council’s policy approach to water management.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  In particular, the MM wording changes made throughout the policy as summarised above serve to directly positively impact in contributing to furthering the following four specific SA/IIA objectives:   * Reduce contribution to climate change and enhance community resilience to climate change impacts; (11) * Maximise protection and enhancement of natural resources including water; (12) and * Minimise and manage flooding (13).   More generally, implementation of the policy with these MM policy wording changes will also contribute indirectly in a positive manner to furthering the following SA/IIA objectives:   * Promote a high quality inclusive and safe environment; (14) * Ensure efficient use of land and infrastructure; (2) * Promote social inclusion, equality, diversity and community cohesion; (1) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles; (4) * Ensure that all residents have access to good quality, well-located, affordable housing; (5) * Improve the health and well-being of the population and reduce inequalities; (6) * Protect and enhance open spaces that are high quality, networked, accessible and multi-functional; (9) and * Create, protect and enhance suitable wildlife habitats wherever possible and protect species and biodiversity (10).   For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM67  Policy ECC03 and consequential changes to supporting text | **Policy ECC03 – Dealing with Waste**  The Council will, in accordance with London Plan Policy SI 7 and the North London Waste Plan (NLWP), encourage sustainable waste management by~~:~~   1. ~~promoting a circular economy through waste prevention, re-use, recycling, composting and resource efficiency over disposal.~~ 2. ~~requiring developers to submit a Circular Economy Statement in accordance with London Plan Policy SI 7 and the North London Waste Plan.~~ 3. ~~ensuring development is designed to provide appropriate space for storage and collection of waste and recycling facilities which fit current and future collection practices and targets.~~ 4. ~~designating sites through the North London Waste Plan (NLWP) to meet an aggregated apportionment target across the seven North London Boroughs. These sites will be the principle principal locations considered suitable for waste facilities.~~ 5. ~~safeguarding all existing waste facilities in Barnet, as set out in the NLWP. For any waste site subject to redevelopment for non-waste uses the developer must clearly demonstrate to the satisfaction of the Council that compensatory capacity will be delivered in line with the NLWP spatial framework principles on a suitable replacement site that must at least meet, and, if possible, exceed, the maximum achievable throughput of the site proposed to be lost.~~   seeking to utilise additional waste capacity at Scratchwood Quarry (NLWP Site BAR 2) as set out in the Schedule of Proposals (Annex 1 site number 29). | **Summary of MM**  This is a development management policy relating to waste management. MM revisions are necessary for soundness, closer alignment / general conformity with London Plan and to update / ensure accordance with the adopted North London Waste Plan (NLWP). Clarification that Council encourages sustainable waste management in accordance with Policy SI 7 of the London Plan and the NLWP. Improved referencing to NLWP in respect of Scratchwood Quarry (Site No 29).  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to waste management.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Maximise protection and enhancement of natural resources and minimise waste and promote resource efficiency enabling a circular economy that optimises resource use and minimises waste (MM revision made to first sentence refers, ensuring consistency of approach and effective implementation of the policy by clarifying that the Council’s encouragement for sustainable waste management is in terms of it being in accordance with London Plan policy and the NLWP). (12)   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM68  Policy ECC04 and consequential changes to supporting text | **Policy ECC04 –Barnet’s Parks and Open Spaces**  A. ~~a).~~ As Barnet grows there is a need to optimise the benefits that open spaces can deliver, ensuring that as well as being family friendly, they consider all users and create a greener Barnet.~~,~~ ~~t~~The Council will work with its partners to improve Barnet’s Green Infrastructure by:  ~~i.~~a) managing and enhancing open spaces, including Green Belt and Metropolitan Open Land to provide improved accessibility;  ~~ii.~~b) promoting a new Regional Park within the Brent Valley and Barnet Plateau Green Grid Area; ~~and~~  ~~iii.~~c) ensuring positive management of Green Belt, Metropolitan Open Land and open spaces to provide improvements in overall quality and protection of character and historic significance~~.~~; and  d) promoting the delivery and use of the sports hubs identified in Policy GSS13.  B. ~~b).~~ The Council will meet increased demand for access to open space and opportunities for physical activity, by protecting and enhancing existing open spaces and tackling deficiencies and under provision through~~:~~ securing new open space provision and improvements to existing open spaces:  ~~i.~~ a) development proposals should make provision for ~~securing improvements to~~ open spaces, including parks and playing fields, where additional demand is created and new or improved open space is necessary, in accordance with the following standards:   * Parks: 1.63ha per 1000 residents * Natural Green Spaces[[8]](#footnote-6): 2.05ha per 1000 residents * Playing pitches: 0.75ha per 1000 residents. * Play and informal recreation: as set out by London Plan Policy S4   ~~provision for children’s play, sports facilities and better access arrangements~~ ~~(both into parks and between them~~)~~, where opportunities arise, from all developments that create an additional demand for open space.~~ ~~Where this is not viable, a cash in lieu payment will be required for off-site provision or enhancement~~ ~~to parks and open spaces that are nearby;~~  ~~ii.~~ b) Contributions to improvements to existing open spaces will be secured by planning obligations where necessary, including where it would be unsuitable for specific forms of open spaces to be provided directly on site. ~~improving access to open spaces particularly in areas of public open space deficiency identified by Map 7. The Council will seek to improve provision in these areas of deficiency in accordance with the following standards:~~   * ~~Parks (1.63 hectares per 1,000 residents)~~ * ~~Natural green spaces~~ ~~(2.05 hectares per 1,000 residents)~~   ~~Iii.~~ c) Arrangements relating to the long-term maintenance and management of open spaces will be secured by planning obligations where necessary. This will include maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses, especially where this enables green corridors to link Barnet’s rural, urban fringe and urban green spaces.  ~~iv.~~ d) enhancing local food production through support for community food growing, the protection of allotments, and the provision of opportunities for growing food in new developments.  C. ~~c).~~ In supporting provision of new Green Infrastructure the Council will work with neighbouring authorities as part of the All London Green Grid to establish Area Frameworks as the basis for identification, creation and management of new green spaces as part of:  ~~i.~~a) Lea Valley and Finchley Ridge Green Grid Area; and  ~~ii.~~b) Brent Valley and Barnet Plateau Green Grid Area.  D. ~~d).~~ The Watling Chase Forest Plan will be taken into account when assessing development proposals in the area covered by Watling Chase Community Forest helping it become a readily accessible ‘green lung’ for Barnet’s residents.  ~~e).~~ ~~In areas that have been assessed by the Barnet Parks and Open Spaces Strategy as being of low quality and low value the Council will consider limited development on open spaces. The Council will require any proposal that involves the loss of low quality and low value open space to robustly demonstrate that the following criteria can be satisfied:~~   1. ~~the development proposal is a small scale ancillary use which supports the improved use of the open space; and~~ 2. ~~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~~   ~~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.~~ | **Summary of MM**  This policy relating to Barnet’s parks and open spaces, provides for the retention, extension and enhancement of green infrastructure.  MM revisions are required for soundness to ensure closer alignment / general conformity with London Plan policies.  Clarifications provided relate to adding reference to the sports hubs identified in Policy GSS13; making clear that the Council intends to protect and enhance existing open spaces; also, on where developers will be expected to make provision for new and/or improvements to existing parks and open spaces. This includes the circumstances where contributions towards offsite provision rather than direct provision may be appropriate; also addition setting out management and maintenance expectations. Inclusion of standards for sports pitches as identified in Open Space, Sports and Recreational Facilities Assessment and reference added to London Plan Policy S4 in respect of play provision. Clarification is also provided on what is meant by ‘natural green spaces’; and playing fields as a form of open space. Revisions in the policy supporting text explain the Council’s approach for identifying and targeting areas of open space deficiency and deprivation.  In addition to these clarificatory revisions, the MM deletes the part of the policy (part e) that included criteria allowing for the possibility to develop areas of open space deemed to be of low quality and low value. This deletion is to reconcile with the Council’s strategy to address deficiencies in and improve access to parks and open spaces, and to reflect that evidence does not justify a policy approach that permits release of existing open space for development.    **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to Barnet’s parks and open spaces.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are generally either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Ensure efficient use of land and infrastructure (2), and ensuring that all residents have access to good quality, well-located, affordable housing (5) (MM revision deleting criteria allowing for the possibility to permit the release and development of existing areas of open space deemed to be of low quality and low value might, in isolation, be considered to negatively impact on achievement of these objectives that seeking to ensure the efficient use of land and the provision of housing. However, this is counterbalanced by the positive impacts derived from this policy deletion in terms of furthering other SA/IIA objectives detailed below relating to the Council’s strategy to address deficiencies in and improve access to parks and open spaces); * Protect and enhance open spaces that are high quality, networked, accessible and multi-functional (9); promote social inclusion, equality, diversity and community cohesion (1); promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); and improve the health and well-being of the population and reduce inequalities (6) (MM changes throughout the policy all serve to positively impact on the furthering of these objectives. In particular: adding reference to the promoting delivery and use of the sports hubs identified in Policy GSS13; clarification of the Council’s intent to protect and enhance all existing open spaces, and the deletion of the reference to the possibility of developing open spaces deemed to be of low quality and low value; addition (in Part Ba)) of the standards development proposals are expected to accord with in terms of the provision of playing pitches and play and informal recreation; and the addition (Part B c)) of the reference of the need where necessary for arrangements for maintenance and management of open spaces secured by planning obligations); and * Create, protect and enhance suitable wildlife habitats wherever possible and protect species and biodiversity (MM revision in part B making clear that the Council intends to protect and enhance all existing open spaces refers) (10).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6); minimise the need to travel (8); reduce contribution to climate change and enhance community resilience to climate change impacts (11); maximise protection and enhancement of natural resources including water and air (12), and maximise protection and enhancement of natural resources including water (12), land and air minimise manage flooding (13).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM69  Policy ECC05 and consequential changes to supporting text | **Policy ECC05 -** **Green Belt and Metropolitan Open Land**  **~~a)~~ A. Green Belt**   1. Any proposals for development in Green Belt will be considered in accordance with NPPF ~~paras 133 to 147~~. 2. ~~Development adjacent to Green Belt should not have a significant detrimental effect on the openness of the Green Belt and respect the character of its surroundings.~~   **~~b:~~ B Metropolitan Open Land (MOL)**  ~~i.~~In accordance with London Plan Policy G3, Metropolitan Open Land is to be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt. | This is a development management policy that provides for the protection of the Green Belt and Local Green Space. The policy sets out criteria for development on the Green Belt and also seeks to protect MOL from inappropriate development.  The MMrevision is necessary for soundness to ensure accordance with national policy in the NPPF and closer alignment / general conformity with the London Plan; it relates to the deletion of the criterion stating that development outside Green Belt affects its openness in the terms of its definition in the NPPF and, as a consequence, conflicts with the Framework’s approach to assessing openness. Instead, in respect of development proposed adjacent to Green Belt / MOL, a sentence is added to the policy supporting text strongly advocating a design led approach cross referencing to policy CDH01 and highlighting a focus on landscape and local character where necessary.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to Green Belt and Metropolitan Open Land.**  **Does not significantly impact on the results of the previous SA assessment.**  The MM includes policy wording changes impacting on contributing to furthering the following SA/IIA objective to protect and enhance open spaces that are high quality, networked, accessible and multi-functional (9). Deletion within the policy of the reference to development adjacent to Green Belt not having a significant detrimental effect on openness and respecting the character of its surroundings, negatively impacts on the achievement of this objective in respect of those areas that include open spaces, and which would therefore otherwise have been afforded a greater degree of protection. However, the MM is required to ensure accordance and consistency with national and London Plan policy. The negative impact is nevertheless lessened and mitigated by the inclusion of the sentence in the supporting text strongly advocating that for development on land adjacent to Green Belt / MOL, a design led approach is taken in line with Policy CDH01 promoting high quality design and highlighting the need to focus on landscape and local character.  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM70  Policy ECC06 and consequential changes to supporting text | **Policy ECC06 - Biodiversity**    The Council will seek the retention and enhancement, or the creation, of biodiversity in development proposals by:     1. A. protecting existing Site of Special Scientific Interest, Sites of Importance for Nature Conservation, and priority habitats and species according to the ~~NERC~~ Natural Environment and Rural Communities Act 2006 and working with partners including the London Wildlife Trust and the Brent Catchment Partnership to improve protection and enhancement of biodiversity in Barnet; 2. B~~. ensuring that~~ having regard to ~~the requirements of~~ local and strategic green infrastructure studies as incorporated in the Green Infrastructure SPD, or other relevant local guidance ~~are met~~; 3. C. ensuring that contributions are secured towards the projects ~~development adjacent to or within areas~~ identified ~~as part of~~ within the All London Green Grid SPG, where relevant, from development adjacent to or within the Green Grid Areas identified as Brent Valley and Barnet Plateau and Lea Valley and Finchley Ridge; ~~Framework makes a contribution to the enhancement of the Green Grid~~; 4. D. ensuring that development makes the fullest contributions to enhancing biodiversity and protects existing site ecology. To realise this aim it is expected that Biodiversity Net Gain (BNG) is achieved in accordance with national policy an overall net gain at a minimum that is in accordance with national policy and legislation (the provisions of the Environment Act 2021 require at least 10% BNG for major development from February 2024, with BNG required from small sites from April 2024) ~~the required level~~ ~~of biodiversity~~ ~~net gain, stated by regulation, is attained~~. ~~This should be achieved both through on-site measures and where necessary by contributions to local biodiversity improvements.~~ Developments will be expected to comply with the requirements set out in Table 18 unless legislation indicates otherwise. ~~Consideration~~ Development proposals at application stage should be supported by sufficient evidence to demonstrate to a decision maker that the ~~of how~~ ~~this~~ BNG requirement will be capable of being achieved. ~~should be detailed at the start of the development process~~;   E. ensuring developers shall take a holistic approach to delivering BNG, Urban Greening Factor, and SuDs within the scheme to maximise opportunities to enhance the multiple benefits these policies deliver for communities and Nature. All developments shall comply with the Urban Greening Factor target scores set out within London Plan Policy G5. The Council encourages ~~placing emphasis on~~ the provision of measures that enhance and support biodiversity, creating multiple benefits, including social benefits, and integration into the wider London networks to meet~~ing~~ the ~~Urban Greening Factor~~ target scores and SUDs schemes that maximise biodiversity benefits ~~delivery~~; and   1. F. supporting opportunities that facilitate river restoration and floodplain habitat restoration, in particular for the River Brent, Silk Stream and Pymmes Brook (See Policy ECC02).   Where significant harm to biodiversity resulting ~~adverse impacts~~ from a development ~~on biodiversity~~ cannot be avoided, measures must be taken to ~~ensure that they are appropriately managed so as to reduce and /or~~ to adequately mitigate ~~any~~ that harm ~~disturbance to wildlife as appropriate~~. These measures should be included as part of a planning application and a monitoring schedule agreed at the time of planning permission. Applications will be refused where adverse impacts cannot be avoided, adequately mitigated or as a last resort compensated for.    ~~For major applications~~ ~~S106~~ Planning obligations, Conservation Covenants, or planning conditions ~~will~~ may where necessary be sought ~~for~~ to secure the delivery, maintenance or monitoring of BNG. | **Summary of MM**  This development management policy with regards to biodiversity relates to the protection of habitats and improving biodiversity.  MMrevisions for soundness to ensure closer alignment / general conformity with the London Plan and the provisions of the Environment Act 2021.  Clarifications include that the current and proposed future Green Infrastructure SPDs constitute guidance only; contributions may be sought towards the opportunities of the Green Grid Areas relevant to Barnet in respect of biodiversity; confirmation that, at a minimum, biodiversity net gain (BNG) should be provided in accordance with national policy / legislation; compliance with the Table in the policy supporting text is required, unless legislation indicates otherwise. Clarifies that development proposals at application stage should be supported by sufficient evidence to demonstrate to a decision maker that the BNG requirement will be capable of being achieved. Clarification that proposals meet the Urban Greening Factor target scores set out by Policy G5 of the London Plan and provide SuDs schemes that maximise biodiversity benefits. Also, clarification that where necessary monitoring of biodiversity net gain may need to be secured by planning conditions or obligations as appropriate. Update text on implications of the Environment Act 2021 and associated regulations in respect of biodiversity net gain and Local Nature Recovery Strategies.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to biodiversity.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Create, protect and enhance suitable wildlife habitats wherever possible and protect species and biodiversity (MM revisions throughout the policy refer being directly relevant to furthering this objective, in particular addition of requiring at least 10% BNG reference in Part D, and additional sentence at the end of the penultimate para stating that applications will be refused where adverse impacts cannot be avoided, adequately mitigated or compensated for); (10) and * Protect and enhance open spaces that are high quality, networked, accessible and multi-functional (9); maximise protection and enhancement of natural resources including water and air (12); and promote social inclusion, equality, diversity and community cohesion (1); (MM revisions in Part C adding specific reference to ensuring contributions are secured towards projects identified within the All London Green Grid SPG; addition of requiring at least 10% BNG reference in Part D; addition at E to ensuring developers take a holistic approach to delivering BNG, Urban Greening and SuDs; also in Part E explicit reference added to the Council encouraging provision of measures creating multiple benefits, including social benefits; and additional sentence at the end of the penultimate para stating that applications will be refused where adverse impacts cannot be avoided, adequately mitigated or compensated for).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6); reduce contribution to climate change and enhance community resilience to climate change impacts (11); minimise and manage flooding (13); and promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM71  Policy TRC01 and consequential changes to supporting text | **Policy TRC01 – Sustainable and Active Travel**  The Council will work to deliver a more sustainable transport network that supports a growing healthy population and prosperous economy by reducing car dependency, encouraging sustainable modes of transport, ~~and~~ improving air quality and encouraging active travel as the mode with the least environmental impact and health benefits for residents. ~~The Council also recognises that active travel benefits the health of residents while having the lowest environmental impacts.~~ ~~In particular~~  T~~t~~he Council will  A. ~~a)~~ Promote and enable active travel requiring developments to address the needs of cyclists and pedestrians by ensuring:  a) ~~i.~~ Good connections to bus stops, stations; and strategic and local walking and cycling networks;   1. ~~ii.~~ A healthy, safe and attractive walking and cycling environment within, through and in the immediate vicinity of ~~around~~ the development that will assist in achieving Vision Zero; and 2. ~~iii. Seeking~~ Opportunities ~~opportunities~~ for improvements to the wider walking and cycling environment are sought and implemente   B. Ensure that improvements to the transport network to improve active travel and sustainability are brought forward by requiring development proposals to:   1. ~~i.~~ Support~~ing~~ the delivery of new transport infrastructure identified in Policy TRC02 ~~and the~~ ~~BLLTS~~  and any other transport infrastructure necessary to deliver and mitigate the impacts caused by the development, and not compromise delivery of transport infrastructure elsewhere; 2. ~~ii.~~ Ensure that impacts on highway safety and the road network would be satisfactory. The Council will refuse ~~Refuse~~ proposals that have an ~~negative~~ unacceptable impact on highway safety, or ~~on~~ where the residual cumulative impacts on the road network would be severe ~~that cannot be appropriately mitigated~~; 3. ~~iii.~~ Support the Healthy Streets Approach, improving street lighting, security coverage and accessibility along new walking and cycling routes, transport interchanges and around bus stops as well as delivering, where resources permit and in appropriate locations, targeted local safety schemes; ~~and~~   ~~iv.~~ Where necessary, contribute to ~~Promote~~ orbital ~~travel~~ connectivity andpublic transport enhancements ~~improvements where appropriate~~  C. Secure, where transport improvements or remedial actions are identified as required through consideration of a planning application, through planning obligation or agreements under section 278 (Highways Act 1980) in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 and /or any equivalent legislation and regulations.  D. Require for ~~For~~ all ~~major~~ development proposals identified as generating significant amounts of movement, to provide ~~Council will require~~:   1. ~~i.~~ A Transport Statement or Transport Assessment setting out how the proposal mitigates any negative impact on the existing transport network and incorporates sustainable transport initiatives for cycling, walking, car clubs and electric vehicle charging; 2. ~~ii.~~ A Travel Plan setting out details on how the proposal minimises any increase in road traffic and how future occupants will be encouraged to use more sustainable and active modes of transport and demonstrate how the development will contribute to Barnet meeting its 72% target for sustainable modes by 2041 as set out in the Mayor’s Transport Strategy and the BLTTS; and   ~~iii~~  E. Require Construction Traffic Management Plans (CTMP) / Construction Logistics Plans and Delivery and Servicing Plans to control vehicle movements, servicing and delivery arrangements where appropriate to ensure that impacts from the construction phase of the development and delivery and servicing arrangements are well managed and any disturbance is sufficiently mitigated. | Promoting active travel this policy provides the positive provision of sustainable transport modes, provision of infrastructure and improvements to the existing transport network; the policy encourages modal shift away from the car towards cycling, walking and use of public transport that have the potential to reduce atmospheric pollution contributions.  MMrevisions for soundness are required to ensure closer alignment / general conformity with the London Plan. Clarifications include: i) that development proposals are required to demonstrate that adequate provision is made for necessary transport infrastructure, and that development does not compromise implementation of necessary transport infrastructure projects; ii) seeking contributions to orbital connectivity and public transport enhancements; iii) that the documents referred to in the policy are required where there would be construction vehicle / servicing or delivery issues. Revision needed to clearly set out the requirements for all developments generating significant amounts of movements to provide travel plans and transport assessments/statements. Also, clarification provided in the supporting text that mitigation of highway safety and road network impacts may be sought through planning obligations or agreements under Section 278 of the Highways Act 1980.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to sustainable and active travel.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (MM revisions throughout the policy refer; notably i) the addition in opening paragraph of the policy stating the Council’s encouragement for active travel as the mode with the least environmental impact and health benefits for residents, and ii) in Part B ensuring that improvements to the transport network to improve active travel and sustainability are brought forward by requiring development proposals) (8); and * Promote a high quality inclusive and safe environment; promote liveable; safe neighbourhoods which support good quality accessible services and sustainable lifestyles (MM revision in Part B b) adds reference that development proposals ensure that impacts on highway safety and the road network would be satisfactory; revisions in Parts D and E of the policy requiring all development generating significant amounts of movements to provide travel plans and transport assessments/statements, and clarifications regarding the supply of documents giving assurance that impacts during the construction phase of developments are satisfactorily addressed; and clarification provided in the supporting text regarding the mechanisms by which mitigation of highway safety and road network impacts may be sought) (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to: improving the health and wellbeing of the population and reduce health inequalities (6); reducing contribution to climate change and enhance community resilience to climate change impacts (11); ensuring efficient use of land and infrastructure (2), and promoting social inclusion, equality, diversity and community cohesion (1).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM72  Policy TRC02 and consequential changes to supporting text | **Policy TRC02 – Transport Infrastructure**  The Council will promote delivery of new transport infrastructure to support the travel needs of a growing population. It will provide a range of alternative travel modes and facilitate growth~~. as set out at Policy GSS09 and Policy GSS11.~~   1. ~~a)~~ The Council will in particular facilitate contributions from development to and support the delivery of key new transport infrastructure, including (but not restricted to):   ~~i~~ a) A new rail station at Brent Cross West and public transport interchange;  ~~ii~~. b) A replacement or remodelled and improved bus station at Brent Cross North ~~Shopping Centi~~.  c) An upgraded and enlarged Colindale ~~new~~ Underground ~~underground~~ station ~~and enhanced public transport interchange at Colindale~~.  ~~iv.~~ d) A new London Overground passenger rail l–ne - ~~the West London Orbital Line~~ together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West) ~~on the liv.~~  e) Crossrail 2 at New Southgate, including safeguarding for the railway and for worksites at Oakleigh Road South as shown on the Local Plan Policies Map;  ~~vi.~~ f) New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;  ~~vii~~ g) Interchange improvements at Edgware. Bus operations and the function of the bus station and the garage must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained  ~~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 for the provision of new facilities.~~  B. The Council’s ~~has an adopted~~ Long Term Transport Strategy (BLTTS) (2020-2041) identifies additional boroughwide improvements necessary to support growth. The Council ~~It~~ will work with National Highways ~~England~~, TFL, Network Rail and others to deliver schemes and boroughwide improvements identified within the BLTTS ~~BLLTS document.~~In progressing schemes and improvements ~~particular~~ the Council will :  ~~i.~~ a) ~~The Council will seek to~~ work with TFL and others to increase rail capacity in Barnet and to improve all London Underground, Thameslink and Great Northern Rail stations in Barnet, especially where these have potential to deliver Step Free access for passengers;  ~~ii.~~ b) ~~To~~ work with TfL and neighbouring boroughs to review and improve the bus network and overall public transport provision, including seeking to develop proposals to improve orbital transport provision within the Borough;  ~~iii~~ c) ~~To~~ deliver and promote infrastructure for electric or other ultra-low emission vehicles; ~~and~~  ~~iv~~ d) work with TFL to identify and protect land for enhancing rail capacity, including for the stabling of trains and sidings; and.  ~~v~~ e) identify and deliver projects that enhance the pedestrian and cycling network in Barnet, such as the Barnet Loop.  C. The Council will work with key partners to bring forward capacity improvements, identified as required in the Strategic Transport Assessment and in particular TfL and Network Rail, to address cumulative impacts of growth at underground and rail stations, TfL to secure improvements to bus services and TfL/National Highways for those to the road network;  D. Transport infrastructure improvements are included in the Infrastructure Delivery Plan (IDP). The Council will have regard to the IDP when assessing planning applications, securing planning obligations / legal agreements as necessary and taking decisions on applying CIL.  E.) The feasibility of other public transport improvement projects will be explored, and where appropriate existing public transport operational facilities protected and enhanced and provision of new facilities supported. | **Summary of MM**  This policy encourages modal shift away from the car towards cycling, walking and use of public transport. MM revisions are necessary to provide updates to transport infrastructure proposals and to explain how the Council will work with key partners to deliver capacity improvements. MM revisions delete reference to policies GSS09 and GSS11 as the transport infrastructure referred to within Policy TRC02 has wider application than for land relevant to those policies. Clarifications include that: i) Council will facilitate and support contributions to delivery of specified transport infrastructure, and ii) Brent Cross North bus station may be replaced, remodelled or improved. Updates provided include i) references to the current status of Colindale Station and the West London Orbital; ii) that land at Oakleigh Road South is safeguarded for Crossrail 2; iii) Council will work with TfL and Network Rail to bring forward capacity improvements identified in the Strategic Transport Assessment, and iv) the role of the IDP in relation to transport infrastructure monitoring. Also, explanation is given in the supporting text regarding the roles of, and signposting to, relevant elements of the Long Term Transport Strategy 2020-2041, Strategic Transport Assessment and IDP that relate to the requirements of Policy TRC02.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to transport infrastructure.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes wording changes throughout the pol–cy - particularly revisions made in respect of identifying / updating the delivery of new transport infrastructure facilitated by development contributions (Part A), and additional boroughwide improvements necessary to support growth (Part–B) - that serve to impact positively in contributing to furthering the following SA/IIA objectives:   * Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking; (8) * Ensure efficient use of land and infrastructure; (2) and * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reducing health inequalities (6); promoting social inclusion, equality, diversity and community cohesion (1); promoting a high quality inclusive and safe environment (14); fostering sustainable economic growth (7), and reducing contribution to climate change (11).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM73  Policy TRC03 and consequential changes to supporting text | **Policy TRC03 – Parking Management**  The Council will expect development to ~~provide~~ limit car and motorcycle parking in accordance with the London Plan standards (Policy T6. Car Parking and Policies T6.2-T6.5.), except in the case of residential development (Policy T6.1).  A. ~~a)~~ The Council will expect residential development to provide parking in accordance with Table ~~23~~ 20. Parking permits may be issued for development in Controlled Parking Zones (CPZs) in line with the maximum permission level that would be permissible for schemes as set out in Table ~~23~~ 20, taking account of any on-site provision and subject to any capacity for additional on-street parking.  B. ~~b)~~ Where development is proposed, and ~~it is deemed~~ a new or amended CPZ is necessary, the ~~then it should be in place within the surrounding area of the development before occupation. A~~ developer may be required to make a contribution towards the implementation or alteration and monitoring of the CPZ ~~will be agreed~~ as part of the planning permission.  C. ~~c)~~ In car free development, where no parking would be provided within a development site, ~~R~~residential parking permits will only be available to Blue Badge holders ~~in car free developments~~. Disabled Persons parking should be provided in accordance with London Plan Policies T6.1 and T6.5.  D. ~~d)~~ ~~Where development proposals involve a reduction of existing off-street car parking spaces, the developer must demonstrate that sufficient parking will remain in the area to serve local needs.~~ Where sites are redeveloped, parking provision should reflect the standards in Table 20 for residential development and the London Plan standards for non-residential development, and not be re-provided at previous levels where this exceeds the standards.  E. ~~e)~~ Cycle parking is to be delivered in accordance with ~~London Plan~~ Standards set out in London Plan Policy T5 Cycling.  F.  ~~f)~~ Electric Vehicle charging points to be delivered in accordance withPart S of the Building Regulations ~~London Plan Standards~~ as appropriate for the use.  G.  ~~g)~~ In accordance with Policy T6.1 (part D) of the London Plan, where appropriate spaces ~~Spaces~~ with active charging facilities are encouraged. These should be available for car club vehicle parking along with car club membership for future residents of the development as an alternative to private parking within the agreed maximum car parking provision.  H. ~~h)~~ Appropriate provision should be made for efficient deliveries and servicing.  I. The Council will require a Parking Design and Management Plan for all applications which include car parking. The extent of the Parking Design and Management Plan should be proportionate to the scale and type of development proposed, assess appropriate provision levels and any capacity for proposed on-street parking.  J. Where on-street parking surveys are undertaken, the scope of the survey should be agreed in advance with the Council. | **Summary of MM**  The policy sets out parking standard requirements for development within the Borough. MMrevisions are required for soundness to ensure closer alignment / general conformity with the London Plan.  MM provides clarification that parking should be limited in accordance with London Plan standards. Parking permits may be issued for development in CPZs in line with maximum provision level in Table 23, taking account of any on-site provision and subject to any capacity for additional on-street parking.  Clarification on where new CPZs or alterations to existing CPZs are deemed necessary to make development acceptable, and contributions for implementation and monitoring may be required.Deletion of requirement for CPZs to be in place before development. Clarification on ‘car free development’ by making certain that ‘where no parking would be provided within a development site, residential parking permits will be made available to Blue Badge Holders. Re-wording at Part D to reflect London Plan relevant policies regarding the reprovision of parking and not providing at previous levels where this would exceed standards. Updated references to electric vehicle charging to refer to Part S of the Building Regulations. Clarification that car club parking spaces with active charging facilities are encouraged as alternative to private parking for residents.  Additional text in the policy stating that the Council will require a Parking Design and Management Plan for all applications which include car parking.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to parking management.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the SA/IIA objective to minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8).  More generally, implementation of the policy with these MM changes will indirectly positively contribute to the following SA/IIA objectives to:   * Improve the health and wellbeing of the population and reduce health inequalities; (6) * Promote a high quality inclusive and safe environment; (14) * Ensure efficient use of land and infrastructure; (2) * Promote social inclusion, equality, diversity and community cohesion; (1) * Promote liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles; (4) and * Reduce contribution to climate change and enhance community resilience to climate change impacts (11).   For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
| MM74  Policy TRC04 and consequential changes to supporting text | **Policy TRC04 – Digital Communication and Connectivity**  The Council supports the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas of the Borough with gaps in connectivity and barriers to digital access. It will promote the development of advanced, high quality communications infrastructure to support economic growth and more accessible, inclusive communities and enabling residents to work from home. Developments should facilitate high speed broadband and advancement in communication networks where possible.  Proposals for the installation of telecommunications equipment will be permitted where it can be demonstrated that:   1. ~~i.~~ There is no significant adverse effect on the external appearance of the building on which, or space in which, they are located; 2. ~~ii.~~ The ~~special character and appearance~~ significance of ~~all~~ heritage assets is~~are~~ ~~preserved~~ conserved or enhanced in accordance with Policy CDH08; 3. ~~iii.~~ The possibility of sharing facilities, such as masts, cabinet boxes and satellite dishes, and erecting antennae on existing buildings or other structures has been fully explored and where practical becomes the preferred location; 4. ~~iv.~~ Technologies to minimise and camouflage any telecommunications apparatus have been explored; 5. ~~v.~~ They are appropriately designed, coloured and landscaped ~~to take account of their setting,~~ and are sited in context with their setting; 6. ~~vi.~~ The heights and usage of surrounding buildings and screening opportunities have been taken into account and 7. ~~vii.~~ There is no significant adverse impact on the visual amenities of neighbouring occupiers.   Where buildings or other structures taller than 3 storeys are proposed these should not interfere with existing broadcast and electronic communications services, particularly CCTV. Where such interference is unavoidable mitigating measures are required to ensure that the quality of existing signal reception is maintained as a minimum. | **Summary of MM**  This is a development management policy relating to the delivery of digital communication infrastructure. The policy requires development to have demonstrated sufficient appropriate infrastructure capacity to support the development, or that such capacity will be delivered by the proposed development.  MM provides clarification on the Council’s support for delivering digital connectivity infrastructure with a particular focus on areas with gaps in connectivity and barriers to digital access. Clarification is also provided in the supporting text in respect of the Council’s aims in respect of CCTV provision. The MM clarifies how the use of s106 and CIL can be used to support the delivery of infrastructure in accordance with legislation and London Plan requirements. The MM also provides improved cross referencing to other Local Plan policies.  **Impact of MM**  **In terms of SA/SEA considerations the MM policy wording changes serve to update and provide necessary clarification for the implementation of this policy relating to the Council’s policy approach to digital communication and connectivity.**  **Does not significantly impact on the results of the previous SA assessment.**  In terms of the impact on SA/IIA objectives the changes introduced by the MM are either positive or neutral with no negative effects identified which would require additional mitigation measures.  The MM includes policy wording changes impacting positively in contributing to furthering the following SA/IIA objectives:   * Promote a high quality inclusive and safe environment (14), and promoting liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles   (4) (MM revisions in the supporting text refer regarding the Council’s policy regarding CCTV cameras in providing improved security and safety for residents);   * Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment (MM revision in Part B of the policy referring to the significance of all heritage assets needing to be conserved or enhanced in accordance with Policy CDH08); (3) and * Promote social inclusion, equality, diversity and community cohesion (MM addition emphasising the support for delivery being focused on areas of the Borough with gaps in connectivity and barriers to digital access) (1).   More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to ensuring efficient use of land and infrastructure (2); foster sustainable economic growth (7); and improving the health and wellbeing of the population and reduce health inequalities (6).  For the remainder of the SA/IIA objectives the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |

**TABLE 2: Site Allocation Proposals**

| **MM Ref / Site Allocation Number** | **Site Allocation Details and Main Modification**  **~~Strikethrough text~~ = text proposed for removal compared to submission version**  **Underline text = new text proposed for addition compared to submission version** | **Assessment of whether the MM has implications for the results of the SA/SEA** |
| --- | --- | --- |
| **MM83**  **Site No. 1** | **Former Church Farm Leisure Centre** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **Burlington Rise, Brunswick Park, EN4 8XE** |  |
| Ward: | ~~Brunswick Park~~East Barnet | Factual update to reflect the May 2022 revisions made to ward boundaries. There will be no impact on the SA/IIA objectives. |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 1B |  |
| Site Size: | 0.13 ha |  |
| Ownership: | Council |  |
| Site source: | Council Assets Disposal Programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Swimming pool/ leisure centre |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | The site is immediately adjacent to Grade II listed buildings, including the water tower, 2A and 3 Church Farm School, and the nearby St Mary’s Church. Surrounding buildings are of 2-3 storeys. The site formerly included a Council-owned public swimming pool and leisure centre (replaced in 2019-20 by the new leisure centre in Victoria Recreation Ground, New Barnet). The site adjoins ~~the Mill Hill County~~ Oak Hill Secondary School. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~100%~~ Residential | This change is needed to provide flexibility for the design-led approach. This will have a slightly positive effect in terms of the SA/IIA objective of making efficient use of land (2). |
| Indicative residential capacity: | 12 dwellings | This is a minor clarification that does not have an impact on the SA/IIA objectives. |
| Justification: | The leisure centre has been replaced by the new facility at Victoria Recreation Ground. The location and context make this site suitable for residential development. |  |
| Site requirements and development guidelines: | ~~The adjacent and nearby statutorily listed buildings must be carefully considered in any redevelopment of the site, and proposals must also respect the scale and form of the surrounding buildings, including the nearby listed St Mary’s Church~~.  The scale of proposals should be modest across the site and reflect the existing cottages to the north.  The relationship with the surrounding historic environment should be considered. Proposals must consider and respect ~~t~~he setting of adjacent and nearby statutorily listed buildings in terms of 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, to ensure that the significance of the heritage assets is conserved or enhanced. Proposals must not affect the safe running of the neighbouring school.  Provision of an archaeological assessment is required at the application stage. | The changes provides clarification on development guidelines in accordance with national planning policy. MM positively impacts on the SA/IIA objectives that:   * conserving and enhancing the significance of heritage assets and their settings (3). |
| **MM84**  **Site No 2** | **North London Business Park** | **The MM impacts positively in respect of a number of the SA/IIA objectives, in particular those relating to improvements ~~to wildlife and biodiversity (10), climate change (11),~~ enhanced open spaces (9) .**    **The allocation continues to impact positively on objectives related to housing (5), efficient use of infrastructure (2) and the provision of liveable safe neighbourhoods (4) and movement via accessible, safe and sustainable connections (8).** |
| **Site Address:** | **Brunswick Park Rd, Brunswick Park, N11 1NP** |  |
| Ward: | Brunswick Park |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 1A/1B |  |
| Site Size: | 16.49 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites, Planning Brief |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Offices, school |  |
| Development timeframe: | ~~6-10 years~~ 0-5 years (build out also anticipated within 6-10 years) | Timeframe revised to reflect realistic delivery of the development. Revised timeframe for delivery is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Locally Significant Industrial Site |  |
| Relevant planning applications: | 15/07932/OUT (granted on appeal). |  |
| Site description: | A large site currently in use for low-rise office buildings, extensive car parking and a secondary school. Designation as a Locally Significant Industrial Site reflects existing office uses. There are also large areas of green landscaping. The main line railway runs along the western boundary of the site, and on other sides is surrounded by suburban housing. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential with a school, multi-use sports pitch, employment and associated car parking. | This is a deletion to ensure consistency with other site profiles. This change has no effect on SA/IIA objectives. |
| Indicative residential capacity: | ~~1,350 (15/07932/OUT)~~ 1,350 dwellings – based on the extant hybrid planning permission (15/07932/OUT) | Revision recording extant permission provides greater certainty regarding the contribution to housing, (including affordable) supply. This change has no effect on SA/IIA objectives. |
| Justification: | The site has received planning permission (ref 15/07932/OUT). |  |
| Site requirements and development guidelines: | The Council seeks comprehensive redevelopment through a residential led scheme that integrates with the surrounding area. There should also be provision of education, replacement nursery and other community uses; affordable and flexible employment floorspace for SMEs; a replacement sports pitch to serve both the new development and the surrounding area; and provision of a significant quantity of public open space. Access to the site from surrounding areas must improve both permeability and security, while avoiding vehicular traffic using the site as a through-route. The scale provides an opportunity for the redevelopment to define the site’s own character, and to increase local permeability and integration. The design will need to consider the amenity of surrounding suburban housing. There is a need for development to include the provision of greenspaces, pocket parks, walking and cycling routes and linkages between Brunswick Park Road, Ashbourne Avenue, Howard Close and Oakleigh Road.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to enable delivery of the detailed element of the existing planning permission and determine ~~whether a detailed drainage strategy informing~~ what additional infrastructure ~~is~~ may be required to support the remaining development. ~~The~~ A detailed drainage strategy should be submitted with ~~the~~ any subsequent planning application.  The consented 1,350 residential dwellings is a minimum figure that is based on the extant hybrid planning permission (15/07932/OUT). The development timeframe of 0-5 years is for 360 dwellings, consistent with the detailed element of the permission, with the remainder constructed over the longer-term developable supply timeframe. Any subsequent application proposal seeking an uplift to the residential density within the allocation would be required, at the application stage, to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3.  For further information refer to the North London Business Park (2016) Planning Brief. | MM impacts positively on the following SA/IIA objectives that:   * promote a high quality inclusive and safe built environment (4); * ensure the efficient use of infrastructure (2); * ensure residents have access to good quality, well located, affordable housing (5); * minimise the need to travel and create accessible, safe and sustainable connections and networks for cycling and walking (8); and * enhance open spaces that are high quality, networked, accessible and multi functional (9).   For the remainder of the IIA objectives the MM is not considered to have any effect on the achievement of the objective and therefore the impact is neutral. |
| **MM85**  **Site No. 3** | **Osidge Lane Community Halls** | **The MM impacts positively in respect of SA/IIA objectives relating to promoting liveable neighbourhoods (4), improvements to / the creation of accessible safe sustainable walking and cycling connections and networks (8), reducing the contribution to climate change (11) and manage the risk of flooding (13).** |
| **Site Address:** | **Osidge Lane, Southgate, N14 5DU** |  |
| Ward: | Brunswick Park |  |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | 0.45 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Community facilities, associated car park, access road to primary school |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Includes Metropolitan Open Land (MOL) within part of the site | The change is just a clarification. It does not have any implications for the SA/IIA objectives. |
| Relevant planning applications: | None |  |
| Site description: | The site contains two community halls, parking for Brunswick Park, and an access road to a primary school and for maintenance access to Brunswick Park. The site is close to Pymmes Brook and the northern edge of the site lies partly within Flood Zone 3. The site includes a small area of Metropolitan Open Land (MOL) along the south part of the site. A Site of Importance for Nature Conservation (SINC) is adjacent, and Green Chain which surrounds Pymmes Brook. Buildings on Osidge Lane are low-rise residential dwellings. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, ECC02,ECC02A, ECC04, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~25% Residential floorspace with 75% floorspace for~~ Community uses, school ~~access~~ and ~~retained parking,~~ park access with residential development. | This change is needed to provide flexibility for the design-led approach.  This will have a slightly positive effect in terms of the SA/IIA objectives of promoting liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4) and creating safe and sustainable connections and networks by cycling and walking (8). |
| Indicative residential capacity: | 16 dwellings | The change is just a clarification. It does not have any implications for the SA/IIA objectives. |
| Justification: | This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space.  The Council’s Level 2 Strategic Flood Risk Assessment (SFRA) and supporting Technical Note conclude that the site passes the exceptions test and could be developed safely, subject to a robust Flood Risk Assessment at planning application stage, and design that incorporates suitable mitigation measures. | MM addition in terms of SFRA provides positive clarification in terms of meeting the objectives to reduce contribution to climate change (11) through ensuring mitigation measures and minimise and manage the risk of flooding (13). |
| Site requirements and development guidelines: | Evidence must be provided that the community halls are no longer required or will be replaced at a suitable location. The site is partly in Flood Zone 3 and proposals must, with reference to the SFRA Level 2, demonstrate how flood risk will be managed and mitigated. Development should avoid losing openness of the MOL designated area. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site. Vehicular access to the primary school and for Brunswick Park must be maintained, reducing the developable area at the west of the site. Proposed designs must take into consideration the low-rise (2-3 storey) residential context.  There is a need for the development to improve walking and cycling access to the primary school and Brunswick Park Open Space. | MM addition in terms of the development needing to improve existing access is positive in terms of the IIA objectives that seek:   * to promote liveable neighbourhoods (4); and * the creation of safe sustainable walking and cycling connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM86**  **Site No. 4** | **Osidge Library & Health Centre** | **Minor positive and negative impacts on different SA/IIA objectives but overall, no significant impact on the sustainability appraisal.** |
| **Site Address:** | **Brunswick Park Road & Osidge Lane, Brunswick Park, N11 1EY** |  |
| Ward: | Brunswick Park |  |
| PTAL 2019: | 1B/ 2 |  |
| PTAL 2031: | 1B/ 2 |  |
| Site Size: | 0.39 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public library and health centre with associated car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | The existing uses include a health centre and library which are essential community infrastructure.  The surrounding buildings are of a low-rise residential nature. The site is situated on a prominent corner location and includes attractive, mature trees as part of a landscaped area. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential floorspace with 50% floorspace to provide a replacement library and health centre~~ Residential development, community uses, and park access. | This change is needed to provide flexibility for the design-led approach.  This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2), promoting liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4) and creating accessible and sustainable connections and networks by cycling and walking (8). |
| Indicative residential capacity: | ~~16~~ 10 dwellings | The total number of units has been reduced, which has the potential to impact positively on the objective promoting liveable neighbourhoods (4) but negatively on SA/IIA objectives seeking to maximise efficient use of land (2) and provide access to housing (5). |
| Justification: | This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space. |  |
| Site requirements and development guidelines: | The health centre and library are essential community infrastructure ~~and~~ that any proposal must re-provide, either on-site or in a comparable replacement site. Community facilities will need to be provided on the ground floor. Any proposal must take into consideration the low-rise residential nature of surrounding buildings and avoid overlooking the neighbouring primary school.  A ~~P~~proposal must address in design terms the site’s prominent corner location in the local urban context, including retention of the mature trees as part of a landscaped area. Any development of the land must seek to retain important wildlife habitats and trees; and appropriate habitat enhancement and/or creation to provide the fullest contributions to enhancing biodiversity and protects existing site ecology in accordance with Policies CDH07 and ECC06 of the Local Plan.  There is a need for the development to improve walking and cycling access to the primary school and Brunswick Park Open Space.  The parking requirements must be assessed as part of any proposal. | Positive impacts on SA/IIA objectives to:   * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM87**  **Site No. 5** | **Edgware Hospital (Major Thoroughfare)** | **MM results on balance in an overall positive impact on SA/IIA objectives. The reduction of residential development resulting from site delivery constraints being outweighed by the environmental benefits arising from less development on the site together with explicit reference added to improvements sought in respect of biodiversity (10), walking route network connectivity (8), management of flooding (13) and thereby resultant reduction in potential negative impacts upon the site (objectives (2) and (5)).** |
| **Site Address:** | **Edgware Rd, Burnt Oak, HA8 0AD** |  |
| Ward: | Burnt Oak |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | ~~2.87 ha~~ 6.4 ha (5.2 ha currently outside of Flood Zone 3b) | Confirmation on developable area of the site. Impacting positively on SA/IIA objectives to reduce the contribution to climate change (11) and minimise and manage the risk of flooding (13). |
| Ownership: | Public (NHS) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Hospital |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Site of Borough Importance for Nature Conservation |  |
| Relevant planning applications: | ~~None~~  (21/0274/OUT). | Recording extant permission provides greater certainty regarding the contribution to housing, (including affordable) supply. As explained below, the permission carries a significant reduction in indicative residential capacity impacting negatively on SA/IIA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5). |
| Site description: | ~~An~~ NHS hospital on a relatively low-density site, with buildings of 1-~~2~~5 storeys. To the north and south are 3-6 storey residential blocks, while a railway line is located to the rear.  ~~A~~  There are large areas of surface car parking. Much of the site is in Flood Zone 2 and a significant portion within Zone 3a; while land surrounding the Silk Stream is Zone 3b (functional floodplain). A Site of Borough Importance for Nature Conservation lies along the Silk Stream. The site is on the A5 Edgware Road which ~~is~~ in this section is predominantly low-rise in character, with retail and office uses. ~~To the north and south are 3-4 storey residential blocks, while a railway line is to the rear.~~ ~~Burnet Oak Station is within approximately ½ km.~~ | The change clarifies the context of the site. There is no implication for the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% of the site by floorspace to continue in use as a hospital , with associated car parking; with 25% of site by floorspace to be residential~~. Residential development with retention of healthcare provision and access. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~366 units~~ 129 dwellings based on the extant planning permission (21/0274/OUT). | Significant reduction in indicative residential capacity impacting negatively on SA/IIA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5). |
| Justification: | There is potential to make more efficient use of this relatively low-density location for housing while maintaining the hospital uses on site.  The Level 2 SFRA and supporting Technical Note conclude that the site passes the Exceptions Test as there are no reasonable alternatives to this site with similar capacity within flood zones with a lower risk of flooding, and that the site can be developed safely with regards to flood risk. It recommends avoiding development within Zone 3b which is largely concentrated closer to the Silk Stream but suggests that flood resilience measures and compensatory flood storage equal to or exceeding flood depths will be required to offset development. Without prejudice, any forthcoming scheme must be accompanied by a detailed site-specific Flood Risk Assessment that assesses flood risk from all sources and provides detailed mitigation and safe access and egress. Given the findings and recommendations of the Level 2 SFRA and Technical Note. although the 6.4ha site size and proposal boundary as shown on the Policies Map remains unchanged, it is notable that currently 19% of the site is within Flood Zone 3b. | Reduction in the number of units with avoidance of development on those parts of the site within areas at higher risk of flooding. Impacting positively on SA/IIA objectives to reduce the contribution to climate change (11) and minimise and manage the risk of flooding (13). |
| Site requirements and development guidelines: | The hospital will continue in operational use and full unrestricted access must be maintained. Any subsequent application proposal seeking additional residential development within the allocation would require demonstration of acceptability through a site-specific flood risk assessment and design-led approach, including application of the exception test to any parts of the site within Flood Zone 3a. Development should avoid those parts of the site in Flood Zone 3b (functional flood plain). Proposals should refer to the SFRA Level 2 for flood risk avoidance and mitigation measures. The opportunity to remove obsolete weirs at the confluence of the Silk Stream and Deans Brook in northern part of site should be considered. ~~The designated SINC must be protected. Opportunities should be sought to improve biodiversity along the Silk Stream, with a 10 meter buffer reserved along the waterway corridor. Better public access along the Silk Stream should be provided, linking together with the north-south pathway which runs between Deansbrook Road and Watling Avenue along the eastern edge of the site. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).~~  The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.  Opportunities should be sought to improve biodiversity along the Silk Stream, with a 10-metre buffer reserved along the waterway corridor. Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  This site lies on the Strategic Walking Network and a footpath runs along the back of the hospital grounds alongside the railway line. There is a need for development proposals to ensure effective connectivity to this network and improve the environment of this footpath and open up its access to the Silk Stream. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).  The site should be subject to an archaeological assessment.  ~~This location may be suitable for a tall building; further guidance will be provided by the Building Heights SPD. Any tall building should be located away from Silk Stream main river.~~ | MM clarifications and additions positively impacts on SA/IIA objectives relating to improving biodiversity and wildlife (10), connectivity and sustainable transport modes (8), managing flood risk (13). The MM also deletes reference to the possible suitability of the siting of a tall building therefore impacting negatively in terms of SA/IIA objective that seeks to ensure the efficient use of land.  For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM88**  **Site No. 6**  **Site Deleted** | **~~Watling Avenue car park & market (Burnt Oak Town Centre)~~** | **Site allocation is not developable due to constraints arising from the extent and magnitude of flood risk affecting the site. Consequently, the site is deemed neither justified nor consistent with national policy as it fails to satisfy either the sequential test or the exception test.**  **In terms of the SA/IIA objectives and the impact that the deletion of this site has on the previous scoring matrix this is mixed with a combination of beneficial and detrimental effects. However, any negative impacts resulting from a loss of additional housing are clearly outweighed by the positive environmental and social related objectives in respect of climate change (10), minimising and managing risk of flooding (13), promoting a high quality safe built environment (14), biodiversity (10) and health (6) related impacts arising from not developing the site much of which is within Flood Zone 3 and therefore within an area at risk of flooding.** |
| **~~Site Address:~~** | **~~Barnfield Rd, Burnt Oak, HA8 0AY~~** |  |
| ~~Ward:~~ | ~~Burnt Oak~~ |  |
| ~~PTAL 2019:~~ | ~~5~~ |  |
| ~~PTAL 2031:~~ | ~~5~~ |  |
| ~~Site Size:~~ | ~~1.47 ha~~ |  |
| ~~Ownership:~~ | ~~Public (Council and TfL)~~ |  |
| ~~Site source:~~ | ~~Call for sites, UDP~~ |  |
| ~~Location type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Car park, station building, shopping parade and market~~ |  |
| ~~Development timeframe:~~ | ~~5-10 years~~ |  |
| ~~Planning designations:~~ | ~~Burnt Oak Town Centre; Site of Borough Importance for Nature Conservation; Watling Estate Conservation Area~~ |  |
| ~~Relevant planning applications:~~ | ~~None~~ |  |
| ~~Site description:~~ | ~~The site is predominantly public car parking (227 spaces), with a portion given over to a semi-permanent market. An extensive area to the north of the site is undeveloped and overgrown with trees and shrubs. The southern part of the site lies along Watling Avenue and includes part of Burnt Oak Station and a retail parade of 2-storey, inter-war era buildings, designated as a Primary Retail Frontage. The site is within Burnt Oak Town Centre and the Watling Estate Conservation Area. The Silk Stream wraps around the western edge and much of the site is within Flood Zone 3, with a significant portion of the site in Zone 3b (functional flood plain). A Site of Borough Importance for Nature Conservation lies along the watercourse. The Northern Line is along the eastern site boundary, with the Underground and bus routes providing public transport access.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, ECC02, ECC06, TRC01, TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~80% residential floorspace with 20% of floorspace for mixed uses including the station building, commercial (E uses) and car parking.~~ |  |
| ~~Indicative residential capacity:~~ | ~~160~~ |  |
| ~~Justification:~~ | ~~The location is highly accessible and has potential for significant intensification. Development should avoid those parts of the site at highest flood risk.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~The Flood Zone 3 covering much of the site means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated; the SFRA Level 2 sets out mitigation measures. Development should be located away from those parts of the site at the highest level of flood risk. Proposals must retain town centre uses along the Primary Retail Frontage. Design proposals must also consider the conservation area status ensure protection of the mature trees designated SINC. Proposals should seek to retain the areas of greenery along the Silk Stream and to the northern part of the site to improve biodiversity and as locations for SuDS. Opportunities for public access along the Silk Stream should be fully explored, along with improvements to the footpath running northwards towards Deansbrook Road. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).~~  ~~The site should be subject to an archaeological assessment. Public car parking requirements must be assessed and re-provide as needed. TfL are seeking an improved station interchange and step-free access and proposals may be required to make a planning contribute towards this.~~  ~~The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.~~  ~~The adjacent Northern Line runs through the night on Friday and Saturday and noise levels must be mitigated.~~ | . |
| **MM89**  **Site No. 7** | **~~Beacon Bingo~~ Bingo Hall Cricklewood (Cricklewood Growth Area)** | **Both positive and negative impacts on different SA/IIA objectives but considered balanced with no significant overall impacts on the sustainability appraisal.** |
| **Site Address:** | **200 Cricklewood Broadway, Cricklewood, NW2 3DU** |  |
| Ward: | ~~Childs Hill~~ Cricklewood | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications for the SA/IIA objectives. |
| PTAL 2019: | 5 |  |
| PTAL 2031: | 6A |  |
| Site Size: | 0.47 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | ~~Central~~ Urban | Reclassification of the density categorisation of the site thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Bingo hall |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | The bingo hall occupies a prominent corner location on Cricklewood Broadway. The site is adjacent to the northern boundary of Cricklewood Town Centre. Cricklewood Broadway is characterised by a diverse range of buildings, including late 19th century frontages of 2-4-storeys with retail and residential uses. The site is close to Cricklewood Station. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW04, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% of floorspace residential with 30% as leisure uses~~  Residential led mixed use development with leisure. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~132~~ 77 dwellings. | The total number of units has been reduced which impacts negatively on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5).However, there will be potential offsetting benefits in terms of positive impact of the SA/IAA objectives seeking to conserve and enhance the significance of heritage assets and their settings (3), and promoting a high quality environment (14). |
| Justification: | The location is highly accessible and has potential for significant intensification. |  |
| Site requirements and development guidelines: | Proposals must support the continuing use of the site as a leisure venue on the vibrant and accessible Cricklewood Broadway. The design should include an active frontage onto Cricklewood Broadway.  ~~While tall buildings may be permitted in the Cricklewood Growth Area means, the design must be mindful of the local context.~~  The north-western-most boundary of the site sits adjacent to the Railway Terraces Conservation Area; although this interaction occurs on a smaller, narrower section of the site there is a need for the design to respect the adjacent character and heights of those properties in the Railway Terraces Conservation Area which comprises of a large collective of Locally Listed dwelling houses. This is necessary to ensure that the significance of designated heritage assets is conserved or enhanced, and the effect on the significance of non-designated heritage assets is taken into account as part of the determination of the application.  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, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. The approach to tall buildings must be consistent with Policy CDH04 of the Local Plan and give consideration to the relationship with the setting of the nearby Railway Terraces Conservation Area. Further guidance will be provided by the Designing for Density SPD.  The scale of development, when taken together with Site 8, is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.  The site should be subject to an archaeological assessment.  The Council will prepare an area planning framework for the Cricklewood Growth Area. | Revised approach to Tall Buildings (Policy CDH04 refers) and the revised more detailed MM wording regarding the relationship with the nearby Railway Terraces Conservation Area impacts positively in respect of the IIA objective to conserve and enhance the significance of heritage assets and their settings and the wider historic and cultural environment (3).  For the remainder of the SA/IIA objectives the impact of the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM90**  **Site No. 8** | **Broadway Retail Park (Cricklewood Growth Area)** | **Both positive and negative impacts on different SA/IIA objectives but considered balanced no significant overall impacts on the sustainability appraisal.** |
| **Site Address:** | **Cricklewood Lane, Cricklewood, NW2 1ES** |  |
| Ward: | ~~Childs Hill~~ Cricklewood | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications for the SA/IIA objectives. |
| PTAL 2019: | 5 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 2.77 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Central |  |
| Existing or most recent site use/s: | Retail and associated car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of the provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | 20/3564/OUT ~~(refused) 1,100 units and mixed uses.~~  (Planning permission granted on appeal for 1,049 residential units and up to 1,200 sqm of flexible commercial and community floorspace (use classes A3/B1/D1 and D2). | Revision to reflect the Secretary of State’s decision in December 2023 granting outline planning permission. Recording extant permission provides greater certainty regarding the contribution to housing, (including affordable) supply. As explained below, by virtue of the reference added to the outline planning permission now granted, impacts positively on the following SA/IIA objectives that:  • ensure the efficient use of infrastructure (2);  • ensure residents have access to good quality, well located, affordable housing (5);  • promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4);  • minimise the need to travel and create accessible, safe and sustainable connections and networks for cycling and walking (8); and  • enhance open spaces that are high quality, networked, accessible and multi functional (9). |
| Site description: | Low-density retail units with extensive car parking, adjacent to Cricklewood Town Centre. The Midland Mainline railway runs along the eastern boundary. Opposite are 2-3 storey early 20th Century buildings in retail and residential use.  The Cricklewood Railway Terraces conservation area lies to the north west of the site while the Mapesbury Conservation Area lies to the south in neighbouring Brent.  Cricklewood Station is adjacent, and the site is highly accessible by public transport. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, CHW01, CHW02, ECY03, TOW02, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | .~~90% of floorspace as residential with 10% commercial and community~~  Residential led mixed use development with commercial and community uses | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~1007~~ 1,049 dwellings (20/3564/OUT) | Change reflects the grant of outline planning permission dated 4th December 2023. As explained below, by virtue of the reference added to the outline planning permission now granted, impacts positively on the following SA/IIA objectives that:  • ensure the efficient use of infrastructure (2);  • ensure residents have access to good quality, well located, affordable housing (5);  • promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4);  • minimise the need to travel and create accessible, safe and sustainable connections and networks for cycling and walking (8); and  • enhance open spaces that are high quality, networked, accessible and multi functional (9). |
| Justification: | The low density buildings and surface car parking are in a high PTAL location, adjacent to town centre shops and services. |  |
| Site requirements and development guidelines: | The site is suitable for a residential-led scheme along with retail and community uses.  Good public transport access, proximity to town centre facilities and the potential for tall buildings mean that significant intensification of the site is possible. Any subsequent application proposal seeking an uplift within the allocation would be required to demonstrate an acceptable design-led approach in accordance with London Plan Policy D3.  ~~Proposal~~ ~~d~~Design must also take into careful consideration the sensitive adjacent conservation areas in Barnet and Brent, and low-rise buildings to the south east to ensure that the significance of heritage assets is preserved or enhanced. Whilst tall buildings may be appropriate, the approach to tall buildings must be consistent with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, (including the setting of the nearby Railway Terraces Conservation Area), 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.  The site should be subject to an archaeological assessment.  The water supply and wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.  The Council will prepare an area planning framework for the Cricklewood Growth Area. | The addition of reference, that should any subsequent proposal seek an uplift the application would need to demonstrate an acceptable design-led approach in accordance with London Plan policy D3, impacts positively on the objective to promote a high quality inclusive and safe built environment (4). Similarly, inclusion of the reference to the approach to Tall Buildings (Policy CDH04 refers) and the revised more detailed MM wording regarding the relationship with the nearby Railway Terraces Conservation Area impacts positively in respect of the IIA objective to conserve and enhance the significance of heritage assets and their settings and the wider historic and cultural environment (3).  MM, by virtue of the reference added to the outline planning permission now granted, impacts positively on the following SA/IIA objectives that:   * ensure the efficient use of infrastructure (2); * ensure residents have access to good quality, well located, affordable housing (5); * promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles (4); * minimise the need to travel and create accessible, safe and sustainable connections and networks for cycling and walking (8); and * enhance open spaces that are high quality, networked, accessible and multi functional (9).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM91**  **Site 9**  **Site Deleted**  **~~Site Address:~~** | **~~Colindeep Lane, Colindale, NW9 6RY~~** | **Site allocation is not developable due to constraints arising from the extent and magnitude of flood risk affecting the site. Consequently, the site is deemed neither justified nor consistent with national policy as it fails to satisfy either the sequential test or the exception test.** **In terms of the SA/IIA objectives and the impact that the deletion of this site has on the previous scoring matrix this is mixed with a combination of beneficial and detrimental effects. However, any negative impacts resulting from a loss of additional housing are clearly outweighed by the positive impacts on environmental and social objectives relating to climate change (11), minimising and managing flood risk (13), high quality safe built environment (14), biodiversity (10) and health related impacts (6) arising from not developing the site, much of which is in Flood Zone 3 and therefore within an area at risk of flooding.** |
| **~~Ward:~~** | **~~Colindale~~** |  |
| ~~PTAL 2019:~~ | ~~1A~~ |  |
| ~~PTAL 2031:~~ | ~~2~~ |  |
| ~~Site Size:~~ | ~~0.81 ha~~ |  |
| ~~Ownership:~~ | ~~Public (TfL)~~ |  |
| ~~Site source:~~ | ~~Call for sites~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Vacant; surplus railway corridor land.~~ |  |
| ~~Development timeframe:~~ | ~~6-10 years~~ |  |
| ~~Planning designations:~~ | ~~Site of Borough Importance for Nature Conservation; Green Chain~~ |  |
| ~~Relevant planning applications:~~ | ~~None~~ |  |
| ~~Site description:~~ | ~~The site is thickly wooded and lies adjacent to the embankment for the Northern Line. Due to the proximity of the Silk Stream a significant portion of the site is Flood Zone 2, with some of the site in Zone 3. Difficult access also makes the site vulnerable to flood risk.. A Site of Borough Importance for Nature Conservation covers part of the site, which is also crossed by a green chain route along the Silk Stream. The backlands location and watercourse make site access to difficult.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC04~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~100% residential~~ |  |
| ~~Indicative residential capacity:~~ | ~~128~~ |  |
| ~~Justification:~~ | ~~The site is not in use and lies within a residential area, offering potential for intensification. The portion of the site in Flood Zone 3b (functional flood plain) should not be built on.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2. Naturalised SuDS should be integrated within the proposals.~~  ~~Design proposals must ensure protection of the mature trees and Green Chain and adjoining SINC. Proposals should seek to retain the areas of greenery along the Silk Stream to improve biodiversity, along with the potential for creating publicly accessible nature areas. Opportunities for public access along the Silk Stream should be fully explored, with potential for a direct through-route between Colindale Park and Rushgrove Park as part of the Barnet Loop with reference to Barnet’s Long Term Transport Strategy (LTTS).~~  ~~The site should be subject to an archaeological assessment.~~  ~~The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.~~  ~~Designs must consider the privacy and amenity of neighbouring residential properties and mitigate the noise from the adjacent Northern Line that runs through the night on Friday and Saturday.~~  ~~Proposals must demonstrate how sufficient access to public highway will be secured.~~ |  |
| **MM92**  **Site No. 10**  **Site Deleted** | **~~Douglas Bader Park Estate (Estate Regeneration and Infill)~~** | **Site allocation not necessary as the site has full planning permission and is either under construction or development has been completed. There is no impact on the SA/IIA objectives as planning permission has been granted and the residual supply to be delivered is included in the housing trajectory.** |
| **~~Site Address:~~** | **~~Clayton Field, Colindale, NW9 5SE~~** |  |
| ~~Ward:~~ | ~~Colindale~~ |  |
| ~~PTAL 2019:~~ | ~~1B~~ |  |
| ~~PTAL 2031:~~ | ~~1B~~ |  |
| ~~Site Size:~~ | ~~4.12 ha~~ |  |
| ~~Ownership:~~ | ~~RSL~~ |  |
| ~~Site source:~~ | ~~Regeneration Report~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~residential~~ |  |
| ~~Development timeframe:~~ | ~~6-10 years~~ |  |
| ~~Planning designations:~~ | ~~None~~ |  |
| ~~Relevant planning applications:~~ | ~~None~~ |  |
| ~~Site description:~~ | ~~This is a low-rise 1970s-era estate comprising 200 dwellings. The surrounding area is mainly residential. Public transport access is poor.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS10, HOU01, HOU02, HOU05, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, TRC01, TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~Mostly residential with a small quantum of community facilities and commercial uses.~~ |  |
| ~~Indicative residential capacity:~~ | ~~478 (net increase)~~ |  |
| ~~Justification:~~ | ~~The estate has been identified for renewal to update the existing stock, which is in poor condition, while intensifying and making better use of the site through a net increase in housing.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~Due to high costs and substandard dwellings sizes the owner (Home Group) is seeking extensive redevelopment. In 2016 a full assessment was carried out of the estate by the owner; the majority of the properties (99.3%) on the estate fail to meet London Plan Space Standards. Additionally, the homes were built in the 1970s and will need significant investment to maintain both now and in the near future. Many of the homes are no longer fit for purpose and do not meet the housing need of Home Group customers. Home Group, in a Joint Venture with Hill, has undertaken pre-application advice discussions with both LBB and the GLA in relation to the future regeneration of the site. A successful residents’ ballot was held in May 2019 where 90.5% of eligible residents participated and 75.4% voted in favour of the regeneration.~~  ~~Proposals must protect the amenity of existing households while providing sufficient amenity for the new homes.~~  ~~The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.~~  ~~Due to the low PTAL, proposals should support transport accessibility improvements.~~ |  |
| **MM93**  **Site No. 11** | **KFC/ Burger King Restaurant (Colindale Growth Area)** | **Both positive and negative impacts on different SA/IIA objectives but considered to be balanced overall and therefore resulting in no significant overall impacts on the sustainability appraisal.** |
| **Site Address:** | **Edgware Road, NW9 5EB** |  |
| Ward: | Colindale South | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications on the SA/IIA objectives. |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.44 ha |  |
| Ownership: | Private |  |
| Site source: | Colindale Area Action Plan |  |
| Context type: | ~~Central~~ Urban | Reclassification of the density categorisation of the site thereby impacting on (reducing) the indicative residential capacity for the site. This reduction could impact negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| Existing or most recent site use/s: | Fast food restaurant and take-away with associated parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years. | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of the provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.  The site lies on the busy arterial A5/ Edgware Road, along which a significant amount of development and intensification is being undertaken. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises.  The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the west~~east~~, and the Buck Lane Conservation Area is to the south-west.  To the rear is low rise residential housing. Colindale Station is within less than 1km and the A5/ Edgware Road has a high level of bus services. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECY03, ECC02, CHW02, TOW03, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~90% residential floorspace with 10% floorspace restaurant~~  Residential led development with Use Class E(b) | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~162~~ 102 dwellings | The total number of units has been lowered to reflect the change from central to urban in the land density categorisation for this site.  As explained in the row below, the reduction could negatively impact on the SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| Justification: | The site is in low density use and can be intensified to provide residential uses in ~~the~~ an accessible location. The 102 dwellings indicative residential capacity is based on calculations classifying the allocation within the ‘Urban’ density category. | This element of the MM reducing the site’s indicative residential capacity together with the revision to the timeframe for delivery of housing impact negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| 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,~~ Whilst tall buildings may be appropriate, the approach to tall buildings must ensure consistency with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, 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 to ensure that the significance of the heritage assets is conserved or enhanced. Careful design and massing ~~could minimise or mitigate impacts~~ will be required to achieve that expectation. The Character Appraisals for these conservation~~s~~ areas should form part of the evidence base. Further guidance will be provided by the Designing for Density SPD.  The site should be subject to an archaeological assessment.  As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5/ Edgware Road. Compliance is required with Policy TOW03 and the Council’s Healthier Catering Commitment. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades. | In the interests of certainty the site allocation name is amended by the MM to confirm that this site lies within a designated Growth Area.  MM includes revision made to the approach to tall buildings in Policy CDH04 and provides clarification regarding the detailed assessment that proposals will be subject to. These revisions in the MM are likely to impact positively in terms of SA/IIA Objectives promoting a high quality built environment and (14) conserving and enhancing the significance of heritage assets and their settings (3).  For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM94**  **Site No. 12** | **McDonald’s Restaurant (Colindale Growth Area)** | **Both positive and negative impacts on different SA/IIA objectives but considered to be balanced overall and therefore resulting in no significant overall impacts on the sustainability appraisal.** |
| **Site Address:** | **157 Colindeep Lane, NW9 6BD** |  |
| Ward: | Colindale South | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications on the SA/IIA objectives. |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 0.48 ha |  |
| Ownership: | Private |  |
| Site source: | Colindale Area Action Plan |  |
| Context type: | ~~Central~~ Urban | Reclassification of the site’s density categorisation thereby impacting on (reducing) the indicative residential capacity for the site. This reduction could impact negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| Existing or most recent site use/s: | Fast food restaurant and take-away with associated parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of the provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.  The corner site lies on the busy arterial A5 Edgware Road, along which a significant amount of development and intensification is being undertaken. On the opposite side of the Colindeep Lane junction a tall building has recently been completed. The LB Brent side of the A5/ Edgware Road consists of large-scale business premises.  The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the west~~east~~, and the Buck Lane Conservation Area is to the south-west. To the east and south is low rise residential housing. Colindale Station is within 1km and the A5 Edgware Road has a high level of bus services. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECY03, ECC02, TOW03, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~90% residential floorspace with 10% floorspace restaurant~~  Residential led development with Use Class E(b) | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~175~~ 112 dwellings. | The indicative residential capacity in terms of the number of units has been lowered to reflect the change in the land density categorisation of the site from central to urban. As explained below, the reduced indicative residential capacity for the site and revised timeframe for delivery of housing impact negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| Justification: | The site is in low density use and can be intensified to provide residential uses in an ~~the~~ accessible location. The 112 dwellings indicative residential capacity is based on calculations consistent with classification of the site within the ‘Urban’ density category. | The reduced indicative residential capacity for the site and revised timeframe for delivery of housing impact negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2). |
| 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,~~  Whilst tall buildings may be appropriate, the approach to tall buildings must ensure consistency with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, 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 to ensure that the significance of the heritage assets is conserved or enhanced. Careful design and massing ~~could~~ ~~minimise or mitigate impacts~~ will be required to achieve that expectation. The Character Appraisals for these conservations areas should form part of the evidence base. Further guidance will be provided in the Designing for Density SPD.  The site should be subject to an archaeological assessment.  As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5 Edgware Road. Compliance is required with Policy TOW03 and the Council’s Healthier Catering Commitment. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades. | In the interests of certainty site allocation name amended by MM to confirm that, as already stated here, this site lies within a designated Growth Area.  MM includes revision to reflect the changes made to the approach to tall buildings in Policy CDH04 and the detailed assessment that proposals will be subject to. These revisions in the MM are likely to impact positively in terms of SA/IIA Objectives promoting a high quality built environment (14) and conserving and enhancing the significance of heritage assets and their settings (3).  For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM95**  **Site No. 13** | **Public Health England (Colindale Growth Area)** | **MM results in an overall positive SA impact with the reduction of residential development resulting from site delivery constraints outweighed by the environmental and social benefits arising from less development in terms of site area given the site’s flood risk constraint, together with explicit reference added to improvements sought in respect of design with respect to the approach to tall buildings, biodiversity and walking route network connectivity; all these changes introduced through the MM amount to a significant reduction in the potential for negative impacts arising from development of the site.** |
| **Site Address:** | **61 Colindale Avenue, NW9 5EQ/HT** |  |
| Ward: | Colindale South | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications on the SA/IIA objectives. |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 4.77 ha (developable area of 3.46 ha) | Reduction in developable area of the site area necessary to reflect site constraints in respect of flood risk. This change will have a positive impact on the SA/IIA objectives of minimising and managing the risk of flooding (13) and reducing the contribution to climate change / enhancing reliance to climate change impacts (11). |
| Ownership: | Department of Health & Social Care (Public Health England) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Research laboratories |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Colindale Growth Area; Site of Borough Importance for Nature Conservation |  |
| Relevant planning applications: | None |  |
| Site description: | The Public Health England research laboratories will be moving to a new facility in Harlow which is expected to be operational by 2025.  The site lies within the Colindale Growth Area and is adjacent to the recently redeveloped former Colindale Hospital site. Colindale tube station is within 300m.  A Site of Borough Importance for Nature Conservation runs along the Silk Stream edge of the site.  Parts of the site close to the Silk Stream are within Flood Zones 2 and 3. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC02A, ECC06, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~95% residential floorspace with 5% community floorspace~~  Residential and Community uses | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~794~~  391 dwellings. | The reduced indicative residential capacity for the site is necessary to take account of flood risk constraints impacting on and resulting in a reduction in the area of the site that is developable. This change will have a positive impact on the SA/IIA objectives of minimising and managing the risk of flooding (13) and reducing the contribution to climate change / enhancing reliance to climate change impacts (11). |
| Justification: | The planned move of the Public Health England facilities provides an opportunity for intensification of this site within the Colindale Growth Area.  The 391 dwellings indicative residential capacity is based on classification of the allocation within the ‘Urban’ density category and to account for flood risk constraints upon the developable area.  The Level 2 SFRA and Technical Note identify that Flood Zone 3a occupies 26 per cent of the site, and within this, Flood Zone 3b also occupies 21 per cent. It is concluded that there are no reasonable alternatives to this site that provide a similar capacity; also that the site could be developed safely with regards to flood risk by avoiding vulnerable development within the flood plain – i.e. concentrating vulnerable development to the north and middle of the site, and avoiding the access road. Proposals should avoid the parts of the site that is Flood Zone 3b (functional flood plain). | The reduced indicative residential capacity for the site impacts negatively on SA/IIA objectives seeking to ensure access to affordable housing (5) and the efficient use of land (2), but positively in respective of minimising and managing the risk of flooding (13) and reducing the contribution to climate change / enhancing reliance to climate change impacts (11). |
| Site requirements and development guidelines: | The site lies within the Colindale Growth Area ~~is within a tall building area~~ and has good access to public transport, potentially supporting a higher density of development. Community uses should be provided on site to support the significant number of new residents. The site is part of the wider Colindale redevelopment area and proposals must demonstrate that the physical and social infrastructure can sustainably support the site, and contributions may be required to make development acceptable.  Proposals should avoid those parts of the site that are within Flood Zone 3b (functional flood plain). Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2. Application proposals will be required to demonstrate acceptability through a design-led approach (in accordance with London Plan Policy D3) and meet the exception test requirements for development on any parts of the site within Flood Zone 3a. The flood zone extends over the point of current access to the site, consideration must therefore be given to alternative safe means of access and escape in the event of a flood. Additional access arrangements via neighbouring sites to the north/ north-east should be explored.  Whilst tall buildings may be appropriate, the approach to tall buildings must be consistent with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided in the Designing for Density SPD.  The site should be subject to an archaeological assessment.  Mature trees on the site ~~should be~~ are protected by a group TPO and proposals must demonstrate how they will be integrated into the landscape. Any development of the land must seek to retain important wildlife habitats and trees present on the site.  Proposals must seek the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  ~~The Silk Stream Corridor provides an opportunity to be opened-up for public access, extending an attractive green route into Montrose Park and connecting with Colindale Avenue~~. This site lies on the Strategic Walking Network. Development proposals should therefore take the opportunity to ensure effective connectivity to this network and open up its access to the Silk Stream with a walking and cycling route. Connectivity ~~for~~ to the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).  The scale of development Is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades. | MM adds reference to this site being located within a designated Growth Area. Although already stated in the site description, in the interests of certainty, this is now also reflected here and in the site allocation name.  MM includes revisions to reflect the approach to tall buildings in Policy CDH04 and the detailed assessment that any proposals will be subject to.  These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * minimise and manage flood risk (13); * reducing the contribution, and enhancing resilience, to climate change (11); * promote a high quality, safe built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM96**  **Site No. 14**  **Site Deleted** | **~~Sainsburys The Hyde (Major Thoroughfare)~~** | **Site allocation not necessary as the site has full planning permission and is either under construction or development has been completed.** **There is no impact on the SA/IIA objectives as planning permission has been granted and the residual supply to be delivered is included in the housing trajectory.** |
| **~~Site Address:~~** | **~~Edgware Rd, The Hyde, NW9 6JX~~** |  |
| ~~Ward:~~ | ~~Colindale~~ |  |
| ~~PTAL 2019:~~ | ~~2~~ |  |
| ~~PTAL 2031:~~ | ~~3~~ |  |
| ~~Site Size:~~ | ~~3.18 ha~~ |  |
| ~~Ownership:~~ | ~~Private~~ |  |
| ~~Site source:~~ | ~~Call for sites~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Supermarket with associated car parking and petrol station~~ |  |
| ~~Development timeframe:~~ | ~~1-5 years~~ |  |
| ~~Planning designations:~~ | ~~Site of Borough Importance for Nature Conservation; Green Chain~~ |  |
| ~~Relevant planning applications:~~ | ~~19/4661/FUL (approved) 1,309 residential units and commercial uses.~~ |  |
| ~~Site description:~~ | ~~A single-storey out-of-centre supermarket with associated surface car parking and a petrol filling station. The western boundary of the site lies on the busy A5 Edgware Road. To the east is the Silk Stream watercourse, along which is a Site of Borough Importance for Nature Conservation and Green Chain. The site is located within 1 kilometre of the Welsh Harp (Brent Reservoir) SSSI. The majority of the site is within Flood Zone 2 and parts of the south within Flood Zone 3a along the Silk Stream River Corridor. Surrounding uses are typically large-scale businesses. Hendon station is within ½ km.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02, ECY03, ECC02, ECC02A, ECC06, TRC01, TRC02 TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~Mixed use development comprising a replacement Sainsburys store of 8,998 sqm GIA (Use Class A1), 1,309 residential units (Use Class C3) and 951 sqm GIA flexible commercial space.~~ |  |
| ~~Indicative residential capacity:~~ | ~~1,309~~ |  |
| ~~Justification:~~ | ~~The site has received planning permission (19/4661/FUL)~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~The Council has resolved to grant planning permission for this site (planning ref: 19/4661/FUL). The assessment provided in support of the application concluded that for fluvial risk for up to the 1 in 100-year flood event the existing flood defences would be sufficient, according to flood modelling completed by the Environment Agency. The assessment of existing surface water flood risk at the site is generally very low, although with some areas of higher risk – this will be managed through a surface water drainage strategy incorporating SuDS. A SFRA Level 2 has been carried out for the site. Given the location adjacent to the SSSI, the development should ensure there is no inappropriate access from the developments onto sections of the SSSI that are not formal paths/ recreation areas. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.~~ |  |
| **MM97**  **Site No. 15** | **Tesco Coppetts Centre (Major Thoroughfares)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **Colney Hatch Lane, Friern Barnet, N11 0SH** |  |
| Ward: | ~~Coppetts~~ Friern Barnet | Factual update to reflect the May 2022 revisions made to ward boundaries. There are no implications on the SA/IIA objectives. |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | 3.12 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Retail |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | A large single storey supermarket with extensive associated car parking and a petrol filling station. The site is part of a larger out-of-town retail park with other business units to the west and north east. The site is accessed from the east from Colney Hatch Lane, with the A406 North Circular Road and slip road to the south. Adjacent to the north of the site is Coppetts Wood which is Metropolitan Open Land, a Local Nature Reserve, and a Site of Borough Importance for Nature. A small section along the southern boundary to west of the site adjacent to Pinkham Way, is at flood risk. In addition, the Bounds Green Brook runs underneath the site close the Pinkham Way in culvert and is designated main river. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02 ECY03, ECC02, ECC02A, TRC01, TRC02 TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% floorspace residential with 25%~~  Residential led mixed use development with commercial and community uses and car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 397 dwellings | This change is just a clarification. It does not have an impact on the SA/IIA objective. |
| Justification: | The site is in low density use and can be intensified to provide residential uses while maintaining the supermarket use. |  |
| Site requirements and development guidelines: | No increase in retail floorspace would be expected as part of any redevelopment. An assessment must be undertaken of car parking requirements for retained retail; replacement spaces may be required. A residential redevelopment of this scale would justify the provision of a small community facility. Relatively poor access to public transport and local services will affect the level of density achievable at this site.  The design must also ensure mitigation of noise and pollution from the North Circular Road and slip roads. Continuing business uses of other parts of the retail park may affect the residential potential, and ideally any proposal would be part of a wider redevelopment masterplan for the entire retail park. Proposals must ensure they avoid harm to the adjacent Coppetts Wood Local Nature Reserve.  Proposals for the site should consider de-culverting of the Bounds Green Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should buildings be allowed on top of the culvert, and access should be maintained along the entire length. Further information on flood risk and mitigation is provided by the SFRA Level 2.  This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network. | This MM revision is likely to impact positively in terms of SA/IIA objective to create accessible, safe and sustainable cycling and walking connections and networks (8).  For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM98**  **Site No. 16** | **45-69 East Barnet Rd (New Barnet Town Centre)** | **MM reduces the indicative residential capacity having taken account of the irregular shape of the allocation site, surrounding context and addition of a new public square. In terms of SA and the overall impacts for scoring against the SA/IIA objectives, the loss of residential is balanced against the environmental and social benefits derived from the provision of more detail on the design requirements sought, achieved in part as a result of lower density development across the site.** |
| **Site Address:** | **45-69 East Barnet Rd, New Barnet, EN4 8RN** |  |
| Ward: | East Barnet |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.60 ha |  |
| Ownership: | Mixed |  |
| Site source: | New Barnet Town Centre Framework 2010 |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Retail, public house, light industry, petrol service station and residential |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | Located within New Barnet Town Centre, this site has a Primary Frontage which includes a public house, petrol station and a number of small retail outlets with flats/offices above. The rear of the site is small-scale industrial units with areas of hardstanding and car parking. Surrounding buildings are mostly 1-2 storeys in retail use, with a church adjacent to the southern site boundary. ~~To~~ There has been some redevelopment at the rear of the site ~~has already been redeveloped~~ with a new 3-storey residential block. The site is close to New Barnet Station. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, CHW04, ECY01, ECY02, ECY03, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace with 30% commercial uses~~  Residential led mixed use development with commercial uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~110~~ Minimum75 dwellings. | Although expressed as a minimum, the indicative residential capacity has been reduced which impacts negatively on SA/IIA objectives seeking to ensure provision of housing / access to affordable housing (5) and the efficient use of land (2). However, given that the flexibility afforded to a design-led approach, it could ensure that the most efficient use of land is secured via a future proposal. |
| Justification: | The site is in low density use and can be intensified to provide residential development of an appropriate scale and massing while maintaining the town centre uses. |  |
| Site requirements and development guidelines: | Maintain retail uses in the Primary Frontage along East Barnet Road. The high street character should be enhanced, potentially through refurbishing some of the existing buildings – the public house is identified as a character building by the Town Centre Framework. Any forthcoming design should make provision for a public square, in accordance with the New Barnet Town Centre Framework (2010). Residential uses can be focused at the rear of the site. Designs must be appropriate to the context of the high street and surrounding area. Further planning guidance is provided by the ~~New Barnet~~ Town Centre Framework ~~(2010)~~ which identifies the site as within Opportunity Site ~~Area~~ 2.  The minimum figure indicative residential capacity is 75 dwellings. This minimum figure reflects a cautious approach taking account of the surrounding context, the irregular shape of the allocation and the provision of a new public square. However, should a future proposal seek an uplift to the residential capacity within the allocation it would be required to demonstrate at the application stage acceptability through a design-led approach in accordance with London Plan Policy D3. | MM changes positively impact on the SA/IIA objectives:   * promoting a high quality, inclusive built environment (14); * liveable neighbourhoods supporting good quality accessible services (4); and * sustainable lifestyles and the protection and enhancement of open spaces (9).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **Site No.17** | **This site had been previously removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions subject of consultation.** | **No Impact on the sustainability appraisal.** |
| **MM99**  **Site No. 18** | **Former East Barnet Library** | **MM will impact positively on some of the SA/IIA objectives but overall have no significant implications for the sustainability appraisal.** |
| **Site Address:** | **85 Brookhill Rd, New Barnet EN4 8SG** |  |
| Ward: | East Barnet |  |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | 0.16 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public library and associated car park |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years. | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the timing of provision of housing to meet identified needs, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Archaeological Priority Area |  |
| Relevant planning applications: | 20/4546/FUL (approved) temporary change of use to storage/ distribution |  |
| Site description: | The site has previously operated as a public library, but the facility has been relocated to share the new leisure centre building at Victoria Park.  The location is on a relatively busy crossroads and is within 220m of the East Barnet Village local centre. Opposite across the road are 3-storey blocks of flats with some business uses on the ground floor. Low-rise residential units lie adjacent to the north and west of the site. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential floorspace with 50% community uses floorspace~~  Development for residential / community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 12 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The public library has relocated so the building is no longer required for this use. The site is located within a residential area and is close to East Barnet local town centre facilities and bus routes. |  |
| Site requirements and development guidelines: | The site must be assessed for the potential need to retain a community use as part of the development.  The site contains mature trees which should be retained. Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  The design of any proposal must be mindful of the ~~Combined with a~~ significant slope across the site and the adjacent low-rise residential units~~, the design must be mindful of these restrictions~~ and may require differing heights.  The site should be subject to an archaeological assessment.  East Barnet Village provides a range of local amenities and the site is connected to the wider area through several bus routes. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); and * promote liveable neighbourhoods which support good quality accessible services (4).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM100**  **Site No. 19** | **East Barnet Shooting Club (New Barnet Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **Victoria Rd New Barnet EN4 9SH** |  |
| Ward: | East Barnet |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 0.25 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Shooting range |  |
| Development timeframe: | 11-15 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | A small building in use as a shooting range. The site is adjacent to New Barnet Town Centre and to the main entrance to Victoria Recreation Ground from New Barnet town centre. Surrounding sites to the north and west are being redeveloped as part of the regeneration of the Victoria Quarter. The site is within 400m of New Barnet Station. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU04, CDH01, CDH02, CHW01, TOW01, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential |  |
| Indicative residential capacity: | 43 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objective. |
| Justification: | The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities. |  |
| Site requirements and development guidelines: | Highlighted in the New Barnet Town Centre Framework (2010) as part of Opportunity Site 1, the Victoria Quarter. Build-out of several parts of the Victoria Quarter are underway. As a community facility there should be an assessment as to the need to replace the functionality and floorspace of the existing facility. For further information refer to the New Barnet Town Centre Framework. |  |
| **MM101**  **Site No. 20** | **Fayer’s Building Yard & Church (New Barnet Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR** |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 0.21 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites; New Barnet Town Centre Framework |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Retail and place of worship |  |
| Development timeframe: | 6-10 years. |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | The site consists of a building supplies yard and a church, situated on a corner location within New Barnet Town Centre. Surrounding buildings are largely low-rise in retail and residential use. New Barnet Station is within approximately 300m. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, CHW01, CHW02, ECY01, ECY03, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential use with 30% re-provided community use.~~  Residential development with re-provision of community use. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 25 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities. |  |
| Site requirements and development guidelines: | A residential-led scheme, with retention or re-provision of the church. The design must be appropriate to the surrounding context. For further guidance refer to Opportunity Site 5 of the New Barnet Town Centre Framework (2010). |  |
| **MM102**  **Site No. 21** | **New Barnet Gasholder (New Barnet Town Centre)** | **No significant implications overall for the sustainability appraisal. Minor impacts on the SA/IIA objectives arising from removal of the small community use element; expressing the residential capacity as a minimum figure that subject to design could be exceeded and additional requirement to incorporate key footpath linkages. This could impact negatively on the SA/IIA objective to promote liveable neighbourhoods which support good quality accessible services (4). This would be offset by the positive impacts on the SA/IIA objectives of ensuring efficient use of land (2), ensuring that all residents have access to good quality, well-located affordable housing (5) and creating accessible, safe and sustainable connections and networks (8).** |
| **Site Address:** | **Albert Rd, New Barnet, EN4 9SH** |  |
| Ward: | East Barnet |  |
| PTAL 2019: | 1A |  |
| PTAL 2031: | 1A |  |
| Site Size: | 2.23 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites  New Barnet Town Centre Framework | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Gasworks ~~(demolished);~~ gasholder | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Development timeframe: | 6-10 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | The site is a former ~~gasholder and~~ gasworks ~~site~~. The remainder of the gasworks site, running south along the railway towards New Barnet town centre, was demolished several years ago and is being redeveloped (~~B/04834/14~~ 16/7601/FUL residential-led, mixed-use development ~~305~~ 371 residential units). To the north and east of the site is a 1930s housing estate, Victoria Recreation Ground and the new leisure centre. To the west is the East Coast Mainline railway. New Barnet Station is within 1km. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~95% residential floorspace with 5% community floorspace~~  Residential development. | Removal of the small amount of floorspace envisaged for community uses. This element of the MM impacts negatively on the objective promoting neighbourhoods which support good quality accessible services (4). This is offset by the positive impact in terms of the SA/IIA objective to minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8). |
| Indicative residential capacity: | Minimum 201 dwellings. | Indicative residential capacity expressed as a minimum. This change would impact positively on the SA/IIA objective to ensure efficient use of land (2) and potentially make a bigger contributions to housing/affordable housing (5). |
| Justification: | The site is highlighted within the New Barnet Town Centre Framework (2010) and presents a redundant industrial use within a residential area that is within walking distance of East Barnet Town Centre with its shopping, services and public transport connections.  The 201 dwellings indicative capacity is a minimum figure. Any future application proposal seeking an uplift within the allocation would be required to demonstrate an acceptable design-led approach in accordance with London Plan Policy D3. | Expressing the residential capacity as a minimum affords the possibility of a well-designed proposal achieving more residential units on the site. This element of the MM impacts positively on SA/IIA objectives to ensure the efficient use of land (2) and that residents have access to good quality, well located, affordable housing (5). |
| Site requirements and development guidelines: | The site is highlighted within the New Barnet Town Centre Framework (2010), being part of Opportunity Site 1. Build-out of several parts of Site 1 are already ~~well~~ underway. Due to the nature of the existing use land decontamination will be an important consideration. ~~The scale of the site means that it may be appropriate to provide a community use to address the needs of new residents.~~ Proposals must take into consideration the existing suburban housing to the north and east of the site and ensure there is no loss of amenity in terms of overlooking. The residential capacity of the site could be exceeded, subject to a design-led approach that takes into account the surrounding context and other material planning policy considerations.  Development should incorporate key footpath linkages to enhance connectivity to the Strategic Walking Network. | These revisions in the MM are likely to impact positively in terms of SA/IIA objective to minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).  For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM103**  **Site No. 22** | **Sainsburys (New Barnet Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **66 East Barnet Rd, New Barnet, EN4 8RQ** |  |
| Ward: | East Barnet |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 1.02 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites  New Barnet Town Centre Framework | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Supermarket with associated car parking |  |
| Development timeframe: | 6-10 years. |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | A largely one storey building within New Barnet Town Centre, containing a supermarket with offices in an additional 2-storey tower above. There is surface car parking to the rear and a roof car park over the supermarket. East Barnet Road is a relatively narrow thoroughfare and the surrounding buildings are mostly 1-2 storeys and in retail B-uses. The rear of the site faces the mainline railway and 3-4 storey residential block. New Barnet station is next to the site. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, ECY03, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% residential floorspace with 25% commercial and car parking~~  Residential led mixed use development with commercial uses and car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 199 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The site can be intensified and provides a town centre location that is accessible by bus and rail links. |  |
| Site requirements and development guidelines: | Maintain an active frontage with town centre uses along East Barnet Road. The design should reflect the surrounding context. Seek to incorporate a new/ improved pedestrian route connecting East Barnet Road to the railway station. For further guidance refer to the New Barnet Town Centre Framework (Opportunity Site 3). The existing retail use should be retained, with associated car parking requirements assessed and re-provided if supported by the evidence. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| **MM104**  **Site No. 23** | **Bobath Centre (East Finchley Town Centre)** | **No significant impact on the sustainability appraisal.** **Planning permission now granted for 25 units.** |
| **Site Address:** | **250 East End Rd, East Finchley, N2 8AU** |  |
| Ward: | East Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.39 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Child-care nursery. |  |
| Development timeframe: | ~~0-5~~ 6-10 years. | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on the provision of housing, is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Listed Building; Archaeological Priority Area |  |
| Relevant planning applications: | ~~18/4547/FUL approved) extensions and creation of external playground.~~  21/2602/FUL – 25 units (approved) | Planning permission granted for 25 units but not yet implemented This does not have an impact on the SA/IIA objectives. |
| Site description: | The site contains a Grade II listed building, while to the rear are non-listed elements of the building and car parking. The site adjoins East Finchley Centre. Surrounding buildings are mostly residential and consist of either 2-storey terraces or 3-storey housing blocks. Bus routes are close by and East Finchley Underground Station is within approximately half a kilometre. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH07, CDH08, TOW01, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~25% Residential floorspace with 75% community floorspace.~~  Community led mixed use development with residential. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 25 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The site is adjacent to the services of East Finchley Town Centre and close to tube and bus links. The area at the rear of the site provides an opportunity for intensification with a design that is respectful of the listed building. |  |
| Site requirements and development guidelines: | The building is in use as a child-care nursery, providing the community use on the site. Residential development to the rear of the site must ~~protect and~~ conserve or enhance the setting of the listed building. While pedestrian access is good, including a pathway directly to the nearby station, proposals for residential use at the rear of the site must resolve the issue of restricted access for any car parking and service vehicles. The site should be subject to an archaeological assessment. | MM minor wording revision is now consistent with the wording of SA/IIA objective to conserve and enhance the significance of heritage assets and their settings (3). It does not have any impact on the SA/IIA objectives. |
| **MM105**  **Site No. 24** | **East Finchley Station Car Park (East Finchley Town Centre)** | **MM will impact positively on a number of the SA/IIA objectives but overall have no significant implications for the sustainability appraisal.** |
| **Site Address:** | **High Rd East, Finchley, N2 0NW** |  |
| Ward: | East Finchley |  |
| PTAL 2019: | 5 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 0.74 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public car park |  |
| Development timeframe: | ~~6-10~~ 11-15years | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | Currently in use as the car park (269 spaces) for the adjacent Underground station. The site lies partly within, and partly adjoining, East Finchley Town Centre. Immediately adjoining the site is the Grade II listed East Finchley Station (including the platforms). Surrounding uses are a mix of office and residential in modern buildings of 3-4 storeys. The site is highly accessible by public transport. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03.~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace and 30% commercial uses (E Class),~~  Residential led mixed use development with commercial uses, public realm including station drop-off and ~~public car~~ limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons. | These revisions to the proposed uses in the MM are likely to impact positively in terms of SA/IIA objective to minimise the need to travel by car and create accessible, safe and sustainable transport options, connections and networks (8). |
| Indicative residential capacity: | 135 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | In this highly accessible town centre location, the car park is a low intensity use; the potential for higher density usage including residential would be in line with the national and London Plan policy approaches to enhance the town centre and reduce commuter ~~public~~ car parking based on adjacency to the underground station and local bus routes, and provisions to encourage active modes of travel. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to ensure efficient use of infrastructure and minimise the need to travel, especially by car, and create accessible, safe and sustainable connections and networks (8). |
| Site requirements and development guidelines: | Site layout of a proposal must take into account the ~~will be important due to~~ surrounding residential and transport uses. ~~, along with the Grade II listed station building.~~ Sensitive design is vital to conserve and enhance the adjacent Grade II listed station building and adjacent Hampstead Garden Suburb Conservation Area and their settings.  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~~ High quality public realm is required to the front of the building to complement and enhance the existing station frontage. ~~Public car parking requirements must be assessed and re-provided as needed, and access ensured for people with disabilities.~~  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  If development extends beyond the allocation boundary proposals should protect the existing community garden or mitigate its loss through equivalent or improved re-provision, that is accessible to the community.  This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * conserve and enhance the significance of heritage assets and their settings (3); * improve health and wellbeing (6); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM106**  **Site No. 25** | **East Finchley Substation (East Finchley Town Centre)** | **MM will have both positive and negative impacts on a number of the SA/IIA objectives but overall have no significant implications for the sustainability appraisal.** |
| **Site Address:** | **High Rd, East Finchley, N2 0NL** |  |
| Ward: | ~~East Finchley~~ Garden Suburb | Factual update to reflect the May 2022 revisions made to ward boundaries. This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.19 ha |  |
| Ownership: | ~~Public (TfL)~~ Private | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Vacant (former substation for Northern Line) |  |
| Development timeframe: | ~~11-15~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Faster timeframe for delivery onsite could have a marginal positive impact on objectives relating to housing (5) and ensuring efficient use of land through optimising the use of previously developed land (2). |
| Planning designations: | None |  |
| Relevant planning applications: | ~~None~~  21/5217/FUL – new part-five, part-six storey building, retail and office use (Class E) and 9 dwellings | MM revision to reflect that full planning permission has now been granted thereby providing greater certainty regarding deliverability and consequently a reduction in the timeframe for development. Although expressed as a minimum figure, the significant reduction in indicative residential capacity impacts negatively on IIA/SA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5).The prospect of an acceptable proposal comprising residential capacity of 29 dwellings seemed overly optimistic, irrespective of the planning permission granted. |
| Site description: | The site lies close to the southern boundary of East Finchley Town centre and opposite the boundary of the Hampstead Garden Suburb conservation area; to the rear is the Underground line embankment, while to the south is a 3-storey office building. The existing building comprises a disused London Underground electricity substation. Public transport access is good. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~95% residential floorspace with 5% commercial (offices).~~  Residential led mixed use development with small quantum of commercial (office) uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~29 residential dwellings~~ Minimum 9 dwellings. | Although expressed as a minimum figure, the significant reduction in indicative residential capacity impacts negatively on IIA/SA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5). The prospect of an acceptable proposal comprising an residential capacity of 29 dwellings seemed overly optimistic, irrespective of the planning permission granted. |
| Justification: | The facility is no longer in use for infrastructure and this highly accessible location offers an opportunity for redevelopment for residential with a small amount of commercial space that does not have a negative impact on the nearby town centre. |  |
| Site requirements and development guidelines: | The indicative residential capacity of 9 dwellings is a minimum figure. However, should a future proposal seek an uplift to the residential capacity within the allocation it would be required to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3. The design must take account of the adjoining conservation area and listed buildings, to ensure that the significance of heritage assets is conserved or enhanced, and should provide a high-quality addition at this entranceway to the East Finchley Town Centre. Good access to public transport and town centre facilities support an intensification of the site. There is potential for a small amount of office uses on the ground floor, which should present an active frontage. Noise from passing trains must be mitigated for the residential use, particularly since trains run through the night on Friday and Saturday. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods (4); and * conserve and enhance heritage assets and their settings (3).   For the remainder of the Sa/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM107**  **Site No. 26** | **Park House (East Finchley Town Centre)** | **MM will have mainly positive impacts on a number of the SA/IIA objectives. Overall, no significant implications for the sustainability appraisal.** |
| **Site Address:** | **16 High Rd, East Finchley, N2 9PJ** |  |
| Ward: | East Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 0.2 ha |  |
| Ownership: | Council |  |
| Site source: | 2015 call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Community building |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021.. t This is based on Inspector findings with respect to deliverability and developability. As such it could be considered a theoretical position for the purposes of the objectives that there would be a delay in meeting housing need in the short term, and little to no effect over the Plan period. |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | 18/5822/FUL (approved) adjacent to the north for 24 flats and office space |  |
| Site description: | The site is within East Finchley Town Centre and consists of two storey buildings with outdoor amenity and parking spaces. The building is set back from the road and to the front is an area of green with mature trees. The building is in use as a childcare facility. The Grade II listed East Finchley station lies opposite. To the south is a railway embankment, along with Cherry Tree Wood which is Metropolitan Open Land and an area of Local Importance for Nature Conservation. To the north is a Victorian 3-storey terrace with retail uses, while to the rear of the site is low-rise housing. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~95% residential floorspace with 5% commercial (offices).~~  Residential led development with community use. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2) and change in use will have a positive impact on the SA/IIA objective to promote liveable and safe neighbourhoods which support good quality accessible services (4). |
| Indicative residential capacity: | ~~20~~ 19 dwellings. | Minor reduction in indicative residential capacity has a marginal negative impact on SA/IIA objectives relating to ensuring efficient use of land (2) and access to good quality, well located affordable housing (5). |
| Justification: | The town centre site is highly accessible and can be intensified to provide a mix of residential and community uses. |  |
| Site requirements and development guidelines: | Design proposals must take a sensitive approach to building massing and height to ensure no loss of amenity for local residents. The site is prominent within East Finchley Town Centre and the design must be compatible with and contribute to the surrounding townscape, including the Grade II listed station, to ensure that the significance of heritage assets are conserved or enhanced. The area of green space with mature trees at the front should be maintained and improved, while the overall site design should attractively frame and signpost the entrance to the sensitive green area of Cherry Tree Wood to the south. Any forthcoming application proposal should give consideration as part of a design-led approach to the integration with, and enhancement of, the entrance to Cherry Tree Wood to encourage and promote its use.  Proposals should be mindful that the site to the north permission was granted in 2020 (18/5822/FUL) for demolition of existing buildings and construction of two 4-storey buildings providing 24 flats, along with office space.  The community facility must be re-provided and proposals must show how the community will benefit from the redevelopment.  The site should be subject to an archaeological assessment.  The design must mitigate noise from the adjacent railway and road, particularly since trains run through the night on Friday and Saturday. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * conserve and enhance the significance of heritage assets and their settings (3); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * promote liveable neighbourhoods which support good quality accessible services (4); * protect and enhance open spaces that are high quality, networked and accessible (9)   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM108**  **Site No. 27** | **Edgware Town Centre (Edgware Growth Area)** | **MM providing clarifications on site requirements and development guidelines will have positive impacts on a number of the SA/IIA objectives. Overall, no significant implications for the sustainability appraisal.** |
| **Site Address:** | **Station Rd, Edgware, HA8** |  |
| Ward: | Edgware |  |
| PTAL 2019: | 6A |  |
| PTAL 2031: | 6A |  |
| Site Size: | 7.83 ha |  |
| Ownership: | Private,Council and TfL |  |
| Site source: | Edgware Town Centre Framework (2013) |  |
| Context type: | Central |  |
| Existing or most recent site use/s: | Retail, office, residential and car parking. |  |
| Development timeframe: | 6-10 years. Development of Premier Place within 1 – 5 years | Timeframe revised to reflect realistic delivery of the development. Delivery within first 5 years have a marginal positive impact on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2). |
| Planning designations: | Town Centre; Archaeological Priority Area |  |
| Relevant planning applications: | 16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail (Premier Place); 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park. | MM revision to reflect that full planning permissions have now been granted thereby providing greater certainty regarding deliverability and consequently a reduction in the timeframe for development at Premier Place. There is a marginal positive impact on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2). |
| Site description: | The site is within Edgware Town Centre and includes Primary Retail Frontages. It encompasses the Broadwalk Shopping Centre (with roof car parking), a supermarket and associated car parking. To the north and west the sites faces onto Station Road and A5 Edgware Road with retail frontages in mid-20th Century buildings. The site also includes some office and residential uses. To the south is a mosque and a primary school, along with low-rise housing. To the east are the bus and railway stations. The Grade II listed Railway Hotel – a local landmark building – is close to the north western part of the site. Public transport accessibility is high. Edgware is identified as a ~~strategic~~ location ~~for~~ where tall buildings of 8 storeys or more~~. Tall buildings~~ may be appropriate within the boundaries of the Town Centre. | This change is to reflect modifications to Policy CDH04 Tall Buildings. There is no impact on the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS05, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% residential floorspace with 25% mixed uses of town centre commercial (retail and office), entertainment, community, and car parking~~  Residential led mixed use development with town centre uses, commercial (retail and office), leisure, community and car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 2379 dwellings | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site is highly accessible by public transport and includes large areas of brownfield land, surface car parking and low-density buildings. Intensification is an opportunity to improve the quality of the build environment and deliver benefits for the local area while providing new housing and town centre uses. |  |
| Site requirements and development guidelines: | The site’s high accessibility, town centre context and potential for tall buildings support a high density of redevelopment. Proposals must consider existing site uses, including retail, offices and residents. ~~Car parking requirements must be assessed and re-provided as needed~~  Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02. Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  Proposals must consider the site context which includes the Grade II listed Railway Hotel to ensure that the significance of heritage assets are conserved or enhanced, together with the existing character of Station Road and the High Street, Edgware Primary School to the south, and the relationship with adjacent low-rise suburban housing.  Consistent with Policy CDH04, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, 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.  The scale of development Is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.  The potential risk of surface water flooding must be considered.  This site lies on the Strategic Walking Network and development proposals should therefore take the opportunity to ensure effective connectivity to this network.  Proposals must be subject to an archaeological assessment.  The ~~emerging~~ Edgware Growth Area SPD (2021) provides further guidance. | These clarificatory revisions to the development guidelines in the MM provide additional certainty regarding the site requirements and are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality, inclusive and safe built environment (14); * ensure efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings and the wider historic and cultural environment (3); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel, especially by car, and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM109**  **Site No. 28** | **Edgware Underground & Bus Stations (Edgware Growth Area)** | **MM will have mainly positive impacts on a number of the SA/IIA objectives. Overall, no significant implications for the sustainability appraisal.** |
| **Site Address:** | **Station Rd, Edgware, HA8 7AW** |  |
| Ward: | Edgware |  |
| PTAL 2019: | 6B |  |
| PTAL 2031: | 6B |  |
| Site Size: | 8.17 ha |  |
| Ownership: | TfL |  |
| Site source: | Call for Sites and Edgware Town Centre Framework (2013) |  |
| Context type: | Central |  |
| Existing or most recent site use/s: | Transport operations |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre; Site of Borough Importance for Nature Conservation |  |
| Relevant planning applications: | None |  |
| Site description: | The northern part is within Edgware Town Centre, facing onto the main shopping street, including Primary Shopping Frontage. The site encompasses Edgware Station, platforms and tracks, the bus garage with parking and access, along with areas of open land to the south and east. To the west is the Broadwalk Shopping Centre, classified as Primary Retail Frontage, with associated car parking. To the south and east is low-rise suburban housing, with the Watling Street Conservation Area adjacent to part of the site. Public transport accessibility is high for the northern and western elements of the site. The culverted Deans Brook runs through part of the site, and flood risk zone levels 2 and 3 overlaps the north eastern boundary of the site in some places. There is also some surface water flood risk. A Site of Borough Importance for Nature Conservation covers the south eastern parts of the site. Edgware is identified as a ~~strategic~~ location ~~for~~ where tall buildings of 8 storeys or more~~. Tall buildings~~ may be appropriate within the boundaries of the Town Centre. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS05, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY03, ECC02, ECC02A, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace with 30% mixed uses of town centre commercial (retail and office) and transport infrastructure.~~  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. | Additional details and clarification regarding the mix of different uses proposed. MM, through addition of reference to the redevelopment / reprovision of car parking spaces, impacts positively with regards SA/IIA objectives to ensure efficient use of land (2) and infrastructure and minimise the need to travel, especially by car, and the creation of sustainable public transport connections and networks (8). |
| Indicative residential capacity: | ~~2317~~ 2316 dwellings. | No discernible impact on the sustainability appraisal arising from the very minor - one unit - reduction. |
| Justification: | The western parts of the site are highly accessible and provide a town centre location which is currently underused. The need to maintain the London Underground infrastructure, and the barriers imposed by this infrastructure, make the eastern and southern parts of the site far more challenging and restricted in terms of potential for redevelopment. |  |
| Site requirements and development guidelines: | The site’s high accessibility, town centre context and potential for tall buildings support a high density of redevelopment in the western and northern parts of the site. Consistent with Policy CDH04, all tall buildings will be subject to a detailed assessment of how the proposed building relates to its surroundings, 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. Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area, to ensure that the significance of nearby heritage assets are conserved or enhanced, and the relationship with surrounding low-rise suburban housing.  Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02. Bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  Proposals must be subject to an archaeological assessment.  Proposals should preserve the area of Borough Importance for Nature Conservation which covers the south eastern part of the site, including the areas around Deans Brook. The SFRA Level 2 provides a detailed assessment of flood risks and the impact from climate change and shows parts of the site are in Flood Zone 3 and at surface water flood risk. Where possible, proposals for the site should consider de-culverting of Deans Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should built development be allowed on top of the culvert, and access should be maintained along the entire length.  The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.  This site lies on the Strategic Walking Network and development proposals should therefore take the opportunity to ensure effective connectivity to this network and open up its access to the Silk Stream with a walking and cycling route.  ~~Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area and surrounding low-rise suburban housing.~~  The ~~emerging~~ Edgware Growth Area SPD (2021) provides further guidance. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality, inclusive and safe built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any effect on the achievement of the objective and therefore the impact is neutral. |
| **MM110**  **Site No.29** | **Scratchwood Quarry** | **No impact on the sustainability appraisal** |
| **Site Address:** | **NW7 3JA** |  |
| Ward: | Edgware |  |
| PTAL 2019: | 0 |  |
| PTAL 2031: | 0 |  |
| Site Size: | 3.1ha |  |
| Ownership: | TfL |  |
| Site source: | C.F Cronin (London) Limited |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Waste management |  |
| Development timeframe: | Potential to increase waste volume handled over the Plan Period |  |
| Planning designations: | A previously developed site within the Green Belt; Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | The site lies within a former quarry which is now used for waste processing. There is recycling of concretes and aggregates materials for highways maintenance and utilities industries. The site is leased over three plots, with current operational use on all three leased plots, although some of the site is underused/ part vacant.  The site is located to the north of the raised M1 carriageway and adjacent to the Midland Main Line railway. Woodland surrounds the site on the other sides. Access is via a long service road which links to roads serving the M1. This is a previously developed site within the Green Belt. The site is also adjacent to Metropolitan SINC and a Local Nature Reserve. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, ECC01, ECC02, ECC02A, ECC03, ECC05, ECC06~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Waste management | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Indicative residential capacity: | NA |  |
| Justification: | The site is remote from residential areas and is accessible via suitable roads. |  |
| Site requirements and development guidelines: | There is potential to increase the volume of waste processed through the site by more efficient and intensive use.  Proposals must be subject to an archaeological assessment.  Any proposal must preserve the openness of the Green Belt and avoid harm to the SINC and Local Nature Reserve. |  |
| **MM111**  **Site No. 30** | **Finchley Central Station (Finchley Central/ Church End Town Centre)** | **MM providing clarifications on site requirements and development guidelines will have positive impacts on a number of the SA/IIA objectives. Overall, no significant implications for the sustainability appraisal.** |
| **Site Address:** | **~~Squires Lane/~~Regents Park Road / Chaville Way / Nether Street / Station Road and Crescent Road Finchley N3~~12~~ (land adjacent to railway ~~verges and airspace above~~ tracks and Finchley Central Station).** | This change is just a clarification on the site address. It does not have an impact for the SA/IIA objectives. |
| Ward: | Finchley Church End and West Finchley | Factual update to reflect the May 2022 revisions made to ward boundaries. This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| PTAL 2019: | 6A |  |
| PTAL 2031: | 6A |  |
| Site Size: | 4.15 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Station, retail |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre; Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | Comprises land at Finchley Central station located either side of Regents Park Road (A598) and either side of the railway tracks. The site extends beyond the town centre, particularly to the north and south of the station ~~and includes Secondary Frontage at Station Road~~. Site uses include the station and car park, retail and office units on Nether Street and Station Road and vacant, incidental land adjacent to rail tracks. The Town Centre Strategy highlights 3 specific parcels of land -   * Site 4: 290-298 Nether Street: - poor quality buildings, numerous advertisements and cluttered nature has a negative impact on town centre townscape. * Site 5: Finchley Central Station car park (and land to the east): pedestrian environment between Ballards Lane and station has limited pavement space, lack of natural surveillance and generally poor-quality public realm. Part of the site is currently used as a commuter car park (267 surface parking spaces). * Site 6: Station Road: point of arrival for significant number of users of town centre. Buildings of a generally poor quality and fail to make effective use of the land. Builders’ yard creates noise, disturbance and vehicle movements which impact on residential amenity.   The surrounding context is mixed, with a 9-storey office building (Central House) to the north of station, with other nearby taller buildings on the high street including the Travelodge hotel (6/7 storeys) and Gateway House (8 storeys). Ballards Lane/ Regents Park Road is lined with 3-4 storey buildings in retail and office uses. The north-western and south-eastern parts of the site are adjacent to 2-3 storey terraced housing. The Town Centre Strategy makes reference to a distinctive character within Church End known as the ‘Finchley vernacular’. There is a Grade II listed cattle trough at junction of Ballards Lane/ Nether Street. Finchley Church End Conservation Area is located a short distance to the south west of the site. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, TOW04, ECY01, ECY02, ECY03, ECC02, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential uses with 50% retained transport infrastructure, commercial uses and car parking~~  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. | Additional details and clarification regarding the mix of different uses proposed. The MM, through addition of reference to relevant transport infrastructure, provides clarification regarding the redevelopment and reprovision of car parking spaces and thereby impacts positively with regards SA/IIA objectives to ensure efficient use of land and infrastructure (2) and minimise the need to travel, especially by car, and the creation of sustainable public transport connections and networks (8). |
| Indicative residential capacity: | 556 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site is a highly accessible town centre location that offers considerable potential for intensification. |  |
| Site requirements and development guidelines: | Comprehensive residential led mixed use development will be supported with improved access to the station from Regent’s Park Road and enhanced visual and functional connection between station and town centre. Finchley Church End Town Centre is a location where, consistent with Policy CDH04, tall buildings of 8 storeys or more may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings and 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.  There is potential to deck over railway tracks, particularly at Regent’s Park Road overbridge, to optimise development potential and provide a continuous active frontage and strong visual link between Ballards Lane and Regent’s Park Road town centre frontages.  There is potential for ‘meanwhile’ uses on parts of the site at the early stages of development to help create an identity and attraction. Development should create active and attractive frontages particularly along Regents Park Road / Ballards Lane, Station Road and Nether Street.  Floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs.  Development should take into account proximity of the Grade II listed cattle trough at junction of Ballards Lane/ Nether Street and Finchley Church End Conservation Area and respond to the ‘Finchley vernacular’ in a positive manner, including incorporation of design features and elements as appropriate, to ensure that the significance of heritage assets is conserved or enhanced.  Provision of transport infrastructure should be consistent with Policy TRC02. ~~For any loss of car parking spaces an assessment must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. The development should reflect the ‘Healthy Streets Approach’ with improved interchange facilities for pedestrians and cyclists.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application. Proposals must be subject to an archaeological assessment.  This site lies near to the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network.  ~~Finchley Church End Town Centre is a strategic location for tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.~~ | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * Promote a high quality, inclusive and safe built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM112**  **Site No. 31** | **Brentmead Place (Major Thoroughfare)** | **No impact on the sustainability appraisal** |
| **Site Address:** | **1-6 Brentmead Place (North Circular Road), Golder’s Green, NW11 9JG** |  |
| Ward: | Golders Green |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 0.27 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Mostly an open site with two buildings. |  |
| Development timeframe: | 0-5 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | Adjacent to the North Circular Road (A406). Previous use of the site was residential; the houses were acquired by Department for Transport for a road widening scheme that was never brought forward. TfL demolished most of the homes on the site after they were vandalised and became unsafe. A synagogue occupies the two remaining houses on a short lease as a ‘meanwhile use’ prior to the site being comprehensively redeveloped. Surrounding buildings are large houses of 2-3 storeys. Site access is difficult. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential |  |
| Indicative residential capacity: | 46 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site is underused and sits in an urban location, predominantly surrounded by housing. |  |
| Site requirements and development guidelines: | The North Circular Road generates high levels of air and noise pollution which any proposal must assess and mitigate. Site accessibility issues must be resolved.  The site is close to an Archaeological Priority Area and should be subject to an archaeological assessment. |  |
| **MM113**  **Site No. 32**  **Site Deleted** | **Manor Park Road car park** | **Site allocation has not been demonstrated to be developable and therefore the site allocation is to be deleted from the Plan – no significant impact on the sustainability appraisal.**  Loss of housing units impacting negatively on SA/IIA objectives to provide housing (5) and efficient use of land (2) offset by the benefits derived from not developing the site in terms of the relationship with / impact for surrounding properties and the positive impacts for SA/IIA objectives relating to ensuring high quality design and liveable neighbourhoods (4). |
| **Site Address:** | **72-76 Manor Park Rd, East Finchley, N2 0SJ** |  |
| ~~Ward:~~ | ~~East Finchley~~ |  |
| ~~PTAL 2019:~~ | ~~1A~~ |  |
| ~~PTAL 2031:~~ | ~~1A~~ |  |
| ~~Site Size:~~ | ~~0.08 ha~~ |  |
| ~~Ownership:~~ | ~~Council~~ |  |
| ~~Site source:~~ | ~~Council assets disposal programme~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Public car park and small park~~ |  |
| ~~Development timeframe:~~ | ~~6-10 years~~ |  |
| ~~Planning designations:~~ | ~~None~~ |  |
| ~~Relevant planning applications:~~ | ~~None~~ |  |
| ~~Site description:~~ | ~~An area formerly occupied by three terrace houses and surrounded by low-rise housing. The front part of the site is a public car park. The rear part of the site is occupied by a small public park with benches, lighting and fencing. The High Barnet Northern Line runs to the rear of the site.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01, CHW02, ECC04, TRC01, TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~Residential~~ |  |
| ~~Indicative residential capacity:~~ | ~~7~~ |  |
| ~~Justification:~~ | ~~The open site is in a residential area where a suitable design could deliver new homes.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~The scale of any redevelopment should be no higher than the adjoining terrace dwellings of 2-3 storeys. proposals for residential use must undertake an assessment of car parking needs. Any loss of public open space will require robust justification.~~ |  |
| **MM114**  **Site No. 33** | **Bunns Lane Car Park (Mill Hill Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **Bunns Lane, Mill Hill, NW7 2AA** |  |
| Ward: | ~~Hale~~ Edgwarebury | Factual update to reflect the May 2022 revisions made to ward boundaries. It does not have an effects on the SA/IIA objectives. |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 0.33 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Car park (adjacent to Mill Hill Broadway station) |  |
| Development timeframe: | ~~0-5 years~~ 6 -10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | Comprising the car park (184 spaces) for Mill Hill Broadway Station and the Town Centre. The car park is also used when Saracens are playing at the StoneX Stadium in nearby Copthall ~~home~~. The site is immediately adjacent to the Midland Main Railway on the eastern boundary, with the raised M1 carriageway immediately beyond. Mill Hill ~~Broadway~~ town centre is immediately to the east. To the west is low-rise suburban housing. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, TOW01, TOW02, CHW02, ECY03, ECC02, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential floorspace, 25% hotel floorspace and 25%, re-provision of car parking.~~  Residential led mixed use development (which may include hotel) and re-provision of car parking. | Degree of flexibility introduced in terms of the provision of hotel use. This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 43 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site is highly accessible by public transport and is located adjacent to the shops and services of Mill Hill ~~Broadway~~. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Site requirements and development guidelines: | While the site is highly accessible and close to local services, any development must fully assess and mitigate the air and noise pollution caused by the proximity to the raised motorway and mainline railway. Proposals must take into account existing residential areas to the west and south, including concern over potential overspill car parking; there may be further need to control ~~for~~ residents-only parking. Site characteristics, including connectivity, offer the potential for visitor accommodation, such as a hotel. The design must ensure active frontages facing on to Bunns Lane. ~~Public car parking provision should also be assessed and re-provided as needed.~~  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. | The MM, through addition of reference to relevant transport policies, provides clarification regarding the redevelopment of car parking spaces and thereby impacts positively with regards the SA/IIA objective to minimise the need to travel, especially by car (8).  For the remainder of the SA/IIA objectives the MM is not considered to have any effect on the achievement of the objective and therefore the impact is neutral. |
| **MM115**  **Site No. 34** | **Burroughs Gardens Car Park ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **The Burroughs, Hendon, NW4 4AU** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.06 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public car park |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the timing of provision of housing to meet identified needs (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Conservation Area; Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | A small car park located in The Burroughs Conservation Area. Adjacent to 2-3 storey buildings in office and residential use. Public transport is provided by several bus routes which run along the Burroughs. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 9 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site presents an underutilised space within an urban area that can be intensified for residential development. |  |
| Site requirements and development guidelines: | The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design, to ensure that the significance of heritage assets is conserved or enhanced. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site.  The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  ~~Car parking requirements should be assessed, and spaces re-provided as needed. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.~~ | These revisions in the MM with respect to references to heritage assets and policies relating to the development of car parks and parking management are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ and * minimise the need to travel (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any effect on the achievement of the objective and therefore the impact is neutral. |
| **MM116**  **Site No. 35** | **Egerton Gardens Car Park ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **The Burroughs, Hendon, NW4 8BD** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.09 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~Call for Sites | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public car park |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the timing of provision of housing to meet identified needs (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | ~~None~~  21/4709/FUL and revised application 23/2868/FUL (both undetermined) | No impact on the sustainability appraisal |
| Site description: | A small surface car park (29 spaces) that is close to the Burroughs Conservation Area and opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station. Middlesex University occupies many buildings in the area. The site is also within the immediate setting of two churches on The Burroughs/ Egerton Gardens which have been nominated for locally listing (Hendon Methodist Church and Our Lady of Delours Roman Catholic Church). Buildings adjacent to the site are 3-storeys with retail uses on the ground floor, while to the rear is a residential suburban road. Bus routes run along The Burroughs. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS12, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~69 Student halls of residence (equivalent to 23 standard residential). units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)~~  25 residential units (ratio of 2.5 student rooms to 1 standard housing unit). | MM provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | The site presents an underutilised space within an urban area that can be intensified for residential development. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Site requirements and development guidelines: | Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, to ensure that the significance of heritage assets is conserved or enhanced. Accommodation will be in the form of student halls of residence ~~– the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation.~~ ~~Car parking requirements should be assessed, and spaces re-provided as needed.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment.  ~~Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.~~ | These revisions in the MM with respect to references to heritage assets and policies relating to the development of car parks and parking management are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ and * minimise the need to travel (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM117**  **Site No. 36** | **Fenella ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **The Burroughs, Hendon, NW4 4BS** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.26 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~ Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Education |  |
| Development timeframe: | ~~0-5~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | ~~None~~  21/4709/FUL and revised application 23/2868/FUL (both undetermined) | The change is to provide clarity on the planning history of the site. As both applications remain undetermined, there is no impact on the SA/IIA objectives. |
| Site description: | A modern 2-storey office building owned by Council and currently used by Middlesex University for administrative functions; the surrounding area contains Middlesex University’s main campus. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings are of 2-4 storeys, while to the rear is a residential suburban road. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~90% residential (halls of residence) floorspace with 10% educational uses~~  Residential led development (halls of residence) with educational uses | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~180~~ Student halls of residence equivalent to 65 ~~60~~ ~~standard~~ residential units ~~on the ratio that 3 student rooms are equivalent to 1 standard housing unit)~~  (ratio of 2.5 student rooms to 1 standard housing unit). | MM provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | Greater use can be made of this well-located site to provide accommodation and for educational purposes. |  |
| Site requirements and development guidelines: | The University’s future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, to ensure that the significance of the heritage assets is conserved or enhanced. Accommodation will be in the form of student halls of residence ~~– the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation~~. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. ~~Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.~~ | These revisions in the MM with respect to references to heritage assets are likely to impact positively in terms of SA/IIA objectives to:   * promote a high-quality built environment (14); and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **Site No.37** | **This site was previously removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions subject of consultation.** | **Site removed at an earlier stage. No impact on the sustainability appraisal.** |
| **MM118**  **Site No. 38** | **Ravensfield House ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **The Burroughs, Hendon, NW4 4BT** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.36 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~ Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Community meeting facility |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | ~~None~~  21/4709/FUL and revised application 23/2868/FUL (both undetermined) | The change is to provide clarity on the planning history of the site. As both applications remain undetermined, there is no impact on the SA/IIA objectives. |
| Site description: | A modern 2-storey building owned by Council but currently being used by Middlesex University. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings adjacent to the site are of 2-3 storeys, while to the rear is toward low-rise residential areas. Bus routes run along the Burroughs. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~90% residential (halls of residence) floorspace with 10% educational uses~~  Residential led development (halls of residence) with educational uses. |  |
| Indicative residential capacity: | ~~252 student halls of residence (equivalent to 84 standard residential units on the ratio that 3 student rooms is taken as equivalent of 1 new housing unit)~~  Student halls of residence equivalent to 90 residential units (ratio of 2.5 student rooms to 1 standard housing unit). | MM provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | Greater use can be made of this well-located site to provide accommodation and for educational purposes. |  |
| Site requirements and development guidelines: | The University’s future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, to ensure that the significance of heritage assets is conserved or enhanced. Accommodation will be in the form of student halls of residence ~~– the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation~~.  The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment.  ~~Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.~~ | These revisions in the MM with respect to references to heritage assets are likely to impact positively in terms of SA/IIA objectives to:   * promote a high-quality built environment (14); and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM119**  **Site No. 39** | **The Burroughs Car Park ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **The Burroughs, Hendon, NW4 4AR** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.13 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Conservation Area; Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | A public car park (46 spaces) located in The Burroughs Conservation Area. The site is adjacent to 2-3 storey buildings in office and residential use. Bus routes run along the Burroughs. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 21 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site presents an underutilised space within an urban area that can be intensified for residential development. |  |
| Site requirements and development guidelines: | The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design to conserve or enhance the significance of the historic environment. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site. ~~Car parking requirements should be assessed, and spaces re-provided as needed.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. ~~Further planning guidance will be provided by the emerging Burroughs and Middlesex SPD.~~ | These revisions in the MM with respect to references to heritage assets and policies relating to the development of car parks and parking management are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ and * minimise the need to travel (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM120**  **Site No. 40** | **Meritage Centre ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **28-46 ~~Meritage Centre~~, Church End Hendon NW4 4JT** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | 0.33 ha |  |
| Ownership: | Council |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~ Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Office/ Community Space with associated car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Conservation Area; Archaeological Priority Area |  |
| Relevant planning applications: | ~~None~~ 21/4722/FUL (undetermined) | The change is to provide clarity on the planning history of the site. As both applications remain undetermined, there is no impact on the SA/IIA objectives. |
| Site description: | The site contains a modern, low-rise building providing a community service for elderly people. Within the curtilage are areas of landscaping, including mature trees, and a car park. The site is within the Church End Conservation Area and is within the immediate setting of the Grade II\* listed St Mary’s Parish Church. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential floorspace and 50% community floorspace~~  Development for residential / community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~108 student halls of residence (equivalent to 36 standard residential units on the ratio that 2.5 student rooms are equivalent to 1 standard housing unit)~~  73 residential units (ratio of 2.5 student rooms to 1 standard housing unit). | MM provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | The site can be intensified to provide residential accommodation and community uses. |  |
| Site requirements and development guidelines: | The Meritage Centre is community infrastructure and must be re-provided either on site or at a suitable alternative location. The Hendon Conservation Area Character Appraisal acknowledges that the Meritage Centre is a possible future site for redevelopment. Any proposals need to ~~be sensitive in relation to~~ conserve or enhance the significance of heritage assets and should reinforce local distinctiveness, with consideration given to the location within the conservation area and directly adjoining the Grade II\* listed St Mary’s Parish Church forming part of its setting. Proposals should also seek to retain the two mature birch trees located in the courtyard area. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence. ~~– the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.~~  Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * conserve and enhance the significance of heritage assets and their settings (3); and * create protect and enhance suitable wildlife habitats and protect species and diversity (10).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM121**  **Site No. 41** | **PDSA and Fuller Street Car Park ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal** |
| **Site Address:** | **~~The Burroughs~~ Fuller Street, Hendon, NW4 ~~4BE~~** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | 0.23 ha |  |
| Ownership: | Mixed |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~ Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Animal hospital, residential, garages and car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the timing of the provision of housing to meet identified needs (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Archaeological Priority Area |  |
| Relevant planning applications: | ~~None~~ 21/4722/FUL (undetermined). 21/4612/FUL (approved for 2 storey building over existing public car park for occupation by the PDSA.) | This change is just a clarification of the planning history. It does not have an impact on the SA/IIA objectives. |
| Site description: | The site includes an animal hospital (PDSA), four residential units, garages and a car park that are associated with the surrounding residential units; it should be noted that on street parking in the area is very limited. The PDSA is located very close to the eastern boundary of the Hendon, Church End conservation area and is also in the vicinity of listed and locally listed buildings. Surrounding buildings to the south and east are mostly low-rise residential in character, while to the north is St Mary’s and St John’s Primary School. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECY01, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50% residential floorspace and 50% community floorspace~~  Development for residential / community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~48 student halls of residence (equivalent to 16 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)~~  32 residential units (ratio of 2.5 student rooms to 1 standard housing unit). | MM provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | The site can be intensified to provide residential accommodation and community uses. |  |
| Site requirements and development guidelines: | The PDSA is a well-established use in the area and provides an important service to the community due to its charitable function. It is one of only three PDSA Hospitals in London. As such the use should either be re-provided on site, or at a suitable alternative location. Any proposal must consider impact on the proximate heritage assets, including the Hendon, Church End Conservation Area and nationally and locally listed buildings, to ensure that the significance of designated heritage assets are conserved or enhanced and that the effect of non-designated heritage assets is taken into account.  The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence ~~– the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation.~~  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  ~~Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.~~ | These revisions in the MM with respect to references to heritage assets and policies relating to the development of car parks and parking management are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ensure the efficient use of land and infrastructure (2); * conserve and enhance the significance of heritage assets and their settings (3); * ~~promote liveable neighbourhoods which support good quality accessible services (4~~); and * minimise the need to travel (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM122**  **Site No. 42** | **Usher Hall ~~(Middlesex University and The Burroughs)~~** | **No significant impact on the sustainability appraisal. The reduction of student residential development resulting from site delivery constraints is balanced by the environmental and social benefits arising from less development upon the site.** |
| **Site Address:** | **The Burroughs, Hendon, NW4 4HE** |  |
| Ward: | Hendon |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.44 ha |  |
| Ownership: | Public (Middlesex University) |  |
| Site source: | ~~Emerging Burroughs and Middlesex University SPD~~ Call for Sites | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Student housing |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | Purpose-built 4-storey student accommodation with car parking to the rear. On the opposite side of The Burroughs is a range of Grade II listed buildings including the Middlesex University main building, along with Hendon Library, Fire Station and Town Hall. Hendon Church End Conservation Area lies immediately to the north of the site. Public transport is provided by bus routes which run along the Burroughs. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential accommodation for students |  |
| Indicative residential capacity: | ~~117 student halls of residence (equivalent to 39 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)~~  Minimum of 9 dwellings (equivalent to 23 student units based on a ratio of 2.5 student rooms to 1 standard housing unit). | Reduction in indicative residential capacity to take account of constrained nature of areas of the site and the need to establish a satisfactory relationship with the immediate surrounding area impacting negatively on SA/IIA objectives to secure efficient use of land (2) and access to housing (5). MM also provides certainty of indicative capacity and conformity with the London Plan (para 4.1.9) which refers to net non-self-contained accommodation for students counting towards meeting housing targets on the basis of a 2.5:1 ratio. |
| Justification: | The site can be intensified to provide a greater quantum of student accommodation. |  |
| Site requirements and development guidelines: | Proposals must be of a suitable scale and style which reflects the design context of heritage assets and surrounding buildings to ensure that the significance of heritage assets is conserved or enhanced. The existing use of the building as student halls of residence is expected to be retained ~~– the indicative capacity shown is on the basis of a net-increase and at the ratio of three student rooms to one conventional unit of accommodation~~. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. ~~Further guidance will be provided by the emerging Burroughs and Middlesex University SPD.~~  Any proposal seeking an uplift within the allocation would be required to demonstrate an acceptable design-led approach at application stage in accordance with London Plan Policy D3. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM123**  **Site No. 43** | **Army Reserve Depot (Chipping Barnet Town Centre)** | **Overall, no significant implications for the sustainability appraisal. Although the revised timeframe for delivery has negative impacts on the provision housing (5) and ensuring the efficient use of land (2), this is balanced against the MM clarifications on site requirements and development guidelines which have positive impacts on a number of the SA/IIA objectives.** |
| **Site Address:** | **St Alban's Rd, Chipping Barnet, EN5 4JX** |  |
| Ward: | High Barnet |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 1.26 ha |  |
| Ownership: | Public (MoD) |  |
| Site source: | The Spires Planning Framework (2012) |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Territorial Army drill hall, ancillary buildings and yard. |  |
| Development timeframe: | ~~0-5 years~~ 11-15 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing with a delay of c10 years has a negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | The current site does not link or relate to the surrounding residential area and does not permit access between St Albans Road to roads to the rear of the site. It is predominantly surrounded by small scale residential and retail units. Due to security issues relating to its present use the site has a ‘closed’ appearance and is out of character with the street scene and surrounding uses. The site is only accessible from St Albans Road. Pedestrian connections to Chipping Barnet Town Centre are poor. Mature trees help define the site’s character. The site is adjacent to Chipping Barnet Town Centre and the Monken Hadley Conservation Area and is close to the Grade II listed Christ Church and Locally listed White Lion Pub and 39-41 St Albans Road. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, TOW01, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03.~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~90% residential floorspace with 10% commercial, business and services uses~~  Residential led mixed use development with small quantum of commercial uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 193 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | Vacation of the site by the current user provides an opportunity for new uses and more intensive development that are appropriate in this accessible location on the edge of the town centre. |  |
| Site requirements and development guidelines: | New residential development with potential for commercial, business and services use elements will strengthen the vitality and viability of the town centre. This is an opportunity to provide family housing in an accessible location. The design should reflect the context of the surrounding residential grain, building heights and heritage.  Improvements to key road junctions, including Stapylton Road/ St Albans Road and St Albans Road/ A1000, should be investigated and any improvements deemed necessary should be implemented. Enhancements should be sought for pedestrian connectivity between residential areas and the town centre through enhancing existing footpaths and reopening routes to recreate historical connectivity.  Design of any proposed development should be sensitive to surrounding area, including the Monken Hadley Conservation Area and Locally Listed Buildings on St Albans Road. This is necessary to ensure that the significance of heritage assets is conserved or enhanced, and that the effect on non-designated assets is taken into account. Design cues could be taken from Ken Livingstone Court at the rear of the site as it would be possible to replicate similar scale, design and massing to achieve the current indicative capacity.  Improvements to streets and the public realm should be delivered in line with the Healthy Streets Approach. Mature trees on the site should be retained. to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality, inclusive and safe built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ * conserve and enhance the significance of heritage assets and their settings (3); and * minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM124**  **Site No. 44** | **High Barnet Station ~~(Chipping Barnet Town Centre)~~** | **Overall, no significant implications for the sustainability appraisal. ~~Although the revised timeframe for delivery has negative impacts on the provision housing (5) and ensuring the efficient use of land (2), this is balanced against the MM providing clarifications on site requirements and development guidelines that will have positive impacts on SA/IIA objectives that promote a high quality environment (14) and minimise the need to travel and creation of accessible, safe and sustainable connections (10).~~** |
| **Site Address:** | **Great North Rd, Chipping Barnet, EN5 5P** |  |
| Ward: | ~~High Barnet~~ Barnet Vale | Factual update to reflect the May 2022 revisions made to ward boundaries.There is no implications for the SA/IIA objectives. |
| PTAL 2019: | 6 |  |
| PTAL 2031: | 6 |  |
| Site Size: | 1.50 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public car parking and B-use storage and business |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | None |  |
| Site description: | This is land to the south west of High Barnet station and tracks, fronting the A1000 Barnet Hill / Great North Road. It is currently used as a commuter car park (157 spaces), a range of low-density B-uses including vehicle hire, scaffolding and self-storage facilities in temporary structures and vacant, incidental land around the railway. Levels change significantly across the site and in the surrounding area, rising (quite steeply in places) to the northwest. The site is within 400m of Chipping Barnet Town Centre. It is located on one of the highest points (134 metres above sea level) of the Barnet Plateau. There are no statutorily or locally listed buildings close to the site, and it is not within a conservation area or its setting. There is a wooded area to the west (containing Tree Preservation Orders), that provides opportunities for placemaking and maximising residential amenity. | This change is a clarification. It does not have an impact on the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECY01, ECY02, ECY03,TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% residential floorspace with 25% commercial uses, public realm and public car parking. Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.~~  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. | MM impacts positively on the SA/IIA objective to minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8). |
| Indicative residential capacity: | 292 dwellings. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The site is highly accessible by public transport and is close to Chipping Barnet town centre, making this location suitable for intensification. |  |
| Site requirements and development guidelines: | Comprehensive residential led development including necessary transport infrastructure will be supported which will improve the sense of arrival and of place at entrances to High Barnet station, creating a new public space and improving visual connectivity, will be supported including necessary transport infrastructure.  Seek opportunities for public realm improvements from station entrances up the hill to Chipping Barnet Town Centre and pedestrian connections to Great North Road Local Centre. There is potential for meanwhile uses on parts of the site at the early stages of development to help create an identity and attraction. The development should create active and attractive frontages along Barnet Hill. This is not in a Tall Buildings Location – 8 storeys or more would not be appropriate. Meanwhile use floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs. ~~An assessment must be undertaken of public car parking spaces lost and replacement spaces may be required.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  Residential-led mixed use development must reflect the ‘Healthy Streets Approach’ with improved interchange facilities for pedestrians and cyclists, providing the necessary transport infrastructure with regard to Policy TRC02. Proposals for development should seek to provide a pedestrian bridge over the railway line to Potters Lane if possible, or otherwise provision of a footway down the east side of Barnet Hill south of the station slip road will be necessary. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM125**  **Site No. 45** | **Land ~~at~~ Adjoining The Whalebones** | **No significant impact on the sustainability appraisal. The revised development timeframe and reduction of residential development resulting from site delivery constraints is balanced by the environmental and social benefits arising from less development upon the site.** |
| **Site Address:** | **Wood St, Chipping Barnet, EN5 4BZ** |  |
| Ward: | High Barnet |  |
| PTAL 2019: | 2 |  |
| PTAL 2031: | 2 |  |
| Site Size: | ~~2.20~~ 4.37 Ha | Revision to correctly reflect the size of the allocated site. It does not have an impact on the SA/IIA objectives. |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Suburban |  |
| Existing or most recent site use/s: | Agriculture, community facilities |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development given the absence of a planning permission and the likely lead in times involved for a development of this size. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Conservation Area |  |
| Relevant planning applications: | 19/3949/FUL (REFUSED) 152 residential units, public open spaces and dismissal of related appeal APP/N5090/W/21/3273189. | As the associated planning application was refused permission, there is no impact on the SA/IIA objectives. |
| Site description: | The site forms part of Wood Street Conservation area and comprises a largely green and undeveloped area, consisting in the west and north of open fields with some tree cover, and in the east of a more heavily-treed field. Whalebones House itself and the extensive surrounding garden are in private ownership and are not part of the site. The surrounding area consists of large suburban houses. To the west there has been recent residential development at Elmbank of 114 units. Barnet Hospital lies to the south. There is access to bus routes serving Barnet Hospital and Wood Street. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | 9~~0% residential with 10% local open space and community facilities.~~ Residential led development with publicly accessible open space and community uses. | Clarification regarding the status and accessibility of the open space that the site allocation includes. This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~149~~ 100 dwellings. | Significant reduction in the number of residential units necessarily reflecting a cautious approach needed to respond appropriately to the sensitive and historic character of the site and its surroundings. Together with the constraints of the site, this reduction takes account of a previous refusal for planning permission and subsequent dismissal of the related appeal. This element of the MM impacts negatively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality well located affordable housing (5). |
| Justification: | The site presents an area of undeveloped land that is close to the services and transport links of Chipping Barnet Town Centre. The site is not currently accessible by the public and development provides an opportunity to deliver public open space. |  |
| Site requirements and development guidelines: | The ~~This~~ sensitive character of this site means that proposals must have great attention to how the design corresponds to the historic and local context~~,~~ and addresses local needs. A design-led approach in accordance with London Plan Policy D3 will be necessary at the application stage for a proposal for up to 100 dwellings, or any uplift to that number, to ensure that the development responds appropriately to the historic character of the site and its surroundings.  There must be retention of trees and other natural features, with the introduction of new pedestrian access points and woodland walks which benefit the local community and users of Barnet Hospital. Residential development to the west of Whalebones House, adjacent to the Elmbank development, will help to integrate the site into the surrounding suburbs. There should be provision of ~~a new Local Open Space~~ publicly accessible open space and a community facility, subject to legal agreement with developer on continuing management and maintenance.  Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. The design must reflect the site location in the Wood Street Conservation area and the surrounding suburban and historic character, to ensure that the significance of heritage assets is conserved or enhanced.  ~~Planning application (19/3949/FUL) was refused~~ ~~for 152 residential units and public open spaces.~~ | These revisions in the MM are likely to impact positively in terms of IIA objectives to:   * promote a high quality built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * ~~promote liveable neighbourhoods which support good quality accessible services (4~~); * protect and enhance open spaces (9) ;and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM126**  **Site No. 46** | **IBSA House ~~(~~Mill Hill East ~~Growth Area)~~** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **The Ridgeway, Mill Hill, NW7 1RN** |  |
| Ward: | Mill Hill |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 1B |  |
| Site Size: | 2.08 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Suburban |  |
| Existing or most recent site use/s: | Office / light industrial / storage and distribution |  |
| Development timeframe: | ~~0-5~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development given the absence of a planning permission and the likely lead in times involved for a development of this size. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the timing of provision of housing to meet identified needs (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Green Belt (on part of the site) |  |
| Relevant planning applications: | 21/0332/FUL - Extensions of 49m2 and 147m2, sole use as Class E (g) (i) Office Space with former Printworks and existing factory buildings as Class E (g) (iii) Light Industrial or Class B8 Storage or distribution space.  19/6551/FUL (approved) for 197 dwellings | The change updates the planning history of the site. It does not have an impact on the SA/IIA objectives. |
| Site description: | The site contains the print works and offices for International Bible Students Association within a modern 5-storeys building on the Finchley Ridge. The site is adjacent to residential areas of the Millbrook Park development. To the north of the site is Green Belt, with the designation overlapping part of the site alongside Partingdale Lane. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECY01, ECY02, ECY03, ECC05, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential only | This change has no impact on the SA/IIA objectives. |
| Indicative residential capacity: | 197 dwellings as per 19/6551/FUL | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| Justification: | The owners and users of the site are leaving the site, providing an opportunity for more effective and intensive use. |  |
| Site requirements and development guidelines: | Proposals must be of appropriate scale and design that responds to the context. There should be delivery of high quality residential development comprising a range of housing types and tenures, including family homes. Proposals must ensure development does not negatively affect the small area of Green Belt at the north of the site. The potential for the development to increase traffic must be assessed and mitigated.  Footpath connectivity across the site should be explored and would be required if any subsequent alternative proposal is advanced. | These revisions in the MM are likely to impact positively in terms of the SA/IIA objective to create accessible, safe and sustainable cycling and walking connections and networks (8).  For the remainder of the SA/IIA objectives the impact of the MM is not considered to have any effect on the achievement of the objective and therefore the scoring is neutral. |
| **MM127**  **Site No. 47** | **Mill Hill East Station ~~(~~Mill Hill East ~~Growth Area)~~** | **Overall, no significant implications for the sustainability appraisal although the MM providing minor revisions and clarifications on proposed uses, indicative residential capacity, site requirements and development guidelines will all have positive impacts on SA/IIA objectives.** |
| **Site Address:** | **Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station** |  |
| Ward: | Mill Hill |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 1.24 ha |  |
| Ownership: | Public ~~(non-Council)~~ TfL | This change is just a clarification. It does not impact the SA/IIA objectives. |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Railway station, platforms and lines, with public car parking and unused bordering land |  |
| Development timeframe: | 11-15 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | The site includes Mill Hill East Station building, platform and tracks, along with the public car park (42 spaces) and overgrown adjacent strip of land. The large, partially completed Mill Brook Park development is across Bittacy Hill road to the north east of the site. To the north is low-density two-storey housing, while to the south is a supermarket and gym surrounded by large areas of surface car parking. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS07, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~60% residential floospace with 40% retained rail infrastructure and car parking.~~  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. | MM, through addition of reference to relevant transport policies, provides clarification regarding the redevelopment of car parking spaces and thereby impacts positively with regards the SA/IIA objective to minimise the need to travel, especially by car (8). |
| Indicative residential capacity: | Minimum of 127 dwellings. | MM revision that the indicative residential capacity figure is expressed as being a minimum number of dwellings achievable. This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Justification: | The site is accessible by public transport and is could be intensified to provide residential uses. |  |
| Site requirements and development guidelines: | The varied surroundings to the site mean that the design and height must be sensitive in terms intensification; for example, the southern boundary towards the supermarket provides greater scope for building height than towards the low-rise housing to the west.  A design-led approach required to building heights in this location must take account of the locally listed station building. Subject to careful layout, massing and design testing, buildings over 3 storeys in height, taking cues from the Millbrook Park redevelopment to the north-east opposite, where there are a range of taller buildings, may be explored. Comprehensive development of the site allocation with neighbouring sites, should they come forward, will be encouraged to optimise density and housing, services and facilities for existing and future residents of Mill Hill East.  Preservation of mature trees is required. Any development of the land must seek to retain important wildlife habitats and trees that are present on the north and south sides of the railway line.  Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  The station building and associated platforms and tracks ~~must~~ should be retained ~~and/ or re-provided~~. Development around the station building will need to be mindful of its local listing. Should the station building be proposed to be demolished, the loss of the locally listed building would need to be robustly justified relative to its status and significance as a non-designated heritage asset, and a replacement station building would need to be provided.  This site lies on the Strategic Walking Network. Development proposals ~~should~~ must take the opportunity to ensure effective connectivity to this network.  Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02. Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  The scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.  An assessment of public car parking requirements must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * ensure efficient use of land and infrastructure (2); * promote a high quality built environment (14); * ensure residents have access to good quality, well located affordable housing (5); * conserve and enhance the significance of heritage assets and their settings (3); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * ~~promote liveable neighbourhoods which support good quality accessible services (4~~); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM128**  **Site No. 48** | **Mill Hill Library (Mill Hill Town Centre)** | **No significant impact on the sustainability appraisal. The longer timeframe for delivery and reduction of residential development resulting from site delivery constraints is balanced by the environmental and social benefits arising from less development upon the site.** |
| **Site Address:** | **Hartley Avenue, NW7 2HX** |  |
| Ward: | Mill Hill |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.17 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Location type: | Urban |  |
| Existing or most recent site use/s: | Public library and associated car parking |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development given the absence of a planning permission and the likely lead in times involved for a development of this size. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Local Heritage List |  |
| Relevant planning applications: | None |  |
| Site description: | Mill Hill Library is a single storey Neo-Georgian building in red brick with stone portico and slate tiled roof which was built in 1937. The building is included on ~~has been nominated for~~ the Local Heritage List.  The curtilage includes a border of landscaping, along with an access road to a rear car park.  Opposite lies the fire station built in a similar civic style. To the west of the site is a car park while to the east is a three-storey office~~r~~ building. The location is close to Mill Hill district centre and lies close to the A1 arterial road. Mill Hill station is ~~within~~ approximately 500m. | This change is just a clarification. It does not have an impact on the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH08, TOW01, TOW02, CHW01, CHW02, TRC01, TRC02~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~50%~~ Residential ~~floorspace~~ with ~~and 50%~~ Community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~19~~ Minimum of 10 dwellings. | The indicative number of units has been reduced so as to, in terms of delivery, more realistically reflect what is likely to be achievable on the site. This element of the MM impacts negatively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality well located affordable housing (5). |
| Justification: | The library use is leaving the building, allowing the site to be used for other purposes suitable to this accessible and edge-of-town-centre location. |  |
| Site requirements and development guidelines: | The library is community infrastructure and must be re-provided either on site or at a suitable alternative location. Due to the ~~proposed~~ Local Heritage listing and the significance of the non-designated heritage asset, proposals should retain the existing building and sensitivity integrate new residential uses through appropriate conversion and ~~or additional~~ subservient extensions if required ~~buildings~~.  Good accessibility to the Mill Hill district centre and transport links will help to support new uses on this site. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * conserve and enhance the significance of heritage assets and their settings (3); and * promote liveable neighbourhoods which support good quality accessible services (4).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM129**  **Site No. 49** | **Watch Tower House & Kingdom Hall (Mill Hill East ~~Growth Area)~~** | **No significant impact on the sustainability appraisal. The reduction of residential development achieved on the site is balanced by the faster development delivery timeframe together with clarifications and revisions regarding environmental and social issues and related potential benefits arising from less intensive development of the site.** |
| **Site Address:** | **The Ridgeway, Mill Hill, NW7 1RS/ 1RL** |  |
| Ward: | Mill Hill |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 1B |  |
| Site Size: | 7.31 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites |  |
| Context type: | Green Belt with existing buildings on parts of the site |  |
| Existing or most recent site use/s: | Sui generis religious community |  |
| Development timeframe: | ~~6-10 years~~ 0-5 years | Timeframe revised to reflect realistic delivery of the development. There is no impact on the SA/IIA objectives. |
| Planning designations: | ~~Major Developed Site in the Green Belt (UDP 2006)~~ Green Belt, Conservation Area | MM provides clarification that the site is located in the Green Belt and also within a Conservation Area. There is no impact on the SA/IIA objectives. |
| Relevant planning applications: | ~~None~~ 22/0649/FUL (approved) for demolition and construction of 10 new buildings comprising 175 units of specialist older persons housing and 9 residential dwellings (184 units in total). | MM revision updating on the approval of a full planning application on the site. MM revision to reflect that full planning permissions have now been granted thereby providing greater certainty regarding deliverability and consequently a reduction in the timeframe for development. There is a marginal positive impact on objectives relating to the timing of provision of housing to meet identified needs (5) and ensuring the efficient use of land (2). |
| Site description: | A large site with extensive open spaces that is within designated Green Belt and the Mill Hill Conservation Area, previously classified as a Major Development Site within the Green Belt. There is a broad west/ east split, with the eastern half of the site containing a sprawling complex, largely over three storeys, which provides 85 self-contained residential units and ancillary services for staff of the International Bible Students Association (IBSA), at nearby IBSA House. There are also extensive gardens and car parking. The western half of the site comprises a Kingdom Hall with a large, open field to the rear. The field is a large green open space that is not currently open to the public. The site has numerous mature trees and is subject to an Area Tree Preservation Order. A public footpath bisects the site north-south. The land falls sharply from north to south, providing good views towards London. Suburban roads of semi-detached housing surround the site to the south, east and west, with the Ridgeway Road to the north. | MM clarification that the open space comprising of a large field within the site is not currently accessible to the public. This has no implications for the SA/IIA objectives. |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC05, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~80% retained as undeveloped Green Belt with 18% residential and 2% community floorspace.~~  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. | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Indicative residential capacity: | ~~224~~ Minimum 184 dwellings. | Reduction in indicative residential capacity necessary to reflect the planning permission granted. This could have a marginal negative impact on the SA/IIA objective of ensuring that all residents have access to good quality, well located affordable housing (5). However, the residential capacity figure is expressed as a minimum so this is offset from the potential positive effect in terms of the SA/IIA objective of ensuring efficient use of land. |
| Justification: | The existing user plans to vacate the site and the extant built areas are suitable for housing and community uses. |  |
| Site requirements and development guidelines: | The quantum and design of redevelopment are significantly constrained by numerous factors including: the low level of public transport access, the suburban semi-rural character, the Green Belt and Conservation Area status, the very prominent position at the top of the ridge and trees subject to TPOs. ~~Any development proposal that is not within the area of previously developed land must demonstrate very special circumstances.~~  While planning permission has been granted for 184 residential units on the site, the indicative residential capacity is a minimum. Any future proposal seeking an uplift from development would be required to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3 and ensure that the significance of the Conservation Area is conserved or enhanced. Proposals that are not within the area of previously developed land must demonstrate very special circumstances, although the Council would expect this space to remain undeveloped and retained for the purposes of the public and existing/future residents’ benefit. Consideration should be given to improved access to the green space from the public footpath.  This site lies near to the Strategic Walking Network and the public footpath traversing the site must be retained. Development proposals should take the opportunity to ensure effective connectivity to this network.  Local wildlife must be protected both from development and disturbance during development. Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan. | Although expressed as a minimum figure, the significant reduction in residential capacity impacts negatively on SA/IIA objectives relating to efficient use of land and access to good quality, well located affordable housing.  However, the other revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * conserve and enhance the significance of heritage assets and their settings (3); * protect and enhance open spaces that are high quality, networked, accessible and multi-functional (9); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM130**  **Site No. 50** | **Watford Way & Bunns Lane (Major Thoroughfare)** | **Overall, no significant implications for the sustainability appraisal. Although there is a longer development timeframe for delivery this is balanced against the MM minor revisions and clarifications regarding site requirements and development guidelines which all serve to impact positively in respect of a number of the SA/IIA objectives.** |
| **Site Address:** | **Adjacent to Watford Way, Mill Hill, NW7 2EX** |  |
| Ward: | Mill Hill |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 2 |  |
| Site Size: | 0.86 ha |  |
| Ownership: | Public (TfL) | This change is just a clarification. There is no impact on the SA/IIA objectives. |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Vacant (former motorway ramp & verges) |  |
| Development timeframe: | ~~6-10 years~~ 11-15 years | Timeframe revised to reflect realistic delivery of the development given the absence of a planning permission and the likely lead in times associated with facilitating a suitable access for residential development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | An overgrown site on a disused road connection. The site’s eastern boundary is along the raised Watford Way (A1), with the remainder of the boundary running to the rear of 2-3 storey residential properties along Bunns Lane and other local streets. The site does not have direct access to the public highway, other than the A1 which would not be suitable due to safety issues of vehicles joining a busy, raised three-carriageway road. A raised public footpath crosses the site. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 105 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The site is unused and provides an opportunity for new housing in a residential area. |  |
| Site requirements and development guidelines: | Proposals must demonstrate how adequate access to site will be secured. Possible accesses should be explored from either Bunns Lane by travelling beneath the A1 Watford Way ‘flyover’, or through the garage site adjacent to 19-24 Farm House Court and/or from the adjacent Brancaster Drive development. In the event that TfL requires part of the site adjacent to the A1 to support transport operations, this use must be carefully sited and designed to ensure ~~the amenity~~ a suitable living environment of new and existing housing is maintained.  Critically, the design must manage and mitigate air pollution and noise from the adjoining A1 road and must also ensure the amenity of neighbouring residential properties is maintained or improved. An~~s~~ assessment of the trees must be undertaken with the objective of preserving mature and high-quality specimens or mitigating on-site through re-planting.  Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  The public footpath through the site must be maintained. This site lies on the Strategic Walking Network and development proposals should take the opportunity to ensure effective connectivity to this network.  The site allocation is developable for an indicative residential capacity of 105 dwellings having taken account of the potential access options. This scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM131**  **Site No. 51** | **Great North Road Local Centre (Major Thoroughfare)** | **No significant impact on the sustainability appraisal. The reduction of residential development achieved on the site is balanced by the clarifications and revisions regarding environmental and social issues and related potential benefits arising from less development upon the site.** |
| **Site Address:** | **Great North Rd, New Barnet, EN5 1AB** |  |
| Ward: | ~~Oakleigh~~ Barnet Vale | Factual update to reflect the May 2022 revisions made to ward boundaries. There is no impact on the SA/IIA objectives. |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 0.81 ha |  |
| Ownership: | ~~The Leathersellers’ Company~~ Private | This change is just a clarification. It dos not have an impact on the SA/IIA objectives. |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Cinema, public house and service station |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | This site is part of the Great North Road Local Centre which includes the recently refurbished Grade II listed cinema, public house and petrol station. The site is next to a junction of the Great North Road. To the rear is a railway line embankment, along which is a Site of Borough Importance for Nature Conservation. High Barnet Station is within ½ km. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW04, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~40% residential floorspace with 60% of floorspace in use as a cinema and public house~~  Residential development with cinema and public house retained. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~84~~ Minimum 27 dwellings. | The indicative residential capacity achievable has been significantly reduced to realistically reflect the site’s constraints and consequential delivery potential. This element of the MM impacts negatively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality well located affordable housing (5). |
| Justification: | The site is accessible and presents an opportunity for intensification while seeking to maintain the existing important uses. |  |
| Site requirements and development guidelines: | Proposals must retain the Grade II listed cinema building ~~and should consider retaining the public house.~~ Proposals must also retain the Public House, unless it can be demonstrated there is no viable demand for its continued use, or no viable alternative community use in accordance with the policy tests within Policy CHW04. Reprovision of the use within a mixed-use development would be supported.  Noise and air pollution from the Great North Road must be mitigated.  The indicative minimum residential capacity of 27 dwellings takes into account that the remainder of the site consists of a petrol station and the site’s potential capability for supporting a suitable redevelopment proposal as part of a design-led approach in accordance with London Plan Policy D3 and/or masterplan for the allocation, this is particularly necessary to ensure that the significant of the Grade II listed building is conserved or enhanced.  Development needs to take account of the Site of Borough Importance for Nature Conservation to the rear. A site masterplan will be required. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM132**  **Site No. 52**  **Site Deleted** | **~~Kingmaker House (New Barnet Town Centre)~~** | **Site allocation not necessary as the site has full planning permission and is under construction and approaching completion.** **There is no impact on the SA/IIA objectives as planning permission has been granted and the residual supply to be delivered is included in the housing trajectory.** |
| **Site Address:** | **~~15 Station Rd, New Barnet, EN5 1NW~~** |  |
| ~~Ward:~~ | ~~Oakleigh~~ |  |
| ~~PTAL 2019:~~ | ~~3~~ |  |
| ~~PTAL 2031:~~ | ~~4~~ |  |
| ~~Site Size:~~ | ~~0.26 ha~~ |  |
| ~~Ownership:~~ | ~~Private~~ |  |
| ~~Site source:~~ | ~~Existing prior-approval~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Office~~ |  |
| ~~Development timeframe:~~ | ~~0-5 years~~ |  |
| ~~Planning designations:~~ | ~~Town Centre~~ |  |
| ~~Relevant planning applications:~~ | ~~19/5403/FUL (approved) extension for 43 additional residential units; 19/1952/PNO (approved) conversion to 94 residential units.~~ |  |
| ~~Site description:~~ | ~~Located in New Barnet Town Centre, the site consists of a 7-storey 1960s office building with parking to the front and rear. Similar adjacent buildings have been converted to residential use. The site is close to New Barnet Station.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, CHW02, ECY01, ECY02, TRC01, TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~90% residential floorspace with 10% commercial (office)~~ |  |
| ~~Indicative residential capacity:~~ | ~~61~~ |  |
| ~~Justification:~~ | ~~The town centre and well-connected location provides an opportunity to sensitively redevelop this site for residential units.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~While prior approval for conversion from office to residential has been approved, planning applications have been refused on the basis of impact on residential properties to the rear. Proposals must therefore carefully assess the quantum of development and scale and massing of the design. Nevertheless, high public transport access and proximity to town centre functions may support a relatively high density of development. Proposed designs must also take into consideration the Grade II listed New Barnet War Memorial and locally listed East Barnet Town Hall which are opposite the site.~~ |  |
| **MM133**  **Site No. 53** | **Allum Way (Whetstone Town Centre)** | **Overall, no significant implications for the sustainability appraisal. However, the faster development delivery timeframe together with the MM minor revisions and clarifications regarding the proposed uses and allocation, site requirements and development guidelines all serve to impact positively in respect of a number of the SA/IIA objectives.** |
| **Site Address:** | **Totteridge & Whetstone Station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20** |  |
| Ward: | ~~Totteridge~~ Whetstone | Factual update to reflect the May 2022 revisions made to ward boundaries. There is no impact on the SA/IIA objectives. |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 4.27 ha |  |
| Ownership: | Mixed (TfL and private) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Railway station with car parking, industry and storage |  |
| Development timeframe: | ~~10-15 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. This element of the MM impacts positively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality well located affordable housing (5). |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | This site encompasses the station, car parking (101 spaces), storage and small industrial units. Parts of the site are heavily wooded. The north-east is adjacent to Whetstone Town Centre and fronts onto the High Road. The site slopes steeply from the High Road down to the railway line. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC05, ECC06, TRC01, TRC02, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~46% for TfL rail infrastructure, commercial (office and light industry), community and car parking, and 54% residential floorspace~~  Residential led mixed use development with transport infrastructure (if there is an operational requirement by TfL), 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. | MM through addition of reference to relevant transport infrastructure provides clarification regarding the redevelopment and reprovision of car parking spaces and thereby impacts positively with regards SA/IIA objectives to ensure efficient use of land and infrastructure (2) and minimise the need to travel, especially by car, and the creation of sustainable public transport connections and networks (8). |
| Indicative residential capacity: | ~~600~~ Minimum of 599 dwellings. | Very minor reduction of one unit in indicative residential capacity countered by expression of the number given as a minimum figure.  This would have a very slight negative impact on the SA/IIA objective which ensures that all residents have access to good quality, well located, affordable housing (5). |
| Justification: | The site is highly accessible by public transport and is next to Whetstone Town Centre. There is potential to intensify and deliver housing with some commercial uses. A portion of the site should be safeguarded for new LU rail infrastructure. |  |
| Site requirements and development guidelines: | A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade, 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. 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.  Good access to public transport and town centre functions support intensification. There is sufficient space within the site to accommodate a graduated range of heights, subject to compliance with relevant policies, that would not significantly impact the character of the site and surrounding area given the opportunities afforded by differences in topography, particularly if buildings are concentrated closer to the Northway House site. Consistent with Policy CDH04, 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 responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. ~~Mature trees within the site should be assessed and either preserved or replaced. There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk.~~ A further restricting design factor is the suburban 2-3 storey housing to the east. Building heights must be carefully considered to avoid excessive impact within the area which already has ~~the~~ tall buildings ~~of Barnet House and Northway House~~. Homes near to the Northern Line must be provided with noise mitigation, with trains running through the night on Friday and Saturday. Further guidance will be provided by the Designing for Density SPD.  The residential capacity of the site is indicative and based on TfL operational requirements for train stabling. If this transport infrastructure is no longer required the indicative capacity could be exceeded, subject to a design-led approach in accordance with London Plan Policy D3 that takes into account the local topography and surrounding context together with other material planning considerations. Access to the site must be managed to form safe entrance and exit, particularly from High Road and Totteridge Lane.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk. Any development of the land must seek to retain important wildlife habitats and trees. Mature trees within the site should be assessed and either preserved or replaced to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan. This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.  ~~Access to the site must be managed to form safe entrance and exit, particularly from the High Road and Totteridge Lane. Car parking requirements will be assessed and provided, within the context of a move to sustainable modes of transport.~~ | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ensure efficient use of land and infrastructure (2); * create protect and enhance suitable wildlife habitats and protect species and diversity (10); * promote liveable neighbourhoods which support good quality accessible services (4); * protect and enhance open spaces that are high quality, networked, accessible and multi-functional (9); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM134**  **Site No. 54**  **Site Deleted** | **~~Barnet House (Whetstone Town Centre)~~** | **Site allocation not necessary as the site has full planning permission which has been implemented and the development under construction with significant progress having been made.** **There is no impact on the SA/IIA objectives as planning permission has been granted and the residual supply to be delivered is included in the housing trajectory.** |
| **Site Address:** | **~~1255 High Rd, Whetstone, N20 0EJ~~** |  |
| ~~Ward:~~ | ~~Totteridge~~ |  |
| ~~PTAL 2019:~~ | ~~4~~ |  |
| ~~PTAL 2031:~~ | ~~4~~ |  |
| ~~Site Size:~~ | ~~0.59 ha~~ |  |
| ~~Ownership:~~ | ~~Private~~ |  |
| ~~Site source:~~ | ~~Call for sites~~ |  |
| ~~Context type:~~ | ~~Urban~~ |  |
| ~~Existing or most recent site use/s:~~ | ~~Office~~ |  |
| ~~Development timeframe:~~ | ~~0-5 years~~ |  |
| ~~Planning designations:~~ | ~~Town Centre; Archaeological Priority Area~~ |  |
| ~~Relevant planning applications:~~ | ~~17/1313/PNO (approved) conversion to 254 residential units; 17/5373/FUL (refused) extension and 216 residential units.~~ |  |
| ~~Site description:~~ | ~~A 10-storey 1960s office building and associated car parking spaces. The site is within the Whetstone Town Centre and fronts onto the Great North Road. Surrounding buildings vary from 2-6 storeys. The site is within 300m of Totteridge and Whetstone Station.~~ |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03~~ |  |
| ~~Proposed uses/ allocation (as a proportion of floorspace):~~ | ~~90% residential uses with 10% community and commercial~~ |  |
| ~~Indicative residential capacity:~~ | ~~139~~ |  |
| ~~Justification:~~ | ~~The town centre site is accessible and could be used to provide residential uses along with ancillary town centre uses.~~ |  |
| ~~Site requirements and development guidelines:~~ | ~~While prior approval (17/1313/PNO) has been granted for office to residential conversion, planning applications which come forward should include community and commercial office uses. The good public transport access and town centre location support a relatively intensive development. High quality design will be expected to reflect the context of Whetstone High Street and the prominent location of the site. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.~~ |  |
| **MM135**  **Site No. 55** | **Woodside Park Station East (Existing Transport Infrastructure)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **Woodside Park Rd, Woodside Park, N12 8RT** |  |
| Ward: | Totteridge & Woodside | Factual update to reflect the May 2022 revisions made to ward boundaries. There is no impact on the SA/IIA objectives. |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.46 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Car park |  |
| Development timeframe: | ~~0-5~~ 6-10 years | Timeframe revised to reflect a more realistic prospect delivery of when the development will be delivered during the plan period. Reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the timing of provision of housing to meet identified needs (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | A commuter car park (148 spaces) serving Woodside Park Station, which is locally listed. Surrounded on other sides by low-rise housing and a small private school. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~Residential with 20% re-provision of car parking.~~  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. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | Minimum 95 dwellings. | Indicative residential capacity expressed as a minimum figure achievable on this site. Impacts positively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality, well located affordable housing (5). |
| Justification: | The surface car park in this accessible and residential area offers potential for intensification for housing. |  |
| Site requirements and development guidelines: | Proposed designs must avoid privacy issues with neighbouring housing and be suitable for the context of the locally listed station building and surrounding housing. The adjacent railway line operates through the night on Friday and Saturday and the effects of noise disturbance must be mitigated. Restrictions on free parking at the entrance to Woodside Grange Road should be retained – where parking is at present prohibited from 2 to 3 pm Monday-Friday – to prevent all-day commuter parking in this small area and maintain safe access for the adjoining school and others.  ~~Public car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active modes.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  Development will be required to take account for the need for a buffer with properties on Woodside Grange Road and Budd Close. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM136**  **Site No. 56** | **Woodside Park Station West (Existing Transport Infrastructure)** | **The MM in respect of the site allocation has significant negative implications for the sustainability appraisal.**  **The indicative residential capacity achievable has been greatly reduced to realistically reflect significant site constraints and consequential delivery potential. This, together with the longer development delivery timeframe for the majority of the site, will significantly impact on the sustainability appraisal in terms of SA/IIA objectives to ensure efficient use of land (2) and delivery of affordable housing (5). There is a need to first address site constraints which fundamentally include the absence of a suitable existing site access. Also, irregular site shape, proximity to the railway line and the presence of mature trees, all present additional site constraints that need to be overcome in order to facilitate the deliverability of the whole site.** |
| **Site Address:** | **Station Approach, Woodside Park, N12 8RT** |  |
| Ward: | Totteridge & Woodside | Factual update to reflect the May 2022 revisions made to ward boundaries.There is no impact on the SA/IIA objectives. |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 1.37 ha |  |
| Ownership: | Public (TfL) |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Undeveloped land adjacent to railway corridor |  |
| Development timeframe: | 0-5 years (existing planning permission)  6-10 years (remaining undeveloped parcel, subject to acceptability of proposal) | Timeframe revised to reflect realistic delivery of the development of the larger part of the site given the absence of a planning permission and the likely lead in times involved for a development of this size and complexity in terms of fundamental site constraints that first need to be overcome. Revised timeframe also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing impacts negatively in respect of objectives relating to the provision of housing (5) and ensuring the efficient use of land (2). |
| Planning designations: | None |  |
| Relevant planning applications: | 19/1809/FUL (refused) 86 flats; 19/4293/FUL (approved) 86 flats. |  |
| Site description: | The site is a corridor of undeveloped land next to the Northern Line railway and Woodside Park Station which is overgrown and partially wooded. To the west are a mix of houses and residential blocks of up to four storeys. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~356~~Minimum of 86 dwellings (based on existing planning permission, any uplift on the undeveloped parcel is dependent upon acceptability of a proposal subject of a design-led approach). | MM revision reduces by a very significant amount (over 75%) the indicative residential capacity; this is necessary to reflect deliverability across the whole site. The MM also updates the position in recording that, for the southern parcel of the site, the permission granted for construction of 86 dwellings. Significant site constraints impacting on the northern parcel of the site and needing to be satisfactorily addressed, necessitates taking a cautious approach regarding the developability of the remainder of the site over the plan period. |
| Justification: | The unused areas of land in this accessible and residential area offers potential for intensification for housing. |  |
| Site requirements and development guidelines: | Design considerations must avoid privacy issues with neighbouring housing and mitigate noise impact from the adjacent railway line. The location and elongated shape of the site may pose issues with access. The impact of the loss of trees and other vegetation must be mitigated. The Council has granted planning permission for the redevelopment of the southern part of the site (ref: 19/4293/FUL) which is under construction. Land to the north of Station Approach is a longer-term development opportunity, dependant on provision of satisfactory access for pedestrians, cyclists and vehicles. This may require significant redesign of one of the station entrances to the western side of the bridge link at the station. Access is narrow and relatively isolated and dark at night, raising issues of security that must be considered and addressed through drawing on the principles of ‘Secured by Design’.  The current constraints on the northern parcel of the site including absence of a suitable existing access, the potential loss of mature trees and irregular shape of the site in close proximity to the railway line, necessitates a cautious approach to any uplift beyond the existing planning permission. Accordingly, the minimum indicative residential site capacity is 86 units in accordance with the planning permission which is under construction. Any uplift would be dependent on a design-led approach for an appropriate development of the northern parcel that suitably overcomes the site constraints identified above.  Noise mitigation must be provided with regards to the adjacent Northern Line which runs through the night on Friday and Saturday.  Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.  This site lies on the Strategic Walking Network and therefore development proposals should take the opportunity to ensure effective connectivity to this network.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application. | Considered in isolation, the net effect of the over 75% reduction in indicative residential capacity impacts negatively in terms of the SA/IIA objectives to ensure efficient use of land and access to good quality, well located affordable housing.  However, notwithstanding the reasons for the residential capacity reduction, when considered overall the revisions in the MM are also likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality and safe built environment (14), * create protect and enhance suitable wildlife habitats and protect species and biodiversity (10); * ~~promote liveable neighbourhoods which support good quality accessible services (4);~~ and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM137**  **Site No. 57** | **309-319 Ballards Lane (Key Opportunity Site 2) (North Finchley Town Centre)** | **No significant overall impact on the sustainability appraisal.** |
| **Site Address:** | **309-319 Ballards Lane, North Finchley, N12 8LY** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.40 ha |  |
| Ownership: | Private |  |
| Site source: | North Finchley SPD |  |
| Context type: | ~~Central~~ Urban | Reclassification of site thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Retail and office |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | The site is within North Finchley Town Centre and fronts onto Ballards Lane. The 4-5 storey buildings are set back from the highway boundary with car parking to the front and rear and are largely in office use. Opposite is the Tally Ho Triangle site, which includes the Arts Deport and to 11 storey residential building. The West Finchley and Woodside Park stations are within 1km. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03 residential~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~80% floorspace with 20% commercial and community uses~~  Residential led mixed use development with commercial and community uses. |  |
| Indicative residential capacity: | ~~130~~ 83 residential units | The total number of units has been reduced consistent with the consequential need to reflect the revised density matrix classification of the site from central to urban. This reduction will have a negative impact on the SA/IIA objective to ensure that all residents have access to good quality, well-located, affordable housing (5). |
| Justification: | This accessible town centre site was identified for intensification in the North Finchley SPD |  |
| Site requirements and development guidelines: | Proposals should include town centre uses of retail, office and community, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while being sensitive to the adjacent United Services Club and Finchley War Memorial, as well as the low-rise residential properties to the rear. Refer to the North Finchley SPD for further guidance. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site.  Consistent with the requirements of Policy CDH04, 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, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided in the Designing for Density SPD.  Any proposed uplifts in dwelling numbers are required to demonstrate acceptability of a design-led approach in accordance with London Plan Policy D3. | The reduction in indicative residential capacity impacts negatively in terms of the IIA/SA objectives to ensure efficient use of land (2) and access to good quality, well located affordable housing (5).  However, the revisions in the MM are also likely to impact positively in terms of IIA objectives to:   * promote a high quality built environment (14); and * promote liveable neighbourhoods which support good quality accessible services (4).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM138**  **Site No. 58** | **811 High Rd & Lodge Lane Car Park (Key Opportunity Site 6) (North Finchley Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **811 High Rd & Lodge Lane, North Finchley, N12 8JT** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.73 ha |  |
| Ownership: | Mixed Council and private |  |
| Site source: | North Finchley SPD |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Public car park retail and office |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect realistic delivery of the development given the absence of a planning permission and any demonstrable evidence of housing delivery within the first five years of the plan period. Also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | The site is within North Finchley Town Centre and includes a Primary Shopping Frontage. To the front is a 3-storey 1960s building with retail and office use, while to the rear is a large Council-owned public car park (232 spaces). Surrounding 2-3 storey high street buildings include town centre uses. Beyond the rear of the site is a primary school with outdoor sports areas and 2-3 storey housing, including the locally listed 45-53 Lodge Lane terrace. Woodside Park Station is within 600m. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace with 30% commercial town centre uses and replacement public car parking~~  Residential led mixed use development with commercial town centre uses and re-provision of public car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 132 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | This accessible town centre site ~~was~~ is identified for intensification in the North Finchley SPD. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Site requirements and development guidelines: | Proposals should include town centre uses such as retail and office, with residential above. The accessible location and surrounding townscape can underpin a relatively high density of redevelopment, although proposals must be sensitive to the context. Further guidance is provided by the North Finchley Town Centre SPD.  Consistent with the requirements of Policy CDH04, 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 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.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM139**  **Site No. 59** | **Central House, 7-9 Ballards Lane & 9a Albert Place (Finchley Central Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **1 Ballards Lane, Finchley N3 1UX** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 5 |  |
| PTAL 2031: | 6 |  |
| Site Size: | 0.15 ha |  |
| Ownership: | Private |  |
| Site source: | Call for sites, Finchley Church End Town Centre Strategy |  |
| Context type: | ~~Central~~ Urban | Reclassification of site thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (6). |
| Existing or most recent site use/s: | Retail and office |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect a more realistic prospect of when housing will be delivered on site within the plan period. This takes account of the passage of time since the prior notification and that it was not implemented resulting in a lack of demonstrable evidence for residential development being delivered within the first five year period. This also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Town Centre; Archaeological Priority Area |  |
| Relevant planning applications: | 16/3722/PNO (approved) conversion to 42 flats. |  |
| Site description: | The site is a nine-storey office building within Finchley Central Town Centre with a Primary Frontage along Ballard’s Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~80% residential with 20% commercial uses floorspace.~~  Residential led mixed use development with commercial uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~48~~ Minimum 42 dwellings. | The total number of units has been reduced consistent with the consequential need to reflect the revised density matrix classification of the site from central to urban. However, the smaller indicative capacity number of dwellings is expressed as a minimum figure to be achieved helping to negate the reduction in the number of dwellings. |
| Justification: | This highly accessible town centre location is identified in the Finchley Church End and Town Centre Strategy |  |
| Site requirements and development guidelines: | High public transport accessibility and access to town centre services support a relatively high density of development. An attractive, active frontage with town centre uses should be provided on the ground floor. Prior approval (16/3722/PNO) was granted for 48 units. The site is within an Archaeological Priority Area and proposals must be subject to an archaeological assessment. For further information refer to the Finchley Church End Town Centre Strategy.  Consistent with Policy CDH04, 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, 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.  If redevelopment rather than conversion is pursued a design-led approach should seek to conserve or enhance the settings of the Grade II listed cattle trough at the junction of Ballards Lane, and Finchley Church End Conservation Area. | These revisions in the MM are likely to impact positively in terms of IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * conserve and enhance the significance of heritage assets and their settings (3).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM140**  **Site No. 60** | **Finchley House (Key Opportunity Site 3) (North Finchley Town Centre)** | **On balance a negative overall impact on the sustainability appraisal resulting from the MM reduction of residential development achievable on the site as a consequence of the revised density reclassification of this site and also the longer time period for delivery. However, this is partly offset by positive impacts derived in respect of objectives promoting a high quality built environment (14) and liveable neighbourhoods (4).** |
| **Site Address:** | **High Road & Kingsway North Finchley N12 0BT** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.62 ha |  |
| Ownership: | Private |  |
| Site source: | North Finchley SPD |  |
| Context type: | ~~Central~~ Urban | Reclassification of site to better reflect the surrounding context thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Offices and residential |  |
| Development timeframe: | ~~0 – 5~~ 6-10 years | Timeframe revised to reflect that it has not been demonstrated that there is a realistic prospect of housing being delivered within the first five year period. This also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of affordable housing for residents (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | 17/6746/PNO (approved) conversion to 63 residential units; 18/0782/FUL (2 storey extension for 9 residential units) |  |
| Site description: | A corner site within North Finchley Town Centre. A 9-storey 1970s office building fronts onto the Kingsway, while the frontage onto the Great North Road is a terrace of Victorian 2-storey buildings in office and residential use. The Tally Ho Triangle is opposite, which includes the Arts Deport and 11-storey residential. To the rear is 2-3 storey housing. West Finchley and Woodside Park Stations are within 1km. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~ | ~~80% residential floorspace with 20% community and community use floorspace~~  Residential led mixed use development with commercial and community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~202~~ 128 dwellings. | The total number of units has been reduced reflecting the surrounding context with a revised density matrix classification of the site from central to urban. This element of the MM impacts negatively on SA/IIA objectives to ensure efficient use of land (2) and access to good quality well located affordable housing (5). |
| Justification: | This accessible town centre site was identified for intensification in the North Finchley SPD. |  |
| Site requirements and development guidelines: | Proposals should include town centre uses of retail, office and community, with residential above. The ground floor frontage should accommodate active town centre uses and be designed to create a pedestrian-friendly environment. The high accessibility to public transport and local services would support a relatively high density of redevelopment. Design must be sensitive to surrounding low-rise residential properties. For further guidance refer to the North Finchley SPD.  Consistent with Policy CDH04, tall buildings may be appropriate. However, all tall building proposals as part of a design led approach will be subject to a detailed assessment of how the proposed building relates to its surroundings, 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. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); and * promote liveable neighbourhoods which support good quality accessible services (4).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM141**  **Site No. 61** | **Tally Ho Triangle (Key Opportunity Site 1) (North Finchley Town Centre)** | **On balance a negative overall impact on the sustainability appraisal resulting from the MM reduction of residential development achievable on the site as a consequence of the revised density reclassification of this site. However, this is partly offset by the potential for positive impacts to be derived in respect of objectives promoting a high quality built environment (14) and liveable neighbourhoods (4).** |
| **Site Address:** | **High Rd, Ballard’s Lane & Kingsway, North Finchley, N12 0GA/ 0GP** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.99 ha |  |
| Ownership: | Mixed – Council/ TfL / private | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Site source: | North Finchley SPD |  |
| Context type: | ~~Central~~ Urban | Reclassification of site thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Retail, office, arts centre, bus station, public car parking, residential and community facilities |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | The site is within North Finchley Town Centre. Nether Street splits the site, with the northern segment mostly in retail and office use within buildings of 3-4 storeys. The southern segment includes an arts centre, bus station, public car parking, and office and retail uses, with building heights from 3/4 storeys to a tower of 11 storeys of residential. The site is surrounded by main roads and town centre uses. Adjacent to the north is the locally listed Tally Ho public house. The West Finchley and Woodside Park Stations are within 1km. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace with 30% commercial (office and retail), community leisure, transport and public car parking~~  Residential led mixed use development with commercial town centre uses, community, leisure, transport infrastructure and public car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~281~~ 205 dwellings | The total number of units has been reduced as, reflecting the surrounding context, the density matrix classification of the site has been revised from central to urban. This change will have a negative effect on SA/IIA objectives relating to the provision of affordable housing for residents (5) and ensuring the efficient use of land (2). |
| Justification: | This accessible town centre site ~~was~~ is identified for intensification in the North Finchley SPD |  |
| Site requirements and development guidelines: | The accessible location and townscape context support a high density of redevelopment. Town centre uses must be retained with ground floor frontages accommodating active uses. The northern segment of the site could increase its offering of uses such as cafes, restaurants and retail at ground level, with employment and residential above. ~~Taller buildings should be focused on the southern part of the site. Public car parking requirements must be assessed, and mitigation provided to encourage the use of public transport and active transport modes.~~ For further guidance refer to the North Finchley Town Centre SPD.  Consistent with the requirements of Policy CDH04, 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 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.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM142**  **Site No. 62** | **Tesco Finchley (Finchley Central Town Centre)** | **No significant impact on the sustainability appraisal.** |
| **Site Address:** | **21-29 Ballard’s Lane, Finchley, N3 1XP** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 5 |  |
| Site Size: | 0.85 ha |  |
| Ownership: | Private |  |
| Site source: | Finchley Church End Town Centre Strategy |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Supermarket with associated car parking and office uses |  |
| Development timeframe: | ~~0-5years~~ 6-10 years | Timeframe revised to reflect that it has not been demonstrated that there is a realistic prospect of housing being delivered within the first five year period. This also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, whilst having a marginal negative effect on objectives relating to the provision of housing (5) and ensuring the efficient use of land (2), is not considered to have a significant impact on the SA/IIA objectives. |
| Planning designations: | Town Centre; Archaeological Priority Area |  |
| Relevant planning applications: | None |  |
| Site description: | A modern 3-storey building with a large supermarket on the ground floor and offices on the upper floors, with associated car parking to the rear. The street separating the main building from the car park is within the curtilage. The site is within Finchley Central Town Centre and has a Primary Frontage along Ballard’s Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~75% residential floorspace with 25% commercial town centre uses and car parking~~   Residential led mixed use development with commercial town centre uses and car parking. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | 170 dwellings. | This change is just a clarification. It does not have an impact for the SA/IIA objectives. |
| Justification: | The town centre location is highly accessible by public transport and can be intensified to deliver town centre and residential uses. |  |
| Site requirements and development guidelines: | High accessibility to public transport and local services~~, and the tall buildings location,~~ mean this site should support a relatively high density of development, while being mindful of the surrounding context, including low-rise residential properties to the north  An attractive, active frontage with town centre uses should be provided on the ground floor~~., car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active transport modes.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. ~~For further information refer to the Finchley Church End Town Centre Strategy.~~  Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, such proposals should be concentrated on the frontage of Ballards Lane. Development towards the rear where there are low-rise residential development should be graded in height to reflect and respect the clear transition to the domestic scale character and context of The Grove. Tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings 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.  The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.  For further information refer to the Finchley Church End Town Centre Strategy (Opportunity Site 8). | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM143**  **Site No. 63** | **Philex House (Major Thoroughfare)** | **On balance negative overall impact on the sustainability appraisal arising from the reduction of residential development achieved on the site and longer time period envisaged for delivery. However, this is partly offset by the benefits derived from converting rather than redeveloping a building that is a heritage asset and also the flexibility afforded by stating a minimum dwellings figure to allow for the possibility of a design led approach being taken with the potential for ensuring a more efficient use of land.** |
| **Site Address:** | **110-124 West Hendon Broadway, West Hendon, NW9 7DW** |  |
| Ward: | West Hendon |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 3 |  |
| Site Size: | 0.28 ha |  |
| Ownership: | Private |  |
| Site source: | Unimplemented 2006 UDP proposal |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Office |  |
| Development timeframe: | ~~0-5 years~~ 6-10 years | Timeframe revised to reflect that, taking into account that the approved prior notification was not implemented and has now expired, it has not been demonstrated that there is a realistic prospect of housing being delivered within the first five year period. This also reflects, at least in part, the passage of time since the LBBLP was submitted and also the start of the 15 year plan period in 2021. Revised timeframe for delivery of housing, will have a marginal negative effect on objectives relating to the provision of affordable housing (5) and ensuring the efficient use of land (2). |
| Planning designations: | None |  |
| Relevant planning applications: | Ref no: 16/3265/PNO (approved but expired) conversion to 22 residential units. |  |
| Site description: | A disused office building on West Hendon Broadway/ A5. The building is set back and elevated from the street, with a driveway/ parking surrounding the building. The 3-storey building is of a Modernist style, however, it is not listed. A mobile phone mast is on the roof. The site backs onto the Midland Railway, with the M1 immediately beyond. To the south are light industrial uses, with terraced housing to the north. Opposite are light industrial units and new residential blocks. Numerous bus routes run along the A5. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential |  |
| Indicative residential capacity: | ~~48~~ Minimum 22 dwellings | The total number of units has been reduced taking account of a prior approval granted and also the historical and architectural interest of the building meaning that conversion is likely to be more suitable than redevelopment. This revision in respect of the reduction in the number of units (albeit expressed as a minimum) could have a potential negative impact on SA/IIA objectives relating to the provision of housing (5) and ensuring the efficient use of land (2). |
| Justification: | The derelict site can be brought back into use and intensified to deliver housing. |  |
| Site requirements and development guidelines: | The site is suitable for residential redevelopment. Under 16/3265/PNO prior approval was granted for 22 units. Proposals must mitigate the air pollution and noise from surrounding major roads and railway. Preferably the current building with its architectural features should be preserved, with new development of a consistent style. The site lies on the possible route of Watling Street, a Roman Road, and should be subject to an archaeological assessment.  Should redevelopment rather than conversion be justified and pursued, a design-led approach in accordance with London Plan Policy D3. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); * ~~conserve and enhance the significance of heritage assets and their settings and the wider historic and cultural environment (3~~), and * ~~promote liveable neighbourhoods which support good quality accessible services (4).~~   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM144**  **Site No. 64** | **744-776 High Rd (Key Opportunity Site 5) (North Finchley Town Centre)** | **On balance negative overall impact on the sustainability appraisal arising from the reduction of residential development achieved on the site. However, this is partly offset by the potential for positive impacts arising from a lower density development in respect of objectives regarding a high quality built environment (14) and liveable neighbourhoods (4).** |
| **Site Address:** | **744-776 High Rd, North Finchley, N12 9QG** |  |
| Ward: | Woodhouse |  |
| PTAL 2019: | 4 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.54 ha |  |
| Ownership: | Mixed Council and private |  |
| Site source: | North Finchley SPD |  |
| Context type: | ~~Central~~ Urban | Reclassification of site thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Retail, restaurants, residential and public car park |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | Town Centre |  |
| Relevant planning applications: | None |  |
| Site description: | The site is central to North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging in age and style from late Victorian to 1950s. A small public car park is at the rear of the site. The context is of largely similar town centre uses and building types. To the rear of the site is a mix of office uses and 2-3 storey housing. Woodside Park Station is within approximately 800m. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~80% residential floorspace with 20% commercial town centre uses~~  Residential led mixed use development with commercial town centre uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~175~~ 112 dwellings. | The total number of units has been reduced to reflect the surrounding context resulting in a revised density matrix classification of the site from central to urban. This revision in respect of the reduction in the number of units will have a negative impact on SA/IIA objectives relating to the provision of access to well located affordable housing (5) and ensuring the efficient use of land (2). |
| Justification: | This accessible town centre site was identified for intensification in the North Finchley SPD |  |
| Site requirements and development guidelines: | Proposals should include active ground floor frontages with town centre commercial uses, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while proposals must be sensitive to the context of adjacent town centre buildings and residential properties. The redeveloped buildings should match the height of those retained along the High Road, with the potential for upper level residential development to be stepped back from the frontage ~~with total building height not exceeding six storeys~~. Development should respond to the sensitive edges on the eastern part of the site, where heights should not exceed three storeys. For further guidance refer to the North Finchley SPD.  Consistent with the requirements of Policy CDH04, 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, 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.  Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. ~~The loss of public car parking must be assessed, and mitigation provided to encourage the use of public transport and active transport modes as required.~~ | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); and * promote liveable neighbourhoods which support good quality accessible services (4). * minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking (8)   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM145**  **Site No. 65** | **Barnet Mortuary (former) (Major Thoroughfare)** | **Threefold increase in site capacity has a major positive impact on SA/IIA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5). Otherwise, no significant overall impact on the sustainability appraisal.** |
| **Site Address:** | **Dolman Close Finchley N3 2EU** |  |
| Ward: | West Finchley |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 1B |  |
| Site Size: | 0.25 ha |  |
| Ownership: | Council |  |
| Site source: | Council assets disposal programme |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Storage |  |
| Development timeframe: | 0-5 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | ~~None~~ 22/3385 FUL (60 flats) (approved). | Revision recording extant permission provides greater certainty regarding the contribution to housing, (including affordable) supply.  The increase in the total number of units expressed as a minimum figure reflects a grant of planning permission for an application. This threefold residential capacity increase has a major positive impact on SA/IIA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5). |
| Site description: | A disused mortuary and grounds which is adjacent to the North Circular Road. To the north and west are low-rise semi-detached and terraced residences, while to the east are the grounds of Tudor Primary School. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02,  ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | Residential | There is no impact on the SA/IIA objectives. |
| Indicative residential capacity: | ~~20~~ Minimum 60 dwellings | The increase in the total number of units expressed as a minimum figure reflects a grant of planning permission for an application. This threefold residential capacity increase has a major positive impact on SA/IIA objectives relating to efficient use of land (2) and access to good quality, well located affordable housing (5).  For the remainder of the SA/IIA objectives the impact of the MM is not considered to have any significant effect on the achievement of the objective and therefore the scoring is neutral. |
| Justification: | The disused site lies in a residential area and can be redeveloped and intensified for residential uses. |  |
| Site requirements and development guidelines: | Development must take into consideration the effect of noise and air pollution from the adjacent North Circular Road. Building height needs to compatible with adjoining residential development. Development should have regard to ~~meet~~ the requirements of GSS11 Major Thoroughfares. | This change is just a clarificaion. It does not have an impact for the SA/IIA objectives. |
| **MM146**  **Site No. 66** | **East Wing (Key Opportunity Site 4) (North Finchley Town Centre)** | **On balance a negative overall impact on the sustainability appraisal resulting from the MM reduction of residential development achievable on the site as a consequence of the revised density reclassification of this site. However, this is partly offset by the potential for positive impacts to be derived in respect of objectives promoting a high quality built environment (14) and liveable neighbourhoods (4).** |
| **Site Address:** | **672-708 High Rd North Finchley N12 9PT / 9QL** |  |
| Ward: | Woodhouse |  |
| PTAL 2019: | 3 |  |
| PTAL 2031: | 4 |  |
| Site Size: | 0.44 ha |  |
| Ownership: | Private |  |
| Site source: | North Finchley SPD |  |
| Context type: | ~~Central~~ Urban | Reclassification of site to reflect the surrounding context thereby impacting on (reducing) the indicative residential capacity for the site. This will have a negative impact on SA/IIA objectives seeking to ensure efficient use of land (2) and provide access to well-located affordable housing (5). |
| Existing or most recent site use/s: | Retail, office and residential |  |
| Development timeframe: | 6-10 years. |  |
| Planning designations: | Town Centre  Local listing |  |
| Relevant planning applications: | 15/06414/FUL (approved) conversion to 21 flats |  |
| Site description: | The site is within the North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging from late Victorian to 1960s, with retail and office uses on ground floor and residential above. Opposite is the Tally Ho Triangle site, which includes the Arts Deport and 11-storey residential building. Office uses and 2-3 storey housing adjoin to the rear. West Finchley and Woodside Park stations are within 1km. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~70% residential floorspace with 30% town centre commercial and cultural uses~~  Residential led mixed use development with commercial town centre and cultural uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | ~~125~~ 80 dwellings | The total number of units has been reduced reflecting the revised density matrix classification of the site from central to urban. This revision in respect of the reduction in the number of units will have a negative impact on SA/IIA objectives relating to the provision of access to well located affordable housing (5) and ensuring the efficient use of land (2). |
| Justification: | This accessible town centre site was identified for intensification in the North Finchley SPD. |  |
| Site requirements and development guidelines: | Consistent with Policy CDH04, 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 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.  Proposals should include an active ground floor frontage with town centre commercial uses such as retail and office space, with residential above. The accessible location and town centre context underpin a relatively high density. The curved Sea Rock façade at the junction of the High Road and Woodhouse Road is on the Local List and should be retained as a local landmark. Development should be sensitive to and consistent with the existing and retained buildings, with height on the High Road matching the height of the retained buildings as a guide. Where floors above this level are added, these need to be set back from the building line. Higher buildings ~~eights of up to six storeys~~ may be appropriate in the south-eastern corner of the site, if set back from the existing High Road building line. For further guidance refer to the North Finchley Town Centre SPD. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * promote a high quality built environment (14); and * promote liveable neighbourhoods which support good quality accessible services (4).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |
| **MM147**  **Site No. 67** | **Great North Leisure Park (Major Thoroughfare)** | **Minor positive improvements to some of the SA/IIA objectives. No overall significant impact on the sustainability appraisal.** |
| **Site Address:** | **High Rd, Friern Barnet, N12 0GL** |  |
| Ward: | Woodhouse |  |
| PTAL 2019: | 1B |  |
| PTAL 2031: | 2 |  |
| Site Size: | 3.45 ha |  |
| Ownership: | Mixed |  |
| Site source: | Call for sites |  |
| Context type: | Urban |  |
| Existing or most recent site use/s: | Cinema, bowling, leisure/ sports centre with lido, restaurants and extensive car parking |  |
| Development timeframe: | 6-10 years |  |
| Planning designations: | None |  |
| Relevant planning applications: | None |  |
| Site description: | This is an out-of-town-centre, car-centric leisure park. This site includes a cinema, bowling alley and ancillary restaurants with extensive car parking, as well as Finchley Lido Leisure Centre. It is close to a major junction of the Great North Road and North Circular Road (A406) and is adjacent to Metropolitan Open Land, a Local Nature Reserve and Site of Importance for Nature Conservation. |  |
| ~~Applicable Draft Local Plan policies:~~ | ~~GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01 CHW02, ECC05, ECC06, TRC01, TRC03~~ | The removal of relevant policies ensures that compliance will be assessed in terms of any relevant policies of the Plan and its accordance with the development plan as whole. This does not have a significant impact on the SA/IIA objectives. |
| Proposed uses/ allocation ~~(as a proportion of floorspace)~~: | ~~60% residential floorspace with 40% commercial, leisure and community uses~~  Residential led mixed use development with commercial, leisure and community uses. | This change is needed to provide flexibility for the design-led approach. This will have a positive effect in terms of the SA/IIA objectives of ensuring efficient use of land (2). |
| Indicative residential capacity: | Minimum 352 dwellings. | Indicative residential capacity expressed as a minimum figure expected with therefore the potential scope for uplift subject to satisfactory demonstration of a design led approach. This would have a potential benefit on ensuring that all residents have access to good quality, well-located, affordable housing (5). |
| Justification: | The low density nature of the existing site, including large areas of surface parking, provide an opportunity for intensification that includes residential as well as existing leisure uses. |  |
| Site requirements and development guidelines: | There is potential for comprehensive or infill residential development utilising space released by existing surface car parking, allowing better integration into the surrounding residential environment for more efficient and sustainable use of space. There should be no additional floorspace of leisure and commercial floorspace in use for restaurants and cafes and sui generis take away uses, which should be located in town centres.  Proposals must reflect the context of a major thoroughfare and respond to the adjacent MOL. Further Masterplanning will be required in the event of comprehensive redevelopment. ~~Due to the low PTAL, proposals should include measures that contribute towards modal shift away from private car use to more sustainable means of transport.~~ Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.  The 352 dwelling residential capacity of the site is an indicative minimum figure expected. To optimise the use of land significant uplifts may be supported subject to a design-led approach in accordance with London Plan Policy D3, that takes into account the reduction in main town centre uses, surrounding context plus other material and planning policy requirements.  This site lies on the Strategic Walking Network and development proposals should take the opportunity to ensure effective connectivity to this network. | These revisions in the MM are likely to impact positively in terms of SA/IIA objectives to:   * ensure efficient use of land (2); * ensure access to good quality, affordable housing (5); * promote a high quality built environment (14); * promote liveable neighbourhoods which support good quality accessible services (4); and * minimise the need to travel and create accessible, safe and sustainable cycling and walking connections and networks (8).   For the remainder of the SA/IIA objectives the MM is not considered to have any significant effect on the achievement of the objective and therefore the impact is neutral. |

1. *Reference ID: 11-013-20140306, Revision date: 06 03 2014* *Paragraph: 013 Reference ID: 11-013-20140306* [↑](#footnote-ref-2)
2. *Paragraph 004 Reference ID: 11-004-20150209, Revision date: 09 02 2015* [↑](#footnote-ref-3)
3. This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction [↑](#endnote-ref-2)
4. <https://www.gov.uk/government/publications/coronavirus-covid-19-maintaining-educational-provision/guidance-for-schools-colleges-and-local-authorities-on-maintaining-educational-provision> [↑](#endnote-ref-3)
5. HADAS (Hendon and District Archaeological Society) was founded in 1961 with one aim: to find and prove, on the ground, the Saxon origins of Hendon. Since that time the Society has expanded in area, today encompassing the whole of the London Borough of Barnet and excavation and research now covers all archaeological periods [↑](#footnote-ref-4)
6. a use that is solely employment generating use for the equivalent of 2FTE and does not invoke the Agent of Change Principle.

   **TABLE 3 – Other Main Modifications not directly related to Local Plan Policies or Site Allocation Proposals**

   | **MM Ref**  **Number** | **Matter covered by the Main Modification** | **Assessment of whether the MM has implications for the results of the SA/SEA** |
   | --- | --- | --- |
   | **MM1** | **Figure 1** illustrating the components of Barnet’s Development Plan and related Local Development Framework documents – updates to this figure to reflect the 2021 Local Development Scheme and make clear that it is the Development Plan at the time of adoption. | **No significant impact on the sustainability appraisal.** |
   | **MM2** | **Table 1** – showing the regulatory stages and timetable for production of the Local Plan - updated to reflect progress made in respect of the timings for the Reg 24 (examination) and Reg 26 (adoption) stages. | **No significant impact on the sustainability appraisal.** |
   | **MM3**  **Chapter 1**  **Introduction** | **Section 1.3** – clarification provided on the role of the London Plan and the relationship between, and identification of, Opportunity Areas and Growth Areas including New Southgate Opportunity Area. | **No significant impact on the sustainability appraisal.** |
   | **MM4**  **Chapter 1**  **Introduction** | **Paras 1.7.1 to 1.7.3** – outlines the Council’s commitment to undertaking an early review of the Plan and the associated approach to publication of a new Local Development Scheme to facilitate this within a year of the adoption of the Barnet Local Plan. | **No significant impact on the sustainability appraisal.** |
   | **MM5** | **Map 1 -** showing existing public transport accessibility levels (PTAL) updated to reflect changes in respect of PTAL across the Borough that have occurred since 2019. | **No significant impact on the sustainability appraisal.**  As relevant MMs in respect of PTAL for individual site proposals (assessed in Table 2 above) have been revised accordingly. |
   | **MM6**  **Chapter 1**  **Section 3.1** | **Vision** - Vision updated to reflect the Council’s declaration of climate and biodiversity emergency as well as to highlight the need for good design. | **No significant impact on the sustainability appraisal.**  MMs in respect of climate change and design are considered where relevant in respect of individual policies and site proposals; these have been assessed accordingly in Tables 1 and 2 above. |
   | **MM7**  **Chapter 3**  **Section 3.2** | **Themes and Objectives** **(paras 3.2.2, 3.2.3 and Table 2)** – revisions reflect the terminology used in the NPPF about well designed, beautiful and safe places as well as updates to emphasise recovery from COVID19.  Clarification and revisions in Table 2 within the Plan listing the policies most relevant for delivering the 12 key objectives developed for the Local Plan. | **No significant impact on the sustainability appraisal.**  Whilst not identical, there are many similarities between the wording of the 12 Local Plan objectives identified to deliver the Local Plan Vision and the separate SA/SEA and IIA Objectives. The wording of the respective lists of objectives are considered to be consistent and compatible. |
   | **MM8**  **Chapter 3** | **Table 3 – Strategic and Non-Strategic Policies (para 3.3.4 also refers)** – revisions to Table 3 within the Plan needed to provide clarification in respect of a number of policies identified as strategic (as opposed to non-strategic) policies. | **No significant impact on the sustainability appraisal.**  Table 3 lists the respective policies considered strategic or non-strategic. The SA/SEA related impacts arising from MM revisions made to the individual policies themselves are considered in Table 1 above. |
   | **MM10**  **Chapter 3** | **Key Diagram (paras 3.4.1, 3.4.2 & 3.4.2 also refer)** – a number of revisions, additions and clarification made to the Key Diagram in respect of the boundaries shown for the areas e.g. growth and opportunity areas depicted together with accompanying text revisions explaining the respective current position regarding the Brent Cross / Cricklewood and New Southgate Opportunity Areas. | **No significant impact on the sustainability appraisal.**  MM revisions in respect of the areas, town centres and designations depicted on the key diagram are, in terms of any SA/SEA impacts, considered in Table 1 above under relevant individual policies. |
   | **MM11**  **Chapter 4** | **Barnet’s Growth Requirements - Section 4.4 Housing (Paras 4.4.1 to 4.8.6 , Table 4, table 5 & Table 5A all refer)** - clarifications and updates necessary in this section, including the accompanying housing supply and delivery tables, to ensure that the Barnet Local Plan is unambiguous insofar as it is the London Plan that sets the ten-year housing target (2019/20 to 2028/29) applied and taken forward when identifying the minimum 35,460 new homes figure required over the Barnet Local Plan period 2021 to 2036. Includes addition of a new table illustrating the contribution of allocated sites to meeting the London Plan (Policy H2) small sites (less than 0.25ha) target; also thereby ensuring consistency with the NPPF requirement for at least 10% of sites to be no larger than one hectare. | **No significant impact on the sustainability appraisal.**  SA/SEA SA/SEA impacts for relevant individual housing related policies and site proposals are respectively considered separately in Tables 1 and 2.  Delivering sustainable growth, the MM clarificatory changes and updates in this section make positive contributions to furthering the following SA/SEA objectives in particular:  * Ensure residents have access to good quality, well located, affordable housing (5); * Ensure efficient use of land and infrastructure (2); * Foster sustainable economic growth (7); * Minimising the need to travel and create accessible, safe and sustainable connections by public transport (8); and * Promoting liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4). For the remainder of the SA/IIA objectives the impact of the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
   | **MM12**  **Chapter 4** | **Figure 3 – Barnet’s Housing Trajectory 2021/22 – 2035/36** – it is necessary for the trajectory to be updated to reflect the most recent housing supply figures. | **No significant impact on the sustainability appraisal.** |
   | **MM14**  **Chapter 4** | **Map 3 – Brent Cross Growth Area** – clarification of boundaries of Brent Cross Town, Brent Cross North and Brent Cross (Thameslink) as distinct elements of the Brent Cross Growth Area. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policies consider the SA/ SEA impacts of the MM revisions in respect of the different areas / components within the Brent Cross Growth Area that, as now revised, are depicted on Map 3. |
   | **MM17**  **Chapter 4** | **Map 3A – Brent Cross West (Staples Corner) Growth Area** – revision of boundaries for this Growth Area necessary to remove overlaps with the adjacent Brent Cross Growth Area. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policy considers the SA/ SEA impacts of the MM revisions in respect of this Brent Cross West (Staples Corner) Growth Area that, as now revised, is depicted on Map 3A. |
   | **MM19**  **Chapter 4** | **Map 3B – Cricklewood Growth Area** – revision of the map depicting this Growth Area is necessary to accurately illustrate the relationship with the Railway Terraces Conservation Area, remove allotments from the Growth Area and show the Borough boundary. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policy considers the SA/ SEA impacts of the MM revisions in respect of this Cricklewood Growth Area that, as now revised, is depicted on Map 3B. |
   | **MM21**  **Chapter 4** | **Map 3C – Edgware Growth Area** – revision of the map depicting this Growth Area is necessary to show the Borough boundary and remove illustrating any land within the Edgware Growth Area that falls within LB Harrow, and therefore beyond the Barnet Borough boundary. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policy considers the SA/ SEA impacts of the MM revisions in respect of the Edgware Growth Area that, as now revised, is depicted on Map 3C. |
   | **MM23**  **Chapter 4** | **Map 3D – Colindale Growth Area** –revision of the map depicting this Growth Area is necessary to show the Borough boundary and addition of land around Woodcroft Park and surrounding streets to the north to ensure consistency with the boundaries of the Colindale Opportunity Area. Also, removal of the depiction of Site Proposals 9 (Colindeep Lane), 10 (Douglas Bader) and 14 (Sainsburys) to ensure consistency with MMs in respect of these Site proposals, all of which through their respective MMs are now to be deleted from the Local Plan. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policy considers the SA/ SEA impacts of the MM revisions in respect of the Colindale Growth Area that, as now revised, is depicted on Map 3D. |
   | **MM25**  **Chapter 4** | **Map 3E – Mill Hill East Area** –revision of the map depicting Mill Hill East to ensure consistency with the boundary previously identified in the mill Hill East Area Action Plan. | **No significant impact on the sustainability appraisal.**  MM revisions to the individual GSS policy considers the SA/ SEA impacts of the MM revisions in respect of Mill Hill East that, as now revised, is depicted on Map 3E. |
   | **MM32**  **Chapter 5** | **Sections 5.1 to 5.3 Housing** – MM clarificatory revisions to the list of relevant London Plan policies that relate to the housing policies chapter in the Barnet Local Plan. Also revisions to reflect the Council’s recently updated Housing Strategy setting out the Council’s strategic direction and key priorities in respect of housing related matters. | **Positive impact on the sustainability appraisal.**  Outlining the Council’s new Housing Strategy the MM revisions emphasise: support for mixed and inclusive communities; optimising the use of land and helping to deliver housing to meet needs in each tenure; highlighting that there is currently insufficient suitable housing to provide everyone with a safe, secure and affordable home, and that there insufficient social housing to meet demand within Barnet. These MM revisions all serve to make positive contributions to furthering the following SA/SEA objectives in particular:  * Ensuring residents have access to good quality, well located, affordable housing (5); * Ensuring efficient use of land and infrastructure (2); * Fostering sustainable economic growth (7); * Minimising the need to travel and create accessible, safe and sustainable connections by public transport (8); * Promoting liveable, safe neighbourhoods which support good quality accessible services and sustainable lifestyles (4); * Improving the health and wellbeing of the population and reduce health inequalities (6); * Promoting a high quality inclusive and safe environment (14); and * Promoting social inclusion, equality, diversity and community cohesion (1); For the remainder of the SA/IIA objectives the impact of the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
   | **MM40**  **Chapter 6** | **Sections 6.1 and 6.2 – Chapter 6 Introduction** – MM clarificatory revisions to the list of relevant London Plan policies that relate to the character, design and heritage policies chapter in the Barnet Local Plan. Also updates to make specific reference to the National Design Guide and National Model Design Code, reflect emphasis placed upon good design and reference the introduction of the Design Review panel in Barnet. | **Positive impact on the sustainability appraisal.**  Highlighting the importance of design in ensuring good growth, the revisions in this MM serve to make positive contributions to furthering the following SA/SEA objectives in particular:  * Promoting a high quality, inclusive and safe built environment (14); * ensuring the efficient use of land and infrastructure (2); and * promoting liveable neighbourhoods which support good quality accessible services (4). More generally, implementation of the policy with these MM changes will indirectly positively contribute to the SA/IIA objectives related to improving the health and wellbeing of the population and reduce health inequalities (6); and minimising the need to travel (8).  For the remainder of the SA/IIA objectives the impact of the MM is considered to have negligible or no effect on the achievement of the objective and therefore the impact is neutral. |
   | **MM42 Chapter 6** | **Table 8 (as renumbered) Minimum residential space standard requirements** – updates to the table to incorporate and accurate reflect / ensure consistency with relevant information contained in the London Plan. | **No significant impact on the sustainability appraisal.** |
   | **MM43 Chapter 6** | **Table 9 (as renumbered) Internal layout and design requirements** – updates to the table to incorporate and accurate reflect / ensure consistency with relevant information contained in the London Plan. | **No significant impact on the sustainability appraisal.** |
   | **MM75**  **Chapter 12** | **Chapter 12 - Delivering the Local Plan** - does not contain policies but explains the mechanisms for ensuring the infrastructure to support growth is secured. This has been subject to revision to explain the roles of planning obligations more clearly, CIL, the Infrastructure Payments Policy and other sources of funding for delivering infrastructure that supports growth and Chapter 12 now provides a more extensive list of what S106 planning contributions may be required from development. | **Significant impact on the sustainability appraisal.**  Relevant to the whole LBBLP, the revisions made in respect of MM75 will positively impact on achievement of all the SA/SEA and IIA objectives.  MM revisions include cross reference added to the London Plan Policy DF1 relating to delivery of the LBBLP together with clarificatory revisions and updates regarding funding sources including reference to publication of the annual Infrastructure Funding Statement needed to deliver development (notably CIL and planning obligations). In relation to planning obligations, clarification and additions are provided in para 12.6.4 regarding the considerations and items that may be required with additional cross referencing to relevant LBBLP policies. These MM revisions serve to ensure that reference to planning obligations is both comprehensive and accurately reflects policies in the Plan. Relating to policies throughout the plan, these revisions will ensure that a consistent, clear and comprehensive approach is taken with regards to the funding of infrastructure that is needed to support the growth and development outlined in the LBBLP. This MM also includes an additional section relating to monitoring of the effectiveness of policies. Together with the Authorities Monitoring Reports, these will assist in informing the scope, extent and coverage needed in terms of undertaking an early review of the Local Plan. |
   | **MM76**  **Chapter 12** | **Table 21 (as renumbered)** - the Local Plan is supported by a framework (Table 24 in the submitted LBBLP) previously 34 but consisting now of 58 key performance indicators. These clear set out how the 51 policies in the Plan will be monitored, highlighting targets as well as identifying any triggers (such as a negative trend against the target) which will necessitate contingencies to improve performance. The monitoring framework also highlights which policies are considered strategic enough to be within scope of the early review. | **Significant impact on the sustainability appraisal.**  Relevant to the whole LBBLP, the revisions made provided in respect of MM76 will positively impact on achievement of all the SA/SEA and IIA objectives.  The additional number of monitoring indicators included together with the extensive clarificatory revisions and updates made in respect of the indicators throughout the table, will serve to provide a more thorough and comprehensive approach to monitoring the effectiveness of policies. This, together with the Authorities Monitoring Reports, will assist in informing the scope, extent and coverage needed in terms of an early review of the Local Plan.  Considering all of the LBBLP’s 51 policies on a thematic basis, (e.g. housing, transport, environment etc), the revisions provided in respect of MM76 will positively impact on achievement of all the SA/SEA and IIA objectives. |
   | **MM77** | **Appendix A – List of Technical Evidence** – list deleted as, provision of a more comprehensive list of the evidence base used to inform the Local Plan that can more easily be regularly updated, is available to view on the Council’s Local Plan web pages. | **No significant impact on the sustainability appraisal.** |
   | **MM78** | **Appendix B – Acronym Buster and Glossary** – revisions to provide a list of acronyms and glossary definitions, updated where necessary to ensure these accurately reflect those given in the London Plan and NPPF and also adequately covers any additions referenced in the LBBLP as amended by the main modifications. | **No significant impact on the sustainability appraisal.** |
   | **MM79** | **Appendix C – Replacement of Local Plan Policies** **and footnote references** – revisions necessary to reflect consequential changes arising from main modifications made in respect of relevant LBBLP policies and updating of the footnote references included in the Plan where applicable. | **No significant impact on the sustainability appraisal.** |
   | **MM80**  **Chapter 16** | **Annex 1 Background Section (paras 16.1.2 to 16.8.1 refer)** – text revisions and updates to these paragraphs introducing the site proposals to clarify the plan is allocating sites; ensure information reflects more recent engagement with landowners and developers; revise the definition given for what is meant by a ‘deliverable site’; reference use of the sequential and exceptions tests to help determine whether a site is developable; clarify the approach taken in respect of the density matrix and treatment of student housing in terms of calculating standard units, and removal of percentages in respect of individual site allocations for uses so as to ensure more flexibility in taking a design-led approach. | **No significant impact on the sustainability appraisal.**  This section of the Plan introduces the site allocations included within the LBBLP; Table 2 above assesses where the MM revisions made are likely to impact upon the sustainability appraisal for individual site allocation proposals. |
   | **MM81** | **List of Sites Summary Table** – MM revisions needed in respect of this table listing the individual site proposals to reflect those site proposals now being removed from the LBBLP and also update the ward locations for some of sites arising from changes made to Barnet electoral ward boundaries in 2022. | **No significant impact on the sustainability appraisal.**  Reasons for removing site proposals from the LBBLP and consideration of any consequential SA impacts are covered under MMs in Table 2 as relevant in respect of individual sites. |
   | **MM82** | **Borough Sites Map** – map updated to reflect the removal of a number of site allocations. | **No significant impact on the sustainability appraisal.**  Reasons explaining the removal of sites and the consideration of any consequential associated SA/SEA impacts are covered under relevant MMs in Table 2 for individual sites. |

   [↑](#endnote-ref-4)
7. This includes householder development, small non-residential extensions (with a footprint of less than 250m2) and changes of use; except for changes of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the sequential and exception tests should be applied as appropriate. [↑](#footnote-ref-5)
8. Natural green spaces are defined as land, water and geological features with nature conservation value having been naturally colonised by plants and animals and which are accessible on foot to large numbers of residents. These less managed spaces areas might consist of areas of longer grass, ponds, hedges and areas of scrub and woodland and include nature reserves and green corridors. [↑](#footnote-ref-6)