

Local Plan

Strategic Sites Delivery Technical Paper

September 2022

Introduction

This Technical Paper relates specifically to the sites identified in strategic policies (Policies BSS01, GSS01-13) and the proposed allocation of sites listed in Annex 1 of the Plan.

- The Paper explains and summarises evidence which demonstrates deliverability and/or developability having regard to the definitions in Annex 2: Glossary of the National Planning Policy Framework.
- The Paper provides an up-to-date assessment of the indicative development capacity for residential uses. All sites with proposed residential uses in Local Plan Annex 1 set out the components required for calculating residential capacities through the Density Matrix in terms of size, PTAL and context.
- The Paper sets out updates to Table 5 – New Homes Delivery (2021/22 to 2035/36) and Table 5A – Contribution of Identified Sites on Sites Schedule to New Homes Delivery
- The Council's approach to delivery on small sites is set out in its Initial Response to the Inspector (EXAM 1A) and the Housing Technical Paper (EXAM 1B)
- The Local Plan's approach is to ensure no net loss of employment land with additional space created in appropriate locations such as the Growth Areas. This approach is supported by the London Industrial Land Demand Study (EB_E_09) and the West London Employment Land Review (EB_E_06). It is not a requirement of the NPPF or London Plan that Local Plan identifies where this gain should occur. By having policies that encourage retention of employment land and economic growth the Local Plan policies are compliant with the intent of the NPPF and London Plan.
- The Local Plan does not set floorspace targets or allocate floorspace for non-residential uses in Growth Areas, Town Centres or proposed site allocations.
- The Paper considers the influence of site characteristics, constraints, infrastructure dependencies (including current status and funding arrangements) and implications of relevant policies of the Reg 22 Local Plan and London Plan. Its purpose is to support deliverability and developability of Barnet's Local Plan and supplement, rather than duplicate, the extensive evidence base originally submitted in support of the Draft Local Plan submitted to the Planning Inspectorate in November 2021 and the additional documentation produced subsequently to address the requirements and requests of the Planning Inspectors appointed to exam the Barnet Local Plan

Strategic Policies and Site Proposals

- There is a close and consistent relationship between policies GSS01 to GSS12 and Annex 1 (schedule of site proposals) as shown by reference to applicable policies.
- Policy BSS01 provides the Spatial Strategy for Barnet. This is a general summary of how the Local Plan is delivering against the Local Plan Vision. Therefore no specific reference is made to Policy BSS01 in this Technical Paper.
- Policy GSS01 sets the framework for how the Local Plan is delivering sustainable growth. GSS01 sets out the strategic components for delivering the sustainable

growth (Policies GSS02 to GSS12). These components provide the focus for this Strategic Sites Delivery Technical Paper.

- With regards to the delivery of the Regional Park in Barnet and the 3 sports and recreation hubs outlined in Policy BSS01 and GSS13 the Council refers to the Parks and Recreation Technical Paper (EXAM 1E)
- Cross-reference to the contribution of specific proposals sites (where relevant) is also made within Maps 3A, 3B, 3C, 3D and 3E in the Local Plan.
- The List of Sites – Summary Table in Annex 1 of the Local Plan highlights the connections between the growth outlined in GSS01 and Annex 1.

Infrastructure Delivery

- The Plan is supported by the Infrastructure Delivery Plan (IDP) (2021) (Core_Gen_19). The IDP is a 'living' document that provides necessary information to support the growth needs of the Borough. The IDP sets out the current position on existing infrastructure and the quantum, type and location of infrastructure provision that needs to be provided in order to accommodate the levels of growth envisaged over the Plan period.
- The Council has recently adopted a new CIL charging schedule in April 2022 (CS106_03) raising the level of CIL rates to align with the cumulative impact of growth and consequential impact on the level of infrastructure required to support this. Further mitigation will need to be negotiated through developer contributions (either via CIL or s106); the availability of grant funding; and effective partnering with infrastructure providers.

Consistency with the NPPF and general conformity with the London Plan.

- Consistency with the NPPF is evidenced by the PAS Local Plan Route Mapper Toolkit – Part 4 – Local Plan Soundness and Quality Assessment (Core_Gen_24).
- With regards to the London Plan (Core_Gen_16) the Council refers to the Mayor's Statement of General Conformity (Core_Gen_06). It should also be emphasised that whilst the Local Plan must be in general conformity with the London Plan it is not necessary to be in exact conformity.

Approach to non-residential uses

- Local Plan takes a realistic and pragmatic view to the growth of non-residential uses throughout the Plan.
- Proposal Sites 34 to 42 reflect longstanding work between the Council and Middlesex University with regards to the Hendon Hub project. Hendon Hub and provision of community and educational floorspace as well as student accommodation is focused around a suite of 5 proposal sites (Sites 35, 36, 38, 40 and 41). This proposal will integrate new academic and civic spaces along The Burroughs in Hendon and other nearby sites. Hendon Hub is a design and heritage led masterplan involving planning applications across a range of sites around The Burroughs in Hendon.
- Proposal Site 29 – Scratchwood Quarry is for additional waste capacity at an existing waste management facility. This is the only non- residential proposal in Annex 1 of the Local Plan.
- The Government's response to COVID19 is reflected in fundamental changes to the Use Classes Order in 2020 and the General Permitted Development Order in 2021.

- The introduction of Use Class E for commercial uses as a replacement for A1 retail and B1 office greatly reduces scope for Plan to set targets for new retail and office provision. In responding to these changes and the economic outlook the Council's realistic and pragmatic approach is to provide policies that will help support existing provision of such uses rather than rely on targets based on evidence produced before the impact of COVID19.
- The Council is considering the merits of introducing Article 4 Directions to help further support commercial floorspace from potential conversion to residential.

List of Sections

- **Policy GSS02** **Brent Cross Growth Area**
- **Policy GSS03** **Brent Cross West Growth Area**
- **Policy GSS04** **Cricklewood Growth Area**
- **Policy GSS05** **Edgware Growth Area**
- **Policy GSS06** **Colindale Growth Area**
- **Policy GSS07** **Mill Hill East**
- **Policy GSS08** **Barnet’s District Town Centres**
- **Policy GSS09** **Existing & Major New Transport**
Infrastructure
- **Policy GSS10** **Estate Renewal and Infill**
- **Policy GSS11** **Major Thoroughfares**
- **Policy GSS12** **Redevelopment of Car Parks**
- **Policy GSS13** **Strategic Parks and Recreation**
- **Policy GSS01(f)** **Delivering Sustainable Growth**
(Other Sites)

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

		Years 1-5	Years 6-10	Years 11-15	Total Supply
		2021/22 – 2025/26	2026/27 – 2030/31	2031/32 – 2035/36	
Growth Area	Brent Cross	1,700	3,300	2,500	7,500
	Brent Cross West	-	-	1,800	1,800
	Cricklewood	600	800	-	1,400
	Edgware	200	2,800	2,000	5,000
	Colindale	1,950	2,150	-	4,100
	Mill Hill East	1,450	200	100	1,750
	Growth Areas Total	5,900	9,250	6,400	21,550
District Centre	Burnt Oak	150	0	50	200
	Chipping Barnet	150	300	250	700
	Colindale - The Hyde	0	0	50	50
	Finchley Central Church End	0	750	50	800
	Golders Green	0	0	50	50
	North Finchley	0	1050	50	1,100
	Brent Street	0	0	50	50
	East Finchley	50	150	100	300
	Hendon Central	0	0	50	50
	Mill Hill Broadway	50	50	50	150
	New Barnet	550	550	100	1,200
	Temple Fortune	0	0	50	50
	Whetstone	250	0	450	700
	District Centres Total	1200	2850	1350	5,400
	Cross Rail 2	0	0	250	250
	WLO	0	500	450	950
	Existing Public Transport Nodes	200	250	0	450
	Existing & Major New Public Transport Infrastructure	200	750	700	1,650
	Estate renewal & infill	1700	2500	600	4,800
	Major Thoroughfares	2050	1300	0	3,350
	Other large sites	1100	1400	150	2,650
	Small Sites (under 0.25 ha)	1700	1700	1700	5,100
	Total	13,850	19,750	10,900	44,500

Table 5A Contribution of Identified Sites on Sites Schedule to New Homes Delivery

	Years 1-5	Years 6-10	Years 11-15	Total
Growth Areas	600	4,900	2,050	7,550
District Centres	600	2,300	700	3,600
Existing & Major New Public Transport Infrastructure	300	850	-	1,150
Estate renewal & infill	200	350	-	550
Major Thoroughfares	1,400	1,300	-	2,700
Other large sites	320	1,400	-	1,720
Contribution from Sites Schedule Total	3,420	11,100	2,750	17,270

Strategic Policy	GSS02 – Brent Cross Growth Area
Context	<p>The Brent Cross Growth Area forms the largest part of the Brent Cross Cricklewood Opportunity Area and is Barnet’s largest and most significant area of regeneration.</p> <p>The Council adopted the ‘Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework’ as Supplementary Planning Guidance (SPG) in 2005 (Core_Gen_12). The SPG establishes a series of strategic principles for the comprehensive redevelopment of the area.</p> <p>The Brent Cross Cricklewood Opportunity Area is now represented as three individual Growth Areas that have been designated in the Local Plan: Brent Cross, Brent Cross West (Staples Corner) and Cricklewood Town Centre.</p> <p>Based on the 2005 Development Framework outline planning permission was granted in 2010 (EB_E_25) for the comprehensive redevelopment of the whole of the Brent Cross Growth Area along with parts of the Brent Cross West (Staples Corner) Growth Area to create a new mixed use town centre with an additional 56,600m2 of comparison retail floorspace; 7,500 new homes including affordable homes; a new commercial quarter with a forecast of over 20,000 new jobs, all underpinned by improvements to the strategic highway network, a new rail station as part of an improved and accessible public transport offer all encompassed within new high quality public realm. In 2014 a revised Section 73 planning application was approved making changes to the development around Brent Cross Shopping Centre and the phasing of the development. Since 2014 detailed designs have been approved through reserved matters (EB_E_25) for the first phases of housing, retail, new infrastructure, a new public park and public spaces.</p> <p>Regeneration of the Brent Cross Growth Area is being delivered in three principal parts: Brent Cross North, Brent Cross Town, and Brent Cross West (Thameslink) (EB_T_13). These three areas are in multiple land ownerships and are being delivered separately by the Council and different development partners.</p>
Residential Capacity	<p>The London Plan has established an indicative capacity of 9,500 new homes for the wider Brent Cross Cricklewood (BXC) Opportunity Area. The Brent Cross Growth Area is delivering approximately 7,500 new homes based on the 2014 planning consent. GSS02 states that opportunities for optimising land and increasing site capacity across the Brent Cross Growth Area will be supported.</p> <p>Brent Cross North (BXN) has planning consent for a retail led mixed use development including 800 new homes.</p> <p>Brent Cross Town (BXT) will deliver 6,700 new homes comprising a mix of types and tenures.</p> <p>Table 5 sets out new homes delivery in the Brent Cross Growth Area</p>

<p>Other Uses</p>	<p>Growth Area has planning consent for an additional 56,600m2 of comparison retail floorspace to be delivered as part of a new Metropolitan Town Centre within Brent Cross North and Brent Cross Town.</p> <p>Brent Cross North has planning consent for a retail led mixed use development around Brent Cross Shopping Centre with new retail stores and leisure facilities, a hotel, a significant food and dining offer. This part of the regeneration has detailed Reserved Matters approvals in place for 82,325 m2 of retail floorspace in an extension to the existing Brent Cross Shopping Centre as well as a hotel, cinema and leisure floorspace; and new riverside walkway. A replacement bus station as well as major highways infrastructure improvements to existing junctions are key requirements of the planning consent. Other infrastructure requirements include a new pedestrian 'Living Bridge' over the North Circular Road as well as replacement for the Tempelhoff road bridge to provide improved cycling and pedestrian facilities which will connect Brent Cross Shopping Centre to the rest of the new town centre to the south.</p> <p>Brent Cross Town has planning consent for a residential led mixed use development with a new high street and public squares at the centre of the development providing a mix of shops and restaurants set within a series of attractive public spaces. This new residential quarter will be supported by new and improved schools, community, health and leisure facilities, as well as improved parks and open spaces. Outline consent is also in place for 395,000 m2 of office space around the new Thameslink Station at Brent Cross West, as well as small business spaces adjacent to the new high street to support business start-ups.</p>
<p>Deliverability</p>	<p>Delivering comprehensive development of the Brent Cross Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. Comprehensive redevelopment is expected to take over 20 years to deliver and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. The 2014 section 73 planning permission for BXC ('S73 Permission') has therefore been constructed to allow flexibility in recognition of this.</p> <p>Condition 4.2 of the S73 Permission allows the phases of the development to be amended from time to time subject to key tests relating to Environmental Impact Assessment and demonstrating that the changes would be <i>"unlikely to significantly undermine comprehensive delivery of the mixed use town centre development in accordance with Saved Policy C1 of the Local Planning Authority (LPA) Unitary Development Plan (UDP) 2006"</i>. A number of applications pursuant to this condition have been approved to date to re-phase specific infrastructure items and plots within the BXC development. This included amendments to the sub-phases within Phase 1 (South) as well as amendments to allow the early delivery of the Thameslink Train Station by re-phasing it from Phase 5 to Phase 2.</p> <p>The Council has used Compulsory Purchase powers to enable land required for the development to be assembled (Core_Gen_13). It has</p>

	<p>also entered into a joint venture partnership to bring forward development within the Growth Area and is leading on the construction delivery of the new train station using Government grant. A dedicated LPA Planning team has been established to deal with the planning applications and requirements of the S73 Permission and wider BXC development.</p> <p>Brent Cross North – the Northern part of the Brent Cross Growth Area is being delivered by Hammerson and Aberdeen Standard Investments. Compulsory Purchase Order 1 was confirmed by the Secretary of State in December 2017. Since detailed designs for the expansion of Brent Cross Shopping Centre were approved in 2017 the UK retail market has experienced significant structural and conceptual changes, with the closure and consolidation of major national stores and brands and the continuing competition from on-line retail. Given the uncertainty within the retail market and the economic uncertainty, the BXN development partners made a decision in 2018 to defer the Brent Cross Shopping Centre development.</p> <p>The programme is such that BXT and Brent Cross West (Thameslink) are now ahead of BXN and in this regard, it was agreed to revise the delivery strategy to enable certain items of critical infrastructure to be delivered in 2019/2020, ahead of BXN. This approach enables infrastructure to be delivered ahead of development kickstarting and thereby securing comprehensive development of the wider BXC area as envisaged by the outline planning permission.</p> <p>Applications to re-phase infrastructure to allow BXT and Brent Cross West (Thameslink) to commence ahead of BXN were approved in July 2019. Two new sub-phases were created within Phase 1A (North): 'Phase 1A (North) (Infrastructure 1)' to contain A407 Cricklewood Lane/Claremont Road Junction Improvements, A5/A407 Cricklewood Lane Junction Improvements, Claremont Road Junction with Tilling Road and, the Whitefield Estate Replacement Units (Part 1); and, 'Phase 1A (North) (Infrastructure 2)' containing the balance of remaining Critical Infrastructure of Phase 1A (North).</p> <p>A further amendment was approved in 2022 to create Phase 1A (North) (Infrastructure 3) and transfer infrastructure items including Tilling Road West Re-alignment and Improvement Works (Part 1) and the M1/A406 and A5/A406 Junction Improvements from Phase 1A (North) (Infrastructure 2) into this new sub-phase to enable these infrastructure works to be delivered separately from the remaining items of Critical Infrastructure in Phase 1A (North) (Infrastructure 2), which is related to the delivery of Brent Cross North.</p> <p>These amendments ensure that regeneration is not held back by the deferral of Brent Cross North which would otherwise significantly increase risk of achieving the comprehensive development. It has taken 15 years to reach this stage and it is important that key parts of the programme are allowed to come forward. This approach does not create a situation where comprehensive delivery is less likely. Rather, the early delivery of critical infrastructure and the commencement of BXS will assist delivery of BXN.</p>
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	<p>Brent Cross Town – the Southern part of the Growth Area is being delivered through a Joint Venture Partnership between the Council and Related Argent (Brent Cross South Limited Partnership).</p> <p>Secretary of State confirmed Brent Cross CPO 2 in July 2018 for the land needed to deliver the first phases of BXT. Detailed planning consent is so far in place for a number of development plots and items of infrastructure, including five mixed-use residential and retail plots, student accommodation and a replacement primary school.</p> <p>Significant progress has been made on delivery. Reserved Matters for Plots 11, 12, 13, 14, 15 and 25 falling within Phase 1 (South), Phase 2 (South) (Plots) and Phase 4A have been approved along with Highways Infrastructure and the replacement Claremont Primary School. In addition, drop-in planning consents for both highways and public realm infrastructure including Claremont Park improvements have been granted in place of earlier reserved matters approvals.</p> <p>Demolition of Claremont Way Industrial Estate and ground preparation and preliminary piling works for Phase 1 (South) works have been completed. Utilities have been installed, ground reprofiling completed, a combined basement beneath Plots 12, 13 and 14 has been constructed, above which the first buildings are now being built. Exploratory Park, a temporary public open space off Claremont Way, opened in 2020 with a Visitor Centre added in 2021. A new neighbourhood park, Claremont Park, opened in June 2022.</p> <p>Brent Cross West (Thameslink) - the new station will connect Brent Cross with Central London in just 12 minutes as well as providing a 24-hour pedestrian link across the rail lines, opening up access to neighbourhoods in LB Brent to the west.</p> <p>The new station will be delivered much earlier than originally planned so that it supports the first phases of the regeneration.</p> <p>To facilitate delivery of the new station, the Council is also delivering replacement waste transfer and rail freight facilities along with replacement rail sidings. Brent Cross CPO 3 was confirmed by the Secretary of State in May 2018 for all the land needed to deliver the new station and associated rail infrastructure. Construction of new sidings and rail systems began in 2019. The new South Sidings came into use in January 2021. Development of the new station began in September 2020 and is expected to be completed by end of 2022. The new station will open in 2023.</p>
<p>Developability</p>	<p>The Council is fully committed to the delivery of BXN, BXT and Brent Cross West (Thameslink) and has dedicated teams to ensure that co-ordinated, comprehensive development is delivered. This entails that the development and delivery of these strategic areas is not delayed or fettered by one of the others but at the same time development proposals must demonstrate how they fit with the overall vision for the Brent Cross Growth Area and assist with achieving the delivery of the comprehensive whole.</p>
<p>Site Characteristics</p>	<p>Brent Cross North - Lies to the north of the A406 (North Circular) and is based around Brent Cross Shopping Centre and it's surrounding</p>

	<p>surface car parks. It also includes the road network and connections to the A406 and A41 as well as the section of the River Brent from the M1 in the West to the A41 junction in the East.</p> <p>Brent Cross Town – Making up the majority of the regeneration area, BXT lies to the south of the A406 (North Circular) and comprises former estate, warehousing and retail park, the Whitefield Estate, three schools, Hendon Leisure Centre, Tesco supermarket as well as areas of open space including Clitterhouse Playing Fields.</p> <p>Brent Cross West (Thameslink) – a new station constructed on operational rail land that includes Midland Mainline and freight service lines. The new station bridge provides a pedestrian link over the railway along with a public transport interchange on the east and bus connections on the west. On the west is an area comprising retail park and cash and carry uses. Replacement rail sidings are located to the south of the new station. Other infrastructure associated with the station’s delivery include the former Selco Builders Merchants site on Geron Way where planning permission has been granted for the new Waste Transfer Station, and the aggregate and construction waste rail transfer facility located on the former Cricklewood rail sidings to the south operated by DB Cargo (UK) Limited.</p>
<p>Constraints</p>	<p>The original Development Framework from 2005 and planning permissions from 2010 and 2014 assumed that the expansion of Brent Cross Shopping Centre (BXN) would be delivered first along with significant changes to the highway infrastructure in the area. Development of housing and the commercial district to the south (BXT) would then follow. The BXN development partners decided in 2018 to defer a start on site for the Brent Cross Shopping Centre development. The COVID19 pandemic has compounded the uncertainty around investment in major retail expansion.</p> <p>Whilst recognising the economic challenges around the retail market, the delivery of housing, jobs and the associated regeneration within BXT remains a key priority for the Council and for London. This is reflected in the Government’s decision to commit grant funding to enable the delivery of the new Brent Cross West Station that will support and help accelerate delivery of new housing.</p> <p>The existing outline planning permission, was originally approved in 2010, and whilst it is old it has flexibility to allow the phasing and delivery sequence of the development to be adjusted, it is expected that it will need to be supplemented through further planning applications to update areas of the masterplan as it is evolved and as the development responds to updated market and policy shifts. Any new planning applications will need to demonstrate their relationship with the outline planning permission, including not undermining comprehensive development of the Growth Area.</p> <p>The Council has signalled its intention through the Local Development Scheme (Core_02) to review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document (SPD) for the area to reflect the updated masterplan and respond to changing circumstances</p>

	<p>around Brent Cross Shopping Centre. Draft SPD is expected to be published for public consultation in late 2023 and adopted in 2024.</p> <p>The majority of the Brent Cross Growth Area is in Flood Zone 1 (i.e. low risk) with some areas along the River Brent in Flood Zones 2 and 3. There are no significant heritage constraints. Brent Cross Growth Area is a strategic location where Tall or Very Tall Buildings may be appropriate.</p>
<p>Infrastructure Delivery</p>	<p>Planning permission for Brent Cross Cricklewood includes a Section 106 Agreement that secures direct delivery of key infrastructure. This includes three expanded replacement schools, new and enhanced parks and sports facilities, a replacement leisure centre, a new health centre and new community facilities.</p> <p>With the support of Government funding, Brent Cross West station, including a pedestrian link over the railway, is being delivered earlier than originally planned and will help transform public transport accessibility in the area. A new transport interchange providing bus connections will also be delivered to coincide with the new station opening along with new pedestrian and cycle routes through the development.</p> <p>The Council is also delivering a package of critical infrastructure works that are funded by Government grant as part of the revised funding agreement for Brent Cross Cricklewood. These comprise two key junction improvements on Cricklewood Lane and one on Tilling Road. The improvements to Claremont Road / Cricklewood Lane junction were completed in 2020 with the improvement to Cricklewood Lane / A5 Edgware Road due to be completed in 2021.</p> <p>To account for any new applications that come forward within the Growth Area, the Council will work with developers to establish a bespoke approach to section 106 in Brent Cross, in line with Government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended). This will help ensure that infrastructure to support development is provided at appropriate times and that all developments make necessary contributions towards the costs of infrastructure.</p>
<p>Policy Implications</p>	<p>The London Plan (Core_Gen_16) designates Brent Cross Cricklewood as an Opportunity Area. Within Table 2.1 it highlights an indicative capacity of 9,500 new homes and 26,000 new jobs. Reference is made to the feasibility of a new rail link from Brent Cross to Hounslow, via Old Oak Common. This West London Orbital (WLO) Line is identified in the Mayor’s Transport Strategy and is being led by TfL. The WLO could unlock significant new growth in the area. WLO delivery is subject to funding, with contributions expected from local development. TfL do not expect services to start before 2029.</p> <p>Within the Town Centre Network and reflecting its high residential and commercial growth potential, Brent Cross is identified as having future potential classification as a Metropolitan Town Centre.</p>

	<p>The Council will produce a new planning framework SPD for the Brent Cross Growth Area to reflect updates and changes since the original framework in 2005. The SPD will provide further guidance on the opportunities for optimising land and increasing site capacity across the Brent Cross Growth Area.</p> <p>The outline planning permission for Brent Cross includes parameters for tall buildings, in certain areas up to a maximum of 100m in height. The Draft Local Plan identifies the Brent Cross Growth Area as a Strategic Tall Buildings Location. Tall Buildings (of 8 storeys or more) or Very Tall Buildings (of 15 storeys or more) may be appropriate subject to meeting the requirements of Policy CDH04. Whilst the principle may be established, tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings of foremost consideration), responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity.</p> <p>Policy TOW04 highlights that development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of Brent Cross in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused.</p>
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Strategic Policy	GSS03 – Brent Cross West (Staples Corner) Growth Area
Context	<p>The Brent Cross West (Staples Corner) Growth Area forms part of the Brent Cross Cricklewood Opportunity Area and is adjacent to the new Brent Cross West Thameslink station. It represents an opportunity for renewal to provide intensification and an improved mix of uses, including residential.</p> <p>The new Thameslink station at Brent Cross West will transform public transport accessibility to Staples Corner and open up the potential for regeneration and intensification along this corridor, including residential development on appropriate sites. Given the existing uses in the area and the physical environment, there are opportunities for development typologies that deliver a mixture of new light industrial and employment floorspace to the north of Staples Corner. The potential for co-location with residential development will be considered where the environmental conditions are appropriate. There is much potential for a beneficial interrelationship between Brent Cross West and the wider Brent Cross Growth Area, and opportunities for connectivity between the two should be maximised.</p> <p>The planned West London Orbital route (EB_T_04) (EB_T_05) that will pass through this location with a station stop proposed at Brent Cross West, will further increase connectivity and PTAL values to support additional growth.</p>

<p>Residential Capacity</p>	<p>The London Plan has established an indicative capacity of 9,500 new homes for the wider Brent Cross Cricklewood Opportunity Area. The Brent Cross West (Staples Corner) is expected to deliver a minimum of 1,800 new homes with potential to increase further with the delivery of the West London Orbital. This is not expected before 2029. Opportunities for optimising land and increasing site capacity across the Growth Area will be supported.</p> <p>Capacity of the area has been calculated on the basis of the Draft Local Plan Density Matrix. The Growth Area has an expected Public Transport Accessibility Level score of 4 (with WLO). This represents an improvement on the PTAL score of 2 identified in the 2017 Londonwide Strategic Housing Land Availability Assessment (EB_H_02). Level of density is at the mid-range of Central at 355 units per ha.</p> <p>This provides a good basis for a more detailed design led approach as proposals come forward at the Growth Area. Table 5 sets out new homes delivery in the Brent Cross West (Staples Corner) Growth Area</p>
<p>Other Uses</p>	<p>Growth Area has potential to deliver new jobs, transport infrastructure and improved public realm around the station and along the A5 Edgware Road as part of a residential led mixed use development. Non-residential uses include a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority.</p>
<p>Deliverability</p>	<p>Comprehensive development of Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. Comprehensive redevelopment is expected to be delivered over the lifetime of the Local Plan and will therefore need to respond to changes in economic, market and technological conditions over this time. Brent Cross West station is expected to be completed by end of 2022. WLO is not expected until 2029 at the earliest.</p>
<p>Developability</p>	<p>Council will seek to ensure that development and delivery of Brent Cross West (Staples Corner) is co-ordinated to ensure that comprehensive development is delivered. Development sites around the new Brent Cross West station will be expected to provide new public open space alongside new public transport interchange facilities and new pedestrian and cycling connections to the station and to support connectivity and accessibility.</p>
<p>Site Characteristics</p>	<p>Brent Cross West (Staples Corner) lies along the western boundary of Borough and consists of large-scale retail sheds and associated car parking located between A5 Edgware Road and Midland Main Line / Thameslink railway. Together with the Staples Corner Retail Park, Bestway Cash and Carry and sites along the A5 to the north of the Staples Corner junction, this area represents a new growth opportunity supported by improved public transport and east/ west access.</p>
<p>Constraints</p>	<p>Council has signalled its intention to produce a new planning framework for the area, potentially through joint working with LB Brent. The Council will pursue opportunities to secure employment uses that are</p>

	<p>compatible with residential, using light industrial and commercial uses to act as an environmental buffer against noise generated by major transport infrastructure, in particular Staples Corner and the North Circular Road. Geron Way will need to be widened and upgraded to accommodate new and extended bus services to the new interchange and Brent Cross West as well as access to the future WLO station.</p> <p>The existing strategic highway network is already congested with junction between A406 and A5 at Staples Corner at capacity at peak times. Any additional development capacity will therefore be significantly restricted until a scheme for the improvement of this junction is secured. The Council will work with TfL and LB Brent to agree a scheme for improving the junction. Alternative mitigation measures such as public transport enhancements could also enable housing delivery.</p> <p>Northern part of Brent Cross West (Staples Corner) Growth Area has a flood risk of Flood Zone 2 reaching Flood Zone 3 along the River Brent. There are no significant heritage constraints. Brent Cross West (Staples Corner) Growth Area is a strategic location where Tall or Very Tall Buildings may be appropriate.</p>
<p>Infrastructure Delivery</p>	<p>Brent Cross West (Staples Corner) Growth Area adjoins the Staples Corner Strategic Industrial Location in LB Brent which is identified in the Brent Local Plan (EB_H_21) as a growth area for industrial intensification and potential housing delivery.</p> <p>The Council together with LB Brent shares the desire for joint-working to develop plans for growth and ensure that the potential for a co-ordinated masterplan for the area is fully explored. It is agreed between the two boroughs that all developments on sites within the Brent Cross West (Staples Corner) Growth Area and the adjoining Staples Corner Growth Area will be expected to contribute proportionately towards the cost of delivering the infrastructure improvements necessary to support this growth. LB Barnet will work with LB Brent and Transport for London to agree a scheme for improving the Staples Corner junction.</p> <p>The 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.</p> <p>The Council will support development proposals that facilitate access to and delivery of the West London Orbital. Contributions may be sought from developments in the area towards delivery of the WLO.</p> <p>The Council will work with developers to establish a bespoke approach to section 106 in Brent Cross West (Staples Corner), in line with government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended). This will help ensure that infrastructure to support development is provided at appropriate times and that all developments make necessary contributions towards the costs of infrastructure.</p>
<p>Policy Implications</p>	<p>London Plan designates Brent Cross Cricklewood as an Opportunity Area. Within Table 2.1 it highlights an indicative capacity of 9,500 new</p>

	<p>homes and 26,000 new jobs. Reference is made to the feasibility of a new rail link from Brent Cross to Hounslow, via Old Oak. This West London Orbital Line could unlock significant new growth in the area.</p> <p>In producing the new planning framework SPD the Council will be working closely with the Mayor of London. The SPD will provide further guidance on the opportunities for optimising land and increasing site capacity across the Brent Cross Growth Area.</p> <p>The Draft Local Plan identifies the Brent Cross West (Staples Corner) Growth Area as a Strategic Tall Buildings Location. Tall Buildings (of 8 storeys or more) or Very Tall Buildings (of 15 storeys or more) may be appropriate subject to meeting 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 (with height of neighbouring buildings of foremost consideration), responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity.</p>
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Strategic Policy	GSS04 – Cricklewood Growth Area
Context	<p>The Cricklewood Growth Area forms part of the Brent Cross West Cricklewood Opportunity Area. The Growth Area extends beyond the boundaries of Cricklewood Town Centre. It represents an opportunity for renewal to provide intensification and an improved mix of uses, including residential. The location is highly accessible and has potential for significant intensification.</p> <p>Cricklewood town centre lies on the A5 / Edgware Road major thoroughfare and is considered to provide a good range of shops, eateries and services, making it a popular place to shop, visit and live. The town centre is well-connected with an overground station that provides trains directly to Central London. Multiple bus routes provide links with the surrounding areas. The planned West London Orbital route that will pass through this location with a station stop proposed at Cricklewood, will further increase connectivity and PTAL values to support additional growth beyond 2029.</p> <p>Cricklewood is one of Barnet’s main town centres, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses. The Growth Area has potential to increase levels of workspace and pursue opportunities for new jobs. Reflecting the town centre location the Council will seek appropriate floorspace for community, retail and commercial uses.</p>
Residential Capacity	<p>The London Plan has established an indicative capacity of 9,500 new homes for the wider Brent Cross Cricklewood Opportunity Area. The Cricklewood Growth Area is expected to deliver a minimum of 1,400 new homes with potential to increase further with the delivery of the West London Orbital. This is not expected before 2029.</p>

	<p>Opportunities for optimising land and increasing site capacity within the Cricklewood Growth Area will be supported in order to improve the amenity of the area and the overall offer of the town centre.</p> <p>Capacity of the area has been calculated on the basis of the Draft Local Plan Density Matrix.</p> <p>Site 7 covers 0.47 ha and has a high existing Public Transport Accessibility Level score of 5. This is expected to increase to 6A by 2031. Level of density is at the mid-range of Central at 355 units per ha. This provides a good basis for a more detailed design led approach as proposals come forward at the Growth Area.</p> <p>Site 8 covers 2.77 ha and has a high existing Public Transport Accessibility Level score of 5. This is expected by 2031 to stay at 5. The Council resolved to grant permission on Sept 9th 2021 for an outline application of 1,049 new homes as part of a residential led mixed use development at Broadway Retail Park. This exceeds the indicative capacity of 1,007 new homes identified in proposal 8. Mayoral Stage 2 approval has been received and the S106 agreed. The previous Secretary of State issued a holding direction in March 2022 and a decision from the new Secretary of State is awaited. The Council considers that the criteria for call in by the Secretary of State have not been met. Level of density is at the mid-range of Central at 355 units per ha.</p> <p>Residential capacity includes consented schemes at 194 - 196 Cricklewood Broadway, NW2 3EB – (Planning Ref 17/0233/FUL) – 96 homes and 1-13 Cricklewood Lane (Planning Ref 18/6353/FUL) – 145 homes.</p> <p>Both schemes form part of the Council’s 5 year supply.</p> <p>Table 5 sets out new homes delivery in the Cricklewood Growth Area</p>
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Allocated sites:

Site 7	Beacon Bingo Site
Site Address	200 Cricklewood Broadway, Cricklewood NW2 3DU
PTAL 2019	5
PTAL 2031	6A
Site size	0.47 ha
Ownership	Private
Site Source	Call for sites
Context Type	Central
Existing (or more recent) use	Bingo Hall

Proposed Use	Residential and leisure uses			
Capacity Housing Units	132			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		132		
Planning History	None			
Planning Designations	Archaeological Priority Area			
Site Description	The bingo hall occupies a prominent corner location on Cricklewood Broadway. Site is adjacent to 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.			
Contamination / Ground Condition	Potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse. Potential contamination sources include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across site has been found to be of reasonable quality.			
Accessibility	Site is in a highly accessible location. Cricklewood Station is adjacent, and the site is highly accessible by public transport.			
Heritage / Conservation Area	Cricklewood Railway Terraces conservation area lies to north west of site while Mapesbury Conservation Area lies to south in neighbouring Brent.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified in call for sites			
Achievable	Yes – there are no major viability constraints			
Summary of how constraints will be overcome	Proposals must support continuing use of the site as a leisure venue on the vibrant and accessible Cricklewood Broadway. Design should include an active frontage onto			

	<p>Cricklewood Broadway. While tall buildings may be permitted in the Cricklewood Growth Area, the design must be mindful of the local context, including the nearby conservation area. Scale of development is likely to require upgrades of the water supply network infrastructure. Developer 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.</p>
Any further site requirements / policy considerations	<p>Site is suitable for a residential-led scheme along with retail and community uses. Good public transport access, proximity to town centre facilities and potential for higher densities mean that significant intensification of site is possible. Proposal design must carefully consider adjacent conservation areas in Barnet and Brent, and low-rise buildings to south east. Site should be subject to an archaeological assessment. Water supply and wastewater network capacity in this area may be unable to support 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. Council will prepare an area planning framework for the Cricklewood Growth Area.</p>

Site 8	Broadway Retail Park
Site Address	Cricklewood Broadway, Cricklewood NW2 3DU
PTAL 2019	5
PTAL 2031	5
Site size	2.77 ha
Ownership	Private
Site Source	Call for sites
Context Type	Central
Existing (or more recent) use	Retail and associated car parking
Proposed Use	Residential led mixed use development with commercial and community uses
Capacity Housing Units	1,009

Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	400	649		
Planning History	20/3564/OUT (not yet determined)			
Planning Designations	Archaeological Priority Area			
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. Cricklewood Station is adjacent, and the site is highly accessible by public transport			
Contamination / Ground Condition	There are potential sources of ground based contamination on site, linked to historical railway sidings and a former warehouse potential contamination sources include existing made ground which is likely to have incorporated demolition materials from the historic developments on-site. Ground water across the Site has been found to be of reasonable quality.			
Accessibility	Site is in a highly accessible location. Cricklewood Station is adjacent, and the site is highly accessible by public transport.			
Heritage / Conservation Area	Cricklewood Railway Terraces conservation area lies to north west of site while Mapesbury Conservation Area lies to south in neighbouring Brent.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified in call for sites			
Achievable	Yes, there are no major viability constraints			
Summary of how constraints will be overcome	Risks identified with contamination at demolition and construction phase can be mitigated prior to excavation and construction through delineation and remediation of the contaminated soil hotspots.			

Any further site requirements / policy considerations	Site is suitable for a residential-led scheme along with retail and community uses. Good public transport access, proximity to town centre facilities and potential for higher densities mean that significant intensification of site is possible. Proposal design must carefully consider the adjacent conservation areas in Barnet and Brent, and low-rise buildings to south east. Site should be subject to an archaeological assessment. Water supply and wastewater network capacity in this area may be unable to support 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. Council will prepare an area planning framework for the Cricklewood Growth Area.
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Planning approvals:

Site Address	1 - 13 Cricklewood Lane London NW2 1ET			
PTAL 2019	5			
PTAL 2031	5			
Site size	0.37 ha			
Ownership	Private			
Site Source	Planning permission (18/6353/FUL)			
Housing Units	145			
Additional uses	Flexible retail use at ground floor and basement			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	145			

Site Address	194 - 196 Cricklewood Broadway London			
PTAL 2019	5			
PTAL 2031	5			
Site size	0.65 ha			
Ownership	Private			
Site Source	Planning application (17/0233/FUL)			
Housing Units	96			
Additional uses	3457m2 retail supermarket			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	96			

Deliverability	Delivering comprehensive development of the Cricklewood Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. Comprehensive redevelopment is expected over the lifetime of the Local Plan and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. WLO services are not expected to serve Cricklewood station until 2029 at the earliest.
Developability	The Council will seek to ensure that development and delivery of Beacon Bingo (Site 8) and Broadway Retail Park (Site 7) is co-ordinated to minimise the impact of comprehensive development is delivered. A decision on the development of Broadway Retail Park is awaited from the new Secretary of State at DLUHC.
Constraints	<p>Council has signalled its intention to produce a new planning framework for the area, potentially through joint working with LB Brent and LB Camden (EB_SoCG_01 and EB_SoCG_02).</p> <p>Traffic congestion is an issue in Cricklewood, and the Council will utilise the Mayor’s Healthy Streets Approach (EB_T_12) , through seeking an improved street environment for pedestrian and cyclists and supporting the use of public transport. The Cricklewood Growth Area has a low risk of flooding (Zone 1). Heritage constraints include the Cricklewood Railway Terraces conservation area which lies to the north west of the area while the Mapesbury Conservation Area lies to the south in neighbouring Brent. Cricklewood Broadway is characterised by a diverse range of buildings, including late 19th century frontages of 2-4-storeys with retail and residential uses. Proposals must support the continued vitality and vibrancy of Cricklewood Broadway. Active frontages on Cricklewood Broadway should be maintained. Cricklewood Growth Area is a strategic location where Tall or Very Tall Buildings may be appropriate. Design must be mindful of the local context. Sites should be subject to an archaeological assessment.</p>
Infrastructure Delivery	The Council will support proposals that facilitate access to and delivery of WLO. This will include seeking contributions towards new or improved travel routes to Cricklewood station, as well as improved interchanges, onward travel facilities and public realm outside Cricklewood station. Depending on development scheme, contributions will be secured through s106, CIL or CIL infrastructure payments. Scale of development is likely to require upgrades of the water supply network infrastructure. Developer should liaise with Thames Water at earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.
Policy Implications	The London Plan designates Brent Cross Cricklewood as an Opportunity Area. Within Table 2.1 it highlights an indicative capacity of

	<p>9,500 new homes and 26,000 new jobs. Reference is made to the feasibility of a new rail link from Brent Cross to Hounslow, via Old Oak. This WLO could further unlock significant new growth in the area.</p> <p>London Plan classifies Cricklewood town centre as having a night time economy of more than local significance. Draft Local Plan identifies Cricklewood Growth Area as a Strategic Tall Buildings Location. Tall Buildings (of 8 storeys or more) or Very Tall Buildings (of 15 storeys or more) may be appropriate subject to meeting 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 (with height of neighbouring buildings of foremost consideration), responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. TOW04 highlights that development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of Cricklewood in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused.</p>
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Strategic Policy	GSS05 – Edgware Growth Area
Context	<p>Edgware has evolved from a small market town into Barnet’s only major town centre. Edgware represents an opportunity for regeneration and intensification, making more effective use of the town centre in particular and the support of the existing PTALs reflecting its potential to become an Integrated Transport Hub.</p> <p>The town centre is popular, with a diverse mix of shops, cafés, restaurants and services. Despite its advantages it has experienced a range of pressures in recent years like many town centres and high streets nationally. In common with similar town centres there has been a significant shift in retail resulting in the loss of major retail anchors.</p> <p>The London Plan designates Edgware as a Major Town Centre between LB Harrow and LB Barnet. It is classified as having high residential but low commercial growth potential. To maintain its status as a major town centre Edgware needs a sustainable response to a changing world with a compelling draw for people to choose to visit and stay, generating a positive and self-sustaining circle of renewal. Edgware can utilise its unique character and features while seeking new offerings to enhance the town centre’s appeal and support its businesses as well as improve its leisure and cultural experience during the day and evening with uses such as a cinema and an increased choice of options to eat out.</p> <p>Draft Local Plan identifies the Edgware Growth Area as a Tall Buildings Location. Tall Buildings (of 8 storeys or more) or Very Tall Buildings (of 15 storeys or more) may be appropriate subject to meeting the requirements of Policy CDH04. Tall Buildings may be appropriate,</p>

	<p>however all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings of foremost consideration), responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity.</p>
<p>Residential Capacity</p>	<p>Opportunities for optimising land and increasing site capacity across the Edgware Growth Area will be supported. The Council has developed a new Supplementary Planning Document (EB_E_21) in conjunction with LB Harrow to provide a new and more comprehensive planning framework for Edgware to realise its capacity. A goal of any new framework is to ensure that growth acts to directly enhance and support the existing Edgware Town Centre.</p> <p>Two large proposals sites account for most of the projected growth within Edgware. These are site 27 – Edgware Town Centre and Site 28 – Edgware Underground and Bus Stations. The majority of Site 27 has recently been acquired by the Ballymore Group with a small landholding remaining within TfL’s Commercial Development portfolio. Site 28 is in the entire ownership of TfL Commercial Development. Both landowners have started working together with a strong intent to bring forward the comprehensive redevelopment of their respective sites in a coordinated effort</p> <p>Capacity of the area has been calculated on the basis of the Draft Local Plan Density Matrix. Reflecting high PTAL the level of density is at the highest range of Central at 405 units per hectare. This provides a good basis for a more detailed design led approach as proposals come forward at the Growth Area. There is a small uplift of 225 new homes in years 11 to 15, which accounts for a conservative allowance for town centre windfall.</p> <p>Table 5 sets out new homes delivery in the Edgware Growth Area.</p>
<p>Other Uses</p>	<p>Edgware Town Centre is identified in the Council’s Growth Strategy (Core_Gen_18) as one of Barnet’s main town centres, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses in comparison to other Barnet town centres. Edgware Town Centre hosts a range of non-retail uses, including a significant amount of office space for professional and commercial services. There are diverse community uses such as buildings for community organisations, education, healthcare, religious uses, and a library. There is also a good representation of leisure uses.</p> <p>Local employment opportunities can be greatly expanded through delivery of workspaces for business start-ups and SMEs (Small & Medium Enterprises). Improving Edgware’s economy and job environment will reduce the need to travel into central London and will draw wealth creation into the local area. Flexible employment floorspace should be provided and people helped to get the right level of skills to fully access the jobs market.</p>

	As the only major town centre within the Borough, Edgware provides a strategic role in terms of retail, leisure and employment provision. There is significant scope for improving the leisure and night-time economy offer; Barnet's TCFNA (EB_E_02) forecasts significant levels of food and drink expenditure growth in Edgware. This can be met though increasing the provision of bars, cafés and restaurants. There is also scope for a new cinema complex and swimming pool, which will provide a step-change to the local leisure offer.
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Detailed Site Analysis

Allocated Sites:

Site 27	Edgware Town Centre			
Site Address	Station Road, Edgware HA8			
PTAL 2019	6A			
PTAL 2031	6A			
Site size	7.83 ha			
Ownership	Private, Council and TfL			
Site Source	Edgware Town Centre Framework (2013) (EB_E_17)			
Context Type	Central			
Existing (or more recent) use	Retail, office, residential and car parking.			
Proposed Use	Residential led mixed use development with town centre uses, commercial (retail and office), leisure, community and car parking.			
Capacity Housing Units	2,380			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		952	1,428	
Planning History	16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail; 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.			
Planning Designations	Town Centre; Archaeological Priority Area			
Site Description	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. 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.			
Contamination / Ground Condition	No known issues			

Accessibility	Redevelopment must provide much improved public access onto the A5/ High Street and Station Road and new access eastwards onto Church Way and towards the Broadwalk Centre site. Linkages must provide safe, easy and direct access to local services and facilities and form a logical and coherent whole with the surrounding network of streets. Redevelopment of the Broadwalk Shopping Centre must provide excellent pedestrian access across the site.
Heritage / Conservation Area	Archaeological Priority Area The context of the Grade II listed Railway Hotel is a key heritage consideration.
Ecology	No known constraints
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	Site is considered suitable for development
Available	Identified in Edgware Growth Area SPD
Achievable	The scale of development is likely to require waste water upgrading.
Summary of how constraints will be overcome	Accessibility should be improved with a focus on pedestrian access and linkages. Thames Water should be consulted to agree appropriate housing and infrastructure phasing to ensure waste water network improvements can be provided effectively. Risk of surface water flooding also needs to be considered. Scheme design must consider the context of the Grade II listed Railway Hotel, existing character of Station Road and High Street. An archaeological assessment is required.
Any further site requirements / policy considerations	Existing uses including retail and office space should be in development proposals in accordance with Local Plan policies and Edgware Growth SPD. Subject to meeting 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, with particular consideration of the adjacent listed building. Policy TOW04 highlights that development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of Edgware in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused. There is also a need to provide more public open spaces in the area.

Site 28	Edgware Underground and Bus Stations
Site Address	Station Road, Edgware HA8 7AW
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 more recent) use	Transport operations			
Proposed Use	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.			
Capacity Housing Units	2,317			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		2,317		
Planning History	N/a			
Planning Designations	Town Centre; Site of Borough Importance for Nature Conservation			
Site Description	<p>The northern part of the site 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 a strategic location for tall buildings of 8 storeys or more.</p>			
Contamination / Ground Condition	No known issues			
Accessibility	Redevelopment of the area must provide much improved pedestrian access and linkages, whilst recognising the congestion that is already an issue on surrounding roads. Bus and London Underground operations must be maintained.			
Heritage / Conservation Area	Watling Estate Conservation Area is adjacent to the site			
Ecology	Site of Borough Importance for Nature Conservation			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zones 2 & 3 overlap north eastern boundary			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable for development			
Available	Call for sites and Edgware Growth Area SPD.			

Achievable	The scale of development is likely to require wastewater upgrading. Developer contributions may also be required towards strategic flood infrastructure if necessary to address the flood risks identified. Transport infrastructure places some barriers to accessibility across the area; however, the existing public transport provision acts as a benefit to supporting growth and densification in accordance with Policy D3 of the London Plan.
Summary of how constraints will be overcome	Accessibility should be improved with a focus on pedestrian access and linkages, whilst ensuring the operations of bus and underground are maintained. Thames Water should be consulted to agree appropriate housing and infrastructure phasing to ensure wastewater network improvements can be provided effectively. Risk of surface water flooding also needs to be considered, including developer contributions towards flood infrastructure if necessary. 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. An archaeological assessment will be required.
Any further site requirements / policy considerations	Proposals must carefully consider context of adjacent Watling Estate Conservation Area and surrounding low-rise suburban housing. Subject to meeting 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 (with height of neighbouring buildings of foremost consideration) Policy TOW04 highlights that development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of Edgware in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused. The area of Borough Importance for Nature Conservation should be preserved and enhanced if possible, whilst there is also a need to provide more public open spaces in the area. Development proposals should refer to the objectives and delivery requirements outlined in the Edgware Growth Area SPD.

Planning Approvals:

Site Address	Equity House, 128-136 High Street
PTAL 2019	6A
PTAL 2031	6A
Site size	0.06 ha
Ownership	Private
Site Source	Planning permission (19/3729/PNO)
Housing Units	18
Additional uses	Class E office space (845m ²) and existing retail at ground floor level (395m ²).

Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	18			

Site Address	The Rectory, Rectory Lane			
PTAL 2019	6A			
PTAL 2031	6A			
Site size	0.34 ha			
Ownership	Private			
Site Source	Planning permission (18/2839/FUL)			
Housing Units	52			
Additional uses	N/a (car parking)			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	52			

Deliverability	<p>Delivering comprehensive development of Edgware Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. The Edgware Growth Area is expected to take 15 years to deliver and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. The two larger allocated sites in the Local Plan will commence development in years 6-10 to deliver over 3,000 homes by 2031. The Council adopted a new SPD in 2021 jointly with LB Harrow to provide a new and more comprehensive planning framework for Edgware to realise its capacity and reflect both Council’s ambitions for Edgware. A goal of any new framework is to ensure that growth acts to directly enhance and supports the existing Edgware Town Centre. The Edgware Growth Area SPD, adopted in June 2021, provides a clear but flexible planning framework to help shape proposals in the area. The SPD is supported by a Design Guide which provides a design analysis of the Town Centre and its immediate surroundings, helping to set out the design approach for key sites and the overall area.</p>
Developability	<p>The Council will seek to ensure that development and delivery of the Edgware Growth Area is co-ordinated to ensure that comprehensive development is delivered. In some instances, development may be most effectively realised through a process of land assembly. While it is anticipated that this process will be carried out through negotiation, the LPAs will pursue the option of compulsory purchases orders (CPO) if required.</p> <p>The Growth Area is highly accessible by public transport and includes large areas of brownfield land, surface car parking and low-density buildings. Intensification offers an opportunity to improve the quality of the built environment and deliver benefits for the local area while providing sufficient new housing and a variety of town centre uses.</p>

	<p>There is a need to maintain the London Underground infrastructure, and the barriers imposed by this infrastructure, making the eastern and southern parts of the Edgware Underground and Bus Stations far more challenging and restricted in terms of potential for redevelopment.</p> <p>Within the main development sites there is a mix of both privately and publicly owned land. The Broadwalk Shopping Centre, which is the largest private site, was acquired by the Ballymore Group in 2020. Sainsburys are a long-term leaseholder and will be a key consideration in redevelopment of the site. The Forumside area to the south west, including land to the rear of the key Railway Hotel heritage asset, is comprised of multiple land ownerships. Access into this area is limited and a coordinated approach is supported to realise the full potential. Transport for London are the largest public landowner, with the development sites comprising the underground rail station and track areas, the bus station, standing area and garage as well as retail, residential and a medical centre.</p> <p>The Growth Area SPD is supported by the Edgware Town Centre Economic Strategy (EB_E_29) which identifies emerging trends and issues, opportunities and constraints, highlighting appropriate land uses and community infrastructure needs that will support Edgware’s rejuvenation and renewal.</p> <p>Extensive areas of surface parking, a low-rise shopping centre and the rail and bus station areas provide significant potential for regeneration and intensification.</p>
<p>Infrastructure Delivery</p>	<p>Infrastructure priorities in Edgware Town Centre include: transport and movement projects that support walking, cycling and public transport use; new public open space throughout the town centre; improved public realm - including street furniture, planting and landscaping; better frontages (including potential for a fund to provide improved signage); affordable housing; environmental measures – Sustainable Urban Drainage Systems (SUDS), renewal and low carbon energy, and biodiversity net gain; community facilities including for education, nursery provision and health facilities, for example improvements to existing premises to increase capacity or supporting the new delivery of new facilities. The Council will seek from development proposals improved flood risk resilience for the Growth Area and surrounding communities with provision of flood risk infrastructure and restored rivers.</p> <p>The Edgware Growth Area SPD sets out a broad timeframe for key deliverables for leisure, open spaces, community infrastructure and environmental measures within the next 15 years. There is a specific schedule of deliverables for transport covering walking, cycling, traffic management, parking, bus and tube.</p> <p>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. The scale of</p>

	<p>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. Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area and surrounding low-rise suburban housing.</p>
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Strategic Policy	GSS06 – Colindale Growth Area
Context	<p>The London Plan designates Colindale as an Opportunity Area. The planning framework for Colindale is set out in the Area Action Plan (AAP) adopted in March 2010 (Core_Gen_11). Unimplemented allocations in the AAP remain part of the existing Local Plan. Formerly a Regeneration Area, Colindale is now designated as a Growth Area in the Local Plan.</p> <p>Colindale AAP also contains a number of unimplemented allocations (Kwik Fit The Hyde, Merit House and Middlesex University Halls). While these still form part of the Local Plan the Council has decided to prioritise other specific AAP proposals such as Sites 11 and 12 within Local Plan Annex 1 because of their strategic importance.</p> <p>A number of sites, such as Colindale Gardens and Beaufort Park already have planning permission and development is well underway. Other developments have been completed since 2010, such as British Library Newspapers and Colindale Hospital. Barnet and Southgate College has been relocated to Bristol Avenue in a newly-built campus, incorporating a new library and Centre for Independent Living. This is adjacent to new purpose-built offices for the Council.</p> <p>The regeneration process has seen significant progress with infrastructure projects and improvements to the public realm. A new youth facility opened at Montrose Park in June 2019.</p> <p>Colindale will benefit from the economic boost of becoming the local hub for public sector jobs. Employee expenditure can help boost the local economy, particularly in terms of cafes and restaurants, supporting the new Local Centre at Colindale Gardens. Colindale is also home to the RAF Museum, an asset which has potential to enhance the area’s role as a visitor destination, as highlighted in the Council’s Growth Strategy (Core_Gen_18)</p>
Residential Capacity	<p>There are 3 sites identified in Annex 1 of the Local Plan that are in the Colindale Growth Area. There are other sites that have planning permission and are being developed, including Beaufort Park and Colindale Gardens.</p> <p>Sites located within Colindale Growth Area may form part of other GSS policy designations such as Sainsbury’s - The Hyde (Major Thoroughfares) and Douglas Bader Park Estate (Estate Renewal).</p> <p>The Growth Area has capacity to deliver 4,100 new homes between 2021 and 2036. This includes development at Colindale Gardens, Colindale</p>

	Underground Station and Public Health England. Table 5 sets out new homes delivery in the Colindale Growth Area.
Other Uses	Planning permission at Colindale Gardens includes a new Local Centre which includes nursery provision and health-care facilities. A new primary school Saracens is being delivered in partnership with the Department for Education and is expected to open in 2024. St James and Blessed Dominic, an expansion and amalgamation of Catholic Primary and Secondary schools has recently been completed. Colindale Underground Station is in need of improvement to ensure step free access and increased capacity to meet the needs of the growing community.

Detailed Site Analysis

Allocated Sites:

Site 11	KFC/Burger King Restaurant			
Site Address	Edgware Road NW9 5EB			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.44 ha			
Ownership	Private			
Site Source	Colindale Area Action Plan			
Context Type	Central			
Existing (or more recent) use	Fast food restaurant and take-away with associated parking			
Proposed Use	Residential led development with Use Class E(b).			
Capacity Housing Units	162			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		162		
Planning History	H/00689/11 Conversion from a Burger King to a KFC drive thru following grant of planning permission for alterations in 2011.			
Planning Designations	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. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises. To the rear is low rise residential housing.			
Contamination / Ground Condition	No known contamination issues.			
Accessibility	The site is on a Major Thoroughfare, along which a significant amount of development and intensification is being undertaken. Colindale Station is within less than 1km and the A5/ Edgware Road has a good level of bus services.			
Heritage / Conservation Area	Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south.			
Ecology	No known constraints			

Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA)	No
Suitable	The site is considered suitable for development
Available	Site identified in Colindale AAP
Achievable	The scale of development is likely to require upgrades to the wastewater network. The developer 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.
Summary of how constraints will be overcome	The site is in low density use and can be intensified to provide residential uses in the accessible location. 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, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. The Character Appraisals for these conservations areas should form part of the evidence base. 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 Council's Healthier Catering Commitment.

Site 12	McDonald's Restaurant			
Site Address	157 Colindeep Lane, NW9 6BD			
PTAL 2019	3			
PTAL 2031	3			
Site size	0.48ha			
Ownership	Private			
Site Source	Colindale Area Action Plan			
Context Type	Central			
Existing (or more recent) use	Fast food restaurant and take-away with associated parking			
Proposed Use	Residential led development with Use Class E(b).			
Capacity Housing Units	175			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		175		
Planning History	Various small scale permissions to facilitate operation of the existing restaurant, including recent advertisement consents.			
Planning Designations	No			

Site Description	Site consists of a fast food restaurant and take away on a low-density site, with single-storey building surrounded by surface car parking. The corner site lies on the A5 Edgware Road, along which a significant amount of development and intensification is being undertaken. LB Brent side of A5/ Edgware Road consists of largescale business premises. To the east and south is low rise residential housing.
Contamination / Ground Condition	No known contamination issues.
Accessibility	Colindale Station is within 1km and the A5 Edgware Road has a good level of bus services.
Heritage / Conservation Area	Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south.
Ecology	No known constraints
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable for development
Available	Identified in Colindale Area Action Plan
Achievable	The scale of development is likely to require upgrades to the wastewater network. The developer 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.
Summary of how constraints will be overcome	The site is in low density use and can be intensified to provide residential uses in the accessible location. 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, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. The Character Appraisals for these conservations areas should form part of the evidence base. 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 Council's Healthier Catering Commitment.

Site 13	Public Health England
Site Address	61 Colindale Avenue NW9 5EQ/HT
PTAL 2019	3
PTAL 2031	3

Site size	4.77 ha			
Ownership	Department of Health & Social Care (Public Health England)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Research laboratories			
Proposed Use	Residential development with small quantum of community uses			
Capacity Housing Units	794			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		794		
Planning History	None			
Planning Designations	Site of Borough Importance for Nature Conservation			
Site Description	Public Health England (PHE) research laboratories are moving to a new facility in Harlow which is expected to be operational by 2025. 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.			
Contamination / Ground Condition	Given existing use further investigation is required as there is potential contamination.			
Accessibility	Site has a single access from Colindale Avenue.			
Heritage / Conservation Area	No significant constraints			
Ecology	Site of Borough Importance for Nature Conservation runs along the Silk Stream edge of the site. A number of mature trees within the site are protected by a Tree Preservation Order			
Green belt/Metropolitan Open Land	No			
Flood Zone	Parts of the site close to the Silk Stream are within Flood Zones 2, 3a and 3b			
Air Quality Management Area (AQMA) Focus Area	Burnt Oak A5 Broadway / Watling Avenue			
Suitable	The site is considered suitable for development			
Available	Site will become available when existing use relocates to Harlow in 2025.			
Achievable	The scale of development is likely to require upgrades to the wastewater network. Developer 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. It is considered that there are no reasonable alternatives to this site with similar capacity and in close proximity within lower flood zones and that the site can be developed safely with regards to flood risk. The site passes the Exceptions Test.			
Summary of how constraints will be overcome	Relocation of the PHE facilities provides an opportunity for intensification of this site within the Colindale Growth Area. Proposals should avoid the parts of the site that are Flood Zone			

	<p>3b (functional flood plain). Site is within a tall building location and has good access to public transport, potentially supporting a higher density of development. Community uses to be provided on site to support the significant number of new residents. As part of the wider Colindale redevelopment area 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 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. Site should be subject to an archaeological assessment. Mature trees on the site should be protected and proposals must demonstrate how they will be integrated into the landscape. 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. Connectivity for the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTS) (EB_T_02) .</p>
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Planning Approvals:

Site Address	Colindale Station, 167 - 173 Colindale Avenue, Flats 1- 6 Agar House, Colindale Avenue, London NW9 5HR			
PTAL 2019	5			
PTAL 2031	5			
Site size	0.131 ha			
Ownership	TfL and private			
Site Source	Planning permission (19/0859/OUT)			
Housing Units	313			
Additional uses	Replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and a retail store (Class A1) unit. Up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses.			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	313			

Site Address	Colindale Gardens (Former Peel Centre)			
PTAL 2019	1a - 5			
PTAL 2031	1a - 5			
Site size	22 hectares			
Ownership	Private			
Site Source	Planning permission H/04753/14, 16/7836/S73 19/6512/OUT			
Housing Units	Stage 1 1061 (substantially complete) Stage 2 1839 (substantially complete) Stage 3 1200 (not yet started)			

Additional uses	351 sqm flexible retail floorspace (Use Classes A1-A4)			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	1200			

Site Address	Beaufort Park, Aerodrome Road, London, NW9 5JH (Block D)			
PTAL 2019	2-3			
PTAL 2031	2-3			
Site size	0.95 ha			
Ownership	Private			
Site Source	Planning permission 20/0276/FUL (part replacing 14/07064/FUL which is already completed)			
Housing Units	156			
Additional uses	221.5m2 commercial			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	156			

Deliverability	<p>Delivery of the Colindale Growth Area is well underway. The Council will continue to work with the Department of Education and the NHS to deliver the new school and health centre in Colindale. In excess of £16 million has been secured from Colindale developments to facilitate the required improvements to Colindale Underground Station. The Council is working with TfL and other partners to secure the remaining budget. A Levelling Up Fund bid has been submitted, the outcome of which is awaited. Funding has also been secured for public realm improvements at Colindale Avenue.</p>
Developability	<p>The Council will seek to ensure that development and delivery of the Colindale Growth Area is co-ordinated to ensure that comprehensive development is delivered. In some instances, development may be most effectively realised through a process of land assembly. While it is anticipated that this process will be carried out through negotiation, the councils will pursue the option of compulsory purchases orders (CPO) if required. The Council has signalled through the Local Development Scheme (Core_02) its intention to produce a new Masterplan for Colindale and Burnt Oak. This Masterplan will support the continued implementation of Colindale AAP - and establish future priorities for healthy and connected places, place-based initiatives.</p>
Infrastructure Delivery	<p>Infrastructure priorities in Colindale Growth Area include:</p> <ul style="list-style-type: none"> • New Local Centre at Colindale Gardens including nursery provision and health-care facilities • New Colindale Underground station with step-free access 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 stepfree access and capacity enhancement, and provision of additional cycle parking;

	<ul style="list-style-type: none"> • Improvements to open spaces which enhances the amenity, biodiversity and makes provision for play space, including at Colindale, Montrose, Rushgrove and Silkstream Parks; • Improvements to key junctions and roads, including pedestrian and cycle linkages, together with an improved public realm, along Colindale Avenue to Edgware Road; • New development in Colindale should deliver improvements to streets and public realm in line with Healthy Streets Approach; • 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; • Provide a new pedestrian and cycle route under the Northern Line to link Colindale Gardens to Colindeep Lane; • 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; • Development proposals to provide new community facilities and create a sense of place; <p>Renewal and upgrade of primary school and secondary school at Grahame Park; and</p> <ul style="list-style-type: none"> • Control on-street parking through implementation of a new Controlled Parking Zone (CPZ) across majority of Growth Area.
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Strategic Policy	GSS07 Mill Hill East
Context	<p>Mill Hill East was identified as an area of intensification in the London Plan 2004. The planning framework for Mill Hill East is set out in the Area Action Plan (AAP) adopted in 2009 (Core_Gen_10) which is part of Barnet’s existing Local Plan. Mill Hill East AAP also contains land and area wide proposals (IBSA House and Mill Hill East station) which the Council has decided to prioritise (Proposal Sites 46 and 47) within Local Plan Annex 1 because of their strategic importance.</p> <p>Mill Hill East is located in the centre of the Borough. The 48 hectare area includes Green Belt and the Mill Hill Conservation Area. There is good public transport access with PTAL 1-2, supported by local bus services and Mill Hill East underground station (Northern Line). The area is well connected to the strategic highway network as the A406 Circular Road is in close proximity as well as the A1 trunk road and M1 motorway.</p> <p>A large area of land in was formerly used as a RAF barracks as well as a Council depot. Development of this area (known as Millbrook Park) delivering 2,240 new homes, primary school, local shops, district energy centre and 6 hectares of parks and open space is well underway. Phased development comprising 15 phases have delivered 1,350 homes so far in addition to a new primary school, public spaces, improved road junctions and an extended bus route.</p>

	Although Mill Hill East is identified as an area of good suburban growth with the opportunity to optimise the capacity of sites it is not a Growth Area.
Residential Capacity	Land identified in the AAP that have not yet been developed will be prioritised as proposals in the Local Plan (detailed in Annex 1). Millbrook Park has already delivered 1,350 homes, with the expectation of a further 890 units to be completed by 2025. Within the wider area there is capacity to deliver 1,500 additional new homes. There are four key proposed sites in the Local Plan, as outlined in Annex 1. Table 5 sets out new homes delivery in the Mill Hill Area.
Other Uses	As an area of good suburban growth, opportunities to support local business growth will be supported, with a range of community facilities and accessible public transport as well as good quality open space.

Detailed Site Analysis:

Allocated Sites

Site 46	IBSA House			
Site Address	The Ridgeway, Mill Hill, NW7 1RN			
PTAL 2019	1B			
PTAL 2031	1B			
Site size	2.08 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Suburban			
Existing (or more recent) use	Office / light industrial / storage and distribution			
Proposed Use	Residential			
Housing Units	197			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	197			
Planning History	Planning application 19/6551/FUL (Barnet planning committee resolved to grant, s106 agreement still needs to be completed) 197 residential units; 18/1998/PNO (refused) Change of use from B1 (office) to C3 (residential) to provide 221 units			
Planning Designations	Green Belt (part of site)			
Site Description	Print works and offices for International Bible Students Association within a modern 5-storey building. 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.			
Contamination / Ground Condition	None known (based on current use of site)			
Accessibility	The potential for development to increase traffic will require a Transport Assessment			

Heritage / Conservation Area	No known constraints
Ecology	No known constraints
Green belt/Metropolitan Open Land	Small part of the site to the north is Green Belt
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable
Available	Yes (planning application has been submitted)
Achievable	Yes there are no major viability constraints
Summary of how constraints will be overcome	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.
Any further site requirements / policy considerations	The site has good potential for intensified use in line with London Plan policy D3

Site 47	Mill Hill East Station			
Site Address	Bittacy Hill, NW7 1BS			
PTAL 2019	3			
PTAL 2031	3			
Site size	1.24 ha			
Ownership	Public (non-Council)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Railway station, platforms and lines, with public car parking and unused bordering land			
Proposed Use	Residential led mixed-use development with transport infrastructure and limited commuter parking (with the aim to only re-provide where essential for disabled spaces for example)			
Capacity Housing Units	127			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
			127	
Planning History	None			
Planning Designations	None			
Site Description	Site includes Mill Hill East Station building, platform and tracks, along with public car park (42 spaces) and overgrown adjacent strip of land. The large, partially completed Millbrook 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			
Contamination / Ground Condition	No known issues			

Accessibility	Good public transport accessibility
Heritage / Conservation Area	No known constraints
Ecology	Mature trees on the site should be retained
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable for development
Available	Yes
Achievable	The scale of development is likely to require upgrades of the water supply network infrastructure.
Summary of how constraints will be overcome	Thames Water should be consulted to agree appropriate housing and infrastructure phasing to ensure wastewater network improvements can be provided effectively. 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. The station building and associated platforms and tracks must also be retained and/ or re-provided.
Any further site requirements / policy considerations	Site has good public transport accessibility and could be intensified in line with London Plan policy D3. Surrounding development entails that the design must be sensitive in terms of intensification; for example, the southern boundary towards the supermarket provides greater scope for building height than towards the low-rise housing to the west

Site 49	Watchtower House and Kingdom Hall			
Site Address	The Ridgeway, NW7 1RS			
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 site			
Existing (or more recent) use	Sui generis, religious/community			
Proposed Use	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.			
Capacity Housing Units	224			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		224		
Planning History	Planning application 22/0649/FUL (pending) 175 specialist older persons homes and 9 affordable units			
Planning Designations	Green Belt, Conservation Area			

Site Description	A large site with extensive open spaces within Green Belt and the Mill Hill Conservation Area. There is a broad west/east split, with the eastern half of the site containing a building, largely over three storeys, which provides 85 self-contained residential units and ancillary services for staff of the International Bible Students Association (IBSA). There are also extensive gardens and car parking. The western half of the site comprises a Kingdom Hall with a large, open field. The site has numerous mature trees and is subject to an Area Tree Preservation Order. A public footpath bisects the site north-south. The land falls sharply from north to south, providing good views towards London. Suburban roads of semi-detached housing surround the site to the south, east and west, with The Ridgeway to the north.
Contamination / Ground Condition	No known issues
Accessibility	Improved accessibility to public transport provision and opening public access to wider green belt
Heritage / Conservation Area	Mill Hill Conservation Area
Ecology	Local wildlife and TPOs on site
Green belt/Metropolitan Open Land	Yes
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable, with regard to constraints noted (ie. Development within area of previously developed land)
Available	Yes – the existing user plans to vacate the site.
Achievable	Within area of previously developed land. May be a need to improve public transport provision
Summary of how constraints will be overcome	Quantum and design of development is constrained by factors, including low level of public transport access, suburban/semi-rural character, Green Belt and Conservation Area status, TPOs and local wildlife on site and prominent position at the top of a ridge. Sensitive and appropriate design will be required to overcome the highlighted constraints, with any proposals outside the previously developed land only to be considered in very special circumstances.
Any further site requirements / policy considerations	Policy G2 of the London Plan encourages multi-functional uses of the Green Belt, which should be endorsed within scheme proposals (in addition to the community uses proposed).

Planning Approvals:

Site Address	Millbrook Park (former Barracks site)
Ward	Mill Hill East
PTAL 2019	1B

PTAL 2031	1B			
Site size	40 ha			
Ownership	Ministry of Defence			
Site Source	Planning permission H/03904/12			
Housing Units	890 (to be delivered of a total 2,240)			
Additional uses	Primary school, GP surgery, 1,100sqm of 'High Street' (A1/2/3/4/5) uses, 3,470 sqm of employment (B1) uses, a district energy centre (Sui Generis) and associated open space (6 ha)			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	890			

Deliverability	Delivering comprehensive development in Mill Hill East will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. The AAP has provided a positive framework for development that will be supported further by the Local Plan and allocated sites. In addition to Millbrook Park, which already has planning permission, an application for development (Site 46 IBSA House) has also been submitted and therefore the intention is to deliver the 197 home scheme by 2024.
Developability	A key priority in Mill Hill is to ensure that growth and development is adequately supported by public transport improvements and sustainable transport options. The Council will seek to ensure that development and delivery of growth in Mill Hill is co-ordinated to ensure that comprehensive development is delivered, as outlined in Policy MHE18 of the AAP. In some instances, development may be most effectively realised through a process of land assembly. While it is anticipated that this process will be carried out through negotiation and landowners' agreement, the Council will pursue the option of compulsory purchases orders (CPO) if required.
Infrastructure Delivery	Infrastructure requirements in Mill Hill have been outlined in the AAP. Some of the key requirements to support growth and development include affordable housing, primary school, doctor's surgery, improvements to local shopping parade, renewable energy provision, public transport and highways improvements (including east-west connections).

Strategic Policy	GSS08 Barnet's District Town Centres
Context	Barnet's Town Centres have a vital role in delivering sustainable growth and enabling recovery from the Covid-19 pandemic. As defined in the London Plan District Centres should focus on the consolidation of a viable range of functions, particularly convenience retailing, leisure, social

	<p>infrastructure, local employment and workspace, whilst realising the potential for higher density mixed-use residential. As outlined in the Growth Strategy (Core_Gen_18) the main district town centres in the Borough (Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley) will form the Council’s priorities for investment and revitalisation.</p> <p>A number of supporting framework documents and area action plans have already been prepared, which have involved a process of engagement with stakeholders and community to meet housing, leisure, community and infrastructure needs. Key documents include Finchley Church End Town Centre Strategy (EB_E_14), North Finchley Town Centre Framework SPD(EB_E_19), Chipping Barnet Town Centre Strategy(EB_E_16), Chipping Barnet Community Plan (EB_E_24), Golders Green Town Centre Strategy (EB_E_28), Burnt Oak Town Centre Strategy(EB_E_22), and New Barnet Town Centre Framework (EB_E_13).</p> <p>A coordinated and comprehensive approach to development in key Town Centre locations will help ensure:</p> <ul style="list-style-type: none"> • the appropriate quantum and mix of development will be delivered • development is phased in an appropriate manner and timescale • required social and physical infrastructure to support development is in place at the required time • improvements to public realm are made • car parking management strategy meets local needs • there is a coordinated approach to funding infrastructure needs. <p>Table 5 sets out new homes delivery across the District Town Centres</p>
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Detailed Site Analysis:

Allocated Sites

Site 16	45-69 East Barnet Road			
Site Address	45-69 East Barnet Road, New Barnet			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.60 ha			
Ownership	Mixed			
Site Source	New Barnet Town Centre Framework			
Context Type	Urban			
Existing (or more recent) use	Retail, public house, light industry, petrol service station and residential			
Proposed Use	Residential led mixed use development with commercial uses			
Capacity Housing Units	110			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		110		
Planning History	None			

Planning Designations	Town Centre
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 the rear of the site has already been redeveloped with 3-storey residential block. The site is close to New Barnet Station
Contamination / Ground Condition	Petrol station site and industrial sites may require ground investigation
Accessibility	Good public transport accessibility. Vehicular access preferably provided from Victoria Road as part of adjacent development identified in Town Centre Framework.
Heritage / Conservation Area	Public house identified as a character building in the Town Centre Framework
Ecology	Town centre location
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable
Available	Yes – put forward in call for sites
Achievable	Yes, there are no major viability constraints
Summary of how constraints will be overcome	Maintain retail uses in the Primary Frontage along East Barnet Road. The high street character should be enhanced, potentially through refurbishing some of the existing buildings – the public house is identified as a character building by the Town Centre Framework. Residential uses can be focused at the rear of the site. Designs must be appropriate to the context of the high street and surrounding area. As part of wider area/larger site development outlined in New Barnet Town Centre Framework, new pedestrian route to be provided from Victoria Road to East Barnet Road.
Any further site requirements / policy considerations	Further planning guidance is provided by the New Barnet Town Centre Framework (2010) which identifies the site as within Area 2.

Site 19	East Barnet Shooting Club
Site Address	Victoria Road EN4 9SH
PTAL 2019	3
PTAL 2031	3
Site size	0.25 ha
Ownership	Council
Site Source	Council assets disposal programme
Context Type	Urban
Existing (or more recent) use	Shooting range

Proposed Use	Residential			
Capacity Housing Units	43			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
			43	
Planning History	None			
Planning Designations	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			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre accessibility.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Yes – the Council are disposing the site			
Achievable	Yes - there are no major viability constraints			
Summary of how constraints will be overcome	As a community facility there should be an assessment as to the need to replace the the existing facility.			
Any further site requirements / policy considerations	None			

Site 20	Fayer’s Building Yard and Church			
Site Address	63-77 East Barnet Road & 15-17 Margaret Road			
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 more recent) use	Retail and place of worship			
Proposed Use	Residential with reprovision of community use			
Capacity Housing Units	25			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years

		25		
Planning History	None			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good access to public transport and town centre facilities. Existing vehicular access onto Margaret Road and East Barnet will need highways approval			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Yes – call for sites			
Achievable	Yes – there are no major viability constraints			
Summary of how constraints will be overcome	A residential-led scheme, with retention or re-provision of the church. The design must be appropriate to the surrounding context.			
Any further site requirements / policy considerations	For further guidance refer to Opportunity Site 5 of the New Barnet Town Centre Framework (2010).			

Site 21	New Barnet gasholder			
Site Address	Albert Road, EN4 9SH			
PTAL 2019	1A			
PTAL 2031	1A			
Site size	2.23 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Gasworks (demolished), gasholder			
Proposed Use	Residential development with small quantum of community uses			
Capacity Housing Units	201			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		201		

Planning History	21/3676/FUL (appeal dismissed) 539 residential units, 267 sqm retail/commercial and 112.7 sqm community space; 20/1719/FUL (refused) 652 residential units, 327.6 sqm commercial and 111.3 sqm community use; B/04834/14 (approved) Residential led, mixed use development comprising 305 units, 116 sqm retail and 558sqm flexible commercial
Planning Designations	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 has planning consent (B/04834/14 - residential-led, mixed-use development 305 residential units). To the north and east of the site is a 1930s housing estate, Victoria Recreation Ground and the new leisure centre. To the west is the East Coast Mainline railway. New Barnet Station is within 1km.
Contamination / Ground Condition	Ground investigation will be required due to prior use
Accessibility	Town Centre Framework (Site 1) suggests access should be provided (in agreement) with development site to the south.
Heritage / Conservation Area	No known constraints
Ecology	No known constraints
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable
Available	Yes – call for sites
Achievable	Yes – there are no major viability constraints
Summary of how constraints will be overcome	Due to the nature of the existing use land, ground investigation will be necessary to ensure appropriate decontamination as necessary. The scale of the site means that it may be appropriate to provide a community use to address the needs of new residents.
Any further site requirements / policy considerations	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.

Site 22	Sainsburys, New Barnet Town Centre
Site Address	66 East Barnet Road, EN4 8RQ
PTAL 2019	3
PTAL 2031	4
Site size	1.02 ha
Ownership	Private
Site Source	Call for sites
Context Type	Urban

Existing (or more recent) use	Supermarket with associated parking			
Proposed Use	Residential led mixed use development with commercial uses and car parking			
Capacity Housing Units	199			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		199		
Planning History	N/a			
Planning Designations	Town Centre			
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 use (B class). The rear of the site faces the mainline railway and 3-4 storey residential block. New Barnet station is next to the site			
Contamination / Ground Condition	No known issues			
Accessibility	Town centre location with good accessibility to public transport. Vehicular access currently onto Margaret Road			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Yes – call for sites			
Achievable	Yes – there are no major viability constraints			
Summary of how constraints will be overcome	The existing retail use should be retained, with associated car parking requirements assessed and re-provided if supported by the evidence. 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.			
Any further site requirements / policy considerations	The existing public transport provision acts as a benefit to supporting growth and densification in accordance with Policy D3 of the London Plan. Further guidance is provided in the New Barnet Town Centre Framework.			

Site 23	Bobath Centre, East Finchley
Site Address	250 East End Road, N2 8AU

PTAL 2019	4			
PTAL 2031	4			
Site size	0.39 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Child care nursery			
Proposed Use	Community led mixed use development with residential			
Capacity Housing Units	25			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		25		
Planning History	18/4547/FUL (approved) extensions and creation of external playground			
Planning Designations	Listed building, Archaeological Priority Area			
Site Description	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good accessibility to public transport and town centre facilities.			
Heritage / Conservation Area	Listed building on site, whilst also within an Archaeological Priority Area.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable, with due consideration to constraints outlined			
Available	Yes – call for sites			
Achievable	Yes – there are no major viability constraints			
Summary of how constraints will be overcome	Residential development to the rear of the site must protect and 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.			
Any further site requirements / policy considerations	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			

Site 24	East Finchley Station car park			
Site Address	High Road, East Finchley N2 0NL			
PTAL 2019	5			
PTAL 2031	5			
Site size	0.74 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Public car park			
Proposed Use	Residential led mixed use development with commercial uses, public realm including station drop off and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.			
Capacity Housing Units	135			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		135		
Planning History	None			
Planning Designations	Town Centre			
Site Description	Currently in use as the car park (269 spaces) for the 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.			
Contamination / Ground Condition	No known issues			
Accessibility	The site has good public transport accessibility. Preferred highways access would be Diploma Avenue, which would also provide a more direct route to the town centre, helping to integrate the new development into the surrounding area.			
Heritage / Conservation Area	Grade II listed station building			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Yes – call for sites			
Achievable	Yes – no major viability constraints			

Summary of how constraints will be overcome	Sensitive design and careful site layout is vital to conserve and enhance the adjacent Grade II listed station building and adjacent Hampstead Garden Suburb Conservation Area. 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. 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 if there is a demonstrable need for limited replacement of some car parking, it may be supported through a more land-efficient design approach and should include disabled spaces.
Any further site requirements / policy considerations	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 car parking based on adjacency to the underground station and local bus routes, and provisions to encourage active modes of travel.

Site 25	East Finchley substation			
Site Address	High Road, East Finchley N2 0NL			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.19 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Vacant (former Northern Line substation)			
Proposed Use	Residential led mixed use development with small quantum of commercial (office) uses			
Capacity Housing Units	29 (Number likely to change following refusal of (21/5217/FUL).			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	29			
Planning History	Demolition of existing building, and erection of a part-five, part-six storey building, comprising retail and office use (Class E) and 9 flats Planning application (21/5217/FUL) refused June 2022			
Planning Designations	None			
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.			

Contamination / Ground Condition	No known issues; however, ground investigation may be required due to former use.
Accessibility	Good public transport. Highways access will need to consider the junction adjacent.
Heritage / Conservation Area	Hampstead Garden Suburb Conservation Area is adjacent. Proximity to Grade II listed station
Ecology	No known constraints
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable.
Available	Yes – call for sites (currently vacant)
Achievable	Yes – no major viability constraints. However planning application for 9 flats refused 21/5217/FUL because of concerns about over development.
Summary of how constraints will be overcome	The design must take account of the adjoining conservation area and listed buildings and should provide a high quality addition at this entranceway to the East Finchley Town Centre. Potential for a small amount of office uses on the lower floors, 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
Any further site requirements / policy considerations	Facility no longer in use and in a highly accessible location offers an opportunity for intensification and redevelopment for residential with a small amount of commercial space that respond to constraints and does not have a negative impact on town centre.

Site 26	Park House			
Site Address	16 High Road, N2 9PJ			
PTAL 2019	4			
PTAL 2031	5			
Site size	0.2 ha			
Ownership	Council			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Community building			
Proposed Use	Residential development with re-provision of community use			
Capacity Housing Units	19			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	19			
Planning History	18/5822/FUL (approved) adjacent to the north for 24 flats and office space			
Planning Designations	Town Centre			

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 space 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.
Contamination / Ground Condition	No known issues
Accessibility	Highly accessible town centre location. Existing access onto Brompton Grove.
Heritage / Conservation Area	Grade II listed East Finchley station is adjacent
Ecology	Adjacent to Local Area for Nature Conservation. Also some mature trees present on site.
Green belt/Metropolitan Open Land	No. Cherry Tree Wood is adjacent and is MOL.
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable, with regard to constraints noted
Available	Yes – put forward by Council in call for sites
Achievable	Yes – there are no major viability constraints
Summary of how constraints will be overcome	Design proposals should take a design-led approach to acknowledge building mass and height to ensure no loss of amenity for local residents, whilst optimising site capacity. 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. 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. Community facility must be re-provided and proposals must show how the community will benefit from the redevelopment. Site should be subject to an archaeological assessment. Design must mitigate noise from the adjacent railway and road, particularly since trains run through the night on Friday and Saturday.
Any further site requirements / policy considerations	Design-led approach will be endorsed to optimise the development potential of this site, in accordance with London Plan Policy D3. Heritage and ecology considerations can also benefit from a design-led approach.

Site 30	Finchley Central Station			
Site Address	Regents Park Road/ Chaville Way/ Nether Street Station Road/ Crescent Road, Finchley (land adjacent to railway tracks and Finchley Central Station)			
PTAL 2019	6A			
PTAL 2031	6A			
Site size	4.15 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Station, retail			
Proposed Use	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.			
Capacity Housing Units	556			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		556		
Planning History	N/a			
Planning Designations	Town centre, Archaeological Priority Area			
Site Description	Comprises land at Finchley Central station located either side of Regents Park Road (A598) and either side of the railway tracks. The site extends beyond the town centre and includes Secondary Frontage at Station Road. Site uses include the station and car park, retail and office units on Nether Street and Station Road and vacant, incidental land adjacent to rail tracks. 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'.			
Contamination / Ground Condition	Ground investigation will be required due to prior use			
Accessibility	Improved access to the station from Regent's Park Road will be required; however, the site is a highly accessible town centre location.			
Heritage / Conservation Area	Finchley Church End Conservation Area is located to the south west of the site. There is a Grade II listed cattle trough at junction of Ballards Lane/ Nether Street			
Ecology	No known constraints			

Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003
Suitable	The site is considered suitable, with due regard to constraints noted
Available	Yes – pre-app discussions have taken place
Achievable	Scale of development is likely to require waste water upgrading
Summary of how constraints will be overcome	Development should take into account proximity of Finchley Church End Conservation Area and respond to the ‘Finchley vernacular’ in a positive manner, including incorporation of design features and elements as appropriate. For any loss of car parking spaces an assessment must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel. Developer should liaise with Thames Water at an early stage to determine whether a detailed drainage strategy informing what infrastructure is required. Proposals must be subject to an archaeological assessment.
Any further site requirements / policy considerations	Finchley Church End Town Centre is a strategic location. Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. There is potential for ‘meanwhile’ uses on parts of the site at the early stages of development to help create an identity and attraction (Policy SD7 of London Plan). Development should create active and attractive frontages particularly along Regents Park Road / Ballards Lane, Station Road and Nether Street. 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.

Site 33	Bunns Lane car park
Site Address	Bunns Lane, Mill Hill
PTAL 2019	4
PTAL 2031	5
Site size	0.33
Ownership	Council
Site Source	Council assets disposal programme
Context Type	Urban
Existing (or more recent) use	Car park (adjacent to Mill Hill Broadway Station)
Proposed Use	Residential led mixed use development with hotel and re-provision of car parking
Capacity Housing Units	43

Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		43		
Planning History	N/a			
Planning Designations	None			
Site Description	Comprising car park (184 spaces) for Mill Hill Broadway Station and Town Centre as well as for Saracens Rugby Club at Allianz Arena. 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.			
Contamination / Ground Condition	Ground investigation will be required due to prior use			
Accessibility	Highly accessible by public transport and located close to local services. Existing vehicular access is onto Bunns Lane.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass			
Suitable	The site is considered suitable			
Available	Yes – Council assets disposal programme			
Achievable	Yes – no major viability constraints			
Summary of how constraints will be overcome	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 necessary/justified.			
Any further site requirements / policy considerations	None			

Site 43	Army Reserve Depot
Site Address	St Alban's Road, Chipping 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 more recent) use	Territorial Army drill hall, ancillary buildings and yard.			
Proposed Use	Residential led mixed use development with small quantum of commercial uses			
Capacity Housing Units	193			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
			193	
Planning History	N/a			
Planning Designations	Archaeological Priority Area			
Site Description	Site is adjacent to Chipping Barnet Town Centre and the Monken Hadley Conservation Area. 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.			
Contamination / Ground Condition	Ground investigation will be required due to prior use			
Accessibility	Current site is impermeable and doesn't link to surrounding area. Improvements to key road junctions, including Stapylton Road/ St Albans Road and St Albans Road/ A1000, should be assessed. Enhancements should be sought for pedestrian connectivity.			
Heritage / Conservation Area	Site is adjacent to Monken Hadley Conservation Area and close to Grade II listed Christ Church. Also located nearby is locally listed White Lion pub and 39-41 St Albans Road.			
Ecology	Mature trees onsite and local wildlife			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	Site is considered suitable, with due regard to constraints noted			
Available	Yes – existing user plans to vacate the site.			
Achievable	Yes – no major viability constraints			
Summary of how constraints will be overcome	The site does not currently provide linkages to surrounding area and improvements to key road junctions may be necessary, as well as pedestrian connectivity, particularly between residential areas and the town centre through enhancing existing footpaths and reopening routes to recreate historical connectivity. An archaeological assessment will be required.			

Any further site requirements / policy considerations	Intensification of the site to optimise development potential of the town centre location, in accordance with London Plan Policy D3. Design-led development will also be important to acknowledge the local heritage assets. Further guidance is provided in the Spires Planning Framework
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Site 44	High Barnet Station			
Site Address	Great North Road, Chipping Barnet EN5 5P			
PTAL 2019	6			
PTAL 2031	6			
Site size	1.50 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Public car parking and B-use storage and business			
Proposed Use	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.			
Capacity Housing Units	292			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		292		
Planning History	N/a			
Planning Designations	N/a			
Site Description	Site is to south west of High Barnet station and railway 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 with 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 is a wooded area to the west (containing Tree Preservation Orders).			
Contamination / Ground Condition	No known issues			
Accessibility	Very good public transport accessibility and close to town centre. Current vehicular access is onto Barnet Hill.			
Heritage / Conservation Area	No known constraints			
Ecology	Local wildlife and TPOs adjacent to site			
Green belt/Metropolitan Open Land	No			

Flood Zone	No
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable, with due regard to constraints
Available	Yes – call for sites
Achievable	Yes – no major viability constraints
Summary of how constraints will be overcome	Topography of the site will require a design-led approach to optimise density and layout, whilst responding to the natural landscape. An assessment on the loss of car parking spaces should be carried out and where a need is identified, re-provided as required.
Any further site requirements / policy considerations	Potential for ‘meanwhile’ uses on parts of the site at the early stages of development to help create an identity and attraction (Policy SD7 of London Plan). Development should create active and attractive frontages along Barnet Hill. Should seek to improve the sense of arrival and of place at entrances to High Barnet station, creating a new public space and improving visual connectivity. Further guidance is outlined in Chipping Barnet’s Town Centre Strategy.

Site 48	Mill Hill Library			
Site Address	Hartley Avenue, NW7 2HX			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.17 ha			
Ownership	Council			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Public library and associated car parking			
Proposed Use	Residential and community uses			
Capacity Housing Units	19			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	19			
Planning History	N/a			
Planning Designations	Locally Listed Building			
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 curtilage includes a border of landscaping, along with an access road to a rear car park. Opposite lies the fire station built in a similar civic style. To the west of the site is a car park while to the east is a three-storey officer building. The location is close to Mill Hill district centre and lies close to the A1 arterial road.			
Contamination / Ground Condition	No known issues			

Accessibility	Mill Hill station is within approximately 500m. Existing access is onto Hartley Avenue
Heritage / Conservation Area	Locally Listed Building
Ecology	No known constraints
Green belt/Metropolitan Open Land	No
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable for development
Available	Yes – the library use is relocating allowing the site to be used for other purposes.
Achievable	The library is community infrastructure, which must be re-provided (either on-site or at a suitable alternative location). Locally listed building should be retained and future development designed sensitively to recognise the importance of the existing building's heritage importance.
Summary of how constraints will be overcome	Reprovision of the existing library service, whilst ensuring that the heritage value of the existing building is maintained in development proposals.
Any further site requirements / policy considerations	Central location with good public transport access presents an opportunity for intensification, with due regard to the heritage value of the existing building within proposed scheme design.

Site 52	Kingmaker House			
Site Address	15 Station Rd, New Barnet, EN5 1NW			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.26 ha			
Ownership	Private			
Site Source	Existing prior approval			
Context Type	Urban			
Existing (or more recent) use	Office			
Proposed Use	Residential led mixed use development with commercial (office) use.			
Housing Units	137			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	137			
Planning History	Planning permission (19/5403/FUL) 43 additional units Prior Approval (19/1952/PNO) Conversion to 94 units			
Planning Designations	None			
Site Description	1960s office building (7 storeys) with residential to rear.			
Contamination / Ground Condition	No known issues			
Accessibility	Very close to New Barnet station			
Heritage / Conservation Area	Opposite the site are the Grade II listed War Memorial and locally listed East Barnet town hall			
Ecology	None			
Green belt/Metropolitan Open Land	N/a			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable.			
Available	Development is underway			
Achievable	Development is underway			
Summary of how constraints will be overcome	Proposals must take into account war memorial and East Barnet town hall.			
Any further site requirements / policy considerations	Design to realise opportunities of this town centre site			

Site 53	Allum Way			
Site Address	Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20			
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 more recent) use	Railway station with car parking, industry and storage			
Proposed Use	Residential led mixed use development with transport infrastructure, commercial (office and light industry), community and limited commuter car parking.			
Capacity Housing Units	444			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
			444	
Planning History	N/a			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre accessibility. Access to the site must be managed to form safe entrance and exit, particularly from the High Road and Totteridge Lane.			
Heritage / Conservation Area	No known constraints			
Ecology	Local wildlife and mature trees within the site should be Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk.			
Green belt/Metropolitan Open Land	Adjoining Green Belt to the west and north.			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable with due consideration of constraints highlighted.			
Available	Yes – call for sites			
Achievable	Wastewater capacity may need improvement due to the scale of proposed development.			

	<p>A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade. Station functions must be maintained.</p>
<p>Summary of how constraints will be overcome</p>	<p>Mature trees within the site should be assessed and either preserved or replaced. 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 should be considered in the design of the scheme. 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.</p> <p>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. Car parking requirements will be assessed and – only re-provided within the context of a move to sustainable modes of transport. Safeguarding of land for TfL/London Underground should be agreed as development proposals progress.</p>
<p>Any further site requirements / policy considerations</p>	<p>Given the range off constraints, a design-led approach to achieve optimum density should be endorsed, in accordance with Policy D3 of the London Plan.</p>

Site 54	Barnet House			
Site Address	1255 High Rd, Whetstone, N20 0EJ			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.59 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Office			
Proposed Use	Residential led mixed use development with commercial and community uses			
Capacity Housing Units	260			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	260			
Planning History	21/3726/FUL (approved Jul 22) Redevelopment of site to provide 260 homes and 709 sqm Class E space; 17/1313/PNO (approved) conversion to 254 residential units; 17/5373/FUL (refused) extension and 216 residential units.			
Planning Designations	Town Centre; Archaeological Priority Area			
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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre access. Existing vehicular access onto High Road.			
Heritage / Conservation Area	Within Archaeological Priority Area			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable (prior approval)			
Available	Yes – planning application process			
Achievable	No major viability constraints			
Summary of how constraints will be overcome	High quality design will be expected to reflect the context of Whetstone High Street and the prominent location of the site. Site is within an Archaeological Priority Area and must be subject to an archaeological assessment.			

Any further site requirements / policy considerations	A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3.
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Site 57	309-319 Ballards Lane			
Site Address	309-319 Ballards Lane, North Finchley, N12 8LY			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.40 ha			
Ownership	Private			
Site Source	North Finchley SPD			
Context Type	Central			
Existing (or more recent) use	Retail and office			
Proposed Use	Residential led mixed use development with commercial and community uses			
Capacity Housing Units	130			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		130		
Planning History	None			
Planning Designations	Town Centre			
Site Description	Site is within North Finchley Town Centre and fronts onto Ballards Lane. The 4-5 storey buildings are set back from the highway boundary with car parking to the front and rear and are largely in office use. Opposite is the Tally Ho Triangle site, which includes the Arts Depot and 11 storey residential building. The West Finchley and Woodside Park stations are within 1km.			
Contamination / Ground Condition	No known issues			
Accessibility	Town centre location with good public transport accessibility. Vehicular access from Nether Street.			
Heritage / Conservation Area	The Finchley War Memorial is located to the front of the Finchley United Services Club, which is adjacent.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	North Finchley Junction with Woodhouse Rd/Ballards Lane/North Finchley High Road			
Suitable	The site is considered suitable			
Available	Identified in the North Finchley SPD			
Achievable	No major viability constraints			
Summary of how constraints will be overcome	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. Proposals must take into consideration that that a			

	critical Thames Water trunk sewer runs through or close to this site
Any further site requirements / policy considerations	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD.</p> <p>A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. Refer to the North Finchley SPD for further guidance.</p>

Site 58	811 High Road and Lodge Lane car park			
Site Address	811 High Rd & Lodge Lane, North Finchley, N12 8JT			
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 more recent) use	Public car park retail and office			
Proposed Use	Residential led mixed use development with commercial town centre uses and re-provision of public car parking			
Capacity Housing Units	132			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		132		
Planning History	None			
Planning Designations	Town Centre			
Site Description	<p>The site is within North Finchley Town Centre and includes a Primary Shopping Frontage. To the front is a 3-storey 1960s building with retail and office use, while to the rear is a large Council-owned public car park (232 spaces). Surrounding 2-3 storey high street buildings include town centre uses. Beyond the rear of the site is a primary school with outdoor sports areas and 2-3 storey housing, including the locally listed 45-53 Lodge Lane terrace. Woodside Park Station is within 600m.</p>			
Contamination / Ground Condition	No known issues.			
Accessibility	Vehicular access into the site should be retained off Lodge Lane, retaining pedestrian access from Winifred Place and Percy Road.			
Heritage / Conservation Area	Nearby listed terraces at 45-53 Lodge Lane			
Ecology	Existing mature trees and local wildlife			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	North Finchley Junction with Woodhouse Rd / Ballards Lane / North Finchley High Road in close proximity			
Suitable	The site is considered suitable for development			
Available	Identified in the North Finchley SPD			
Achievable	No major viability constraints			
Summary of how constraints will be overcome	Proposals should include town centre uses such as retail and office, with residential above. The accessible location and surrounding townscape can underpin relatively high density redevelopment, although proposals must be			

	sensitive to the context. Public car parking loss must be assessed and re-provided as required.
Any further site requirements / policy considerations	Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. Further guidance is provided in the North Finchley Town Centre SPD.

Site 59	Central House			
Site Address	1 Ballards Lane, Finchley N3 1UX			
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			
Existing (or more recent) use	Retail and office			
Proposed Use	Residential led mixed use development with commercial uses			
Capacity Housing Units	48			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		48		
Planning History	16/3722/PNO (approved) conversion to 42 flats.			
Planning Designations	Town Centre; Archaeological Priority Area			
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			
Contamination / Ground Condition	No known issues			
Accessibility	Highly accessible town centre location. Existing vehicular access from Albert Place, which is access via the Popes Drive/The Grove junction.			
Heritage / Conservation Area	Archaeological Priority Area			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003			
Suitable	The site is considered suitable for development (prior approval)			
Available	Yes – planning application process			
Achievable	No major viability constraints			
Summary of how constraints will be overcome	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.			

	<p>The site is within an Archaeological Priority Area and proposals must be subject to an archaeological assessment.</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. Further guidance is provided in the Finchley Church End Town Centre Strategy.</p>

Site 60	Finchley House (key site 3)			
Site Address	High Road & Kingsway North Finchley N12 0BT			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.62 ha			
Ownership	Private			
Site Source	North Finchley SPD			
Context Type	Central			
Existing (or more recent) use	Offices and residential			
Proposed Use	Residential led mixed use development with commercial and community uses			
Capacity Housing Units	202			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		202		
Planning History	17/6746/PNO (approved) change of use to provide 63 residential units; 18/0782/FUL (2 storey extension for 9 residential units)			
Planning Designations	Town Centre			
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 Depot and 11-storey residential. To the rear is 2-3 storey housing. West Finchley and Woodside Park Stations are within 1km.			
Contamination / Ground Condition	No known issues			
Accessibility	Good town centre location. Vehicular access via Rosemont Avenue.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003			
Suitable	The site is considered suitable.			
Available	Identified in North Finchley Town Centre SPD			
Achievable	No major viability constraints			
Summary of how constraints will be overcome	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			

	<p>environment, following the Healthy Streets approach. Design must be sensitive to surrounding low-rise residential properties.</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. The site is also an important gateway to the Town Centre so should be developed to maximise the redevelopment opportunity. Further guidance is provided in the North Finchley Town Centre SPD.</p>

Site 61	Tally Ho Triangle (key site 1)			
Site Address	High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ 0GP			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.99 ha			
Ownership	Mixed Council/Private			
Site Source	North Finchley SPD			
Context Type	Central			
Existing (or more recent) use	Retail, office, arts centre, bus station, public car parking, residential and community facilities			
Proposed Use	Residential led mixed use development with commercial town centre uses, community, leisure, transport infrastructure and public car parking			
Capacity Housing Units	281			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		281		
Planning History	N/a			
Planning Designations	Town Centre			
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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre accessibility.			
Heritage / Conservation Area	Locally listed Tally Ho Public House adjacent			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003			
Suitable	The site is considered suitable			
Available	Site benefits from being identified in adopted North Finchley Town Centre SPD			
Achievable	Bus station use safeguarded, or re-provided on street (to be agreed with TfL). Waste water network capacity may need ungraded.			

<p>Summary of how constraints will be overcome</p>	<p>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. Engagement with Thames Water at an early stage to determine drainage strategy and infrastructure requirements.</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. The site is also an important gateway to the Town Centre so should be developed to maximise the redevelopment opportunity. Further guidance is provided in the North Finchley Town Centre SPD.</p>

Site 62	Tesco Finchley			
Site Address	21-29 Ballard's Lane, Finchley, N3 1XP			
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 more recent) use	Supermarket with associated car parking and office uses			
Proposed Use	Residential led mixed use development with commercial town centre uses and car parking			
Capacity Housing Units	170			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		170		
Planning History	None			
Planning Designations	Town Centre; Archaeological Priority Area			
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			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre access. The wide, heavily used pavement in front of the supermarket would benefit from improvements to create a more attractive environment for town centre users. Vehicular access is via Popes Drive.			
Heritage / Conservation Area	Archaeological Priority Area			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003			
Suitable	The site is considered suitable			
Available	Included in Finchley Church End Town Centre Strategy			
Achievable	Waste water capacity may need upgrading			

<p>Summary of how constraints will be overcome</p>	<p>High accessibility to public transport and local service entail that this site should support a relatively high density of development, while being mindful of the surrounding context, including low-rise residential properties to the north. Car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active transport modes. Site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Early engagement with Thames Water is required to determine a drainage strategy to inform what infrastructure is required.</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. An attractive, active frontage with town centre uses should be provided on the ground floor. Further guidance is provided in the Finchley Church End Town Centre Strategy.</p>

Site 64	744-776 High Road			
Site Address	744-776 High Rd, North Finchley, N12 9QG			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.54 ha			
Ownership	Mixed Council and private			
Site Source	North Finchley SPD			
Context Type	Central			
Existing (or more recent) use	Retail, restaurants, residential and public car park			
Proposed Use	Residential led mixed use development with commercial town centre uses			
Capacity Housing Units	175			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		175		
Planning History	None			
Planning Designations	Town Centre			
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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre accessibility. Vehicle access currently from Stanhope Road (which will remain if parking is retained).			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003 in close proximity			
Suitable	The site is considered suitable			
Available	Included in North Finchley Town Centre SPD			
Achievable	No major viability constraints.			
Summary of how constraints will be overcome	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 townscape and			

	<p>character 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. 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.</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. Further guidance is provided in the North Finchley Town Centre SPD.</p>

Site 66	East Wing (key site 4)			
Site Address	672-708 High Rd North Finchley N12 9PT/ 9QL			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.44 ha			
Ownership	Private			
Site Source	North Finchley SPD			
Context Type	Central			
Existing (or more recent) use	Retail, office and residential			
Proposed Use	Residential led mixed use development with commercial town centre uses			
Capacity Housing Units	125			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		125		
Planning History	15/06414/FUL (approved) conversion to 21 flats			
Planning Designations	Town Centre			
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 Depot and 11-storey residential building. Office uses and 2-3 storey housing adjoin to the rear. West Finchley and Woodside Park stations are within 1km.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport and town centre accessibility. The existing access to the eastern edge of the site should be retained with potentially a one-way system running from south to north.			
Heritage / Conservation Area	The curved Sea Rock facade at the junction of the High Road and Woodhouse Road is on the Local List.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003			
Suitable	The site is considered suitable			
Available	Included in North Finchley Town Centre SPD			
Achievable	Thames Water truck sewer runs through the site.			
Summary of how constraints will be overcome	Proposals should include an active ground floor frontage with town centre commercial uses such as retail and office space, with residential above.			

	<p>The curved Sea Rock facade 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. Heights 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.</p>
Any further site requirements / policy considerations	<p>Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD.</p> <p>A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3. The site is considered a gateway entrance to the town centre and therefore opportunity for redevelopment should maximise this site location.</p> <p>Further guidance is provided in the North Finchley Town Centre SPD.</p>

Planning Approvals:

Site Address	183 Victoria Road			
PTAL 2019	3			
PTAL 2031	3			
Site size	0.2			
Ownership	Private			
Site source	Planning permission (19/3313/FUL)			
Housing Units	15			
Additional uses	Workshop building, amenity space, cycle parking and 25 off-street parking spaces			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	15			

Other Uses	<p>Thriving town centres are essential for the Borough to grow sustainably and successfully. Barnet's Growth Strategy highlights those town centres that have been prioritised (known as Main Town Centres), for improving the town centre offer. Having a less restrictive framework that enables innovation is key to delivering thriving town centres and ensuring that they can provide destinations that offer a blend of commercial, community and cultural functions. Residential components within mixed use development in town centres can help contribute to</p>
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	vitality and viability by increasing trade for business and enhancing natural surveillance and activity throughout the day and night-time.
Deliverability	Delivering comprehensive development in the District Centres will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. With delivery of 1,700 homes over the next 5 years, this represents almost a third of the total potential over the plan period. 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.
Developability	Over half of the planned growth in District Centres is likely to come forward in years 6-10 of the plan period, with a considerable amount of the allocated housing in North Finchley and Finchley Central Church End. The Development Frameworks and Strategies have set out a coordinated approach to development within town centres and is pragmatic with regards to delivery challenges on key development sites in the medium to longer term. The delivery of some of the larger regeneration schemes is inevitably more complex but early work has already begun to ensure the delivery of the schemes to meet the needs of the local communities.
Infrastructure Delivery	Specific infrastructure requirements have been highlighted within the site assessments as appropriate; however, due to the location within District Centres there is often less dependency on supporting infrastructure as there is often existing provision with capacity for development. Local frameworks have also identified infrastructure requirements in each of the areas, through a process of stakeholder and community engagement when bringing the allocated sites forward. Optimising development opportunity around Town Centres is an important aspect of the Borough’s growth strategy to achieve sustainable growth in accessible locations with opportunity to intensify development. A design-led approach will be endorsed to optimise the development potential, in accordance with London Plan Policies D2-D4.

Strategic Policy	GSS09 – Existing and Major New Transport Infrastructure
Context	The Borough is well served by existing overground and underground rail networks and is positioned to benefit from the major new transport projects of the West London Orbital (WLO) (EB_T_10) and potentially Crossrail 2 (EB_T_10). The rail stations provide well-connected nodes that can support growth and the delivery of housing.
Residential Capacity	Table 5 sets out new homes delivery across existing and major new transport infrastructure hubs.

Detailed Site Analysis:

Allocated Sites

Site 55	Woodside Park Station East			
Site Address	Woodside Park Rd, Woodside Park, N12 8RT			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.46 ha			
Ownership	Public (TfL)			
Site Source	Call for sites / planning application			
Context Type	Urban			
Existing (or more recent) use	Car park			
Proposed Use	Residential (with limited reprovision of essential car parking such as disabled spaces)			
Capacity Housing Units	95			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	86			
Planning History	19/4293/FUL Redevelopment to provide 86 affordable flats (Use Class C3) within 2 x 5 storey blocks (approved following legal agreement)			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport accessibility			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified in call for sites			
Achievable	Yes – planning approved with conditions			
Summary of how constraints will be overcome	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			

	<p>area and maintain safe access for the adjoining school and others.</p> <p>Public car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active modes. Any re-provision of car parking should be 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.</p>
<p>Any further site requirements / policy considerations</p>	<p>A design-led approach should be endorsed to optimise density in accordance with London Plan Policy D3.</p>

Site 56	Woodside Park Station West			
Site Address	Station Approach, Woodside Park, N12 8RT			
PTAL 2019	3			
PTAL 2031	4			
Site size	1.37 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Undeveloped land adjacent to railway corridor			
Proposed Use	Residential			
Capacity Housing Units	356			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	86	270		
Planning History	19/1809/FUL (refused) 86 flats; 19/4293/FUL (approved) 86 flats			
Planning Designations	None			
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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport accessibility. General access to the site could prove difficult due to the shape of the site.			
Heritage / Conservation Area	No known constraints			
Ecology	Existing mature trees and vegetation on site			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	Site is considered suitable with due consideration of constraints.			
Available	Identified in call for sites			
Achievable	Wastewater network capacity is likely to need upgrading. Significant redesign of one of the station entrances to the western side of the bridge link at the station to provide satisfactory access for pedestrians, cyclists and vehicles.			
Summary of how constraints will be overcome	Design considerations must avoid privacy issues with neighbouring housing and mitigate noise impact from the adjacent railway line. Location and elongated shape of the site may pose issues with access. The council has granted planning permission for the redevelopment of the southern part of the site (ref: 19/4293/FUL). 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 impact of the loss of trees and other vegetation must be mitigated. Noise mitigation must be provided with regards to the adjacent Northern Line which runs through the night on Friday and Saturday. Developer should liaise with Thames Water to determine wastewater requirements. A detailed drainage strategy should be submitted with the planning application.
Any further site requirements / policy considerations	A design-led approach to development can optimise the use of land on this site, which is more challenging due to its elongated shape. Compliance with policies D3 and D4 of the London Plan will help deliver good design and optimise development potential of this site.

New Southgate Opportunity Area				
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
			250	

London Plan designates New Southgate as an Opportunity Area. A planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey that will further assess the development potential of this area. The proposed Crossrail 2 routes would directly connect north and south London while providing a continuous rail link beyond the capital into the home counties. One of the northern spurs would connect to New Southgate. Although Crossrail 2 (EB_T_10) is subject to confirmation delivery would be towards the latter part of the Plan period.

West London Orbital (WLO)

Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		500	450	

The WLO (EB_T_05) will have positive impacts through unlocking housing delivery and creating leisure, community and amenity opportunities along the corridor. Delivery is expected by 2026 at the earliest. The Council will support development proposals that facilitate access to, and delivery of the WLO and contributions will be sought towards WLO and public transport infrastructure. The Council will consider new planning frameworks to support comprehensive redevelopment in alignment with progress on the WLO.

WLO is supported by the Mayor’s 2018 Transport Strategy as well as the West London Alliance (WLA) group of Local Authorities. The Council is fully supportive of this initiative and is working with the Mayor of London, Network Rail and other partners to ensure that the new station at Brent Cross West is capable of accommodating the necessary interchanges.

Deliverability	Significant potential for intensification and growth around public transport hubs with high PTAL. Woodside Park Station (east and west sides) are key sites coming forward in first 5 years of the Plan. Delivering comprehensive development at these key transport hubs will be dependent on factors relating to land ownership, viability and phasing, all of which can have impact on timing and sequence of delivery.
Developability	WLOI has been identified by Transport for London and the West London Alliance as essential infrastructure to support, enable and accelerate sustainable and inclusive population and employment growth. WLO is expected to help deliver new homes and jobs, with an emphasis on ensuring that residents have the skills to access new job opportunities. Land has also been safeguarded for Crossrail 2 that will bring significant growth in the longer term (2031 onwards). With particular regard to the designation of New Southgate as an Opportunity Area in the London Plan, the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey (EB_SoCG_3 and EB_SoCG_4). It is likely that further sites will come forward in the longer term in response to the opportunities for growth and continued regeneration. To support the effective delivery of public transport nodes the Council will consider preparation of planning frameworks through SPDs, masterplans and site briefs as required.
Infrastructure Delivery	As the sites allocated in Policy GSS09 are located across the Borough, the infrastructure requirements are localised unless there are site-specific requirements as have been outlined above. Overall, due to the location and nature of many of the sites close to public transport hubs, there will be a requirement to maintain and improve open spaces and play spaces, whilst supporting safe and active travel accessibility.
Policy Implications	Optimising development opportunity around existing and new public transport hubs is an important aspect of the Borough's growth strategy to achieve sustainable growth in accessible locations with opportunity to intensify development. A design-led approach will be endorsed to optimise the development potential, in accordance with London Plan Policies D2-D4.

Strategic Policy	GSS10 – Estate Renewal and Infill
Context	Housing estate renewal and infill remains an important element of the Council's growth and spatial strategy. There are parts of Barnet where the impacts of inequality and causes of deprivation are particularly concentrated. Such areas fall within the 20% most deprived areas in England. The Council has already progressed estate renewal, successfully regenerating housing estates such as Stonegrove. The estates have been subject to long term programmes of regeneration to tackle poor quality housing and social isolation and transform these areas into successful mixed tenure places that are integrated with their surrounding neighbourhoods. Many future schemes are focused more on infill and some small areas of redevelopment, such as Granville Road rather than comprehensive demolition and renewal, as typified by Stonegrove and West Hendon.

Residential Capacity	Table 5 sets out new homes delivery arising from Estate Renewal and Infill.
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Detailed Site Analysis:**Allocated Sites**

Site 10	Douglas Bader Park Estate			
PTAL 2019	1B			
PTAL 2031	1B			
Site size	4.12ha			
Ownership	RSL			
Site Source	Regeneration Report			
Context Type	Urban			
Existing (or more recent) use	Residential			
Proposed Use	Residential			
Capacity Housing Units	There are 271 existing properties. Estate regeneration will deliver a net increase of 482 dwellings.			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	482			
Planning History	Planning permission (20/6277/FUL) March 2022 for: “Comprehensive redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services”. Development underway with start on site in June 2022. The development is not phased and is considerable to be deliverable.			
Planning Designations	None			
Site Description	Low-rise 1970s-era estate comprising 271 dwellings. The surrounding area is mainly residential. Homes comprise a mix of two and three storey terrace/semidetached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close).			
Contamination / Ground Condition	No known issues			
Accessibility	In relation to the wider area the site is located within a predominantly residential area in Colindale. It is situated approximately 1km north of Colindale Underground Station, 1km east of Burnt Oak Underground Station and 1km south of Mill Hill Broadway National Rail Station. Whilst not directly accessible from this location, the M1 Motorway is situated 360m to the east.			

Heritage / Conservation Area	No
Ecology	No known constraints
Green belt/Metropolitan Open Land	No designation
Flood Zone	Zone 1
Air Quality Management Area (AQMA) Focus Area	Burnt Oak A5 Broadway / Watling Avenue and Fiveways Corner M1 Junction 2 and A1 Barnet Bypass
Suitable	Site is considered suitable for development
Available	Yes – development has commenced
Achievable	Wastewater capacity likely to need upgraded due to the scale of development
Summary of how constraints will be overcome	A water efficiency condition was attached to the planning permission on request from Affinity Water. Development makes a contribution to improved bus services and enhancements to Colindale Tube Station in response to existing low PTAL. Proposals must protect the amenity of existing households while providing sufficient amenity for the new homes.

Planning Approvals:

Site Address	Grahame Park Estate, NW9 5XA			
PTAL 2019	1 - 2			
PTAL 2031	1 - 2			
Site size	37.4 ha			
Ownership	Council			
Site Source	Planning permission (19/5493/OUT)			
Housing Units	2088			
Additional uses	5,950sqm of flexible non-residential floorspace including a community centre and nursery building and a health centre (or financial contribution towards a health centre in Colindale)			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	541	1118	429	

Site Address	Fosters Estate, NW4 2DL			
PTAL 2019	1 - 2			
PTAL 2031	1 - 2			
Site size	3.06 ha			
Ownership	Council			
Site Source	Planning permission (19/2517/FUL)			
Housing Units	217 including 75 extra care. Net increase of 189 units			
Additional uses	n/a			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years

	189			
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Site Address	West Hendon Estate, NW9			
PTAL 2019	2-3			
PTAL 2031	2-3			
Site size	12.99 ha			
Ownership	Private			
Site Source	Planning permission (H/01054/13)			
Housing Units	1,150 (remaining with 850 already built)			
Additional uses	1,254 sqm commercial floorspace created to date. Community hub and health centre to be delivered			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	640	510		

Site Address	Granville Road			
PTAL 2019	3			
PTAL 2031	3			
Site size	3.72 ha			
Ownership	Private			
Site Source	Planning permission (F/04474/14)			
Housing Units	132			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	132			

Site Address	Dollis Valley			
PTAL 2019	2			
PTAL 2031	2			
Site size	1.8 ha			
Ownership	Private			
Site Source	Planning permission (B/00354/13)			
Capacity Housing Units	365			
Additional uses	Ground improvements and two new Gaelic Football pitches have been built and are in use at the King George V Playing Field. Community centre and pre-school nursery.			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	365			

Site Address	Westthorpe Gardens			
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PTAL 2019	1A-2			
PTAL 2031	1A-2			
Site size	1.88 ha			
Ownership	Private			
Site Source	Planning permission (18/7495/FUL)			
Capacity Housing Units	149			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	149			

Deliverability	Estate regeneration in Barnet has been a key focus for growth and renewal in the Borough in recent years, therefore many of the proposed developments already have planning approval and will be delivered in the first five years of the Plan period.
Developability	Larger schemes at Grahame Park, Douglas Bader and West Hendon will be developed largely in years 6-10 of the Local Plan period. Planning applications have been submitted for these developments and phased delivery programmes have been confirmed. Grahame Park being the largest, commenced development in 2008 and later phases will extend the programme length over 25 years to complete in 2030. Development at Douglas Bader is underway and will contribute to the first five years of the Plan.
Infrastructure Delivery	As the sites allocated in Policy GSS010 are located across the Borough, the infrastructure requirements are localised unless there are site-specific requirements as have been outlined above. Due to the context of these sites, predominately in more deprived areas, there has been emphasis on ensuring that community facilities and health/GP requirements are recognised and have come forward within the applications where need has been identified.
Policy Implications	Estate regeneration in Barnet is already having a positive impact on communities by providing better quality homes in some of the more deprived areas in the Borough. Each development has provided a range of affordable options and mixed tenure and housing types in accordance with the London Plan’s housing policies and overarching Good Growth policies. A design-led approach will be endorsed to optimise the development potential, in accordance with London Plan Policies D2-D4.

Strategic Policy	GSS11 – Major Thoroughfares
Context	Across the Borough development is coming forward on sites along major roads, utilising opportunities for infill and intensification in particular. Although the urban form of generally wide roads allows larger building form, it is important to recognise the importance of a design-led approach to not only optimise site capacity but also to avoid overdevelopment and a tunnelling effect along the road. Working towards the Mayor’s Healthy Streets Approach of a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking, will help to improve the environment along the Borough’s thoroughfares.

Site 5	Edgware Hospital			
Site Address	Edgware Rd, Burnt Oak, HA8 0AD			
PTAL 2019	3			
PTAL 2031	3			
Site size	2.87 ha			
Ownership	Public (NHS)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Hospital			
Proposed Use	Residential development with retention of healthcare provision and access.			
Capacity Housing Units	529			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	129	400		
Planning History	21/0274/OUT Demolition of existing buildings and phased redevelopment of surplus land to provide 129 residential units (Use Class C3), flexible use commercial floorspace (Use Class E) in buildings ranging from 5-7 storeys along with car parking, servicing bays, associated landscaping / amenity space, plant and refuse areas (All matters reserved except for access arrangements). Approved Summer 2022			
Planning Designations	Site of Borough Importance for Nature Conservation			
Site Description	NHS hospital is on a relatively low-density site, with buildings of 1-5 storeys and large areas of surface car parking. Much of the site is in Flood Zone 2 and a significant portion within Zone 3a; while surrounding 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 in this section is low-rise in character, with retail and office uses. To the north and south are 3-6 storey residential blocks, while a railway line is to the rear.			
Contamination / Ground Condition	Possible contaminants such as asbestos and lead in the made ground from previous uses.			
Accessibility	Burnt Oak underground station is within half a kilometre. Vehicle access is provided from Burnt Oak Broadway (A5). Connectivity for the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTS) (EB_T_02).			
Heritage / Conservation Area	Archaeological assessment required			
Ecology	Site of Borough Importance for Nature Conservation, which includes Silk Stream and Deans Brook. There are a number of existing trees on the site.			
Green belt/Metropolitan Open Land	No			

Flood Zone	Flood zone 2 (predominately) with some of the site 3a and 3b
Air Quality Management Area (AQMA) Focus Area	Burnt Oak A5 Broadway / Watling Avenue
Suitable	The site is considered suitable as there are no reasonable alternatives with similar capacity so has passed the exceptions test for flood risk and excluding area in hospital use
Available	Yes – call for sites.
Achievable	Yes - planning permission granted for first phase. Wastewater upgrading is likely due to the scale of development. Designated SINC must be protected. Improved public access along the Silk Stream required and connectivity for the Barnet Loop.
Summary of how constraints will be overcome	A detailed FRA must be submitted alongside any planning application which should assess flood risk from all sources and provide details of any mitigation. The area of the site within Zone 3b should not be built on. Flood mitigation measures and potential removal of obsolete weirs at the confluence of the Silk Stream and Deans Brook in northern part of site. The hospital will continue in operational use and full unrestricted access must be maintained. 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 metre 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. Developer should liaise with Thames Water to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades. The site should be subject to an archaeological assessment.
Any further site requirements / policy considerations	Tall (but not Very Tall) Buildings may be appropriate, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. Any tall building should be located away from Silk Stream main river.

Site 14	Sainsburys, The Hyde
Site Address	Edgware Rd, The Hyde, NW9 6JX
PTAL 2019	2
PTAL 2031	3
Site size	3.18 ha
Ownership	Private
Site Source	Call for sites
Context Type	Urban
Existing (or more recent) use	Supermarket with associated car parking and petrol station
Proposed Use	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.

Capacity Housing Units	1,309			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	1,000	309		
Planning History	19/4661/FUL Comprehensive phased redevelopment of existing supermarket site 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 (Use Class A1 to A4, B1, D1 and D2) in buildings ranging from 4 to 28 storeys. Phase 1 to comprise construction of new supermarket including basement, car and cycle parking, plant and servicing areas, 770 residential units and podium level amenity space. Phase 2 to comprise the demolition of existing supermarket and other associated works, 539 residential units, flexible commercial space, basement, car and cycle parking, public open space, landscaping, vehicular and pedestrian routes, servicing and access arrangements and other associated works.			
Planning Designations	Site of Borough Importance for Nature Conservation; Green Chain			
Site Description	Previously used as 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. The site is located within 1 kilometre of the Welsh Harp (Brent Reservoir) SSSI. Surrounding uses are typically large-scale businesses.			
Contamination / Ground Condition	The previous use as a petrol station may have implications for contamination but these and mitigation measures were assessed as part of the recent planning application and the proposed uses were considered to be acceptable.			
Accessibility	Hendon station is within ½ km.			
Heritage / Conservation Area	There is a listed boundary marker within the site, measures for the preservation of which were agreed as part of the planning application.			
Ecology	To the east is the Silk Stream watercourse, along which is a Site of Borough Importance for Nature Conservation and Green Chain.			
Green belt/Metropolitan Open Land	No			
Flood Zone	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.			
Air Quality Management Area (AQMA)	Hendon M1 and A5			
Suitable	The site is considered suitable			
Available	Yes – phase 1 has commenced on site			
Achievable	Yes there are no major viability constraints. Flood risk assessments considered that there are no reasonable alternatives to this site with similar capacity and in close proximity within lower flood zones and that the site can be developed safely with regards to flood risk. The site passes the Exceptions Test			

<p>Summary of how constraints will be overcome</p>	<p>Planning permission has been granted as above. 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. Housing and infrastructure phasing plan agreed with Thames Water to ensure development does not outpace delivery of essential network upgrades</p>
<p>Any further site requirements / policy considerations</p>	<p>Tall (but not Very Tall) Buildings may be appropriate, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD</p>

Site 15	Tesco, Coppetts Centre			
Site Address	Colney Hatch Lane, Friern Barnet, N11 0SH			
PTAL 2019	2			
PTAL 2031	2			
Site size	3.12 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Retail			
Proposed Use	Residential led mixed use development with commercial and community uses and car parking			
Capacity Housing Units	397			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		397		
Planning History	None			
Planning Designations	None			
Site Description	<p>A large single storey supermarket with extensive associated car parking and a petrol filling station. The site is part of a larger out-of-town retail park with other business units to the west and north east. The site is accessed from the east from Colney Hatch Lane, with the A406 North Circular Road and slip road to the south. Adjacent to the north of the site is Coppetts Wood which is Metropolitan Open Land, a Local Nature Reserve, and a Site of Borough Importance for Nature. 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 to Pinkham Way in culvert and is a designated main river.</p>			
Contamination / Ground Condition	No known issues			
Accessibility	Site accessed from Colney Hatch Lane, whilst bounding North Circular Road to the south. Public transport access is dependent on bus services along Colney Hatch Lane and North Circular Road.			
Heritage / Conservation Area	No known constraints			
Ecology	Local Nature Reserve and Site of Borough Importance for Nature adjacent			
Green belt/Metropolitan Open Land	MOP adjacent to the north at Coppetts Wood			
Flood Zone	Flood zone 2 and 3a on a small portion of the site			
Air Quality Management Area (AQMA) Focus Area	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane in close proximity			

Suitable	The site is considered suitable with due regard for identified constraints
Available	Identified in call for sites
Achievable	Yes, with consideration of constraints. De-culverting of the Bounds Green Brook and improvements to public transport access
Summary of how constraints will be overcome	No increase in retail floorspace would be expected as part of any redevelopment. 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. An assessment must be undertaken of car parking requirements for retained retail; replacement spaces may be required if justified. A residential redevelopment of this scale would justify the provision of a small community facility. The design must also ensure mitigation of noise and pollution from the North Circular Road and slip roads. Proposals must ensure they avoid harm to the adjacent Coppetts Wood Local Nature Reserve. Inclusion of an appropriate buffer zone either side of the main river in addition to de-culverting of the Bounds Green Brook. 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 SFRA Level 2.
Any further site requirements / policy considerations	Noting above the relatively poor access to public transport, density on the site should be optimised in accordance with London Plan Policies D2 and D3.

Site 31	Brentmead Place			
Site Address	1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG			
PTAL 2019	3			
PTAL 2031	3			
Site size	0.27 ha			
Ownership	Public (TfL)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Mostly an open site with two buildings.			
Proposed Use	Residential			
Capacity Housing Units	46			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	46			
Planning History	None			
Planning Designations	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 an unimplemented road widening scheme. TfL demolished most of the homes after they 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.			
Contamination / Ground Condition	No known issues			
Accessibility	Site access is off the North Circular Road. Within 0.5 km of Brent Cross Underground Station			
Heritage / Conservation Area	No known constraints. Close to an archaeological priority area.			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	A406 North Circular Brent Cross to Golders Green Road A502			
Suitable	The site is considered suitable, with due consideration of constraints			
Available	Identified in call for sites			
Achievable	Yes			
Summary of how constraints will be overcome	Site accessibility issues must be resolved. The site is close to an Archaeological Priority Area and should be subject to an archaeological assessment.			

Any further site requirements / policy considerations	Innovative design solutions required to respond to air and noise constraints
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Site 50	Watford Way			
Site Address	Adjacent to Watford Way, Mill Hill, NW7 2EX			
PTAL 2019	1b			
PTAL 2031	2			
Site size	0.86 ha			
Ownership	TfL			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Vacant (former motorway ramp & verges)			
Proposed Use	Residential			
Capacity Housing Units	105			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		105		
Planning History	None			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	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.			
Heritage / Conservation Area	No known constraints			
Ecology	Mature trees on site			
Green belt/Metropolitan Open Land	No			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass			
Suitable	The site is considered suitable, with due consideration of constraints.			
Available	Identified in call for sites			
Achievable	Yes - waste water supply is likely to need upgrading due to scale of proposed development. Access to site needs to be resolved, which may require highways upgrading as well as mitigation measures along adjoining A1 from noise and air pollution.			

<p>Summary of how constraints will be overcome</p>	<p>Proposals must demonstrate how adequate access to site will be secured and must also ensure the amenity of neighbouring residential properties is maintained or improved. An assessment of the trees must be undertaken with the objective of preserving mature and high-quality specimens or mitigating on-site through re-planting. The public footpath route through the site must be maintained. Developer 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.</p>
<p>Any further site requirements / policy considerations</p>	<p>In the event that TfL requires part of the site to support transport operations, this use must be carefully sited and designed to ensure the amenity of new and existing housing is maintained. Innovative design solutions required to respond to air and noise constraints</p>

Site 51	Great North Road			
Site Address	Great North Rd, New Barnet, EN5 1AB			
PTAL 2019	4			
PTAL 2031	5			
Site size	0.81 ha			
Ownership	Private (The Leathersellers' Company)			
Site Source	Call for sites			
Context Type	Urban			
Existing (or more recent) use	Cinema, public house, and service station			
Proposed Use	Residential development with cinema and public house			
Capacity Housing Units	84			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		84		
Planning History	None			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Good public transport accessibility. High Barnet Station is within 0.5km.			
Heritage / Conservation Area	Grade II listed cinema building			
Ecology	Site of Borough Importance for Nature Conservation adjacent			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified in call for sites			
Achievable	Measures to mitigate noise and air pollution from Great North Road are required			
Summary of how constraints will be overcome	Proposals must retain the Grade II listed cinema building and should consider retaining the public house. Noise and air pollution from Great North Road must be mitigated. Development needs to take account of the Site of Borough Importance for Nature Conservation to the rear.			

Any further site requirements / policy considerations	A site masterplan will be required to help bring forward development and ensure it delivers high quality design in accordance with Policy D4 and D3 of the London Plan.
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Site 63	Philex House			
Site Address	110-124 West Hendon Broadway, NW9 7DW			
PTAL 2019	3			
PTAL 2031	3			
Site size	0.28 ha			
Ownership	Private			
Site Source	Unimplemented 2006 UDP Proposal (Core_Gen_31)			
Context Type	Urban			
Existing (or more recent) use	Offices			
Proposed Use	Residential			
Capacity Housing Units	48			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		48		
Planning History	16/3265/PNO for 22 units has expired			
Planning Designations	None			
Site Description	Modernist 3 storey building, set back from A5. Mobile phone mast on roof. Midland Main line to the rear			
Contamination / Ground Condition	No known issues			
Accessibility	Access from A5. Good bus connections along A5.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified through 2006 UDP			
Achievable	Site considered viable			
Summary of how constraints will be overcome	Proposals must mitigate air and noise pollution from A5, M1 and Midland Mainline. Preference that architectural features of building are preserved.			
Any further site requirements / policy considerations	Development should meet the requirements of Policy GSS11 – Major Thoroughfares			

Site 65	Barnet Mortuary			
Site Address	Dolman Close, Finchley N3 2EU			
PTAL 2019	1B			
PTAL 2031	1B			
Site size	0.28 ha			
Ownership	Public			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Mortuary			
Proposed Use	Residential			
Capacity Housing Units	20			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	20			
Planning History	None			
Planning Designations	None			
Site Description	Former mortuary and grounds accessed off North Circular Road. Residential area.			
Contamination / Ground Condition	No known issues			
Accessibility	Access from North Circular Road.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified through call for sites			
Achievable	Site considered viable			
Summary of how constraints will be overcome	Proposals must mitigate air and noise pollution from North Circular Road			
Any further site requirements / policy considerations	Development should meet the requirements of Policy GSS11 – Major Thoroughfares			

Site 67	Great North Leisure Park			
Site Address	High Rd, Friern Barnet, N12 0GL			
PTAL 2019	1b			
PTAL 2031	2			
Site size	3.45 ha			
Ownership	Mixed			
Site Source	Call for Sites			
Context Type	Urban			
Existing (or more recent) use	Cinema, bowling, leisure/ sports centre with lido, restaurants and extensive car parking			
Proposed Use	Residential led mixed use development with commercial, leisure and community uses			
Capacity Housing Units	352			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		352		
Planning History	None			
Planning Designations	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.			
Contamination / Ground Condition	No known issues			
Accessibility	Public transport access is relatively poor			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	MOP is adjacent			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified through call for sites			
Achievable	May be a need to support accessibility improvements but site considered viable			
Summary of how constraints will be overcome	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
Any further site requirements / policy considerations	Tall (but not Very Tall) Buildings may be appropriate, subject to meeting requirements of Policy CDH04. Further guidance will be provided by the Designing for Density SPD. A site masterplan will help bring forward development and ensure it delivers high quality design in accordance with Policy D4 and D3 of the London Plan.

Planning Approvals:

Site Address	Finchley Police Station, 193-195 Ballards Lane			
PTAL 2019	4/5			
PTAL 2031	4/5			
Site size	0.19			
Ownership	Private			
Site Source	Planning permission (19/2079/FUL)			
Housing Units	41			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	41			

Site Address	Land West of Beechwood Avenue			
PTAL 2019	2			
PTAL 2031	2			
Site size	0.6 ha			
Ownership	Private			
Site Source	Planning permission (18/6355/FUL)			
Capacity Housing Units	87			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	87			

Site Address	Crown Honda, Hyde Estate Road, NW9 6JX			
PTAL 2019	2/3			
PTAL 2031	2/3			
Site size	0.87 ha			
Ownership	Private			
Site Source	Planning permission (20/3906/FUL)			
Capacity Housing Units	470			

Other uses	Employment, retail and storage uses			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	470			

Site Address	Colindale Telephone Exchange			
PTAL 2019	2			
PTAL 2031	2			
Site size	2.15 ha			
Ownership	Private			
Site Source	Planning permission (18/0352/FUL)			
Capacity Housing Units	505			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	244	261		

Site Address	Imperial House			
PTAL 2019	3			
PTAL 2031	3			
Site size	0.4 ha			
Ownership	Charity/RSL			
Site Source	Planning permission (19/2897/FUL)			
Capacity Housing Units	505			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	244	261		

Deliverability	Redevelopment along Barnet's main road corridors can provide a significant supply of sites for growth, with key thoroughfares identified as Edgware Road, North Circular, Great North Road and Ballards Lane. Over half of the proposed development is expected to be delivered in the first five years of the Plan on sites with planning approval or identified through call for sites as being deliverable. Delivering comprehensive along the main thoroughfares will be dependent on factors relating to land ownership, viability and phasing, all of which can have impact on the timing and sequence of delivery.
Developability	Although the location of sites along major road corridors can provide opportunities, the issue of noise and air pollution must be mitigated. A few of the proposed sites have poor public transport accessibility, therefore a priority is to ensure walking and cycling networks enable safe and active travel, supported by public transport improvements where necessary. It is likely that further sites will come forward in the longer term in response to opportunities for good growth and continued regeneration.
Infrastructure Delivery	As the sites categorised as Major Thoroughfares growth are located across the Borough, the infrastructure requirements are localised unless

	<p>there are site-specific requirements as have been outlined above. Overall, due to the location and nature of many of the sites, there will be a requirement to maintain and improve open spaces and play spaces, whilst supporting safe and active travel measures and access to walking and cycling. Public transport improvements may be required to support development, particularly in the longer term.</p>
<p>Policy Implications</p>	<p>The A5/ Edgware Road and the A1000 / Great North Road Major Thoroughfares may have potential for residential led tall building development in specific locations, as outlined in Annex 1, optimising site availability and good public transport accessibility, providing the opportunity for revitalising these areas. Further guidance will be provided by the emerging Designing for Density SPD to help provide design guidance along these corridors. A design-led approach will be endorsed to optimise the development potential, in accordance with London Plan Policies D3 and D4.</p> <p>Emerging regulatory and technological changes are likely to have a significant impact over the lifetime of the plan. Regulation to reduce emissions from vehicles, combined with a rise in the use of electric vehicles, is likely to lower air pollution and noise levels around Barnet’s major roads, leading to a much improved environment. This in turn will support a better and more intensive use of locations for residential and other uses. Proposals coming forward along these road corridors must themselves support the Healthy Streets Approach.</p>

GSS12 Redevelopment of Car Parks

The Plan does not set out a specific capacity figure for the re-development of car parks. The Council does not expect public car park redevelopment to deliver as much as 2,800 new homes. The figure in GSS01 is an estimate of capacity for ‘other large sites’, not just the redevelopment of publicly accessible car parks. Table 5A shows how Annex 1 is contributing to the delivery of 1,850 new homes for ‘other large sites’ (with further details provided below). A number of specific car park sites are set out in Annex 1 such as Manor Park Road Car Park (site 32) and Bunns Lane Car Park (site 33). The Burroughs car park (site 39) and Burroughs Gardens car park (site 34) were previously considered as part of the Hendon Hub project and can now contribute to delivery of Policy GSS12.

The remainder of the 2,800 figure is largely made up of consented sites as set out in the Housing Trajectory with a small component reflecting estimated capacity from car park redevelopment.

GSS01(f) – Delivering Sustainable Growth - Other allocated sites

Full details on the delivery of housing numbers is provided in Table 5. Proposals that relate to the Hendon Hub are outlined first.

Hendon Hub				
Sites 35, 36, 38, 40, 41 and 42	Site 35 - Egerton Gardens Car Park (0.09 ha) Site 36 – Fenella (0.26 ha) Site 38 - Ravensfield House (0.36 ha) Site 40 - Meritage Centre (0.33 ha) Site 41 - PDSA & Fuller Street Car Park (0.23 ha)			
Site Address	Group of sites collectively known as Hendon Hub			
PTAL 2019	Ranging across area from PTAL 2 to PTAL 3			
PTAL 2031	Ranging across area from PTAL 2 to PTAL 4			
Site size	See above			
Ownership	Public			
Site Source	Call for Sites			
Context Type	Urban			
Existing (or more recent) use	Mix of uses including public car parks, offices, education, community space, animal hospital and student housing.			
Proposed Use	Student accommodation, educational uses, housing and community uses			
Housing Units	Capacity based on 3 student rooms / shared living units to 1 dwelling Sites 35, 36 and 38 – 156 units Site 40 and 41 – 71 units			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	227			
Planning History	<p>Sites form part of wider planning applications 21/4709/FUL, 21/4722/FUL and 21/4612/FUL. The Secretary of State confirmed on Sept 2nd 2022 that he does not intend to call in these applications. Therefore the Council can issue decision notices.</p> <p>Sites 35, 36 and 38 incorporated in (21/4709/FUL) - Demolition of Ravensfield House and Fenella Building, nos. 1 - 3 Burroughs Parade, no.3 Egerton Gardens and Erection of part 4, 6 and 7 storey block and freestanding 5 storey rotunda building over cleared site and existing car park comprising new public library (675 m2), Arts and Creative Industries facility (4,450 m2), Safer Neighbourhood Team Unit (70 m2), community floorspace, retail floorspace (415 m2), 384 x purpose built student accommodation units, 28 x C3 residential dwellings</p> <p>Site 40 and part of Site 41 - incorporated in (21/4722/FUL) - Demolition of Meritage Centre,</p>			

	<p>nos.32-46 Church End, nos.28-30 Church End, nos.2-6 Church Terrace, nos.13-21 Prince of Wales Close (also known as 13- 21 Church End); Erection of 4 blocks ranging from two, three and four storeys comprising 181 x purpose built student accommodation units, 33 x purpose-built shared living accommodation units and 1 x Use Class C2 Unit (125 m2), Health and Wellbeing Centre under Use Class E (m2).</p> <p>Remainder of Site 41 incorporated in (21/4612/FUL) Erection of a 2 storey building over existing public car park for occupation by the People's Dispensary for Sick Animals (relocated from Meritage Centre Site)</p>
Planning Designations	<p>The Burroughs Conservation Area Church End Conservation Area Archaeological Priority Area</p>
Site Description	<p>Site 35 – Egerton Gardens car park – car park with 29 spaces Site 36 – Fenella - modern 2 storey building used by Middlesex University Site 38 – Ravensfield House – modern 2 storey building used by Middlesex University Site 40 – Meritage Centre – modern low rise community building within immediate setting of Grade II listed St Mary's Church Site 41 – PDSA and Fuller Street Car Park – animal hospital, residential and car park</p>
Contamination / Ground Condition	Refer to Contamination Land Report in planning applications supporting documents
Accessibility	Good public transport access
Heritage / Conservation Area	<p>The Burroughs Conservation Area, Church End Conservation Area, Listed Buildings, Archaeological Priority Area Refer to Heritage, Townscape and Visual Impact Assessment in planning applications supporting documents</p>
Ecology	Refer to Arboricultural Impact Assessment in planning applications supporting documents
Green belt/Metropolitan Open Land	No
Flood Zone	As set out in planning applications supporting documents
Air Quality Management Area (AQMA) Focus Area	Refer to Air Quality Assessment in planning applications supporting documents
Suitable	Sites covered by planning applications 21/4709/FUL, 21/4612/FUL and 21/4722/FUL
Available	As above

<p>Achievable</p>	<p>Subject to planning approval. The Secretary of State confirmed on Sept 2nd 2022 that he does not intend to call in these applications. Therefore the Council can issue decision notices.</p> <p>Council and Middlesex University have a shared ambition for the Burroughs in Hendon to become the heart of education in the Borough. This proposal will integrate new academic and civic spaces along The Burroughs in Hendon and other nearby sites. Hendon Hub is a design and heritage led masterplan involving planning applications across a range of sites around The Burroughs in Hendon.</p> <p>https://hendonhub.co.uk/</p>
<p>Summary of how constraints will be overcome</p>	<p>Proposals need to be sensitive to heritage context and supported by archaeological assessment. Reprovision of community infrastructure including animal hospital. Car parking requirements to be assessed in accordance with Policy GSS12.</p>
<p>Any further site requirements / policy considerations</p>	<p>On July 19th 2022 the Council formally withdrew the adoption of the adoption of the Burroughs and Middlesex University SPD ,(EB_E_26) a draft planning framework which explains the context and planning constraints for these sites..</p> <p>The Burroughs and Middlesex University Supplementary Planning Document.pdf (modern.gov.co.uk)</p> <p>Having undertaken the preparation and formal consultation stages during 2020/2021, the draft SPD was presented by officers to Policy & Resources Committee for adoption on 20th July 2021, subject to minor changes being made by the Chief Executive. The decision by Committee was legally challenged by a Hendon resident, who has brought judicial review proceedings alleging that the draft SPD is unlawful. A discontinuance of these proceedings have been agreed between both parties since the Council confirmed withdrawal of the SPD.</p>

Site 34	Burroughs Gardens Car Park			
Site Address	The Burroughs, Hendon NW4 4AU			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.06 ha			
Ownership	Public			
Site Source	Call for Sites			
Context Type	Urban			
Existing (or more recent) use	Car Park with 18 spaces			
Proposed Use	Residential			
Housing Capacity Units	9			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	9			
Planning History	None			
Planning Designations	Conservation Area. Archaeological Priority Area			
Site Description	Public Car Park within The Burroughs Conservation Area with 2 to 3 storey buildings in residential and office use. Site formerly associated with Hendon Hub project but is not being taken forward under the current masterplan proposals.			
Contamination / Ground Condition	No known issues			
Accessibility	Access off The Burroughs. Car parking requirements to be assessed by proposal			
Heritage / Conservation Area	The Burroughs Conservation Area			
Ecology	No			
Green belt/Metropolitan Open Land	N/a			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is an underutilised space within an urban area that can be considered suitable for residential development.			
Available	Car Park is owned by the Council			
Achievable	Yes			
Summary of how constraints will be overcome	Sensitive location within Conservation Area. Proposals must take into account maintaining visibility of heritage buildings to the rear of the site.			
Any further site requirements / policy considerations	Timing of redevelopment needs to be sensitive to neighbouring Hendon Hub proposals. Car parking requirements to be assessed in accordance with Policy GSS12. Site must be accompanied by an archaeological assessment.			

Site 39	The Burroughs Car Park			
Site Address	The Burroughs, Hendon NW4 4AR			
PTAL 2019	4			
PTAL 2031	4			
Site size	0.13 ha			
Ownership	Public			
Site Source	Call for Sites			
Context Type	Urban			
Existing (or more recent) use	Car Park with 46 spaces			
Proposed Use	Residential			
Housing Capacity Units	21			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	21			
Planning History	None			
Planning Designations	Conservation Area. Archaeological Priority Area			
Site Description	Public Car Park within The Burroughs Conservation Area with 2 to 3 storey buildings in residential and office use. Site formerly associated with Hendon Hub project but is not being taken forward under the current masterplan proposals.			
Contamination / Ground Condition	No known issues			
Accessibility	Access off The Burroughs. Car parking requirements need to be assessed as part of any proposal			
Heritage / Conservation Area	The Burroughs Conservation Area			
Ecology	No			
Green belt/Metropolitan Open Land	N/a			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is an underutilised space within an urban area that can be considered suitable for residential development.			
Available	Car Park is owned by the Council			
Achievable	Yes			
Summary of how constraints will be overcome	Sensitive location within Conservation Area. Proposals must take into account maintaining visibility of heritage buildings to the rear of the site.			
Any further site requirements / policy considerations	Timing of redevelopment needs to be sensitive to neighbouring Hendon Hub proposals. Car parking requirements to be assessed in accordance with			

	Policy GSS12. Site must be accompanied by an archaeological assessment.
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Site 42	Usher Hall			
Site Address	The Burroughs, Hendon NW4 4HE			
PTAL 2019	3			
PTAL 2031	4			
Site size	0.44 ha			
Ownership	Middlesex University			
Site Source	Call for Sites			
Context Type	Urban			
Existing (or more recent) use	Student Housing			
Proposed Use	Residential			
Housing Capacity Units	117 student units (equivalent to 39 dwellings)			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		39		
Planning History	None			
Planning Designations	Conservation Area. Adjoins an Archaeological Priority Area			
Site Description	Purpose built 4 storey student accommodation for Middlesex University. Opposite Grade II listed Hendon civic buildings. Site formerly associated with Hendon Hub project but is not being taken forward under the current masterplan proposals.			
Contamination / Ground Condition	No known issues			
Accessibility	Access off The Burroughs. Good public transport access.			
Heritage / Conservation Area	Church End Conservation Area			
Ecology	No			
Green belt/Metropolitan Open Land	N/a			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	Opportunity for intensification of site for student accommodation through infill development.			
Available	Car Park is owned by the Council			
Achievable	Yes			
Summary of how constraints will be overcome	Sensitive location within Conservation Area. Proposals must take into account heritage assets and surrounding buildings.			
Any further site requirements / policy considerations	Timing of redevelopment needs to be sensitive to neighbouring Hendon Hub proposals. Car parking requirements to be assessed in accordance with			

	Policy GSS12. Site must be accompanied by an archaeological assessment.
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Site 1	Former Church Farm Leisure Centre			
Site Address	Burlington Rise, Brunswick Park, EN4 8XE			
Ward	Brunswick Park			
PTAL 2019	1B			
PTAL 2031	1B			
Site size	0.13 ha			
Ownership	Council			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Swimming pool/ leisure centre			
Proposed Use	Residential			
Capacity Housing Units	12			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	12			
Planning History	None			
Planning Designations	Archaeological Priority Area			
Site Description	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 Secondary School			
Contamination / Ground Condition	No known contamination issues.			
Accessibility	The site is located in a suburban area and is accessible by road.			
Heritage / Conservation Area	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.			
Ecology	There are no significant ecological constraints within the site itself.			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	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.
Available	The site is available for development
Achievable	Yes – no major viability constraints
Summary of how constraints will be overcome	Proposals must consider the adjacent and nearby statutorily listed buildings in terms of scale and form of the surrounding buildings. Building heights must consider the adjacent Grade II listed water tower that stands as a prominent feature above its immediate surroundings, along with the nearby listed St Mary’s Church. The scale of proposals should be modest across the site and reflect the existing cottages to the north. The site should be subject to an archaeological assessment
Any further site requirements / policy considerations	None

Site 2	North London Business Park			
Site Address	Brunswick Park Rd, Brunswick Park, N11 1NP			
Ward	Brunswick Park			
PTAL 2019	1B			
PTAL 2031	1A/1B			
Site size	16.49			
Ownership	Private			
Site Source	Call for sites, 2016 Planning Brief (EB_E_18)			
Context Type	Urban			
Existing (or more recent) use	Offices, school			
Proposed Use	Residential with a school, multi-use sports pitch, employment and associated car parking.			
Capacity Housing Units	2428			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		1,350		
Planning History	15/07932/OUT (granted on appeal) 1,350 residential units and mixed uses. 22/1579/S73 - current application to increase number of units to be delivered on the site by 990 units			
Planning Designations	None			
Site Description	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			
Contamination / Ground Condition	Contamination issues were investigated as part of the planning application process for 15/07932/OUT			
Accessibility	PTAL score for the NLBP site ranges from 1 to 2. Improvements to local bus services would need investigation and maybe require financial support.			
Heritage / Conservation Area	No known constraints			
Ecology	There are no significant ecological constraints within the site itself.			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	Zone 1			

Air Quality Management Area (AQMA) Focus Area	No
Suitable	The site is considered suitable
Available	The site is available for development.
Achievable	Yes – no major viability constraints
Summary of how constraints will be overcome	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.
Any further site requirements / policy considerations	The Council seeks comprehensive redevelopment through a residential led scheme that integrates with the surrounding area. There should also be provision of education, replacement nursery and other community uses; affordable and flexible employment floorspace for SMEs; a replacement sports pitch to serve both the new development and the surrounding area; and provision of a significant quantity of public open space. 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. For further information refer to the North London Business Park (2016) Planning Brief (EB_E_18)

Site 3	Osidge Lane Community Halls			
Site Address	Osidge Lane, Southgate, N14 5DU			
PTAL 2019	2			
PTAL 2031	2			
Site size	0.45 ha			
Ownership	Council			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Community facilities, associated car park, access road to primary school			
Proposed Use	Community uses, school and park access with residential development			
Capacity Housing Units	16			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	16			
Planning History	None			
Planning Designations	Metropolitan Open Land (MOL)			
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.			
Contamination / Ground Condition	No known contamination issues.			
Accessibility				
Heritage / Conservation Area	No			
Ecology	There are no significant ecological constraints within the site itself.			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	Partly flood zone 2 and 3a			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	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.			

Available	The site is owned by the Council and is available for development
Achievable	Yes - the flood risk assessment considered that there are no reasonable alternatives to this site that could provide these community uses in close proximity within lower flood zones and that the site can be developed safely with regards to flood risk. The site passes the Exceptions Test.
Summary of how constraints will be overcome	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 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.
Any further site requirements / policy considerations	None

Site 4	Osidge Library & Health Centre			
Site Address	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY			
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 more recent) use	Public library and health centre with associated car parking			
Proposed Use	Residential development, community uses, school and park access			
Capacity Housing Units	16			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	16			
Planning History	20/4546/FUL (approved) temporary change of use to storage/ distribution			
Planning Designations	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.			
Contamination / Ground Condition	No known contamination issues.			
Accessibility	The site is on a number of bus routes but is over a mile from the nearest tube stations. No highways access issues.			
Heritage / Conservation Area	No designation			
Ecology	There are existing mature trees and a landscaped area.			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	The site is owned by the Council and is available for development.			
Achievable	Yes – no major viability constraints			

<p>Summary of how constraints will be overcome</p>	<p>The health centre and library are essential community infrastructure and any proposal must re-provide either on-site or in a comparable replacement site. Community facilities will need to be provided on the ground floor. Any proposal must take into consideration the low-rise residential nature of surrounding buildings and avoid overlooking the neighbouring primary school. 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. The parking requirements must be assessed as part of any proposal.</p>
<p>Any further site requirements / policy considerations</p>	<p>None</p>

Site 18	Former East Barnet Library			
Site Address	85 Brookhill Rd, New Barnet EN4 8SG			
PTAL 2019	2			
PTAL 2031	2			
Site size	0.16 ha			
Ownership	Council			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Public library and associated car park			
Proposed Use	Development for residential / community uses			
Capacity Housing Units	12			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	12			
Planning History	20/4546/FUL (approved) temporary change of use to storage/distribution			
Planning Designations	Archaeological Priority Area			
Site Description	The site has previously operated as a public library, but the facility has relocated to new leisure centre building at Victoria Park. 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.			
Contamination / Ground Condition	No known contamination issues.			
Accessibility	The location is on a busy crossroads and is within 220m of the East Barnet Village local centre			
Heritage / Conservation Area	Archaeological Priority Area			
Ecology	The site contains mature trees.			
Green belt/Metropolitan Open Land	No designation			
Flood Zone	No			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	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			
Available	The site is owned by the Council and is available for development.			
Achievable	Yes there are no major viability constraints			

Summary of how constraints will be overcome	The site must be assessed for the potential need to retain a community use. The site contains mature trees which should be retained. Combined with a significant slope across the site and the adjacent low-rise residential units, the design must be mindful of these restrictions and may require differing heights. 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
Any further site requirements / policy considerations	None

Site 32	Manor Road Car Park			
Site Address	72 -76 Manor Park Road, East Finchley, N2 0SJ			
PTAL 2019	1a			
PTAL 2031	1a			
Site size	0.08 ha			
Ownership	Public			
Site Source	Council assets disposal programme			
Context Type	Urban			
Existing (or more recent) use	Public car park and small park			
Proposed Use	Residential			
Capacity Housing Units	7			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
		7		
Planning History	None			
Planning Designations	None			
Site Description	Public car park with small element of open space to the rear next to the Northern Line			
Contamination / Ground Condition	No known issues			
Accessibility	Access from A5. Good bus connections along A5.			
Heritage / Conservation Area	No known constraints			
Ecology	No known constraints			
Green belt/Metropolitan Open Land	No			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Identified through call for sites			
Achievable	Site considered viable			

Summary of how constraints will be overcome	Proposals must justify any loss of car parking spaces and public open space.
Any further site requirements / policy considerations	Development should be sensitively designed with a scale no higher than adjoining terraces. Car parking requirements to be assessed in accordance with Policy GSS12.

Site 45	Land at Whalebones			
Site Address	Wood St, Chipping Barnet, EN5 4BZ			
Ward	High Barnet			
PTAL 2019	2			
PTAL 2031	2			
Site size	2.20 ha			
Ownership	Private			
Site Source	Call for sites			
Context Type	Suburban			
Existing (or more recent) use	Agriculture, community facilities			
Proposed Use	Residential led development with local green space and community uses			
Capacity Housing Units	152 (number set to be reduced following appeal (EB_SDG_04))			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
	152			
Planning History	19/3949/FUL (REFUSED) 152 residential units, public open spaces Dismissed on appeal			
Planning Designations	Conservation Area, adjacent to an Archaeological Priority Area.			
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			
Contamination / Ground Condition	No known contamination issues.			
Accessibility	Adjacent to an Archaeological Priority Area.			
Heritage / Conservation Area	Wood Street Conservation Area. Whalebones House is grade II listed.			
Ecology	Trees and other natural features will need to be retained.			
Green belt/Metropolitan Open Land	No designation.			
Flood Zone	Zone 1			

Air Quality Management Area (AQMA) Focus Area	Barnet High Street and Barnet A1000 Barnet Hill
Suitable	The site is suitable for sensitive development.
Available	The site is available for development.
Achievable	Landowner and development partner are keen to ensure that development is realised through a proposal that responds to the appeal decision.
Summary of how constraints will be overcome	This sensitive character of this site means that proposals must have great attention to how the design corresponds to the historical and local context, and addresses local needs. There must be retention of trees and other natural features, with the introduction of new pedestrian access points and woodland walks which benefit the local community and users of Barnet Hospital. Residential development to west of Whalebones House, adjacent to the Elmbank development, will help to integrate the site into the surrounding suburbs. There should be provision of a new Local Open Space and a community facility, subject to legal agreement with developer on continuing management and maintenance.
Any further site requirements / policy considerations	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. Planning application (19/3949/FUL) was refused for 152 residential units and public open spaces.

Other allocated sites – Non-Residential

Site 29	Scratchwood Quarry			
Site Address	NW7 3JA			
PTAL 2019	0			
PTAL 2031	0			
Site size	3.1 ha			
Ownership	Private			
Site Source	North London Waste Plan (Core_Gen_09)			
Context Type	Urban			
Existing (or more recent) use	Waste Management			
Proposed Use	Increased volume of waste management			
Capacity Housing Units	n/a			
Development timeframe	0-5 years	6-10 years	11-15 years	16+ years
Planning History	None			
Planning Designations	Green Belt, Archaeological Priority Area			
Site Description	Waste site on former quarry off M1 on 3 plots. Main operations are recycling of concrete and aggregates for highways and utilities maintenance. Largely surrounded by woodland			
Contamination / Ground Condition	No known issues			
Accessibility	Access is via a service road from M1. No public transport access			
Heritage / Conservation Area	No known constraints			
Ecology	Site is adjacent to Metropolitan SINC and Local Nature Reserve			
Green belt/Metropolitan Open Land	Green Belt			
Flood Zone	Zone 1			
Air Quality Management Area (AQMA) Focus Area	No			
Suitable	The site is considered suitable			
Available	Existing operator wants potential to increase volume of waste management			
Achievable	Site considered viable			
Summary of how constraints will be overcome	Proposals must preserve the openness of adjacent Green Belt and avoid harm to SINC and Local Nature Reserve.			
Any further site requirements / policy considerations	Proposals must be subject to an archaeological assessment			