

Planning Obligations Supplementary Planning Document (SPD)

March 2025

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1.0 Introduction

1.1 This Supplementary Planning Document (SPD) sets out the Council's approach to securing planning obligations. Planning obligations are negotiated between the Council and developers and can take the form of:

- requirements for parts of a development to be used in certain ways such as for affordable housing;
- requirements for certain works to be undertaken or other restrictions or requirements on the form of the development such as making it car free;
- payments to the Council to help address impacts of development – usually limited to when it is not feasible to meet policy requirements on site and/or to mitigate specific impacts for example the carbon emissions from development.

1.2 Planning obligations are 'secured' through planning agreements entered into under section 106 of the Town and Country Planning Act 1990. They are made pursuant to Section 111 of the Local Government Act 1972, Section 16 of the Greater London Council (General Powers) Act 1974, Section 1 of the Localism Act 2011 (also s278 Highways Act where relevant), by a person with an interest in the land and the local planning authority or through a unilateral undertaking entered into by a person with an interest in the land without the local planning authority. This is why planning obligations are sometimes referred to as Section 106 or S106 requirements.

1.3 The purpose of this SPD is to provide clarity for developers on S106 requirements, ensuring a consistent approach to requirements by the Council's planning service in respect of individual planning applications. The Council has aligned adoption of the Planning Obligations SPD with the adoption of the Local Plan. Following adoption, the SPD will become a material consideration in the determination of planning applications in Barnet. It will replace the following SPDs:

- Affordable Housing (2007)
- Planning Obligations (2013)
- Delivering Skills, Employment, Enterprise and Training from Development (2014)

S106 and Community Infrastructure Levy (CIL)

- 1.4 S106 is used alongside Barnet's CIL and the Mayor of London's CIL to mitigate the impacts of a development. In Barnet, CIL is the primary mechanism for securing developer funding for strategic infrastructure to deal with the cumulative impacts of development across the Borough. To understand liability for CIL costs on basis of the scale and use of proposed development access these links to the Barnet's and Mayor of London CIL:

<https://www.barnet.gov.uk/media/13702>

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/CIL%20charging%20schedule%20April%202012.pdf

https://www.london.gov.uk/sites/default/files/crossrail_funding_spg_updated_march_2016v2.pdf

https://www.london.gov.uk/sites/default/files/mcil2_charging_schedule_-_final.pdf

- 1.5 The S106 requirements identified in this SPD are therefore focused on mitigating the specific individual impacts of an individual development rather than the cumulative impact of growth which is dealt with by CIL.
- 1.6 There are legal restrictions in respect of when S106 planning obligations may be sought if a planning application is considered acceptable and does not result in unacceptable impacts. Where relevant, they must meet the following three tests set out within Regulation 122(2) of the CIL Regulations (2010):
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 1.7 These legal tests are relevant to every S106 requirement identified. The Council will ensure that these tests are applied when negotiating and deciding on specific S106 requirements linked to the impact of a development.

Standard Contributions and Heads of Terms

- 1.8 This SPD sets out the Council's planning obligation priorities. Each application will be assessed on a case-by-case basis, taking into consideration all evidence provided, and national, London Plan and Local Plan policies. It is likely that a number of different planning contributions will need to be secured. This will depend on the extent of development and its likely impacts. In certain circumstances applications will require bespoke planning contributions and therefore the standardisation of contributions cannot be entirely comprehensive.
- 1.9 The negotiation of S106 agreements involves the prioritisation of obligations with affordable housing and public transport improvements normally given the highest priority in accordance with London Plan Policy DF1(D). The National Planning Policy Framework (NPPF) highlights that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.
- 1.10 This SPD is structured in a way that sets out for each contribution a threshold for requirement, the contribution required (both financial and non-financial), and a justification for the rationale behind them. Reference to the appropriate London and Local Plan policies, and other guidance related to the contribution will be made where necessary.
- 1.11 Considerations that may require a S106 Agreement include
- Affordable or special needs housing;
 - Small business accommodation and training programmes to promote local employment and economic prosperity;
 - Affordable workspace obligations;
 - Community facilities including education provision and health facilities;
 - Provision of public open space and improving access to public open space;
 - Play space where it is not possible to meet the required standard on site;
 - Trees and Biodiversity Net Gain;
 - Commitments to energy supply infrastructure such as decentralised energy;

- Carbon Offset Fund contributions where development cannot meet net zero carbon policy requirements onsite;
- Environmental improvements including air quality;
- Contributions or infrastructure towards addressing flooding issues, including water management
- Improvements to public transport infrastructure, systems and services;
- Contributions to ensure that parking impacts from new development are managed;
- Improvements to highways and sustainable forms of transport including cycling and walking;
- Travel Plan Monitoring contributions;
- Town centre regeneration, promotion, management, and physical environmental improvements; and
- CCTV enhancements in town centres or incorporation or replacement of CCTV cameras on redeveloped buildings in town centres.

Timing and Triggers for Payment

- 1.12 Payments associated with the S106 requirements set out in this guidance will normally be expected to be paid on or prior to the commencement of development to ensure that the relevant mitigation measures can be programmed and delivered to deal with the development impacts. Some requirements, such as those related to mitigating highway impacts, will be required in advance of commencement. There will be restrictions on commencement or occupation of the development until this contribution has been paid.
- 1.13 In exceptional circumstances, and where supported by viability evidence at the application stage, the Council may consider later ‘triggers’ for payment such as a set time after commencement or before occupation of a development. Where this is considered appropriate it will be set out in the committee report, or officers delegated report, which recommends whether or not permission should be granted.

Index Linked Payments

1.14 Financial contributions will be used to fund projects through the pooling of other S106 planning contributions, CIL funds and other funding sources as appropriate. The projects will be approximated within the agreement, providing the conditions under which they can be spent, and will be guided by the Council's Infrastructure Delivery Plan and Capital Investment Pipeline. Payments will be set as a minimum and will be required to be index-linked from the date of signed legal agreement to the date that the payment is triggered to capture any increased costs to deliver the necessary mitigation and to account for annual inflation. S106 agreements or unilateral undertakings will specify the index to be used which is normally the Consumer Price Index (CPI); Retail Price Index (RPI); or Community Infrastructure Levy (CIL). The relevant index for each obligation in the Planning Obligations SPD is set out in table below.

1.15 Table 1: *Index linked contributions for each Planning Obligation.*

Planning Obligation	Index linked- CPI/RPI/CIL
General Affordable Housing	CIL index
Older Persons Housing and People with social care and health support needs	CIL index
Purpose Built Student Housing	CIL index
Purpose Built Shared Accommodation (PBSA)	CIL index
Build to Rent Schemes (BRS)	CIL index
Employment and Training	RPI
Affordable Workspace	CIL index

Community facilities	CIL index
Health facilities	CIL index
Education facilities	CIL index
Open Space	CIL index
Playing Pitches	CIL index
Off-site play space	CIL index
Trees, Biodiversity, and Urban Greening Factor	RPI
Securing connection to decentralised energy network	CIL index
Air quality mitigation and management	RPI or CIL
Noise sensitive Development/ cost of sound proofing	RPI
Infrastructure towards addressing flooding issues, including water management	CIL index
Waterside Development	CIL index
Travel Plans	RPI

New and Enhanced Public Transport Infrastructure	CIL index
Public Realm Improvements	CIL index
CCTV	RPI or CIL depending on contribution

1.16 CIL and S106 financial contribution spend will be reported annually through the Infrastructure Funding Statement, as per the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019. This will include an annual breakdown of monies collected, allocated, and spent for both CIL and S106. This will ensure transparency of governance over funds, and their responsible spend. In the event that the index decreases, the contribution shall not fall below the figure set out in the legal agreement.

2.0 Affordable Housing

2.1 A fundamental concern for residents and a priority of the Council, as set out in the Barnet Plan 2023-2026 and Barnet's Housing Strategy 2023 - 2028, is the provision for and delivery of genuinely affordable homes. A priority of 'ensuring decent quality housing that buyers and renters can afford, prioritising Barnet residents' by increasing supply to ensure greater housing choice for residents; delivering new affordable housing, including new homes on Council owned land. Major residential developments (10+ dwellings) are expected to deliver on-site affordable housing. The Council requires 100 per cent nomination rights to all affordable housing for rent. Developers should engage with the Council's Affordable Housing Team at an early stage and seek approval for the affordable housing offer. Developers should be aware of a particular local need, as highlighted in the Local Plan, for 2-bedroom (4 person), and 3-bedroom (5 person) properties as affordable housing.

2.2 Specialist housing proposals will be expected to contribute to affordable housing as well as meeting the highest standards of accessible and inclusive design in accordance with London Plan Policies D5 - Inclusive Design and D7- Accessible Housing.

Threshold approach to Affordable Housing deliverability

2.3 London Plan Policy H4 sets the strategic target of 50 per cent for affordable housing. As part of a fast-track approach to delivery, the London Plan also introduces the Threshold Approach to Applications (Policy H5) with an initial minimum threshold of 35 per cent (without

public subsidy) on all land other than public sector or designated employment land where 50 per cent is the threshold level unless there is a portfolio agreement with the Mayor. Public sector development land also represents an opportunity to deliver homes that can meet the needs of essential local workers, such as those working in health, fire, police, transport, and support services. London Plan Policy H6 sets out the Mayor's requirements for affordable products. This requires that a minimum of 30 per cent of new affordable housing should be low-cost rental, which is Social Rent/ London Affordable Rent; and that 30 per cent of affordable housing should be intermediate including, London Living Rent, London Shared Ownership, and Discounted Market Rent. In line with London Plan Policy H6 the remaining 40 per cent-of affordable homes should be determined by the Borough based on identified need, the tenure split of 60/40 between rented and intermediate products and in accordance with the Housing Strategy. Affordable homes will be allocated in accordance with need (based on the Council's Housing Allocations Scheme).

Viability review

- 2.4 In accordance with the NPPF, where up to date policies set contributions expected from development, planning applications that comply should be assumed to be viable. In exceptional circumstances where it is considered that the required provision of affordable housing cannot be delivered, a full viability assessment must be undertaken. Such assessment must be verified by a specialist appointed by the Council at the developer's expense and be made available in full in advance of a decision. Where a viability assessment is required to ascertain the maximum level of affordable housing deliverable on a scheme, the assessment should be undertaken in line with the NPPF, PPG, the London Plan and have regard to the relevant London Plan Guidance (LPG). This will include securing appropriate review mechanisms within the S106 agreement in line with the London Plan, and the relevant LPG. In cases where meeting the threshold is not viable and a lower proportion is proposed, the applicant must robustly demonstrate this through a Viability Assessment which aligns with London Plan policies H4 and H5 and Policy HOU01 of the Local Plan.
- 2.5 Where viability impacts justify a reduction below 35 per cent affordable housing on site, the Council will seek to pursue the preferred tenure split of 60/40 between rented and intermediate products as set out in Policy HOU01 (60 per cent Low-Cost Rent products including Affordable Rent, allocated according to need and for households on low incomes and 40 per cent Intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared Ownership). This is on the basis that the delivery of more affordable tenures, particularly social rented housing, that meet needs is a greater priority than achieving a potentially higher percentage of affordable housing on site that is not consistent with meeting these needs.
- 2.6 The quantum of the affordable housing contribution together with tenure and size mix, will be considered on a site-by site basis. Affordable housing is typically disposed to a Registered Provider (RP) agreed by the Council. A requirement to transfer the affordable housing to the

RP or the Council will be included within the S106 Agreement. The Council will work with developers to secure a suitable RP to acquire the Affordable Housing.

2.7 Viability tested schemes will be subject to the following:

- a) an Early-Stage Viability Review if an agreed level of progress on implementation is not made within two years of the permission being granted (or a period agreed by the Council; This includes fast-tracked schemes which deliver 35 per cent affordable housing.
- b) a Mid Term Reviews prior to implementation of phases for larger scale phased schemes;
- c) a Late-Stage Viability Review which is triggered when 75 per cent of the units in a scheme are sold or let (or a period agreed by the Council.

2.8 Table 2 *Affordable housing planning contribution requirements*

	Use	Scale/Impact	Location	S106 Requirement	Relevant Local Plan Policies
1	Residential C3 Use (excluding Build to Rent)	Major Development	Boroughwide	<p><u>Affordable Housing</u></p> <p>Percentage of on-site delivery should be maximised to assist Council meeting its strategic target of 50 per cent affordable housing. A minimum percentage of affordable housing (by habitable room) to be delivered on-site as identified by the below thresholds where applicable:</p> <ul style="list-style-type: none"> • A minimum of 35 per cent (by habitable rooms) onsite via the fast-track route; or • 50 per cent for public sector land where there is no portfolio agreement with the Mayor • 50 per cent for Strategic Industrial Locations, Locally 	HOU01 Affordable Housing

				Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity.	
2	Older Persons Housing and People with social care and health support needs	Major Development	Boroughwide	<p><u>Affordable Housing</u></p> <p>Specialist older persons housing provision should deliver affordable housing as follows:</p> <ul style="list-style-type: none"> • A minimum of 35 per cent affordable housing by habitable rooms ; or • 50 per cent affordable housing by habitable rooms for public sector land where there is no portfolio agreement with the Mayor, or • 50 per cent for Strategic Industrial Locations (SIL), Locally Industrial Sites (LSIS) and Non-Designated Industrial Sites (NDIS) appropriate for residential uses where the scheme would result in a net loss of industrial capacity. 	<p>HOU01 Affordable Housing</p> <p>HOU04 (A) Specialist Housing – Older Persons Housing</p> <p>HOU04(B) Specialist Housing – Housing Choice with social care and health support needs</p>
3	Purpose Built Student Housing (C2)	Major Development	Boroughwide	<p><u>Affordable Housing</u></p> <p>The Council will seek to secure through S106 contributions student housing at rent levels which are affordable to the wider student body in accordance with the following as set out in London Plan Policy H15:</p> <ul style="list-style-type: none"> • At least 35 per cent of bedrooms to be secured as affordable student accommodation, which is defined through the Mayor’s Academic Forum; or 	<p>HOU01 Affordable Housing</p> <p>HOU04(D): Specialist Housing - Student Accommodation</p>

				<ul style="list-style-type: none"> • 50 per cent where development is on public or industrial land appropriate for residential uses, where there is no portfolio agreement with the Mayor or • 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity. <p>The definition of affordable student accommodation is a purpose-built student bedroom that is provided at a rental cost for the academic year not more than 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year. The actual amount the Mayor defines as affordable student accommodation for the academic year is published in the Mayor's Annual Monitoring Report.</p>	
4	Purpose Built Shared Living Accommodation	Large Scale development	Boroughwide	<p><u>Affordable Housing</u></p> <p>Any proposals for large-scale purpose-built shared living accommodation will be expected to demonstrate how they are meeting an identified housing need and contribute to safe, strong and cohesive neighbourhoods. Proposals will be expected to meet all criteria in London Plan Policy H16 and the following Barnet specific requirements:</p> <ul style="list-style-type: none"> • demonstrate how they are meeting an identified housing need; and • provide a management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity. 	<p>HOU01 Affordable Housing</p> <p>HOU04 (E) : Specialist Housing - Purpose Built Shared Living Accommodation</p>

				<p>Purpose Built Shared Living Accommodation schemes are expected to provide a cash in lieu contribution towards conventional C3 affordable housing. The Council will seek this contribution for the provision of new C3 off-site affordable housing as either an upfront cash in lieu payment , or an annual payment in perpetuity.</p> <p>Contributions should be equivalent to 35 per cent of units, or 50 per cent where the development is on public sector land. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route. However, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late-Stage Viability Review.</p>	
5	Build to Rent Schemes	50 or more units	Boroughwide	<p><u>Affordable Housing</u></p> <p>The Council expects Build to Rent developments to follow the approach set out in London Plan Policy H11.</p> <p>Where a development meets the criteria set out in London Plan Policy H11(B), the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. DMR homes must be secured in perpetuity.</p> <p>Where the requirements of Policy H11(C) are not met, schemes must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications. Viability assessments on such schemes should take account of the differences between Build to Rent and Build for Sale development and be undertaken in line with the relevant London Plan Guidance.</p>	

				<p>To follow the Fast Track Route, Build to Rent schemes must deliver:</p> <ul style="list-style-type: none"> • A minimum of 35 per cent affordable housing (by habitable rooms), or • 50 per cent (by habitable rooms) where the development is on public sector land or industrial land appropriate for residential uses, where there is no portfolio agreement with the Mayor or • 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity. <p>The Council expects at least 30 per cent of DMR homes to be provided at an equivalent rent to London Living Rent with the remaining 70 per cent at a range of genuinely affordable rents.</p> <p>Where the requirements of the Fast Track Route are not met, schemes must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications. Viability assessments on such schemes should take account of the differences between Build to Rent and Build for sale development.</p>	
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3.0 Employment Opportunities - Jobs, Skills, and Training

- 3.1 As Barnet grows there is a need to improve the supply of appropriate local jobs in parallel with labour market and other training initiatives. This will help to raise the skills of residents so that they can access jobs. This is especially critical for disadvantaged or marginalised residents so that they can gain access into the labour market.
- 3.2 Development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through S106 contributions where appropriate. This should ensure the greatest possible level of take-up by Londoners of the training, apprenticeship and employment opportunities created; and increases the proportion of under-represented groups within the construction industry workforce. Developers should engage with the Council's Skills and Enterprise Team at an early stage to discuss the employment and skill offer <https://www.barnet.gov.uk/jobs-training-and-skills/work-barnet-council>
- 3.3 Where the Council considers that there is an impact on local employment it will seek reprovion through an equivalent amount of floorspace or level of employment. Where this cannot be delivered the Council will seek a financial contribution for refit of existing employment floorspace or for employment training. Through the Local Plan the Council will prioritise employment opportunities within the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, as well as the district town centres; and the designated employment areas (Locally Significant Industrial Sites (LSIS) and Business Locations).
- 3.4 The Council encourages employers to pay the London Living Wage.

3.5 Table 3 *Training and employment opportunities planning contribution requirements.*

	Use	Scale/Imapct	Location	Section 106 Requireemnts	Relevant Local Plan Policies
1	All	All major residential developments (10 units or more, or 0.5 ha or more)	Boroughwide	<u>Employment and Skills</u> Developers should prepare and submit for approval a plan covering employment and skills prior to commencement of construction for opportunities during construction phase and again at no less than three months prior to occupation	ECY03 Local Jobs, Skills, and Training

		<p>All major development of 1,000m² or more</p> <p>Major development proposals creating 20 or more full-time equivalent (FTE) jobs.</p>		<p>for end use opportunities. The Employment and Skills Plan should highlight opportunities for the long-term unemployed.</p> <p><u>On site training facilities</u></p> <p>In some circumstances it may be appropriate to incorporate in-house/onsite training facilities/premises embedded employment coordinator as part of the development and for operational phases. Incorporation facilities should be implemented either by the individual developer, or if not viable, in partnership with other local developments facilitated the Employment and Skills Team.</p>	
2	All	<p>All major residential developments (10 units or more, or 0.5 ha or more)</p> <p>All major development of 1,000m² or more</p> <p>Major development proposals creating 20 or more full-time equivalent (FTE) jobs.</p>	Boroughwide	<p><u>Local Labour in Construction target</u></p> <p>“Local” means residents of the London Borough of Barnet. The developer will agree a Local Labour Target in a S106 agreement. This target is the percentage of construction, and other vacancies filled by Barnet residents. The developer will demonstrate how it is supporting the skills development and progression of Barnet residents who already have construction experience.</p> <p>The Council expects 20 per cent local labour.</p> <p>Local Labour Targets for end-use jobs will be agreed on a case-by-case basis dependent upon the type of employment. Where there are skills gaps or a lack of work ready candidates, the Council will accept other forms of support. This may include a lower number of local jobs in</p>	ECY03 Local Jobs, Skills, and Training

				<p>return for a higher level of support for candidates to access jobs.</p> <p>Developers should secure 20 per cent of the workforce during construction phase. Of this 20 per cent, for every £2 million of build cost, and every subsequent £2 million of build cost, 1 long-term unemployed resident in the Borough (unemployed >6months) should be employed for a minimum of 6 months, plus 1 unemployed resident for any duration must be employed for at least 6 months. This requirement is not applicable to developments where build costs are under £2 million.</p> <p>In proposals where the 20 per cent Local Labour Target is not met, the Council will require a financial contribution. This will be based on the deficit number of jobs against the 20 per cent target.</p> <p>If reasonable endeavours have not been made to deliver the Local Labour Target in terms of employment opportunities for unemployed residents the Council will require a financial contribution.</p> <p>This is calculated as: London Living Wage (LLW) x 40hrs x 26 weeks per employee.</p>	
3	All	All major residential developments (10 units or more, or 0.5 ha or more)	Boroughwide	<p><u>Apprenticeships</u></p> <p>Developers should employ at least one Barnet resident on an apprenticeship from £2 million upwards of build costs. A financial contribution of £4,850 per apprenticeship created is also required to support local residents access the</p>	ECY03 Local Jobs, Skills, and Training

		<p>All major development of 1,000m² or more</p> <p>Major development creating 20 or more full-time equivalent (FTE) jobs</p>		<p>available apprenticeships.</p> <p>OR</p> <p>If the length of the build/project does not allow for a full apprenticeship placement, it can be agreed that a financial contribution will be sought to offset this and enable the creation of alternative training opportunities elsewhere in the Borough.</p> <p><i>Indicative cost calculation:</i></p> <p>London Living Wage (LLW) x 40hrs x 52 weeks per apprentice less the number of weeks of the placements completed.</p> <p>OR</p> <p>Any number of Apprenticeships created on the construction or end-use of the development may be replaced with Supported Internships subject to negotiation before the S106 Agreement is agreed.</p> <p>If reasonable endeavors have not been made to deliver these apprenticeships, then a financial contribution can be made to remedy the default. This is calculated as: London Living Wage (LLW) x 40hrs x 52 weeks per apprenticeship.</p>	
4	All	All major residential developments (10 units or more, or 0.5 ha or more)	Boroughwide	<p><u>Work Experience Placements</u></p> <p>Developers should provide at least 1 unpaid work experience placement for every £2 million of build cost. A</p>	ECY03 Local Jobs, Skills, and Training

		<p>All major development of 1,000m² or more</p> <p>Major development proposals creating 20 or more full-time equivalent (FTE) jobs.</p>		<p>financial contribution of £4,850 per placement is also required to support residents access placements made available to them, subject to Consumer Price Index (CPI).</p> <p>Where any placement has not been delivered by the end of the construction phase or at the end of the agreed period of end use phase the developer will pay an additional £4,850 to the Council to create a placement elsewhere in the Borough, subject to Consumer Price Index (CPI).</p>	
5	All	<p>All major residential developments (10 units or more, or 0.5 ha or more)</p> <p>All major development of 1,000m² or more Major development proposals creating 20 or more full-time equivalent (FTE) jobs.</p>	Boroughwide.	<p><u>Local Suppliers</u></p> <p>Developers should include businesses based in Barnet in the supply chain of the construction phase to the value of at least 10 per cent of the build cost.</p> <p>Developers will be required to prepare and submit for approval, a Local Procurement Plan prior to commencement of construction for opportunities during the construction phase and again at no less than three months prior to occupation for post construction opportunities.</p>	ECY03 Local Jobs, Skills, and Training

6	All	Where there is a loss of employment floorspace	Boroughwide	<p><u>Employment and Training Contribution (loss of employment space)</u></p> <p>The impact of loss of employment floorspace on local jobs will be considered using the HCA Employment Density Guide 2015, or updated equivalent.</p> <p>Re-provision, preferably business units, which can secure an equivalent amount of floorspace, and level of employment will be favoured.</p> <p>A financial contribution will be required for the refit of existing employment space in the Borough or for employment training, where this cannot be delivered.</p> <p><u>Calculation for financial contribution</u></p> <p>Persons requiring support to access jobs market X Approximate cost of supporting a person into work is £7,731.51 (Index linked CPI)</p>	ECY01 A Vibrant Local Economy
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4.0 Affordable Workspace

- 4.1 Ensuring that affordable workspace is available alongside more traditional employment space will help boost Barnet's economic strength and diversity. Planning contributions may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. Developers bringing forward new employment commercial space (including extensions) are encouraged to liaise with the Council's Skills and Employment Team as part of their preapplication discussions. Affordable workspace terms should be set out in a S106 Agreement to ensure the objectives are monitored and achieved, including evidence that the space will be managed by a workspace provider with a long-term commitment to maintaining the agreed or intended

social, cultural, or economic impact. Applicants should engage with workspace providers at an early stage in the planning process to ensure that the space is configured and managed efficiently.

- 4.2 The Local Plan sets out a requirement that within Barnet’s designated employment areas, Brent Cross, Colindale, Edgware, New Southgate and District Town Centres any major commercial development schemes or mixed-use schemes should provide a minimum of 10 per cent of the gross floorspace affordable workspace, either on or off site or equivalent cash-in-lieu payment for off-site provision of affordable workspace.

4.3 *Table 4 Affordable Workspace Planning Contributions*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	Employment mixed use development	Major Development	Designated employment areas Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, and potentially New Southgate Opportunity Area District Town Centres	<u>Affordable and low-cost workspace</u> New employment floorspace, (including any proposals which provide net additional employment floorspace as extension(s) to existing employment floorspace, should provide a minimum of 10 per cent of the gross floorspace as affordable workspace, either on site, or equivalent cash in lieu payment for offsite provision will be sought for affordable workspace unless a viability assessment accompanying the application demonstrates that it would undermine the deliverability of the development. This will ensure that, where necessary, appropriate affordable workspace providers can be involved early at the design stage. Where developers are unable to provide affordable workspace on site a financial contribution will normally be sought. This will be calculated using Gross Internal Area (GIA) Metres Squared (m ²) x Base build cost rate.	ECY02 Affordable Workspace

				Space	Base Build Costs per m ²		
				Mixed Commercial	£1837		
				Office	£2978		
				Kitchens	£4936		
				<i>Costs retrieved from Build Cost Information Service (BCIS) Indexation will be added to these costs annually in November using the CIL Index, which uses BCIS data.</i>			

5.0 Community Infrastructure

5.1 The Local Plan sets out a positive framework for the delivery of social and community infrastructure. CIL is the primary tool for dealing with the cumulative impact of growth on social and community infrastructure. However, there will be times where large-scale developments gives rise to the requirement for social or community infrastructure – and in these cases S106 will be used. S106 Agreements may also be used to secure provision of off-site community infrastructure if a development will lead to a loss of a facility. The potential S106 requirements related to social and community facilities may include those provided in the summary table below.

5.2 *Table 5 Community Infrastructure planning contribution requirements*

	Use	Scale/Impact	Location	Section 106 requirements	Relevant Local Plan Policies
1	Any developments which provide new community facilities on site.	All	Boroughwide	<u>Community facilities</u> The Council will require large scale development to provide community facilities or land for facilities preferably on-site as an integral part of their development, to meet need generated by their development and wider identified demand if necessary.	CHW01 Community Infrastructure

				Shared use of facilities by different users will be encouraged and may be secured by legal agreement. The location and provision of new community uses and facilities in terms of any potential role in deployment for public health purposes in the future should be considered.	
2	All	Development change of use) that involves the loss of existing facilities	Boroughwide	<p><u>Community facilities</u></p> <p>Development (including change of use) that involves the loss of existing community facilities / services will only be permitted if:</p> <ul style="list-style-type: none"> a) a replacement facility of equivalent or better quality is provided which continues to serve the needs of the neighbourhood and wider community b) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services; or c) it has been demonstrated that the facility is no longer required in its current use and that it is not fit for purpose or viable for any other forms of community infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan. <p>The full or partial use of redundant community infrastructure for other forms of community infrastructure will be considered before alternative developments are considered, unless the loss is part of a wider public service transformation plan.</p>	CHW01 Community Infrastructure

				<p>Delivery of an off-site replacement or alternative community facility will normally be secured through planning obligations or a financial contribution. This will be negotiated on a case-by-case basis and the type of contribution determined with reference to the facility being lost.</p> <p>The replacement or alternative provision should be identified and preferably planning permission secured which can be directly linked in a S106.</p>	
3	Residential development	Large Scale Developments (250 residential units or more)	Boroughwide	<p><u>Education facilities</u></p> <p>Land or contributions are sought for education (including specialist educational needs facilities) if required to make particular large-scale developments acceptable in planning terms under the CIL Regulations tests.</p> <p>Developers may be required to contribute for each school place in line with the following formula:</p> <p>(Primary school child yield of development x Average cost per primary school pupil) + (Secondary school child yield of development x Average cost per secondary school pupil) + (16-19 years olds child yield of development x Average cost per 16-19 years old pupil) = Total monetary contribution</p>	CHW01 Community Infrastructure
4	Residential Development	Large Scale Development (250 residential units or more)	Borough wide	<p><u>Health Contributions</u></p> <p>The Council will ensure that the health and wellbeing impacts of major development proposals are addressed in an integrated and co-ordinated way through the use of Health Impact Assessments</p>	CHW02 Promoting health and wellbeing.

		with local health impacts which give rise to a need for additional health facilities.	<p>(HIA). Please refer to the Council's HIA Guidance Note for more detail.</p> <p>Developer contributions are used to fund the capital costs of new or expanded primary facilities in order to meet the increasing demand for services which arises from population growth in new developments. The Council currently uses the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) to calculate the capital cost <u>only</u> of the additional health facilities required to meet the increased demand. The Model is also used for calculating any financial contributions. The Council will use any replacement or alternative model or calculation method as requested by the Integrated Care Board (ICB).</p> <p>https://www.healthyurbandevelopment.nhs.uk/our-services/delivering-healthy-urban-development/hudu-model/ .</p> <p>At pre application stage for large scale developments, applicants should engage with the ICB, the NHS and its partners to understand the capacity of existing healthcare infrastructure and the likely impact of the proposals on healthcare infrastructure capacity in the locality. The ICB and HUDU will be consulted during the planning application stage on large scale development with local health impacts which give rise to a need for additional health facilities.</p> <p>A S106 Agreement will secure a financial obligation in-lieu of the on-site provision where the facility is not required or able to be delivered. The financial obligation may be used to contribute towards alternative provision in the area to mitigate the site-specific impact of the development.</p>	
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6.0 Open Space and Play Space

- 6.1 The Council will meet increased demand for access to open space and opportunities for physical activity, by protecting and enhancing existing open spaces and tackling deficiencies and under provision through securing new open space provision and improvements to existing open spaces.
- 6.2 Children's play spaces should also be provided in all new residential development containing flatted schemes with the potential occupancy of 10 or more child bedspaces. This translates as a minimum of 10m² of play space per child. To calculate the child yield of a development, the Council uses the following : <https://data.london.gov.uk/dataset/population-yield-calculator>. Residential developments in areas of play space deficiency are expected to contribute either on site and/or a financial payment towards off site play space secured in a S106 agreement.

6.3 *Table 6 Open space planning contribution requirements*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	Residential development	<p>All major Residential developments (10 units or more, or 0.5 ha or more)</p> <p>Provision for new public accessible space as detailed within relevant Site allocations set out within the Local Plan.</p>	Borough wide	<p>Delivery of open space in accordance with the respective Growth Area policy. In instances where the location of this open space is prescribed, and this lies within the curtilage of the proposed site, the open space will be expected to be delivered on-site. Where this is not the case, the applicant should provide a financial contribution (as below) proportionate to the scale of the proposed development.</p> <p>Development proposals should make provision for securing improvements to open spaces, including parks and playing fields, where additional demand is created and new or improved open space is necessary, in accordance with the following standards:</p> <ul style="list-style-type: none"> • Parks: 1.63ha per 1000 residents 	ECC05 Barnet's Parks and Open Spaces

				<ul style="list-style-type: none"> • Natural Green Spaces: 2.05ha per 1000 residents • Playing pitches: 0.75ha per 1000 residents. • Play and informal recreation: as set out by London Plan Policy S4 <p>In addition to the requirements of Policy ECC05 of the Local Plan, developers/applicant should refer to the Council's Playing Pitch Strategy used which sets out the need and location of playing pitches (and other sport facility provision is required and where to meet need.</p> <p>Contributions to improvements to existing open spaces will be secured by planning obligations where necessary, including where it would be unsuitable for specific forms of open spaces to be provided directly on site. New open space and /or financial contributions towards improvements of existing open space will be secured in a S106 agreement.</p>	
2	Residential development	Residential Developments yielding 10 or more children as through the Mayor's play space calculator.	Borough wide	<p><u>Play Space</u></p> <p>1. A minimum of 10 m² of play space per child onsite generated as a result of the development in accordance with Policy S4 of the London Plan.</p> <p>2. In instances where the full amount of child play space cannot be delivered onsite, an appropriate financial contribution toward the delivery and/ or enhancement of off-site play and informal recreation space will be required.</p>	CDH07 Amenity Space and Landscaping

				<p>Utilising the Mayor's play space calculator the financial contribution should include an additional £35 per m² per year for 5 years in order to assist the Council in maintaining these spaces;</p> <p><i>Indicative cost calculation</i></p> <p>Play space shortfall= Child Yield x 10 m² x £302.88 build costs.</p>	
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7.0 Trees and Biodiversity

Trees

- 7.1 The Council will seek to retain existing wildlife habitats such as trees, shrubs, ponds, and hedges wherever possible. Where trees are located on or adjacent to a site the Council will require a tree survey to accompany planning applications indicating the location, species, size, and condition of trees. Any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified, appropriate replacement should consider both habitat creation and amenity value. Replacement trees compensate for those lost, with financial contributions toward off-site planting where this is not possible. The calculation of the number of trees required will be in accordance with the London Plan. This will be calculated using the Capital Asset Valuation of Amenity Trees (CAVAT) details found here www.ltoa.org.uk.

7.2 *Table 7 Trees and Urban Greening Factor (UGF) planning contribution requirements*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	All	1. Developments which will result in the loss of one or more trees.	Boroughwide	<p>Trees and Urban Greening Factor (UGF)</p> <p>1. Where trees are removed, replacement trees of equal value and of suitable sizes and species. In circumstances where it is demonstrated that it would not be possible to</p>	<p>CDH07 Amenity Space and Landscaping</p> <p>Policy ECC05</p>

		<p>2. Developments that cannot achieve the relevant Urban Greening Factor score.</p> <p><u>3.</u> Where sufficient mitigation planting cannot be provided on site.</p>		<p>provide replacement trees on site to the value removed, a contribution to the Council for any residual value may be made to provide trees within nearby streets and open spaces. This may be secured using a planning obligation.</p> <p>2. When trees are removed the asset is degraded and the compensation required in terms of substitute planting to replace services lost should be based on a recognised tree valuation method such as Capital Asset Value for Amenity Trees (CAVAT). CAVAT contributions for loss of trees should be in accordance with London Plan Policy G7. This will be calculated by the Councils Arboriculturist.</p> <p>This may be secured using a planning obligation within a Section 106 Agreement.</p> <p>3. Ensuring developers shall take a holistic approach to delivering BNG and Urban Greening Factor within the scheme to maximise opportunities to enhance the multiple benefits these requirements deliver for communities and nature. All developments shall comply with the Urban Greening Factor target scores set out in London Plan Policy G5. Developers should refer to the Greater London Authority's most up to date London Nature Recovery Strategy (LNRS), and London Green Infrastructure Framework (LGIF).</p>	(Barnet's Parks and Open Spaces)
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				<p>4. Where the Urban Greening Factor (UGF), as specified within Policy G5 of the London Plan, has not been met, additional trees will be required on site to enable development to achieve the UGF. All trees delivered within the curtilage of the development must be managed by the applicant for the lifetime of the development, with applications being accompanied by a Tree Management Plan.</p> <p>Where the above is not possible, a financial contribution covering the equivalent off-site provision will be expected. The biodiversity value of the trees lost shall be determined by the statutory DEFRA metric, which quantifies the ecological loss of each tree. This will be used to compare the re-provision of trees to an equal or greater ecological value. This will also determine the number of trees required to make up for the deficit in the Urban Greening Factor score. Biodiversity will be worked out and delivered through the Ecological Management Plan (EMP), or Biodiversity Net Gain Plan.</p>	
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Biodiversity

- 7.3 All development is required to make a positive contribution to biodiversity in Barnet, and all non-exempt development must demonstrate at least 10 per cent net gain uplift in the biodiversity value of the site post-development. A Biodiversity Net Gain (BNG) Statement with the completed statutory Defra Metric must be submitted with planning applications.
- 7.4 A developer/applicant may seek to obtain Biodiversity units from the Local Planning Authority (LPA) on habitats which are yet to be created on Council owned land. In which case, the financial contribution is required to cover the habitat creation and management. Alternatively financial contributions would be requested to cover LPA monitoring of significant biodiversity net gain projects both onsite and offsite. The latter would be the most common as most developers would either achieve significant gain onsite or through the

provision of habitats offsite by means of a habitat provider or their own land. Statutory credits would only be available for purchase by developers as a last resort once evidenced that the required type of biodiversity units cannot be obtained either by the developer; the LPA; or a third-party habitat bank.

7.5 Development having an impact on the biodiversity of the site will be required to incorporate features to minimise the loss of, and where possible, improve, the biodiversity of the site.

7.6 *Table 8 Biodiversity Net Gain requirements- Planning Obligation requirements*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	All	All developments which result in the loss or alteration of habitats with potential for protected species	Boroughwide	<p>The Council will seek the retention and enhancement, or the creation, of biodiversity in development proposals by ensuring that development makes the fullest contributions to enhancing biodiversity and protects existing site ecology. To realise this aim it is expected that an overall net gain at a minimum that is in accordance with national policy and legislation is achieved (the provisions of the Environment Act 2021 require at least 10 per cent BNG. These include but not limited to habitats' hedgerows; and water courses.</p> <p>This should be achieved both through on-site measures and where necessary by contributions to local biodiversity improvements. Consideration of how BNG will be achieved should be detailed at the start of the development process by providing a Biodiversity Gain Plan as part of the application.</p> <p>Development should first aim to avoid significant harm to biodiversity. Where such harm cannot be avoided then adequate mitigation should be provided, or compensation provided as a last resort, planning permission will be refused. Financial contributions to provide mitigation may be</p>	ECC07 Biodiversity

				secured through planning obligations or utilising the CIL Infrastructure Payments Policy.	
2	All	<p>Minor Developments</p> <p>9 residential units or under.</p> <p>For non-residential: where the floor space to be created is less than 1,000 m²</p> <p>A site area of less than 0.5 ha.</p>	Boroughwide	Mandatory BNG using Defra Small Site Metric , or Statuary Defra Metric when Irreplaceable or Priority Habitats are present onsite.	ECC07 Biodiversity
3.	All	<p>Major Development</p> <p>Development sites of 1 hectare (ha) of greater.</p>	Boroughwide	<p>Mandatory BNG using Statuary Defra Metric 4.0</p> <p>A financial obligation may be sought for monitoring the Biodiversity Net Gain delivery for major developments.</p>	ECC07 Biodiversity
4	All	<p>Major Development</p> <p>Development sites of 1 hectare (ha) of greater.</p>	Boroughwide	<p>Conservation Covenants (CCs) are private, voluntary commitments made to preserve the natural or heritage characteristics of land.</p> <p>For major applications, Conservation Covenants may be sought were necessary for monitoring of BNG.</p>	ECC07 Biodiversity

8.0 Energy and Sustainability- Carbon offset and other environmental mitigation measures.

- 8.1 Barnet aims to achieve net zero carbon as a Council by 2030, and as a borough by 2042. With over 25,000 registered enterprises in the Borough, businesses play a significant role in the Council's net zero goals. The industry and commercial sector accounted for 12 per cent of Barnet's total CO2 emissions in 2021. The BarNET ZERO business pledge is a way for businesses, charities, and community organisations to make a public commitment to do their part in tackling climate change and becoming more sustainable. Businesses can contribute significantly and make a real difference by examining various aspects of their operations. This includes looking at building operations, sourcing materials, waste generation, packaging goods, to influencing the behaviour of suppliers, staff and customers.
- 8.2 Alongside the Council's own commitment and ambition, the LPA encourages developers to be equally ambitious in significant carbon reductions on site and to get as close to zero-carbon as possible. Only then should carbon offsetting be considered.
- 8.3 Taking action to tackle the climate change emergency is critical. The Local Plan includes an objective for Barnet to become a low carbon and carbon-resilient borough realising significant improvements to air quality and reducing the urban heat island effect within the Borough. A zero-carbon emissions requirement applies to all developments.
- 8.4 Where it is demonstrably not feasible to achieve a zero-carbon development on-site, evidenced by an Energy Statement, any shortfall should be provided through a payment in lieu contribution to the Barnet Carbon Offset Fund, and/or off-site provided that an alternative proposal is identified, and delivery is certain. The payment towards the Carbon Offset Fund is secured through S106 and is based on the Mayor's carbon cost. The Carbon Offset Fund is used for projects that deliver tangible carbon savings in Barnet. It will also contribute to the Mayor's aim of London becoming a zero-carbon city by 2050.

8.5 *Table 9 Carbon offset and other environmental mitigation measures requirements.*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	All	Major Development	Boroughwide	<u>Carbon Offset Contributions.</u> Where a development is unable to fully achieve the relevant carbon targets for a development identified in London Plan Policy SI2, a contribution will be sought to a value calculated using the latest non-traded price of carbon	ECC01 Mitigating Climate Change

				<p>per tonne identified by Barnet, or in the absence of a Barnet offset price, the Mayor of London.</p> <p>The Council is yet to adopt its own price for offsetting carbon and will use the London Plan offset price of £95 per tonne of carbon to collect payments. Information on the spend of carbon offset payments will be reported as part of the Barnet Authority Monitoring Report.</p> <p>Major development proposals must include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and will be expected to monitor and report on energy performance. Development that cannot achieve zero carbon emissions, will be required to make a payment to the Carbon Offset Fund for the shortfall of the reduction in carbon emissions as follows:</p> <p>£2,850 per tonne of carbon to be offset. This is based on the cost of carbon currently set at £95 per tonne emitted over 30 years (i.e. £95X30 years)</p> <p>Triggers for payment will be as follows:</p> <ul style="list-style-type: none"> • 50 per cent at commencement of development; with the remaining 50 per cent to be paid upon completion based on as-built documentation. 	
2	All	Major Development	Borough Wide, including Identified Growth Areas	<p><u>Securing connection to decentralised energy networks.</u></p> <p>The Council will require an Energy Masterplan in accordance with London Plan Policy SI 3 for large scale development, which establishes the most effective energy supply options such as the provision of, or connection to, a heat network.</p>	ECC01 Mitigating Climate Change

				<p>Planning obligations may be used to secure future connection to Decentralised Energy Networks. Where a site is significant in scale, and a district heating network is yet to be established, the applicant will be expected to deliver an energy centre space. Where the location of this space has been established in an adopted Masterplan, the applicant will be expected to deliver on-site.</p> <p>If a network has already been established in the local vicinity, or it is not feasible to be delivered on site, the development should be connection ready. Alternatively, the applicant may provide a 100 per cent renewable heating system. Where this is not 100 per cent renewable, the applicant will be expected to enable future connection to a network.</p>	
3	All	All Development where it cannot be demonstrated that Air Quality Neutral can be achieved.	Boroughwide	<p><u>Air quality mitigation and management</u></p> <p>Where emissions need to be reduced to meet the requirements of Air Quality Neutral (AQN) or to make the impact of development on local air quality acceptable, this should be achieved on-site. Where it can be demonstrated that emissions cannot be further reduced on-site, off-site measures to improve local air quality may be acceptable provided that equivalent air quality benefits can be demonstrated within the area affected by the development. In these circumstances a proportional Marginal Abatement Cost (MAC) will be necessary.</p> <p>A MAC payment will be calculated using the current value or cost for each tonne of the pollutant above the benchmark using the GLA guidance and the DEFRA Air Quality appraisal: damage cost guidance. This will be secured through a planning obligation in a legal agreement. Where the Air Quality Assessment or the air quality positive approach assumes that specific measures are put in place to improve air quality, prevent or</p>	ECC02 Environmental Considerations

				mitigate air quality impacts, these should be secured through the use of planning conditions or s106 agreements.	
4	All	Noise sensitive Development	Boroughwide	<p><u>Noise Sensitive development</u></p> <p>Where noise sensitive development is proposed near an existing noise generating use (such as music venues and pubs) the Council will determine whether the introduction of the sensitive use will be harmful to the existing premises continued operation.</p> <p>Noise and other nuisance mitigation measures should be explored at an early stage in the design process, with necessary and appropriate provisions secured through planning obligations.</p> <p>The Council may require the developer to be responsible for future costs of soundproofing secured by a legal agreement in accordance with Policy D13 Agent of Change of the London Plan. These costs will be considered on a case-by-case basis.</p>	ECC02 Environmental Considerations
5	All	Any development which impacts flood defences/ and/or rivers and waterways	<p>Boroughwide (Flood Risk Zones 1-3)</p> <p>Growth Areas detailed in the Local Plan</p>	<p><u>Infrastructure towards addressing flooding issues, including water management</u></p> <p>Where development impacts flood defences and / or rivers and waterways, and this is not appropriately mitigated for, applicants may be required to make a financial contribution to the Council and / or agree off-site provision via planning obligations. Where appropriate, developers contribute to the projects set out in the relevant Catchment.</p> <p>Offsite contributions would be used for flood risk mitigation and prevention. Table 17 (Flood risk, sustainable urban drainage requirements) of the Local Plan sets out the requirements for major and large-scale</p>	<p>ECC03 Water Management</p> <p>GSS02 Brent Cross Growth Area</p> <p>GSS05 Edgware Growth Area</p>

				<p>developments. Prior to submitting a planning application developers are strongly encouraged to consult with Thames Water and /or Affinity Water to confirm that there is capacity in the water and/ or wastewater networks and that their scheme will not increase the risk of sewer flooding to other properties. Confirmation of communication and infrastructure capacity (including lack of sewer flood risk) and any agreed draft planning obligations / legal agreements between Thames Water and/or Affinity Water and the developer that may result from the pre-application discussions should be submitted with planning applications.</p> <p>Within specific Growth Areas development proposals may be required through contributions secured through planning obligations to deliver or contribute to the provision of strategic flood risk infrastructure including contributions to fluvial flood risk schemes and measures to alleviate surface water flooding to ensure the Growth Area's resilience to the risks of flooding and climate change.</p>	GSS06 Colindale Growth Area
6	All	All waterside developments and other developments which could negatively impact on water quality	Boroughwide	<p>Waterside Development</p> <p>All waterside developments and other developments which could negatively impact on water quality, such as those were connecting to a combined sewer is unavoidable, will be expected to mitigate impacts by contributing to the delivery of the Thames River Basin Management Plan and projects set out in the Water Framework Directive, Catchment Management Plans which may be secured through planning obligations. This may include contributions towards off-site provision of flood defences, projects outlined in the Catchment Management Plan as well as river restoration and de-culverting. Planning obligations / legal agreements can be used to ensure delivery of such measures. This includes ensuring that the development provides flood defence measures in perpetuity, over the lifetime of the development.</p>	ECC03 Water Management

9.0 Sustainable Transport and Transport Mitigation.

- 9.1 Most developments generate new travel movements, and they should provide any necessary additional transport infrastructure to enable these movements and/or mitigate impacts in ways that meet the sustainable transport objectives set out in the Local Plan. In order to address localised impacts, specific transport related infrastructure may be required. This will be particularly relevant to developments that are larger in scale or are likely to generate significant traffic and/or parking demand. Examples may include relevant junction improvements, new or amended bus services or traffic signals improvements. Necessary infrastructure and the timescales for delivery likely to be linked to the timing of additional network demand generated in phased developments should be defined and agreed with the Council as the Local Highways Authority (LHA) for inclusion either within a S106 or a Section 278 agreement.
- 9.2 Sustainable modes of travel include walking, cycling, carpooling, and requirements for “car free” and car lite developments. The Council may seek direct provision of, or contributions towards, measures to support sustainable transport options including:
- Securing improvements to the public realm including measures to promote safety and accessibility including ramps and CCTV cameras within the vicinity of development sites;
 - Public realm improvements in and around public transport stations and bus stops and in the vicinity of a development site which is identified as needing to be upgraded and/or will experience significant pedestrian movement;
 - Providing high-quality, safe and well-connected cycle and pedestrian links and supporting infrastructure, including on and offsite cycle parking;
 - Improving public transport connectivity and interchange, including improvements to Underground stations; improvements to bus infrastructure which may include additional bus routes or enhancements to existing routes, new bus stations.
 - In kind contributions are often negotiated with the developer which may require the safeguarding of land for future transport provision.

Highway works

- 9.3 Where development involves alterations to the local highway network, this may be delivered through an agreement made under Section 278 (Section 278) of the Highways Act 1980. This allows developers (or any other person) to either pay for or carry out off site works to

the public highway. This may arise, for example, where a development results in traffic impacts further along the network. Agreements under either S106 or S278 may be sought for Highways mitigation measures including reinstatement works and wider measures to address highways impacts of development.

- 9.4 The scope of any offsite works required to mitigate the impact of development will be secured through a legal agreement under S278 of the Highways Act, and the necessary works will be carried out by the LHA. The developer will be responsible for meeting all costs associated with the design and implementation of schemes. The cost is based on the cost of delivery and in most cases will be outlined in the Transport Assessment / Transport Statement and/or Travel Plan.
- 9.5 Highway reinstatement works should be completed in conjunction with the development to ensure that the required standards and appearance of the site are maintained – these works include but are not limited to damage to or relocation of street furniture, removal of redundant crossovers, paving, lighting and street trees. –The developer will need to give notice (usually 6 months) to the LHA for completion of works. Developers will be required to pay the Council as LHA for the full cost of the works. An additional contribution is required if the cost of works exceeds the original estimate and should be made within 14 days of this being confirmed by the Council. Conversely the developer will be entitled to a refund should the actual cost of works be less than the estimate.
- 9.6 The Council will provide a certificate detailing the final works and their cost, and if necessary, a requirement for the developer to pay for the maintenance of the works for a minimum of 12 months, after which the Council will be responsible for maintenance costs. Before the transfer of maintenance responsibilities, the Council (or TfL where in relation to the TLRN) will need to certify / approve the maintenance works to ensure they are of an adoptable standard. The developer will also be responsible for any compensation claims arising from the works and for any charges made by statutory undertakers to the extent their apparatus is affected by the works.
- 9.7 Minor works such as provision of pedestrian crossing facilities, changes to waiting and loading restrictions, provision of a dropped kerb/crossover, school keep clear markings and other amendments to road markings may be required as part of a development. Any such works may be subject to statutory and public consultation under the Road Traffic Regulation Act 1984.
- 9.8 Agreements may also be sought for measures or contributions to improve road safety and address the effects of traffic on other, especially vulnerable, highway users. Any improvements to the highway will need to comply with the Healthy Streets Approach set out in the Mayor’s Transport Strategy and help deliver the Vision Zero target for no deaths or serious injuries from road collisions by 2041.

Travel Plans

9.9 A Travel Plan is a long-term management strategy for an occupier or a site that seeks to deliver sustainable transport objectives, secured through a S106 agreement. Travel Plans encourage more efficient and sustainable use of the transport system for people, servicing, and goods. Travel Plans will be required for all developments which generate significant amounts of transport movement (these are Category 1 travel plans). They may also be required in some cases likely to have a more limited effect (these are Category 2 travel plans).

9.10 *Table 10 Barnet Travel Plan Thresholds (NB all floorspace figures are gross area)*

Use	Category 1 Travel Plan	Category 2 Travel Plan
Food retail	800 m ² +	350 m ² -799 m ²
Non-food retail	1500 m ² +	350 -1499 m ²
Garden Centres	2,500 m ² +	1,500- 2,499 m ²
Food and drink	750 m ² +	300 – 749 m ²
Offices	2500 m ² +	230- 2,499 m ² inclusive
Industrial	2500 m ² +	970- 2,499 m ² inclusive
warehouse and distribution	25000 m ² +	1,500- 2,499 m ²
Hotels	75 bedrooms +	55 -74 bedrooms
Residential (including sui generis / HMO/Student accommodation	80 units +	50-79 units
Hospitals/medical centres	1000 m ² +	500-999 m ²
Higher and further education	1000 m ² +	500-999 m ²
Museum	1000 m ² +	500-999 m ²
Place of public worship or community centre	1000 m ² +	500-999 m ²
Assembly and leisure (other than stadia)	1000 m ² +	500-999 m ²

9.11 Travel Plans are also likely to be required for any development proposal that:

- is not in accordance with the adopted development plan
- involves a new shopping centre or changes to an existing one that are more than de minimis. The category of Travel Plan required will be agreed by the Council.
- involves a new school/nursery or changes to an existing one that are more than de minimis. In most cases a Category 2 Travel Plan will be required.
- involves a new stadium or changes to an existing one that are more than de minimis. The category of Travel Plan required will be agreed by the Council.
- generates more than 30 two-way vehicular movements in any hour, or more than 100 two-way vehicular movements in 24 hours, or more than 100 parking spaces. In most cases a Category 1 plan will be required.
- involves an extension to an existing development that causes the total travel impact or size of the site to exceed the threshold for a Travel Plan

9.12 Travel Plans should set out details of how the proposal minimises any increase in road traffic and how future occupants will be encouraged to use more sustainable and active modes of transport consistent with targets for transport decarbonisation and use of active/sustainable transport set by national government, the Mayor, or the Council. Developments with a residential element of a size that means a Travel Plan is needed will be required through a planning contribution to fund Travel Plan incentives for the first households occupying of each unit for at least one of the travel incentives shown on table 11.

9.13 *Table 11 Incentive measures for Residential Travel Plan*

Measure	Requirement for Category 1 Travel plan	Requirement for Category 2 Travel Plan
Travel Plan Incentives	<p>Each first household to be offered to select 1 of the following 3 incentives to the value of £200:</p> <ul style="list-style-type: none"> • Oyster card with £200 credit • Cycle shop voucher to the values of £200. <p>Car club credit/membership to the value of £200 (At least 1 car club space must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated)</p>	<p>Each first household to be offered to select 1 of the following 3 incentives to the value of £400:</p> <ul style="list-style-type: none"> • Oyster card with £400 credit • Cycle shop voucher to the values of £400. <p>Car club credit/membership to the value of £1400 (At least 1 car club space must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated).</p>

New and Enhanced Public Transport Infrastructure

9.14 The Council will seek to secure planning contributions toward the indicative transport schemes listed under table 10.1 of the London Plan (2021) and/or for delivery of key new transport infrastructure projects within the Borough. Feasibility of other public transport improvement projects will be explored as appropriate, including the protection and enhancement of existing public transport operational facilities and where necessary the provision of new facilities.

9.15 *Table 12 Sustainable Transport and Transport Mitigation requirements*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	All	All Developments	Borough wide	<u>Car free development</u>	TRC03 Parking management

				<p>Where a new or amended Controlled Parking Zone (CPZ) is considered necessary as a consequence of a proposal a developer may be required to make a financial contribution towards the implementation or alteration and monitoring of the CPZ. This will be agreed as part of the planning permission and secured as a planning obligation in a S106 Agreement.</p> <p>Developers are expected to undertake a feasibility study if new on-street parking controls are required (including the provision of a CPZ). Where existing parking controls require revision, the development will be required to contribute towards the costs of making this happen. The cost for the review and implementation of the CPZ will be agreed in consultation with the LHA. This is likely be £250 per proposed residential unit, to be secured in a S106 Agreement.</p>	
2	All	Major Development Large Scale Development	Borough wide	<p><u>Public Transport Contributions</u></p> <p>The Council will in particular facilitate contributions from development to, and support the delivery of, key new transport infrastructure, including (but not restricted to):</p> <ul style="list-style-type: none"> • A new rail station at Brent Cross West and public transport interchange; • A replacement or remodelled and improved bus station at Brent Cross North; • An upgraded and enlarged Colindale Underground station; • A new London Overground passenger rail line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West); 	<p>TRC02 Transport Infrastructure</p> <p>GSS01 Delivering Sustainable Growth</p> <p>GSS02 Brent Cross Growth Area</p> <p>GSS03 Brent Cross West</p>

				<ul style="list-style-type: none"> • Crossrail 2 at New Southgate, including safeguarding for the railway and for worksites at Oakleigh Road South as shown on the Local Plan Policies Map; • New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses; • Interchange improvements at Edgware. Bus operations and the function of the bus station and the garage must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained. <p>The Council's Long Term Transport Strategy (BLTTS) (2020-2041) identifies additional boroughwide improvements necessary to support growth. The Council will work with National Highways, TfL, Network rail and others to deliver schemes and boroughwide improvements identified within the BLTTS.</p> <p>There may also be site specific, or site related local public transport interventions that are necessary to support the development which may need to be secured through S106 agreements or a S278 Highways Agreement.</p>	<p>(Staples Corner) Growth Area</p> <p>GSS05 Edgware Growth Area</p> <p>GSS06 Colindale Growth Area</p>
3	Residential	Major development	Boroughwide	<p><u>Highways works and transport mitigation measures.</u></p> <p>Highways and other S106 transport mitigation measures where they arise, will be based on transport assessments travel plans, construction, and logistic plans.</p> <p><u>Travel Plans and Construction Logistic Plans - Monitoring Fees</u></p> <p>Developments identified as generating significant amounts of</p>	<p>TRC01 Sustainable and Active Travel</p> <p>TRC02 Transport Infrastructure</p>

				<p>movement, will be required to provide a Travel Plan setting out details on how the proposal minimises any increase in road traffic and how future occupants will be encouraged to use more sustainable and active modes of transport. The Travel Plan is also expected to demonstrate how the development will contribute to Barnet meeting its 72 per cent target for travel by sustainable modes by 2041 as set out in the Mayor's Transport Strategy and the BLTTS.</p> <p>Developments which meet the threshold for a travel plan will need to meet the cost of publicising, implementing and monitoring the travel plan outcomes including any financial penalties until such time as the travel plan objectives are met.</p> <p>The required monitoring fee would be decided on a case-by-case basis using the following indicative sums (per Travel Plan required):</p> <ul style="list-style-type: none"> • Category One Travel Plan - minimum £7000 -maximum £20000 • Category Two Travel Plan - minimum £20000- indicative maximum £70000 • School/ Nursery Travel Plan - minimum £7000 indicative maximum £20000 depending on scale and impact of the development. <p>Developers that are required to submit a Travel Plan as part of the planning process must contribute towards the assessment and monitoring of the Plan for a minimum of 5 years. This is done through a non-refundable monitoring fee.</p>	
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4	All	All development	Borough wide Major Thoroughfares	<p>Management of car parking spaces</p> <p>In considering local capacity, the Council may seek a Parking Design and Management Plan and may use planning obligations to control the layout and management of the parking spaces, including the nature of the users and the pricing structure as well as the timing, availability and management of publicly available car parking spaces. enable enhanced matching of precise space availability in type and existing and anticipated future parking demand and assist in achieving the desirable parking system efficiencies.</p>	Policy GSS11 Major Thoroughfares
<p>Note on Construction Logistic Plan Monitoring Fees: This is an indicative and average cost is likely to be lower for smaller scale development and higher for major development. It will depend on an individual assessment of the nature of the scheme and its impacts.</p>					

10.0 Community Safety and Public Realm Improvements

Closed Circuit Television (CCTV) enhancements

- 10.1 Contributions from developments may be required to deliver infrastructure for CCTV to ensure continuity of coverage of an area. Developers also need to consult with the Council to ensure that their proposal will not interfere with existing broadcast and communication services, including CCTV. The Council will, if necessary, request mitigation measures such as the installation of a signal carrying device, during the construction phase(s) and at completion of the development.
- 10.2 The Council is increasing the number and coverage of CCTV cameras to provide improved security and safety for residents; especially in the areas where there is increasing development density and mixed-use development is being promoted. This will involve improved coverage for town centres, including extensions to the network of smaller town centres and parades, alongside camera networks at transport nodes such as Underground and bus stations. This will also include consideration of CCTV around the entrances to parks and along the Borough's network of highways for safety and security benefits.

Public Realm Improvements

10.3 Major residential or non-residential development schemes both within and near Town Centres have the potential to drive substantive increases in footfall in town centres. Contributions may be sought for improvements to the wider public realm, the installation of specific facilities such as bike racks or street furniture or features such as public art. Contributions towards public realm improvements will also be considered where these may improve public amenity and can contribute towards improving the vitality and viability of town centres. In these situations, the contribution will be in addition to CIL as the development will be causing a localised requirement for additional use of public open space/public realm.

10.4 In some cases, public realm improvements will be necessary in order to integrate the development site into the surroundings. Where potential improvements are identified adjacent or otherwise in close proximity to a development site it may be appropriate for the applicant to carry out works directly with the approval of any other relevant bodies (such as the freeholder of the land affected). Such an agreement will be on a case-by-case basis, and if not feasible, financial contributions may be sought.

10.5 *Table 13 Town Centre planning contribution requirements*

	Use	Scale/Impact	Location	Section 106 Requirements	Relevant Local Plan Policies
1	All	Major Development	Boroughwide Town Centres	<p><u>Public Realm Improvements</u></p> <p>Town centre frameworks / strategies highlight a range of opportunities for public realm enhancement whilst improving accessibility for all users.</p> <p>Within each town centre framework / strategy there is a section on delivery and implementation, which proposes the use of planning obligations and Community Infrastructure Levy contributions to invest in a public realm enhancement programme with the potential to gain additional funding from other sources including government funds, local traders and community fundraising initiatives.</p> <p>Where environmental improvements to the public realm are sought, they will normally be within the vicinity of the site.</p> <p>Environmental improvements may include:</p>	<p>TOW01 Vibrant Town Centres</p> <p>CDH03 – Public Realm</p>

				<ul style="list-style-type: none"> • Landscape works including the provision and maintenance of public realm; • Street furniture and lighting; • Litter management and recycling; • Crime prevention and safety measures ; • Accessibility measures; • Paving of footways, streetscape; and/or other associated highways works <p>Costs for public realm improvements will be considered on a site-by site basis.</p>	
2	All	<p>1. Redeveloped Buildings in town centres</p> <p>New Buildings or structures taller than 3 storeys above ground level</p>	<ul style="list-style-type: none"> • Town Centres • Local Shopping Parades • Transport nodes such as Underground or bus stations 	<p>CCTV</p> <p>Contributions from developments may be required to deliver infrastructure for CCTV to ensure continuity of coverage of an area.</p> <p>Developers also need to consult with the Council to ensure that their proposal will not interfere with existing broadcast and communication services, including CCTV. The Council will, if necessary, request mitigation measures such as the installation of a signal carrying device, during the construction phase(s) and at completion of the development.</p> <p>Financial contributions towards CCTV may be for the capital cost towards the supply, installation and/or monitoring of CCTV. This will be decided on case-by-case basis in detail in conjunction with the Design Out Crime Officer within the Metropolitan Police Service.</p>	<p>TOW01 Vibrant Town Centres</p> <p>CHW02 – Making Barnet a safer place</p> <p>TRC04- Digital Communication Connectivity</p>

11.0 Process and Procedures to Implement S106 Agreement

Stages

11.1 The following four key stages are identified in the process at the following stages:

1. Pre application stage;
2. Planning Assessment Stage;
3. Resolution to grant planning permission ;
4. Implementation stage

ii. Pre-application Stage

11.2 Developers, prior to acquisition of land for development, should clarify the potential planning obligations and CIL required in order to anticipate the financial implications. This understanding may be critically important to acquire the site for an appropriate value and make their proposal economically viable. Use of the Council's preapplication service is encouraged to help this understanding. The Local Plan, the London Plan and the NPPF should be referred to as they set the context for a dialogue with the Council helping developers obtain a general idea of the planning obligations expected from their proposals.

iii. Planning Assessment Stage

11.3 With the submission of a formal planning application, the full extent of planning obligations can normally be determined. At the planning consideration stage, development proposals will need to follow a full consultation exercise which may include various Council services, local residents and community groups, the ward Councillors, other relevant agencies, and partners. The GLA and TfL provide a pre-application advice service for applications of strategic importance which are referable to the London Mayor. Following the consultation, the full extent of planning obligations related to the development proposal can be ascertained. The required planning obligation will normally be negotiated with the applicant, the "heads of terms" and payment triggers agreed as part of the evaluation of the planning application.

III. Resolution to grant permission.

- 11.4 Following a resolution to grant planning permission subject to a planning legal agreement, the Council's legal service (in liaison with the applicant's solicitors) will complete the legal agreement in the form of a deed. The agreement will be registered as a charge against the title at HM Land Registry, as a local land charge and on the Council's planning register.

IV Implementation

- 11.5 Details of the planning legal agreement (s.106 agreement), its clauses and its triggers will be recorded on a monitoring database. This monitoring database will be used for the purposes of identifying when developments become liable for planning obligations and to support an effective enforcement process. Upon implementation of the development or the passing of the relevant triggers, the developer will honour the terms of agreement and make payment. Failure to make any due payment and comply with the terms of the agreement will incur a penalty rate of interest at 4 per cent above the Bank of England Base Rate from the date any payment was due until the day it is received. The penalty rate of interest at 4 per cent above the Bank of England Base Rate is applicable to the late payment, and not for the whole agreement. Such a penalty rate will be above and beyond any indexation that is applicable upon the principal sum. Interest penalties and the method for calculating will be set out in each legal agreement prior to signing by the parties.

Section 106 Project Management

- 11.6 S106 Agreements are registered as a Local Land Charge, and a copy of the legal agreement is placed on the statutory planning register and charged against the title at HM Land Registry. The Infrastructure Planning team enters the S106 agreements on the Council's Monitoring System and monitors the implementation, compliance, delivery, discharge, and enforcement of the financial and non-financial obligations. For non-financial obligations, confirmation/evidence would be sought from the developer and the relevant service teams to ensure that the obligations have been complied with. The Infrastructure Planning team provides confirmation once the obligations has been discharged/complied with. Monitoring of obligations continues after the development has been completed.

Legal, Monitoring Support and Fees

- 11.7 Once the Heads of Terms have been finalised and agreed by all parties, they are secured in a legal agreement or unilateral undertaking. The S106 requirements, timing for delivery of certain works, payments or other non-financial obligations that have been identified in the committee or officers' reports will be specified in the agreement or undertaking. Developers are required to pay legal and professional costs incurred by the Council in preparing an agreement or unilateral undertaking. These costs are payable on completion of the legal agreement. A monitoring fee covering the implementation of the agreement will be required. The ability to charge a S106 monitoring fee must fairly and reasonably relate to the development. The monitoring fee will be established with reference to analysis of the costs of monitoring S106 agreements and the associated resources that support this system – comprising staff and software costs.
- 11.8 The monitoring fee will be based on the following:
- £750 per S106 Agreement.
 - A further £750 for each obligation (financial and non-financial) requiring monitoring.
 - Larger developments, including phased development and outline applications, may be subject to additional monitoring fees to reflect the additional costs of monitoring. This will be calculated on a case-by-case basis.
- 11.9 The developer must notify the Council of the intended date of development commencement in line with the legal agreement. This may trigger the delivery of one or more planning contributions (financial and non-financial). For phased development, the developer must also notify the Council when the relevant stage triggers have been reached in line with the agreement. Failure to implement and deliver planning obligations by the agreed delivery triggers and within agreed timeframes may result in the Council taking legal action.
- 11.10 The Council's approach to setting the fee is in accordance with National Planning Practice Guidance (NPPG) which makes clear that authorities can charge a fee to cover the cost of monitoring and reporting on delivery of planning obligations. NPPG further clarifies that such fees may be charged as a fixed percentage of the total value of the S106 agreement or individual obligation; or can be a fixed monetary amount per agreement. The costs identified are both proportionate and reasonable and reflect the cost of monitoring agreements in Barnet.

Enforcement

- 11.11 A clause included in the S106 agreement will ensure prompt payment by requiring interest to be paid where payments are overdue. As a final recourse where other measures have not been successful and where contributions are not subsequently complied with, the Council will take legal action against those in breach of a S106 agreement. Non-financial contributions are legally binding and similarly where these have not been met, the Council will seek to legally enforce them. In some cases, this may involve delivery by the Council and recuperation of costs from the developer. Many of the above contributions will require validation of compliance. It will sometimes be necessary to ensure that compliance and completion of works are to an adequate industry standard. Where necessary a clause will be included to ensure verification of the works by an independent expert. Planning Obligations can also be enforced through the use of an injunction, which is capable of stopping the development proceeding. The Council also has the power to enter land and carry out any works that have been required, and to recover costs for this action – however, the Council must give 21 days’ notice of its intention to do this. To ensure compliance with the terms of a legal agreement, appropriate clauses will be included requiring interest be paid for any late payment of financial contributions, at 4 per cent above the interest rate that obtained at the time that the relevant trigger in the agreement was activated. This condition is written into any Planning Obligation, so that developers are aware of the implications of late payment and agree to the terms.

Barnet Planning Guidance

- 11.12 This SPD forms part of a suite of guidance documents produced to support the implementation of the Local Plan. For further reference go to :

<https://www.barnet.gov.uk/planning-and-building-control/planning-policies-and-local-plan/local-plan-our-development-plan>

Appendix A

SPD Acronym Buster

AQN	Air Quality Neutral
AQP	Air Quality Positive
BCIS	Build Cost Information Service Construction Data
BLTTS	Barnet Long Term Transport Strategy
BNG	Biodiversity Net Gain
BRS	Build to Rent Schemes
CAVAT	Capital Asset Valuation of Amenity Trees
CC	Conservation Covenants
CCTV	Closed Circuit Television
CDH	Character, Design & Heritage Policy
CHW	Community Uses, Health & Wellbeing Policy
CIL	Community Infrastructure Levy
CPI	Consumer Price Index
CPZ	Controlled Parking Zone
DMR	Discounted Market Rent
ECC	Environment & Climate Change Policy
ECY	Economy Policy
EMP	Ecological Management Plan

GIA	Gross Internal Area
GLA	Greater London Authority
GSSP	Growth & Spatial Strategy Policy
HIA	Health Impact Assessments
HOU	Housing Policy
HUDU	Healthy Urban Development Unit
ICB	Integrated Care Board
IDP	Infrastructure Delivery Plan
LB	London Borough
LGIF	London Green Infrastructure Framework
LFRMS	Local Flood Risk Management Strategy
LNRS	London Nature Recovery Strategy
LHA	Local Highways Authority
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LPG	London Plan Guidance
LSIS	Locally Significant Industrial Sites
MAC	Marginal Abatement Cost
NDIS	Non-Designated Industrial Sites
NHS	National Health Service

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
PBSA	Purpose Built Shared Living Accommodation
PPG	Planning Policy Guidance
PTAL	Public Transport Accessibility Level
TfL	Transport for London
TOW	Town Centres Policy
TPO	Tree Preservation Order
TRC	Transport & Communications Policy
RP	Registered Provider
SFRA	Strategic Flood Risk Assessment
SIL	Strategic Industrial Location
SME	Small to Medium Enterprise
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SuDs	Sustainable Urban Drainage Systems
S278	Section 278 Agreement
S106	Section 106 Agreement

Glossary

This Glossary highlights Barnet's Planning Obligations Supplementary Planning Document and Barnet's Local Plan terminology

Affordable Housing (as defined in the NPPF 2024) -housing for sale or rent for those who needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers) and which complies with one or more of the following definitions:

A) Social Rent: meets all of the following conditions a) the rent is set in accordance with the Government's rent policy for social rent; b) the landlord is a Registered provided and c) it includes provisions to remain at an affordable price for future eligible households or for subsidy to be recycled for alternative affordable housing provision.

B) Other affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

C) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

D) Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.

Affordable Workspace: Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change : Principle which places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Air Quality Neutral: Developments that meet or improve on the benchmarks identified by the Mayor of London are considered to avoid any increase in NOx and PM emissions and are therefore neutral in their impact on air quality.

Build to Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.

Conservation Covenants - A private, voluntary agreement to conserve the natural or heritage features of the land. The parts of a conservation covenant agreement which set out what a landowner and “responsible body” must or must not do to help conserve the land become legally binding as a conservation covenant (CC). In the context of Biodiversity Net Gain (BNG) those who agree to the terms of the CC must undertake all necessary actions are legally and financially bound to ensure that any habitats secured through BNG must be created, managed and monitored to ensure Net Gain is achieved in a manner which could not otherwise be secured on the development site through planning conditions or legal agreement.

Controlled Parking Zone (CPZ): are areas where cars can only be parked in designated bays when displaying a valid parking permit. Parking permits are issued at the discretion of the Council.

Decentralised Energy: refers to low- and zero-carbon power and/or heat generated and delivered within London. This includes microgeneration, such as photovoltaics on individual buildings, through to large-scale heat networks.

Growth Area : These are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment.

Health Impact Assessment (HIA): is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

Large scale development: as defined by the Town and Country Planning (Mayor of London) Order 2008 – Part 1 residential development over 150 units or non-residential development over 15,000 m²

Lead Local Flood Authority (LLFA): has the responsibility to prepare and maintain a strategy for local flood risk management in their areas. Barnet Council is the LLFA for the London Borough of Barnet.

Locally Significant Industrial Sites (LSIS): Employment sites of significance to Barnet's economy. Occupancy within these sites is generally similar to that within SIL but is more varied and may include office or trade uses.

Local and Neighbourhood Centres : Typically serving a localised catchment often most accessible by walking and cycling and include local parades serving a local level of retail need, i.e. small clusters of shops, mostly for convenience goods and other services. They may for example include a small supermarket (typically up to around 500 m²), sub-post office, pharmacy, laundrette and other useful local services. Together with District Centres they can play a key role in addressing areas deficient in local retail and other services.

Major Developments: 10 or more residential units (or if a number is not given, where the area is more than 0.5 hectares), or 1,000 m² (or more) gross commercial floorspace.

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres): leisure, entertainment and more intensive sport and recreation uses including cinema's, restaurants, drive through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls), offices, and arts, culture and tourism development including theatres, museums, galleries and concert halls, hotels and conference facilities.

Marginal Abatement Cost (MAC): Is a payment calculated on the amount of air pollution emitted by a development above the appropriate level identified in the Air Quality Neutrality report, using charges identified by DEFRA.

Open Space: All land in Barnet that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Playing Field: A playing field is an area containing at least one playing pitch (0.2 ha or more, including run-offs), irrespective of ownership.

Playing Pitches: A playing pitch means a delineated area which, together with any runoff area, is of 0.2 Ha or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015).

Small and Medium Enterprises (SMEs): Defined in EU law as enterprises which employ fewer than 250 people and which have an annual turnover not exceeding €50m, and/or an annual balance sheet total not exceeding €43m.

Social Infrastructure: A wide variety of services that are essential to the sustainability and wellbeing of a community such as education facilities, places of worship, health provision, community, cultural, recreation and sports facilities.

Surface water flooding: This type of flooding occurs when the volume of rainwater falling does not drain away through the existing drainage systems or soak into the ground but lies on or flows over the ground instead.

Sustainable Urban Drainage System (SuDS): An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Town Centre Framework / Strategy : Planning document that aims to create the right environment for making an individual town centre vibrant and viable, identifying opportunities to enhance the public realm and improve accessibility for all users and support the provision of a wide range of shops and services to meet the needs of diverse local populations. A Town Centre Framework / Strategy is subject to community engagement in order to identify the different requirements of each town centre, and the different needs and preferences of those who use them.

Water Framework Directive (WFD): is a directive (governmental instruction) which aims to protect and improve the water environment.