

Barnet UDP Modifications as Directed by the Secretary of State.

This sets out first, the wording agreed by the Council on 28th June 2005 and 11th October 2005 following the Inquiry into objections to the Revised Draft UDP to policies H5 – Affordable Housing and M14 - Car Parking Standards, and second, the proposed modified wording following the Secretary of State's direction of December 15th 2005.

Affordable Housing Threshold

1. Existing text

National policy context

8.1.5 PPG3 – Housing (2000) introduces a sequential approach to housing development which involves using previously developed land before Greenfield sites. The guidance highlights the importance of increasing densities in order to minimise the amount of land required for new development. It recommends that when considering sites for residential development its location and accessibility to public transport needs to be taken into account. The other main objectives of the guidance are to ensure that there is greater choice of housing to reflect the needs of all the community, to promote mixed use developments and socially mixed communities, to ensure that new housing is well designed and that it contributes towards improving the quality of urban life and promotes urban renaissance.

8.1.6 Circular 6/98 deals specifically with the provision of affordable housing and recommends that local authorities provide a mix of dwellings and encourage mixed and balanced communities to avoid social exclusion. The circular encourages the development of policies that seek an element of affordable housing and indicate how many affordable homes will be needed through the plan period.

Regional policy context

8.1.9b The London Plan specifies that 50% of new housing in Barnet should be affordable in a 70:30 split for social rented to intermediate housing with no threshold applicable. An appropriate tenure split for Barnet will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing. The production timetable for this SPD is set out in Barnet's Local Development Scheme.

Provision of Affordable Housing

8.3 20 Circular 6/98 states that, in outer London, local authorities should only seek affordable housing on housing developments of 25 or more dwellings or sites of one hectare or more, unless it is possible to demonstrate a level of housing need which will justify a lower threshold. It does not provide specific advice on the proportion of affordable housing to be sought, except that this should be related to the need in the borough. The London Plan states that boroughs in setting targets for affordable housing should take account of regional and local assessments of need, the Mayor’s strategic target for affordable housing that 50% of housing provision should be affordable, and within that, the London-wide objective of 70% social housing and 30% intermediate provision, and the promotion of mixed and balanced communities.

8.3.21 However, based on the council’s own assessment of need and a review of the size of housing sites developed in Barnet to date, the council considers that having regard to the London Plan’s overall 50% target, it will seek to negotiate the maximum reasonable amount of affordable housing on sites of 15 dwellings or more gross or on sites of 0.5 hectares or more minimum. This could either be delivered by transferring completed homes to a registered social landlord approved by the council, or by transferring a proportion of the site which is clear, free of contamination and with planning permission to a registered social landlord approved by the council for the provision of social rented or intermediate housing. Further guidance on the circumstances in which the council will expect contributions towards affordable housing will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing.

Policy H5

Having regard to the council’s target that half the housing provision over the plan period should be affordable, the council will seek to negotiate the maximum reasonable amount of affordable housing on sites of 15 or more units gross or 0.5 hectares or more and to ensure that these units will continue to be affordable for successive occupiers.

2. Modified text following the Secretary of State’s Direction

National policy context

8.1.5 PPG3 – Housing (2000) introduces a sequential approach to housing development which involves using previously developed land before Greenfield sites. The guidance highlights the importance of increasing densities in order to minimise the amount of land required for new development. It recommends

that when considering sites for residential development its location and accessibility to public transport needs to be taken into account. The other main objectives of the guidance are to ensure that there is greater choice of housing to reflect the needs of all the community, to promote mixed use developments and socially mixed communities, to ensure that new housing is well designed and that it contributes towards improving the quality of urban life and promotes urban renaissance.

8.1.5a The government has published draft Planning Policy Statement 3 – Housing, for consultation (December 2005). This states that local planning authorities should set minimum site-size thresholds, expressed as numbers of homes or area, above which affordable housing will be sought. It sets an indicative national minimum threshold of 15 dwellings but states that local planning authorities may set a different threshold or series of thresholds where this can be justified.

8.1.6 Circular 6/98 deals specifically with the provision of affordable housing and recommends that local authorities provide a mix of dwellings and encourage mixed and balanced communities to avoid social exclusion. The circular encourages the development of policies that seek an element of affordable housing and indicate how many affordable homes will be needed through the plan period. Paragraph 8 of this Circular indicates that in preparing plans, authorities should ensure that planning policies for affordable housing are compatible with their objectives for land-use planning and economic development. This means that thresholds, set to determine the size of schemes to which policies seeking affordable housing will apply, should not frustrate delivery of housing more generally, by inhibiting smaller schemes.

Regional policy context

8.1.9b The London Plan specifies that 50% of new housing in Barnet should be affordable in a 70:30 split for social rented to intermediate housing ~~with no threshold applicable~~. An appropriate tenure split for Barnet will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing. The production timetable for this SPD is set out in Barnet’s Local Development Scheme. The London Plan does not stipulate a London-wide affordable site size threshold but states that boroughs should set thresholds above which affordable housing requirements will apply at no greater than 15 units and that they are encouraged to seek a lower threshold where this can be justified (paragraph 3.46 of the London Plan). Evidence on thresholds in London has been provided in

'Thresholds for Application of Affordable Housing Requirements', Three Dragons, March 2003 which suggests that in terms of development economics, thresholds lower than 15 are capable of delivering affordable housing without reducing overall supply.

Provision of Affordable Housing

8.3 20 ~~Circular 6/98 states that, in outer London, local authorities should only seek affordable housing on housing developments of 25 or more dwellings or sites of one hectare or more, unless it is possible to demonstrate a level of housing need which will justify a lower threshold. It does not provide specific advice on the proportion of affordable housing to be sought, except that this should be related to the need in the borough. Consultation draft PPS3 – Housing, states that local planning authorities can set a threshold of lower than 15 where this can be justified. The London Plan states that boroughs in setting targets for affordable housing should take account of regional and local assessments of need, the Mayor’s strategic target for affordable housing that 50% of housing provision should be affordable, and within that, the London-wide objective of 70% social housing and 30% intermediate provision, and the promotion of mixed and balanced communities.~~

8.3.21 ~~However,~~ Based on the council's own assessment of need and a review of the size of housing sites developed in Barnet to date, the council considers that having regard to the London Plan's overall 50% target, it will seek to negotiate the maximum reasonable amount of affordable housing on sites of ~~45~~ 10 dwellings or more gross or on sites of ~~0.5~~ 0.4 hectares or more minimum. This could either be delivered by transferring completed homes to a registered social landlord approved by the council, or by transferring a proportion of the site which is clear, free of contamination and with planning permission to a registered social landlord approved by the council for the provision of social rented or intermediate housing. Further guidance on the circumstances in which the council will expect contributions towards affordable housing will be clarified in the forthcoming Supplementary Planning Document (SPD) on Affordable Housing.

Policy H5

Having regard to the council’s target that half the housing provision over the plan period should be affordable, the council will seek to negotiate the maximum reasonable amount of affordable housing on sites of 10 or more units gross or 0.4 hectares or more and to ensure that these units will continue to be affordable for successive occupiers.

Car Parking Standards – Employment Uses

1. Existing text

Regional Planning Policy Context

7.1.15 Boroughs are reminded to have regard to the interrelationships between London and the rest of the South East. For the outer London boroughs, such as Barnet, these interrelationships are even more important.

Parking

7.3.50 The council’s approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. The parking standards will vary across the borough to reflect the accessibility of individual locations. This will be dependent upon the public transport accessibility of the site, the level of on-street parking control, population density in the surrounding area and other relevant planning and highway considerations. The standards will contain a degree of flexibility with the intention that a more restrictive provision will be expected as changes in people’s habits occur and the infrastructure for non-car modes is developed. The car parking standards that apply to the borough are to be found in the London Plan, Annex 4 ‘Parking Standards’, and will be subject to review within the lifetime of this plan. However, two exceptions are made. First, in relation to residential parking, the standards are as follows:

Prominent housing type	Detached and semi-detached	Terraced houses and flats	Mostly flats
Number of bedrooms	4 plus bedrooms	2-3 bedrooms	1 bedroom
Car parking provision	2-1.5 spaces per unit	1.5-1 space per unit	1 to less than 1 space per unit

In applying these standards, the council will exercise flexibility by taking account of locality, public transport accessibility and local parking stress. The second exception is made in the case of office (B1) development where the London Plan standard of 1:100sq.m may not be appropriate for an outer London borough. In assessing parking provision, the council will have regard to the likelihood of parking occurring on-street and any detrimental effect on highway conditions and road safety. The public transport accessibility levels (PTALs) for individual locations can be obtained from Transport for London (see Policy C8 of the Cricklewood chapter for car parking in that regeneration area).

Policy M14

The council will expect development to provide parking in accordance with the London Plan (February 2004) parking standards, except:

- (i) in the case of residential development the standards will be 2 to 1.5 spaces per unit for detached and semi-detached houses, 1.5 to 1 spaces per unit for terraced houses and flats, and 1 to less than 1 space per unit for development consisting mainly of flats.
- (ii) In the case of office (B1) development where a maximum standard of 1;50 square metres will apply.

2. Modified text following the Secretary of State’s Direction

Regional Planning Policy Context

7.1.15 Boroughs are reminded to have regard to the interrelationships between London and the rest of the South East. For the outer London boroughs, such as Barnet, these interrelationships are even more important. Policy T3 of Regional Planning Guidance for the South East (2001) (RPG 9) stated that outer London boroughs should adopt maximum car parking standards for B1 uses within the range from 1:100 to 1:600 sq.m. of floorspace. The London Plan policies 3C.22/23 and Table A4.1 in annex 4 on parking standards are consistent with those in RPG 9, and the London Plan now forms part of the Development Plan.

Parking

7.3.50 The council’s approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. The parking standards will vary across the borough to reflect the accessibility of individual locations. This will be dependent upon the public transport accessibility of the site, the level of on-street parking control, population density in the surrounding area and other relevant planning and highway considerations. The standards will contain a degree of flexibility with the intention that a more restrictive provision will be expected as changes in people’s habits occur and the infrastructure for non-car modes is developed. The car parking standards that apply to the borough are to be found in the London Plan, Annex 4 ‘Parking Standards’, and will be subject to review within the lifetime of this plan. ~~However, two exceptions are made. First, in relation to residential parking, the standards are as follows:~~ However, an exception is made in relation to residential parking, for which the standards are as follows:

Prominent housing type	Detached and semi-detached	Terraced houses and flats	Mostly flats
Number of bedrooms	4 plus bedrooms	2-3 bedrooms	1 bedroom
Car parking provision	2-1.5 spaces per unit	1.5-1 space per unit	1 to less than 1 space per unit

In applying these standards, the council will exercise flexibility by taking account of locality, public transport accessibility and local parking stress. ~~The second exception is made in the case of office (B1) development where the London Plan standard of 1:100sq.m may not be appropriate for an outer London borough.~~ In assessing parking provision, the council will have regard to the likelihood of parking occurring on-street and any detrimental effect on highway conditions and road safety. The public transport accessibility levels (PTALs) for individual locations can be obtained from Transport for London (see Policy C8 of the Cricklewood chapter for car parking in that regeneration area).

Policy M14

The council will expect development to provide parking in accordance with the London Plan (February 2004) parking standards, except in the case of residential development, the standards will be 2 to 1.5 spaces per unit for detached and semi-detached houses, 1.5 to 1 spaces per unit for terraced houses and flats, and 1 to less than 1 space per unit for development consisting mainly of flats.

~~(ii) In the case of office (B1) development where a maximum standard of 1;50 square metres will apply.~~

For further information please contact:

Barnet Council Strategic Planning Policy Team

7th Floor Barnet house
 1255 High Road
 London
 N20 0EJ

Telephone Number: 0208 359 4659

Fax Number: 0208 359 6054