

**Statement of Common Ground between
London Borough of Barnet (LBB)
and
Transport for London Commercial Development (TfL CD)
May 2022**

1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) addresses the strategic and other planning matters specific to LB Barnet (LBB) and Transport for London Commercial Development (TfL CD). TfL CD agrees this SoCG in its capacity as a significant landowner in the Borough, including sites which will collectively and individually contribute towards meeting strategic targets for housing and transport. For the avoidance of doubt, TfL CD is not acting in a statutory planning role or as the strategic transport authority for London. LBB have progressed a separate SoCG with TfL Spatial Planning which addresses boroughwide and TfL-wide operational, strategic and land-use planning / transport policy matters, including in the context of the latter's statutory duties.
- 1.2 This SoCG ensures that the requirements set out in the National Planning Policy Framework (NPPF) have been met. The NPPF¹ states, *"Local planning authorities are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries."*
- 1.3 The purpose of the SoCG is to document the strategic and other planning matters being addressed and the progress in cooperating to address them. It focusses on areas of agreement or disagreement between both LBB and TfL CD. As noted above, a separate SoCG has been progressed with TfL Spatial Planning. Updates to this document will be agreed as matters progress and agreement is reached on any outstanding issues. The document is intended to be 'live', and it can be updated as circumstances change, and agreement occurs between the parties on any outstanding issues.. The SoCG also forms part of the evidence to demonstrate compliance with the 'duty to cooperate'.
- 1.4 In London, most strategic issues beyond borough boundaries (e.g. housing targets, major growth areas, etc.) are largely addressed by the London Plan.
- 1.5 Strategic matters overseen by other bodies including TfL Spatial Planning will be addressed in other SoCG. This will serve to make the documents more concise for relevant parties.

¹ NPPF para 24

- 1.6 LBB strategic planning engagement with TfL takes place on pan London platforms such as Planning Officers Society and sub-regionally with the West London Alliance Planning Policy Officers Group.
- 1.7 This iteration of the SoCG applies to Barnet's submission (Regulation 22) Local Plan. It sets out details of the cooperation between LBB and TfL CD and will inform further engagement to ensure effective development and implementation of Local Plan policies. All agreements to proposed actions are subject to reaching agreement on the detailed wording where changes are proposed.

2.0 Strategic Matters

- 2.1 LBB and TfL have had ongoing dialogue on strategic planning issues for many years. Duty to Co-operate (DtC) liaison meetings have been held regularly between LBB and TfL Spatial Planning. TfL CD has regular meetings with senior LBB Development Management officers in respect of its estate and commercial development requirements and issues in the Borough. In addition, there have also been site-specific discussions and feedback between LBB and TfL CD on a more ad-hoc basis.
- 2.2 LBB and TfL CD both support the delivery of mixed-use development and new homes across the Borough.
- 2.3 Both parties recognise TfL CD as one of the biggest public sector landowners in the Borough and that TfL is therefore an important partner in delivery of high-quality housing in the Borough. Its land assets include a range of site sizes and include major development sites.
- 2.4 Across its London sites that sit within the 'portfolio approach', TfL CD will deliver 50% of new homes' habitable rooms as genuinely affordable housing in a range of tenures. In Barnet, TfL CD intends that all sites within the portfolio will range from between policy-compliant 35% affordable housing up to 100% affordable, which accords with the London Mayor's strategic 'portfolio approach' to affordable housing delivery on public-owned land (London Plan, Policy H4), subject to individual site circumstances and viability. TfL CD broadly supports the draft Plan's vision for sustainable 'good growth', including the delivery of a significant amount of new housing throughout the plan period to meet LBB's housing needs. In addition, TfL CD considers that the draft Plan, taken as a whole, is generally legally compliant, sound and meets the duty to cooperate. However, TfL CD has raised a number of issues in response to the Reg 19 version of the Local Plan and reserves the right to appear at the Examination in respect of any matters that are not agreed within this SoCG. Where there are merits for improving the soundness and / or clarity of the Local Plan the Council has agreed in principle to make a change.

3.0 Chapter 3 - Barnet's Vision and Objectives

- 3.1 TfL CD supports the proposed 'vision' and, in particular, directing growth to the most sustainable locations with good public transport and sustainable transport choices. It has requested that specific references to *good design* be added to the Local Plan to ensure that Barnet continues to be "*a place where people choose to make their home*".

LBB agrees a Proposed Modification to the Vision at paragraph 3.1.1 to meet this request.

*As a Borough that values its historic environment **and the benefits of good design**, Barnet continues to be a place where people choose to make their home.*

- 3.2 Both parties agree that TfL CD sites can make significant contributions towards LBB achieving its housing target and the objective to increase the supply of affordable home ownership and rental options. Both parties recognise that London Plan housing targets (Tables 4.1 and 4.2) are minimums. LBB conforms with the London Plan in terms of expressing housing targets and therefore does not consider it is necessary to repeat this information throughout the Local Plan.

Policy BSS01 Spatial Strategy for Barnet

- 3.3 Both parties recognise that growth should be focused as set out in Policy BSS01 in sustainable locations with good public transport connections. LBB considers that the description as set out in Policy BSS01 is sufficient to support growth in a wider area beyond the immediate public transport infrastructure or town centre. However, TfL CD considers that the policy should clarify that, in addition to the specified locations, growth would be particularly supported “*within 800m of a station or town centre boundary and / or areas with PTALs of 3-6*” in line with London Plan policy H1. TfL CD has also suggested that 800m zones should be around stations and town centre boundaries on the Key Diagram. This remains an area of disagreement between LBB and TfL CD. The Mayor has not raised this as an issue of non-conformity. LBB has taken into account London Plan policies on Housing Supply (Policy H1) and Small Sites (Policy H2). It also recognises that London Plan policy D3 (Optimising site capacity through the design led approach) applies to housing development planning applications ie. that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, and also that H1 (Increasing housing supply) applies, meaning that housing delivery should be optimised on suitable sites, particularly on sites with PTAL 3-6 or which are located within 800m distance of a station. The Local Plan must be in general conformity with the London Plan but does not need to be in absolute conformity. Further detail on how the Local Plan has considered the specific requirements of London Plan policies on Housing Supply and Small Sites is set out in Appendix 4 of the Housing Technical Paper (EXAM 1B - Housing Technical Paper).

4.0 Chapter 4 Growth and Spatial Strategy

Policy GSS01 Delivering Sustainable Growth

- 4.1 TfL CD consider that the housing targets should be expressed as a minima for each of the identified growth categories. LBB consider that housing targets are already expressed as minimums but has agreed to revise to add further clarity to the supporting text to GSS01. LBB agrees to amend paragraph 4.8.5 as follows:

*Barnet can deliver against and **will seek to** exceed a minimum housing capacity of 35,460 new homes from 2021 to 2036*

- 4.2 It is agreed by both parties that indicative figures for housing delivery are set out in Annex 1 Schedule of Site Proposals to provide a strategic indication of capacity.
- 4.3 TfL CD and LBB agree that the identified capacity of 'London Underground and Network Rail stations and environs, including car parks' should include the two sites at Woodside Park Station. Both parties also agree that the High Barnet Car Park site should be included with the District Centres due to its proximity to the Chipping Barnet Town Centre boundary. The overall effect will be to increase the identified capacity of 'London Underground and Network Rail stations and environs, including car parks' by 150 to 600 while reducing the identified capacity of District Town Centres by 150 to 5,250. This amendment will result in updates to the figures in Table 5 and policies GSS01, GSS08 and GSS09.

Policy GSS05 Edgware Growth Area

- 4.4 Edgware Town Centre is recognised by both LBB and TfL CD as an opportunity for regeneration and intensification.

Policy GSS06 Colindale Growth Area

- 4.5 LBB and TfL CD support the ambitions for growth at Colindale. Improving Colindale Underground Station is a key objective and LBB agree to make a Proposed Modification to update Policy GSS06 as follows:

- *New Colindale Underground **Station ticket hall building** station with step-free access **to the platforms** and sufficient gate capacity ...'*
- *'**Reconstruction and upgrading of Land at Colindale Underground Station will be redeveloped to provide a new, higher to increase its capacity and provide a** step-free access station, ~~that incorporates~~ **along with additional** cycle parking **and facilitating the redevelopment of adjacent land owned by TfL and others.***

Policy GSS07 Mill Hill East

- 4.6 TfL CD considers that the good level of public transport accessibility (PTAL 3 and adjacent to the underground station) would suggest that 'urban' rather than 'suburban' growth would better optimise the opportunity to deliver new homes close to the station. The cited Millbrook Park scheme comprises multi-storey apartment buildings and presents more of an urban than suburban face to Mill Hill East. TfL CD suggests that this policy is reconsidered in order to clarify that development at and close to the station would be expected to be of a scale that, subject to a design-led approach, would optimise development potential and density in this accessible and sustainable location.
- 4.7 LBB consider that the broader context of the Mill Hill East area is suburban due to its mix of low-rise housing and rural character areas. While the Millbrook Park scheme does provide a more intense form of development this does not in itself alter the predominantly rural character of the area.

Policy GSS08 Barnet's District Town Centres

- 4.8 TfL CD supports the development of new mixed-use housing schemes in sustainable locations within the Town Centres and recognition of their vital role in delivering sustainable growth and post-Covid recovery. LBB agree to make a Proposed Modification to the wording of GSS08 part (d) to be more specific with regard to amenity impact:
- *do not have a negative impact on **the amenity of** areas outside of the town centre.*
- 4.9 Both parties agree that the reference to car parking “*established standards*” in part (g) refers to the car parking standards set out in the Local Plan document (Policy TRC03). LBB agree to make a Proposed Modification as follows:
- *g) supports sustainable travel and seeks to minimise parking provision, including at zero provision where appropriate, and to not exceed established standards **as per Policy TRC03**;*
- 4.10 TfL CD have requested that the town centre boundary for Chipping Barnet (Map 2 – Key Diagram) is extended to include High Barnet Station as there are clear transport and interchange links between them. LBB do not consider that extending Chipping Barnet Town Centre boundary would be effective nor focused on the town centre functions. Encompassing the station would not improve the functionality of the town centre and is instead likely to dilute its focus. LBB highlights that within Annex 1 Town Centre proposal sites are identified as those within 400 metres of the town centre boundary. Similarly, Major Public Transport Infrastructure sites are identified as within 400 metres of an existing or new public transport hub and which have not otherwise been identified as within Growth Areas, Town Centres or Major Thoroughfares.
- Policy GSS09 Existing and Major New Transport Infrastructure and Policy GSS12 Redevelopment of Car Parks**
- 4.11 LBB and TfL CD both support significant intensification and growth at public transport nodes, particularly of underground and over-ground rail infrastructure. Much of TfL’s programme for development in Barnet is on this basis and it is an approach that is supported by both the London Plan and NPPF. Station car parks offer opportunities for residential led redevelopment through utilising the high PTALs and other potential site characteristics such as town centre locations.
- 4.12 Policy GSS09 references transport nodes that are not linked to a town centre. TfL CD consider that Woodside Park station should be included within in GSS09 because it provides two housing development opportunities on TfL land [Annex 1, Site Nos 55 and 56] with capacity to deliver 451 new homes, one of which already has planning permission and is currently being built out. LBB agrees to include the Woodside Park Station sites within GSS09.
- 4.13 High Barnet Station has not been included in an extended town centre boundary for the reasons set out above at GSS08. However, as it is within 400 metres of Chipping Barnet town centre its indicative capacity is attributed to Town Centres in the Local Plan. Both parties agree that the level of station car parking provision should be assessed in light of encouraging the use of public transport and active and healthy modes of travel. This should enable TfL CD schemes to reduce commuter car parking

and enable optimised development opportunities and housing delivery while contributing towards meeting other important objectives of the MTS and London Plan including: the target for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041; 'vision zero' to eliminate all deaths and serious injuries on London's transport system; and the Healthy Streets Approach. LBB agrees to make a Proposed Modification to both GSS09 and GSS12 to clarify expectations on demonstrating need for the re-provision of parking spaces as set out below.

Proposed Modification to Policy GSS09

4.14 LBB agrees to amend Policy GSS09 as follows:

*Where it is proposed to develop a station car park, the Council expects a demonstration of how the use of public transport and active modes of travel will encourage reduced car park usage. Existing provision must be assessed, and replacement car parking may be supported through a more land-efficient design approach such as a multi-storey design **provided, with the aim to re-provide only where essential, for example for disabled persons or operational reasons.***

Proposed Modification to GSS12

4.15 LBB consider it is important to balance the need to meet housing requirements in the Borough with the ongoing car parking requirements to support functions such as town centres. LBB agrees a Proposed Modification Policy GSS12 to clarify expectations on demonstrating need for replacement parking spaces.

- The design ~~preserves~~ ***has no significant adverse impact on*** the amenity of neighbouring uses

It can be demonstrated ~~Demonstrates~~ how the use of public transport and active modes of travel will lead to reduced car park usage: and

The parking spaces can be demonstrated as surplus to requirement ~~or re-provided as needed~~, ***with the aim to re-provide only where essential, for example for disabled persons or operational reasons.***

Policy GSS11 Major Thoroughfares

4.16 TfL CD supports redevelopment of sites along main road corridors, particularly for housing delivery and at a density / scale that is optimised according to public transport accessibility (as well as surrounding context etc). TfL appreciates LBB's commitment to "work with TfL and Highways England to help deliver appropriate sites". Both parties consider that development adjacent to the A406 North Circular is supported in the Local Plan. TfL CD has a number of sites along the A406 North Circular that were originally acquired by the DfT for road-widening projects which were never brought forward. A clear planning position in the Local Plan will help market these development opportunities through the GLA 'Small Sites' programme and secure their redevelopment. Substantial public transport investment will not be required in all cases (particularly where sites are in easy reach of existing facilities or too small) and that

contributions should be proportionate to the scale of development. LBB agrees to make a Proposed Modification to the supporting text (para 4.26.6) to Policy GSS11 as follows:

*Within Barnet there are routes that are managed by Transport for London (TLRN) **along parts of** which could potentially be **suitable for housing delivery (particularly reinstating former homes and infill development)**, ~~enhanced, but~~ **In some locations** it will require more substantial public transport investment (**proportionate with the scale of development**) alongside the healthy streets initiatives, to unlock their capacity for growth. These include:*

- A406 North Circular;
- A1 Great North Way/ Watford Way; and
- A41 Edgware Way / Watford Way / Hendon Way.

5.0 Chapter 5 – Housing

Policy HOU01 Affordable housing

- 5.1 TfL CD notes the policy and will always look to achieve these levels of affordable housing in the Borough except in cases when scheme viability challenges would make it impossible.

6.0 Chapter 6 - Character, Design and Heritage

- 6.1 LBB will make a number of Proposed Modifications to the Local Plan to reflect the July 2021 NPPF and National Model Design Code.

Policy CDH04 Tall Buildings

- 6.2 Policy CDH04 sets out that ‘very tall’ buildings will only be permitted in exceptional circumstances. TfL CD considers that the limited example of exceptional circumstances provided (appropriate siting within an Opportunity Area or Growth Area) should be extended. For example, the significant public realm and townscape improvements sought by the Council will only be secured at TfL CD’s Finchley Central site (see below) if an appropriate and viable scale of development (likely to include very tall buildings) can be achieved. In addition, TfL CD believe that a design-led approach to ‘very tall’ buildings would be appropriate, taking into account context and impacts in accordance with London Plan policy D9. LBB have proposed a modification to CDH04(b) to further emphasise that Very Tall Buildings are not acceptable outside an Opportunity Area or Growth Area. Further LBB consider that the approach to Very Tall buildings in CDH04 is appropriate through setting out criteria to ensure any such proposal integrates effectively in terms of its location and context.

Proposed Modifications to Policy CDH04(b)

*Tall buildings of 15 storeys or more (‘Very Tall’) will not be permitted unless exceptional circumstances can be demonstrated, ~~such as~~ which include appropriate siting within an Opportunity Area or Growth Area. **Very Tall Buildings are not acceptable outside an Opportunity Area or Growth Area.***

6.3 To be clear, TfL CD does not support this proposed modification.

7.0 Chapter 11 Transport and Communications

Policy TRC02 – Transport Infrastructure

7.1 LBB have proposed a modification to TRC02 to be consistent with earlier updates (GSS06) to Colindale Station as follows:

Proposed Modification to TRC02

An upgraded and enlarged Colindale new Underground station and enhanced public transport interchange at Colindale;

Policy TRC03 – Parking Management

7.2 Both parties agree that Table 23 (Residential Car parking Standards) now broadly accords with the London Plan. LBB have proposed a modification to revise TRC03 to clarify who decides whether a CPZ is required.

7.3 It is noted that the introduction of a CPZ does not fall within the control of a developer and this objective has to be driven and promoted by the Council. The following amendment is agreed to reflect this:

Proposed Modification to TRC03 (b)

*b) Where development is proposed, and **the Council decides that it is deemed a CPZ is necessary then the developer will need to make a contribution towards the implementation and monitoring of the CPZ in order that the Council can seek to ensure that it is should be in place within the surrounding area of the development before occupation. A The developer contribution towards the implementation...***

8.0 Annex 1 – Schedule of Site Proposals (Allocated Sites)

Site 6: Watling Ave car park and Market, Burnt Oak

8.1 LBB has carried out the Sequential and Exceptions Flood Risk tests on the Schedule of Site Proposals as required by the NPPF. A large part of this site is on functional flood plain (Zone 3b) and as such the site cannot not be considered as safe from flood risk over its lifetime. LBB therefore have agreed with the Environment Agency to remove this site from the Local Plan through a Proposed Modification.

Site 9: Colindeep Lane (adjacent to Northern Lane), Colindale

8.2 LBB has carried out the Sequential and Exceptions Flood Risk tests on the Schedule of Site Proposals as required by the NPPF. Although only part of the site is within Flood Zone 3, site access is difficult and there is concern over entry and exit to the site during flood events, particularly when the effects of climate change are taken into account. LBB therefore have agreed with the Environment Agency to remove this site from the Local Plan through a Proposed Modification.

Site 24: East Finchley station car park, East Finchley

- 8.3 LBB has reconsidered the use of percentages in the 'Proposed Uses' section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. LBB agree to make a Proposed Modification to more accurately set out the approach at this site. This is set out as follows:

~~70% residential~~ **70% residential-led mixed use development with** floorspace and 30% commercial uses (E-Class), public realm including station drop-off and **limited commuter public car parking, with the aim to re-provide only where essential, for example for disabled persons or operational reasons.**

- 8.4 With regard to the 'Justification' LBB agree to make a Proposed Modification. This is set out as follows:

*In this highly accessible town centre location, the car park is a low intensity use; the potential for higher density usage including residential would be in line with the national and London Plan policy approaches to enhance the town centre and **reduce commuter public car parking based on adjacency to the underground station and local bus routes, and provisions to encourage active modes of travel.***

- 8.5 With regard to the "Site requirements and development guidelines" LBB agree to make a Proposed Modification. This is set out as follows:

*Public car parking requirements must be assessed **and if there is a demonstrable need for limited replacement of some car parking, it may be supported through a more land-efficient design approach and should include spaces** and re-provided as needed, and access ensured for people with disabilities'*

Site 25: East Finchley substation, East Finchley

- 8.6 LBB agrees to make a Proposed Modification to reduce the development timeframe for this site to five years.

Site 27: Edgware town centre, Edgware; and

Site 28: Edgware underground and bus stations, Edgware

- 8.7 TfL owns a small amount of land within Site 27 and all of the land within Site 28. TfL CD has been working with Ballymore, the owner of the Broadwalk Shopping Centre, whose landholdings comprise the majority of Site 27, to look at a comprehensive development across both sites. TfL CD have undertaken an initial feasibility study covering both sites to inform this. TfL CD welcomes allocation of these highly accessible, brownfield, town centre sites for housing-led, mixed-use development.
- 8.8 TfL CD considers that the two sites should be incorporated into one site allocation. This would reflect the need for a comprehensive approach to development on both of these adjacent sites including the best disposition of transport infrastructure and improved interchange, new homes, retail, and other commercial and community facilities. Given that both landowners are working in partnership, a separation upon ownership lines is therefore arbitrary. LBB consider that the sites as set out separately

reflect the broad division between areas of transport infrastructure and the shopping centre and car park, and that the current approach will support effective development of the respective sites.

- 8.9 Indicative residential capacities are based upon calculations using a density matrix that has been drawn from the 2016 London Plan. While TfL CD consider that these should be stated as minimum figures, LBB consider that these figures are indicative and do not need further description, with more informed design-led figures being established at the master-planning or application stage. LBB has reconsidered the use of percentages in the 'Proposed Uses' section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. LBB agrees to make a Proposed Modification as follows:

~~r~~**Residential-led mixed use** with 30% mixed uses ~~(transport, retail, office and community)~~ **town centre uses, commercial (retail and offices), transport leisure, community, public realm / open space, and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.**

Site 30: Finchley Central Station, Finchley Church End

- 8.10 TfL CD consider that the scale of development sought on this challenging site, together with public realm, amenity spaces and other significant public benefits, can only be achieved through the development of one or more very tall buildings (15 storeys+) in addition to tall buildings (eight storeys +). This would accord with London Plan policies, and the town centre urban location is clearly appropriate for this scale of development. Therefore, the allocation should include sufficient flexibility to enable provision of both tall and very tall buildings. Finchley Central is identified by LBB as a strategic location for tall buildings of 8 storeys or more and that tall buildings may be appropriate within the boundaries of the Town Centre. It is not TfL CD's intention to provide significant amounts of car parking on the site, either for commuters or new residents.
- 8.11 LBB agrees to update and correct the site address. It has also reconsidered the use of percentages in the 'Proposed Uses' section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. The revised text will also highlight the limited scope for commuter car parking. LBB agrees to make a Proposed Modification to the 'Proposed Uses' as follows:

~~Squires Lane/~~ **Regents Park Rd / Chaville Way** / Nether St / **Station Road** / Crescent **Rd St**, Finchley N342 (**land adjacent** to railway verges and airspace above tracks and Finchley Central station)

50% ~~r~~**Residential-led mixed** uses **development** with ~~{approximately 50%}~~ retained transport infrastructure, commercial uses and **limited commuter** car parking **with the aim to re-provide only where essential, for example for disabled persons or operational reasons.**

Site 31: Brentmead Place, Golders Green

8.12 Both parties agree with the proforma on this site.

Site 44: High Barnet Station, High Barnet

8.13 TfL CD expect to seek a development partner to deliver a housing-led scheme on this site later in 2022 and intend to submit a planning application in 2023. Therefore, TfL CD consider that the “Development timeframe” should be brought forward to the first five-year timeframe.

8.14 LBB awaits further evidence of progress in terms of a planning application and delivery to move the development timeframe forward from 6-10 years.

8.15 LBB has reconsidered the use of percentages in the ‘Proposed Uses’ section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. The revised text will also highlight the limited scope for commuter car parking. LBB agrees to make a Proposed Modification to the ‘Proposed Uses’ as follows:

*~~75% residential floorspace~~ **Residential-led mixed use development with floorspace with 25% commercial uses, public realm and limited commuter public car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.** Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.*

Site 47: Mill Hill East station

8.16 LBB has reconsidered the use of percentages in the ‘Proposed Uses’ section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. The revised text will also highlight the limited scope for commuter car parking. LBB agrees to make a Proposed Modification to the ‘Proposed Uses’ as follows:

*~~60% residential floorspace~~ **Residential-led mixed use development with 40% retained rail transport infrastructure and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.***

Site 50: Watford Way and Bunns Lane

8.17 TfL Operational Property is looking at an option to use this site for transport operations. Both parties agree to amend the text to refer to the potential for transport operations or housing or a combination of both. LBB agrees to make a Proposed Modification to the ‘Site requirements and development guidelines’ section as follows:

In the event that TfL requires part of the site to support transport operations, this use must be carefully sited and designed to ensure the amenity of new and existing housing is maintained.

Site 53: Allum Way, Totteridge

8.18 TfL owns a substantial part of the allocated development site, including the station car park, bus standing and depot to the north.

Additional operational facilities

- 8.19 London Underground (LU) is assessing the need for additional train stabling across the Northern Line network to facilitate upgrade works. At the present time, LU is investigating requirements and locations and therefore the exact extent of the additional operational facilities required on the site have not yet been determined. As such, safeguarding is necessary as per London Plan Policy T3. Although the site is in three separate ownerships, a comprehensive development across the land ownership boundaries would be the most efficient way to develop the land for the optimum amount and mix of uses. It would be helpful for the allocation to refer to this requirement.
- 8.20 Taking these points into consideration, LBB agrees to make a Proposed Modification to the Site requirements and development guidelines' as follows:

- *A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade, **with the extent to be established by London Underground following feasibility studies. Should TfL conclude that this site is not required for transport infrastructure then additional residential development may be appropriate.** Station functions must be maintained **and development must safeguard station operations in line with the agent of change principles. Landowners should work with TfL and the Council to identify a comprehensive scheme.***

LBB has reconsidered the use of percentages in the 'Proposed Uses' section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. LBB has also reconsidered the limited scope for replacement commuter car parking. LBB agrees to make a Proposed Modification to the 'Proposed Uses' as follows:

- *46% for TfL rail infrastructure, **Residential-led mixed use development with transport infrastructure (if there is an operational requirement determined by TfL)**, commercial (office and light industry), community and **limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.**, and ~~54% residential floorspace.~~*

- 8.21 As set out above, while TfL CD would like the indicative residential capacities to be given as minimum figures, LBB considers that this approach is not necessary and prefers instead to state that reference figures quoted are indicative ones at this stage.

Site 55: Woodside Park Station East

- 8.22 LBB has reconsidered the use of percentages in the 'Proposed Uses' section of Site Proposals in Annex 1 to provide more flexibility in delivery of the new development. LBB agrees to make a Proposed Modification to the 'Proposed Uses' as follows:

- *'Residential **development** with 20% **limited** re-provision of car parking **with the aim to re-provide only where essential, for example for disabled persons or operational reasons.***

Additional Site Proposals from TfL CD

Colindale Station

- 8.23 The Colindale Station site has been granted outline planning permission (19/0859/OUT) and is covered by the Colindale Underground Station Supplementary Planning Document (SPD).
- 8.24 TfL consider that the site would benefit from the additional weight that can be accorded to a site proposal within the adopted Local Plan and that it would help to strengthen the planning position, including for Compulsory Purchase, if the site proposal reflected the capacity of development that has been granted planning permission. LBB considers that it is not possible to include additional site proposal at this late stage in the Local Plan process and notes that Colindale Station has hybrid (part full, part outline) planning permission.

Land at Golders Green Station

- 8.25 Golders Green is an important district town centre and transport hub and is a designated Conservation Area. In 2017 LBB published for public consultation a draft Planning Brief covering a 10ha area including Golders Green Bus Station and Underground Station, the adjoining depot, sidings and immediately surrounding public highways. The draft Planning Brief generated a significant and considerable negative response to the proposals it contained. LBB and TfL agreed that if it was decided to progress to adoption then the Planning Brief framework required significant revision.
- 8.26 TfL CD considers that the Golders Green transport hub would benefit from a Local Plan site allocation in order to help realise transport and public realm benefits at and around the station, together with the provision of residential and other uses that could help enable it. Such a proposal is most likely to require inclusion of building/s taller than seven storeys in order to deliver the density needed for a viable scheme which would realise the transport and public realm benefits sought by the Council. LBB re-emphasises that Golders Green Town Centre is not an identified location for tall buildings and considers that the design aspects of the Golders Green Town Centre together with Conservation Area status require much more detailed assessment than was provided in the 2017 draft Planning Brief. This would need to fit within the vision provided by the Golders Green Town Centre Strategy adopted in January 2020.
- 8.27 As highlighted in its response to the Reg 18 representations LBB has previously considered this location, which was submitted in the Borough's 2017 Call for Sites but found it to be unsuitable for residential development which involved proposals for tall buildings due to severe impacts on heritage and local amenity. LBB considers that these issues remain unresolved and that a site allocation remains unjustified.
- 8.28 LBB and TfL CD agree that the entrance into the bus station and the pedestrian environment is overly complicated and not user friendly, which is exacerbated by having so many roundabouts in the vicinity. There could be some consolidation of the public realm and regularisation of the road network to enable a more logical layout and create a more pedestrian-friendly environment. Both parties will work together to explore future opportunities for this.

Examination Hearing Sessions


8.29 TfL CD would like to reserve its position for now and will advise LBB officers and the Planning Inspectorate at a later date whether it wishes to participate in examination hearing sessions.

9.0 Governance arrangements

9.1 This SoCG will be kept up-to-date and will form a key part of implementation of Local Plan policies and any future Local Plan review.

10.0 Signatories

10.1 Both signatories agree that this statement is an accurate representation of areas of agreement and disagreement between the two parties.

Signed: 

Name: Neeru Kareer

Position: AS Planning & BC

London Borough of Barnet

Date: 13 May 2022

Signed: 

Name: Brendan Hodges

Position: Planning Manager (Residential)

Transport for London Commercial Development

Date: 6 May 2022