Changes to the Policies Map (Reg 18)

January 2020
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1 Introduction

1.1.1 The National Planning Policy Framework (NPPF) requires land-use designations and allocations to be identified on a policies map. Planning Practice Guidance states that the policies map should illustrate geographically the policies in the plan and be reproduced from, or based on, an Ordnance Survey map. If the adoption of a local plan would result in changes to a previously adopted policies map, when the plan is submitted for examination, an up to date submission policies map should also be submitted, showing how the adopted policies map would be changed as a result of the new plan.

1.1.2 In accordance with the requirements above, this document sets out the proposed additions, amendments and deletions from the Policies Map produced for the Unitary Development Plan (UDP) (2006) and subsequent changes shown in Barnet’s Development Plan (2012).

1.1.3 The Policies Map produced in 2006 and subsequent changes shown in maps in the 2012 Development Plan will be superseded by a new Policies Map for the new Local Plan which will include the changes identified in this document. The new Policies Map will be available from the date the Local Plan is formally adopted.
2  Changes to the Policies Map

2.1.1  The changes listed in the tables below include proposed additions, amendments and deletions from the existing Policies Map (2006) and subsequent changes set out in the Development Plan (2012). Those that are to be taken forward with no change are also shown at the end of this section.

2.2  Proposed additions to the Policies Map

<table>
<thead>
<tr>
<th>Proposed additions to the Policies Map</th>
<th>Relevant Local Plan policy (as set out in the Local Plan (Reg 18))</th>
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<td>Safeguarding Crossrail 2</td>
<td>GSS09 – Existing and Major New Transport Infrastructure</td>
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<td>TRC02 – Transport Infrastructure</td>
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Table 2.1 – Proposed additions to the Policies Map

2.3  Proposed amendments to the Policies Map

<table>
<thead>
<tr>
<th>Current designation (as it appears on the 2006 Policies Map and subsequent changes set)</th>
<th>Proposed amendments to the designation</th>
<th>Map reference</th>
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<td>out in the 2012 Development Plan</td>
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<td>Green Belt</td>
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<tr>
<td>- Watling St 1km south of Elstree – <strong>addition</strong></td>
<td>- Map 6</td>
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<tr>
<td>- Land northeast of Brockley Cres Edgwarebury - <strong>addition</strong></td>
<td>- Map 7</td>
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<td>- Land to rear of 14-28 Brockley Cres Edgwarebury – <strong>subtraction</strong></td>
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<td>- Watling St &amp; Spur Rd Edgwarebury - <strong>addition</strong></td>
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<td>- M1 near Moat Mount - <strong>addition</strong></td>
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<td>- Highwood Hill &amp; Marsh Lane Mill Hill – <strong>addition</strong></td>
<td>- Map 11</td>
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<tr>
<td>- Lawrence St Mill Hill – subtraction</td>
<td>- Map 12</td>
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<td>- Milespit Hill Mill Hill – <strong>subtraction</strong></td>
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<tr>
<td>- Firth Lane Mill Hill – <strong>addition</strong></td>
<td>- Map 14</td>
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<td>- Brett Rd Chipping Barnet – <strong>addition</strong></td>
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<td>- Rowley Green Rd Arkley – <strong>addition</strong></td>
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<td>- M1 at Junction 4 (Edgware Way) Elstree – <strong>addition</strong></td>
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<td>- Edgware Way at Watling St Elstree – <strong>addition</strong></td>
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<td>- Jewish Community Secondary School, Westbrook Cres New Barnet - <strong>addition</strong></td>
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<td>Metropolitan Open Land (MOL)</td>
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<td>- Jewish Community Secondary School (1) – <strong>removal</strong></td>
<td>- Map 20</td>
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<tr>
<td>- Jewish Community Secondary School (2) – <strong>removal</strong></td>
<td>- Map 21</td>
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<td>- New Southgate Cemetery &amp; Recn Ground – <strong>removal</strong></td>
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<td>- Whetstone Stray – <strong>addition</strong></td>
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<td>- Finchley Catholic School Sportsfield – <strong>addition</strong></td>
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<td>- Friern Barnet Retail Park Open Space (1) – <strong>removal</strong></td>
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<td>- Friern Barnet Retail Park Open Space (2) – <strong>removal</strong></td>
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<td>LSIS</td>
<td>Business Location</td>
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<td>Garrick Industrial Centre – amended boundary from 2012</td>
<td>Colindale Technology Park and sites off Cecil Road – additional Business Location</td>
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<td>Connaught Business Centre – amended boundary from 2012</td>
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<td>Granard Business Centre – amended boundary from 2012</td>
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<td>Lancaster Road Industrial Estate – amended boundary from 2012</td>
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<td>Grenville Place – deletion of LSIS</td>
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<td>Coppets Centre Colney Hatch Lane – additional LSIS</td>
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<td>Propeller Way – additional LSIS</td>
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<td>Hurricane Industrial Park – additional LSIS</td>
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<td>Bittacy Hill Business Centre – additional LSIS</td>
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<tr>
<td>Falkland Road (Alston Works) – additional LSIS</td>
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| Friern Barnet Retail Park Open Space (3) – addition | Colindale Technology Park and sites off Cecil Road – additional Business Location |
| Friern Barnet Retail Park Open Space (4) – addition |                                           |
| Friern Barnet Retail Park Open Space (5) – removal  |                                           |
| Colney Hatch MOL East – removal                      |                                           |
| Colney Hatch MOL West – addition                     |                                           |
| Glebelands & Coppetts Woods (1) – removal            |                                           |
| Glebelands & Coppetts Woods (2) – addition           |                                           |
| Glebelands & Coppetts Woods (3) – removal            |                                           |
| Mutton Brook – removal                               |                                           |
| Sunny Hill Park – removal                            |                                           |
| Hoop Lane & West London Synagogue Cemeteries – removal |                                           |

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- Map 47
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Table 2.2 – Proposed amendments to the Policies Map

| - 30 – 100 Colindeep Lane – **additional Business Location** | |
2.4 Proposed deletions from the Policies Map

- Co-ordinated Character
- Rail Related Employment Land
- Crickelwood Regeneration Area
- Specific Proposal Site
- Rapid Transport Link
- Road Network – GLA
- Road Network – SoS
- Road Network – Tier2
- Road Network – Tier3
- Major Development Sites in Green Belt
- Main Retail Frontage
- Secondary Retail Frontage

2.5 Layers to be taken forward from the Policies Map (UDP 2006 and DPD 2012) with no change

- Article 4 Directive 1
- Article 4 Directive 6
- Conservation Area
- Special Advertisement Control
- Special Archaeological Significance
- Pipeline Installations
- Notifiable Installation Point
- Metropolitan Walks
- Transport Schemes
- Green Chains
- Local Nature Reserve
- Sites of Borough Importance for Nature Conservation (SINC)
- Sites of Local Importance for Nature Conservation (SINC)
- Sites of Metropolitan Importance for Nature Conservation (SINC)
- Site of Special Scientific Interest (SSSI)
- Town Centres
3 Mapping Additions

3.1 Public Open Spaces

3.1.1 The Public Open Spaces set out in Map 1 are those set out in Barnet’s Parks and Open Spaces Strategy (2016-2026). These have not previously been shown on the Policies Map.
3.2 Site Proposals

3.2.1 The site proposal boundaries set out in the Schedule of Proposals, Annex 1 of the Proposed Submission Local Plan, are shown on Map 2. Site proposals from the 2006 UDP were previously shown on the Policies Map. These have been updated for the Local Plan (Reg 18).
3.3 Article 4 – B1a & B1c to C3

3.3.1 The areas covering the B1a & B1c to C3 Article 4 Direction are set out in Map 3. The Article 4 Direction was confirmed 1st October 2019 which removed the permitted development rights in these specific areas of the Borough – more information can be found here.
3.4 Local Centres

3.4.1 Barnet’s Local Centres are set out in Map 4. These were not previously shown on the Policies Map but rather as a list of addresses in Appendix 6 of the Development Management Document (2012).
3.5 Safeguarding Crossrail 2

3.5.1 The Crossrail 2 Safeguard boundary is set out in Map 5. The Safeguarding Direction issued by the Department for Transport in March 2015 require local planning authorities to consult Transport for London on planning applications within the boundaries shown on the safeguarding plans before granting planning approval.

Key
Crossrail 2 Safeguarding
Borough Boundary
4  Mapping Amendments

4.1  Green Belt

4.1.1  Barnet’s Green Belt and Metropolitan Open Land (MOL) Study (2018) considered the accuracy and robustness of Barnet’s existing Green Belt boundaries, with a view to highlight areas for potential realignments along alternative permanent and readily recognisable physical features where necessary. The potential minor Green Belt boundary adjustments set out in the study have been analysed and the following amendments to the Green Belt boundary, set out in Maps 6-19, are to be taken forward on the new Policies Map.

4.1.2  The following amendment maps set out below are alongside justifications setting out the reasons for addition or removal of Green Belt land which corresponds to the Green Belt and MOL Study (2018).
Map 6 - Watling St 1km south of Elstree

Justification for change:
Brings Green Belt boundary to correspond with edge of public highway rather than running through a field, and thus makes the boundary more defensible.
Map 7 – Land Northeast of Brockley Cres Edgwarebury

Justification for change:
Brings the Green Belt boundary to correspond with the urban edge (property lines of adjoining dwellings).
**Justification for change:**
Removal of southeastern ends of properties at 14-28 Brockley Crescent. Desktop review suggests that when the subdivision was created it did not fit properly with the Greenbelt boundary, which almost certainly would have followed a pre-existing property boundary. It does not appear that the house owners in question have gained possession of land beyond their original boundaries. Removing this area from Greenbelt would be an exercise in regularising a situation that appears to have been caused by previous poor mapping.
Map 9 – Watling St & Spur Rd Edgwarebury

**Justification for change:**
Will bring Green Belt boundary to align with boundary of public highway, thereby creating a strong boundary along east side of Watling St and north side of Spur Road.
Map 10 – M1 Near Moat Mount

Justification for change:
The proposed adjustment reflects the long term configuration of the M1 and associated sliproads at this location and regularises the Greenbelt boundary to follow the edge of the M1 corridor.
Justification for change:
it will align the Green belt boundary with the edge of the public highway land and have no impact on the developability or protection of land.
Map 12 – Lawrence St Mill Hill

Justification for change:
it will align the Green belt boundary with the edge of the public highway land and have no impact on the developability or protection of land.
Justification for change:
As discussed in the report, a mapping error resulted in the Greenbelt boundary being drawn to erroneously include these properties and the adjacent road, as evidenced by the associated correspondence.
Justification for change:
It is part of the Frith Grange Scout camp (the balance is already in the Greenbelt), and the addition will make the Greenbelt boundary consistent with the ownership boundary, along the edge of the urban area immediately adjoining to the north of the camp.
Map 15 – Brett Rd Chipping Barnet

**Justification for change:**
Current boundary reflects a property line that is older than the estate, but a stronger boundary is achieved by following the built urban edge, along the outer edge of the adjacent street.
Map 16 – Rowley Green Rd Arkley

Justification for change:
Brings the Greenbelt boundary to match the edge of the public highway, which creates a strong defensible boundary.
Justification for change:
Brings the Greenbelt boundary to match the borough boundary. This does not in itself create a defensible boundary because the adjacent land in Hertsmere borough is also designated as Greenbelt, but it corrects a mapping discrepancy.
Justification for change:
Brings the Greenbelt boundary to match the borough boundary, which does not follow the edge of the public highway, possibly due to road widening subsequent to the boundary being set, which put the highway boundary out of alignment with the borough boundary (Edgware Way immediately east of Watling St roundabout). This does not in itself create a defensible boundary because the adjacent land in Hertsmere borough is also designated as Greenbelt, but it corrects the discrepancy resulting from adjusting of the highway and its land boundary.
Map 19 – Jewish Community Secondary School Westbrook Cres New Barnet

Justification for change:
It reflects new development pattern, but, unlike cases where the proposed change would follow the outline of a building, this boundary reflects a property boundary and is therefore a strong boundary.
4.2 Metropolitan Open Land (MOL)

4.2.1 As with the Green Belt amendments above, Barnet’s Green Belt and Metropolitan Open Land (MOL) Study (2018) considered the accuracy and robustness of Barnet’s existing MOL boundaries, with a view to highlight areas for potential realignments along alternative permanent and readily recognisable physical features where necessary. The potential minor MOL boundary adjustments set out in the study have been analysed and the following amendments to the MOL boundary, set out in Maps 20-37, are to be taken forward on the Proposed Submission Local Plan Policies Map.

4.2.2 The following amendment maps set out below are alongside justifications setting out the reasons for addition or removal of MOL land which corresponds to the Green Belt and MOL Study (2018).
Map 20 – Jewish Community Secondary School (1)

Justification for change:
This area will be redesignated as Green Belt as per the adjoining land.
Map 21 – Jewish Community Secondary School (2)

**Justification for change:**
This area will be redesignated as Green Belt as per the adjoining land.
Justification for change:
To be realigned to give a stronger more defensible boundary.
Map 23 – Whetstone Stray

Justification for change:
Forms a stronger more defensible boundary.
Justification for change:
It realigns it to the edge of the urban area and provides a stronger more defensible boundary.
Map 25 – Friern Barnet Retail Park Open Space (1)

Justification for change:
No practical benefit to having land in MOL if it results in boundary cutting through a building. Remove the full building and its curtilage from MOL.
Map 26 - Friern Barnet Retail Park Open Space (2)

Justification for change:
Changing the eastern edge to follow the footpath provides a more consistent and defensible boundary.
Map 27 - Friern Barnet Retail Park Open Space (3)

Justification for change:
To follow the footpath and urban boundary and to provide a stronger link to the Friern Bridge Open Space.
Map 28 - Friern Barnet Retail Park Open Space (4)

**Justification for change:**
Make consistent with the edge of the Friern Bridge Open Space and correct a digitisation error.
Map 29 - Friern Barnet Retail Park Open Space (5)

**Justification for change:**
Realigns the boundary to the edge of the open space and provides a more defensible boundary.
Map 30 – Colney Hatch MOL East

Justification for change:
Realigns to the road boundary and creates a more defensible edge to the MOL.
Map 31 – Colney Hatch MOL West

Justification for change:
Realigns to the road boundary and creates a more defensible edge to the MOL.

Key
- Area of MOL to be added
- Metropolitan Open Land (MOL)
Map 32 – Giebelands & Coppetts Woods (1)

Justification for change:
Aligns to the edge of Coppetts Wood creating a strong defensible boundary.
Map 33 - Glebelands & Coppetts Woods (2)

Justification for change:
Aligns to the edge of Coppetts Wood creating a strong defensible boundary.
Justification for change:
Realigns to the road boundary of the Glebelands Local Nature Reserve creating a strong defensible boundary.
Justification for change:
The two areas concerned are part of the widening and improvement of the intersection between the North Circular and Finchley Road. The regularisation of the boundary to follow the amended boundary of the roadway will create a stronger and more defensible boundary.
Map 36 – Sunny Hill Park

**Justification for change:**
Creates a more rational and therefore stronger boundary.

Key
- Area of MOL to be removed
- Metropolitan Open Land (MOL)
Map 37 – Hoop Lane & West London Synagogue Cemeteries

Justification for change:
Removal will result in a strong and more defensible MOL boundary.
4.3 Locally Significant Industrial Sites (LSIS)

4.3.1 Amendments to the LSIS boundaries are set out in Maps 38-47. The remaining LSIS, as set out in the Local Plan (Reg 18) will be taken forward with no change.
Map 38 Garrick Industrial Centre

Justification for change:
The site provides a range of office and light industrial units which are well utilised. Expanded to include Wilberforce House.
Map 39 Connaught Business Centre

**Justification for change:**
Well utilised site offering a range of light industrial uses. Expanded to include the small site adjoining the main business centre to make the boundary consistent with the Article 4 boundary.
Map 40 Grannard Business Centre

**Justification for change:**
The site has been expanded to include Churchill House which is a serviced office adjoining the wider Business Centre which is well occupied. This also makes it consistent with the confirmed Article 4 area.
Justification for change:
The site is well occupied and provides needed services to the area. However the area of the site has decreased due to non employment uses becoming predominant on this portion that has been removed.
This site consisted of two small office buildings in a predominately residential area one of which (Trafalgar House) has been converted into residential using PDR and now referred to as the Loft Apartments. The other still appears to be operating as B1a use; however, given the relatively small size of the property and the predominance of residential in the area it does not warrant continued protection.
Map 43 Coppetts Centre Colney Hatch Lane

Justification for change:
The site is well functioning and provides a needed distribution and self storage area for the borough.
Justification for change:
Identified in the Barnet Employment Land Review as a modern industrial site with a reasonable level of occupancy.
Justification for change:
Identified in the Barnet Employment Land Review as a small but well utilised site.
Map 46 Bittacy Hill Business Centre

Justification for change:
Identified in the Barnet Employment Land Review as a small but well utilised site.
Map 47 Falkland Road (Alston Works)

Justification for change:
Identified in Barnet Employment Land Review 2017 as a well utilised industrial site.
4.4 Business Locations

4.4.1 Additions to the Business Location boundaries are set out in Maps 48-49. The remaining Business Locations, as set out in the Local Plan (Reg 18) will be taken forward with no change.
Map 48 Colindale Technology Park and sites off Cecil Road

Justification for change:
Identified in the Barnet Employment Land Review as a well utilised business park. The sites on Cecil road provide important local light industrial services.
Map 49 30-100 Colindeep Lane

**Justification for change:**
Identified in the Barnet Employment Land Review as a well utilised area in employment use a range of uses with a predominance of light industrial and warehousing uses.