



Date: 6 September 2022

Our ref: TfL/CD/BH – LBB LP

Your Ref: -

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Dear Sirs,

Barnet Local Plan Review

Inspectors' Matters, Issues and Questions: Stage 2, Matters 8 and 10 and Response to EXAM 4: Council's Proposed Modifications (June 2022)

We are writing to provide our Statements in response to the Inspector's Matters, Issues and Questions (Stage 2) (MIQs) in respect of the Examination in Public (EiP) of Barnet Council's Draft Local Plan. We are responding to matter numbers 8 and 10. This letter follows our Statements in response to Stage 1 which we sent to you on 23 August. In this letter we also briefly refer to our responses to the Council's table of Proposed Modifications which was published on the [Examination website](#) on 27 June 2022.

Please note that our attached Statements on matters 8 and 10 are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a significant landowner, developer and landlord in the borough only and are separate from any responses that may be made by TfL in its statutory planning role and / or as the strategic transport authority for London. Our colleagues in TfL Spatial Planning have provided a separate response to Inspectors' MIQs in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.

TfL Commercial Development / TTLP

TfL is one of the biggest public sector landowners both in the borough of Barnet and in London as a whole.

We have been tasked by the Mayor of London with delivering thousands of new homes across the capital on surplus and under-utilised operational land. TfL CD has an ambitious development programme which will see the delivery of more than 20,000 new homes and millions of square feet of commercial space being built across London over the next decade.

50% of the new homes delivered across TfL's portfolio will be genuinely affordable housing in a range of tenures to help alleviate the housing shortage and affordability crisis. Our schemes also seek to deliver transport improvements, including delivering the Mayor's Healthy Streets agenda and Transport Strategy, with a focus on encouraging active and healthy travel options, reducing congestion, improving air quality, and providing better public transport (including improved interchange, step-free access, and improved public realm at our stations). We also seek to deliver design excellence (please see our [Design Principles](#)) and high standards of sustainability (please see our [Sustainable Development Framework](#)). Revenue and receipts from our assets and developments are reinvested in London's public transport.

We are already working with the Council to deliver mixed-use development and new homes on our sites across the borough. Our partner Kuropatwa has almost completed 97 new homes at Beechwood Avenue, off the A406 North Circular (50% affordable housing); and Pocket Living has recently started to build 86 new homes at Woodside Park station (100% affordable housing). We have received planning permission to build 313 new homes (and a new station ticket office building and facilities) at Colindale Avenue (50% affordable housing) and are at a relatively advanced stage of pre-application engagement for redevelopment of land at our underground and bus stations in Edgware (part of a wider town-centre regeneration scheme with Ballymore). We are also in pre-application discussions with officers on a number of other sites including land at underground stations in High Barnet, Finchley Central and Totteridge and Whetstone.

Recently TfL has set up a dedicated commercial property company, Transport Trading Limited Properties Limited (TTLP), to deliver housing in high demand areas and provide an increased revenue stream, and also to manage its commercial estate and undertake other development projects. Although TTLP will be driving development forward for TfL in Barnet and elsewhere in London, we submit our responses in the name of TfL CD in order to be consistent with our previous representations, our SoCG with the Council and to avoid confusion. TfL CD can be considered interchangeable with TTLP for the purposes of our responses to the Inspectors' matters, issues and questions.

Response to EXAM 4: Council's Proposed Modifications

We enclose with this letter a copy of our responses letter which we sent to the Council on 18 August 2022 (Enclosure 1) in respect of their proposed modifications to the draft Local Plan. We hope that many of our comments can be dealt with via updates to the [Statement of Common Ground \(Examination doc ref: EB_SoCG_14\) \(SoCG\)](#) which we signed with the Council in May 2022 (as allowed for by paragraph 1.3) and further modifications to the draft Local Plan. Some other matters which remain outstanding between us are raised in our attached MIQs Statements (and in our previously submitted Stage 1 Statements).

Inspectors' Matters, Issues and Questions

We respond to some of the key MIQs in our attached Statements but for the sake of brevity cannot address all of the MIQs that are relevant to TfL CD's estate and development opportunities in the borough. Our views on these matters should also be considered in the context of the SoCG (Examination doc ref: EB_SoCG_14) and our Reg 18 and 19 representations (attached as Enclosures 2 and 3).

Concluding Remarks

We trust that our attached written Statements and the enclosures are clear and helpful. If you need any further information or clarification at this stage, please do not hesitate to contact me or my colleague Luke Burroughs.

Yours sincerely



Brendan Hodges
Planning Manager (Residential)
Transport for London Commercial Development

cc.

Nick Lynch -	LB Barnet
Fabien Gaudin -	LB Barnet
Andrew Dillon -	LB Barnet
Patricia Cazes-Potgieter -	TfL Commercial Development
Jonathan Cornelius -	TfL Commercial Development
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Rachel Wood -	TfL Commercial Development
Jess Conway -	TfL Commercial Development
Patricia Charleton -	TfL Spatial Planning
Richard Carr -	TfL Spatial Planning

Attachments

1. TfL CD Written Statement on Matter 8: Design, Tall Buildings and Heritage
2. TfL CD Written Statement on Matter 10: Site Allocations
3. Colindale proposed Site Allocation location plan

Enclosures

1. Letter from TfL CD to Barnet Council dated 18 August 2022 responding to EXAM 4: Council's Proposed Modifications
2. Letter from TfL CD to Barnet Council dated 16 March 2020 responding to the Reg 18 draft Local Plan consultation
3. Letter from TfL CD to Barnet Council dated 6 August 2021 responding to the Reg 19 draft Local Plan consultation

Attachment I

Barnet Local Plan Examination in Public

Transport for London Commercial Development

Written Statement on:

Matter 8: Design, Tall Buildings and Heritage, Question 4

Montagu Evans has prepared a statement on Matter 8, Question 4 on behalf of the Ballymore Group and TfL CD / TTLP who are in a Joint Venture (JV) to bring forward the Broadwalk Shopping Centre and TfL landholdings around Edgware Station for redevelopment. We support the Montagu Evans Statement and do not repeat it here. Our comments below apply to the wider TfL portfolio across the borough.

4) Policy CDH04 seeks to provide an approach to tall buildings in strategic locations, is it positively prepared, justified, effective, consistent with national policy and in general conformity with the London Plan in those respects? Responses should address the following:

a) Is the overall policy approach consistent with the expectations of Policies H1 and D9 of the London Plan in terms of identification of locations for tall buildings and optimising housing delivery in PTAL3 to 6 locations or within 800m distance of a station or town centre boundary, and the Framework insofar as it seeks to achieve well-designed places?

We have reservations in respect of the Council's proposed modifications / new wording and proposed more restrictive approach to the provision of tall and very tall buildings (MMI 49, MMI 51, MMI 69 etc – Paras 6.18.2, 6.18.5, Policy CDH04 etc). While higher density development can be delivered in a variety of ways appropriate to different contexts, we consider that recognition of the significant benefits of tall and very tall buildings are being lost in the Plan, for example: well-designed buildings whose lower storeys relate well to local context; providing more space for ground level public realm, amenity and recreation spaces; creating visual landmarks and assisting wayfinding; and creating well-lit and ventilated homes (reducing energy requirements) with great views for residents.

As such we are concerned that the approach is inconsistent with the expectations of London plan policy H1 to optimise the potential for housing on suitable and available sites especially where they have high PTAL or are within 800m distance of a station.

e) Is there sufficient evidence to support the approach to 'very tall' buildings of 15 storeys or more and if so, why are exceptional circumstances required to be demonstrated rather than the identification of specific suitable locations?

f) Why would 'appropriate siting in an Opportunity Area or Growth Area' constitute 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. Design quality / excellence and the delivery of significant public benefits could constitute other exceptional circumstances which might be appropriate in other locations. 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 on a site that is constrained physically and by transport infrastructure) can be achieved. In addition, TfL CD believes 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.

The more restrictive approach to tall and very tall buildings set out in the Council's proposed modification MM169 appears at odds with the Council's strategy for growth in Opportunity Areas and Growth Areas as it appears to pre-judge the suitability of tall and very tall buildings as a mechanism for optimising brownfield sites. This is not consistent with London Plan Policy D3 which requires development of sites to follow a design-led approach against a clear set of criteria.

Attachment 2

Barnet Local Plan Examination in Public

Transport for London Commercial Development

Written Statement on:

Matter 10: Site Allocations, Questions 1, 2, 3, 4, 5, 7 and 8

TfL owns and intends to develop the following draft allocated sites:

- 6 – Watling Avenue car park and market – the Council’s proposed modifications delete this site on grounds of flood risk (EXAM 4: Council’s Proposed Modifications, MM324). TfL is very much a minority landowner here, owning just the station and some adjacent land. We are not opposing this modification.
- 9 - Colindeep Lane - the Council’s proposed modifications delete this site on grounds of flood risk (EXAM 4: Council’s Proposed Modifications, MM329).
- 24 – East Finchley Station car park
- 25 – East Finchley substation (NB. this site has been acquired by a developer)
- 28 – Edgware underground and bus stations
- 30 – Finchley Central Station
- 31 – Brentmead Place
- 44 – High Barnet station
- 47 – Mill Hill East station
- 50 – Watford Way and Bunns Lane
- 53 – Allum Way - part ownership comprising station car park and warehouses
- 55 – Woodside Park Station east
- 56 - Woodside Park Station west

In addition, TfL owns land at and around Colindale station with others which we consider should be included in the Local Plan as a site allocation.

Or responses below apply to these draft allocated sites only, plus Colindale station.

Savills has prepared a Statement on behalf of the Ballymore Group and TfL CD / TTLP who are in a Joint Venture (JV) to bring forward the Broadwalk Shopping Centre and TfL landholdings around Edgware Station for redevelopment (site No.s 27 and 28). We support the Savills Statement and do not repeat it here. Our comments below apply to the wider TfL portfolio across the borough.

1) Are the proposed site allocations appropriate and justified in the light of potential constraints, infrastructure requirements and adverse impacts?

Yes, we believe so in respect of the draft allocations listed above.

In addition, we consider that a further site should be allocated within the Local Plan. We made submissions for the Colindale site to be allocated in our Reg 19 representations (Enclosure 3) which we elucidate here.

We obtained a 'hybrid', part full, part outline planning permission on 10 March 2020 (LBB ref: 19/0859/OUT) for the following:

"Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works. (SUBJECT TO LEGAL AGREEMENT DATED 6 MARCH 2020)"

The new station ticket hall building and other infrastructure were due to be delivered as the first phase of development. However, TfL's financial position due to the Covid pandemic has meant that it has been unable to commit the funds to build this out. As a consequence, TfL is unable to implement the planning permission before it expires in March 2023.

Although the Council has adopted the Colindale Underground Station Supplementary Planning Document (SPD) we consider that it would help to strengthen the planning position, including Compulsory Purchase, if the site benefitted from the additional weight that can be accorded to a site allocation within the adopted Local Plan. In our view, this should reflect the site and capacity of development that has been granted planning permission.

We note that the 4,100 new homes to be delivered in the Colindale Growth Area between 2021 and 2036 depends on the delivery of the new homes at Colindale Underground Station (see for eg. draft Policy GSS06, paragraph 1). This also strongly weighs in favour of a Site Allocation.

Subject to funding, TfL remains committed to delivering the station and capacity improvements at Colindale, together with the comprehensive redevelopment of this part of Colindale Avenue. We are working with the Council to explore additional sources of funding and we are also relooking at the viability of the consented residential scheme with a view to finding a new partner to bring this forward, probably as a modified scheme.

We attach a plan showing the extent of the suggested site allocation as Attachment 3.

2) *Is there any risk that any infrastructure requirements, site conditions and/or constraints might prevent or delay development or adversely affect viability and delivery?*

We believe that all our sites are developable, subject to sufficient scale of development being achieved to ensure financial viability.

3) *Are the site allocation boundaries justified?*

Yes.

4) *Are the assumptions regarding the capacity of the sites in terms of density of development and net developable areas justified and what is this based on?*

Site capacity has been set by the Council. In a number of cases the capacity is based on pre-application schemes and discussions between the Council and TfL (for eg. Edgware underground and bus stations, Finchley Central station and High Barnet station). In other cases, capacity is based on a planning permission (eg. Woodside Park Station).

5) *What is the expected timescale for development in terms of lead in times and annual delivery rates, and are these assumptions realistic and supported by evidence?*

TfL CD considers the development timeframes to be achievable and in line with our development programme to deliver 20,000 new homes across London within the next decade.

The Council has proposed to modify the development timeframe for East Finchley substation (site No. 25) to reduce it from 11-15 years to 0-5 years (EXAM 4: Council's Proposed Modifications, MM350). This is agreed and realistic as the site has been acquired by a developer who we understand is promoting a housing scheme.

At High Barnet (site No. 44) we would hope to be in a position to develop the site more quickly than the currently specified 6-10 years and we have had positive pre-application engagement with the Council.

7) *Are the proposed allocations and the associated development requirements and principles identified in Annex 1 of the Plan - justified, effective, consistent with national policy and in general conformity with the London Plan?*

8) *Are any further modifications required to ensure that the relevant policies for each site and/or their development requirements identified in Annex 1 are accurate and sound?*

Our views on the Council's proposed modifications (EXAM 4: Council's Proposed Modifications) are provided in the attached letter which we sent to the Council on 18 August 2022.

We have particular concerns in respect of site No. 28 (Edgware underground and bus stations) and No. 30 (Finchley Central Station). In both cases, the Council proposes modifications to the site allocations (EXAM 4: Council's Proposed Modifications, MM356 and MM359) which were not previously discussed with TfL CD. We understand that these modifications arise from advice provided by Historic England and an associated [SoCG](#) (Examination doc ref: EB_SoCG_11, paragraphs 3.15 and 3.16). In this respect we note that none of the TfL land at either site is located within a conservation area and neither contain any statutory listed buildings.

We disagree with the proposed insertion of text in both site allocations which refers to the "height of neighbouring buildings being of foremost consideration" when assessing how tall buildings relate to their surroundings. In our view the wider setting and local context is of equal and sometimes greater importance than neighbouring buildings, which in themselves may not necessarily accord with the local character and context. Understanding the existing character and context of individual areas is something London Plan Policy D1 *London's form, character and capacity for growth* sets out as essential in determining how different places may best

develop in the future (para 3.1.2.). In addition, London Plan policy D9 (part c) sets out clear criteria for assessing the impacts of tall buildings, and adjacencies to adjacent buildings of local scale is just one of a number of considerations. The suggestion therefore that the height of neighbouring buildings should be the *foremost* consideration is inconsistent with the London Plan and appears to be a policy biased towards maintaining the status quo rather than positively planning for growth. It is the nature of ‘tall buildings’ that they will likely be taller than the height of neighbouring buildings. We also note that Historic England’s *Tall Buildings Advice Note No.4* does not refer to the height of neighbouring buildings being the foremost consideration; rather it is part of the understanding of local context

We would suggest that these site allocations should refer to relevant considerations in draft Local Plan policy CDH04 and the London Plan.

The reference to “*digital connectivity*” in both the Edgware and Finchley Central allocations and why it is relevant to consideration of the impacts of tall and very tall buildings is unclear. London Plan policy D9(C)(2)(f) refers to functional impacts on aviation, navigation and telecommunications. We suggest the reference to “*digital connectivity*” is unclear and unnecessary and should be deleted.

We set out proposed additional modifications to these two site allocations in our letter of 18 August 2022 (attached, Enclosure 1) responding to EXAM 4: Council’s Proposed Modifications. We consider that these additional modifications would mean that the site allocations were clearly written and unambiguous and would also ensure general conformity with the policies of the London Plan and the draft Barnet Local Plan. Subsequently, Savills have proposed alternative additional modifications to the draft Site Allocation (on behalf of Ballymore and TfL CD / TTLP) which we support. Savills’ suggestion also reiterates that the sites, within a Growth Area, are appropriate locations for ‘very tall buildings’ as well as ‘tall buildings’. They propose:

Tall and Very Tall Buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, ~~(with height of neighbouring buildings being of foremost consideration)~~ responds to topography, contributes to character, relates to public realm and natural environment ~~and digital connectivity~~. Further guidance will be provided by the Designing for Density SPD.

We consider that this change is required to ensure that Site Allocations 27 and 28 are justified, effective and consistent with national policy and the London Plan.

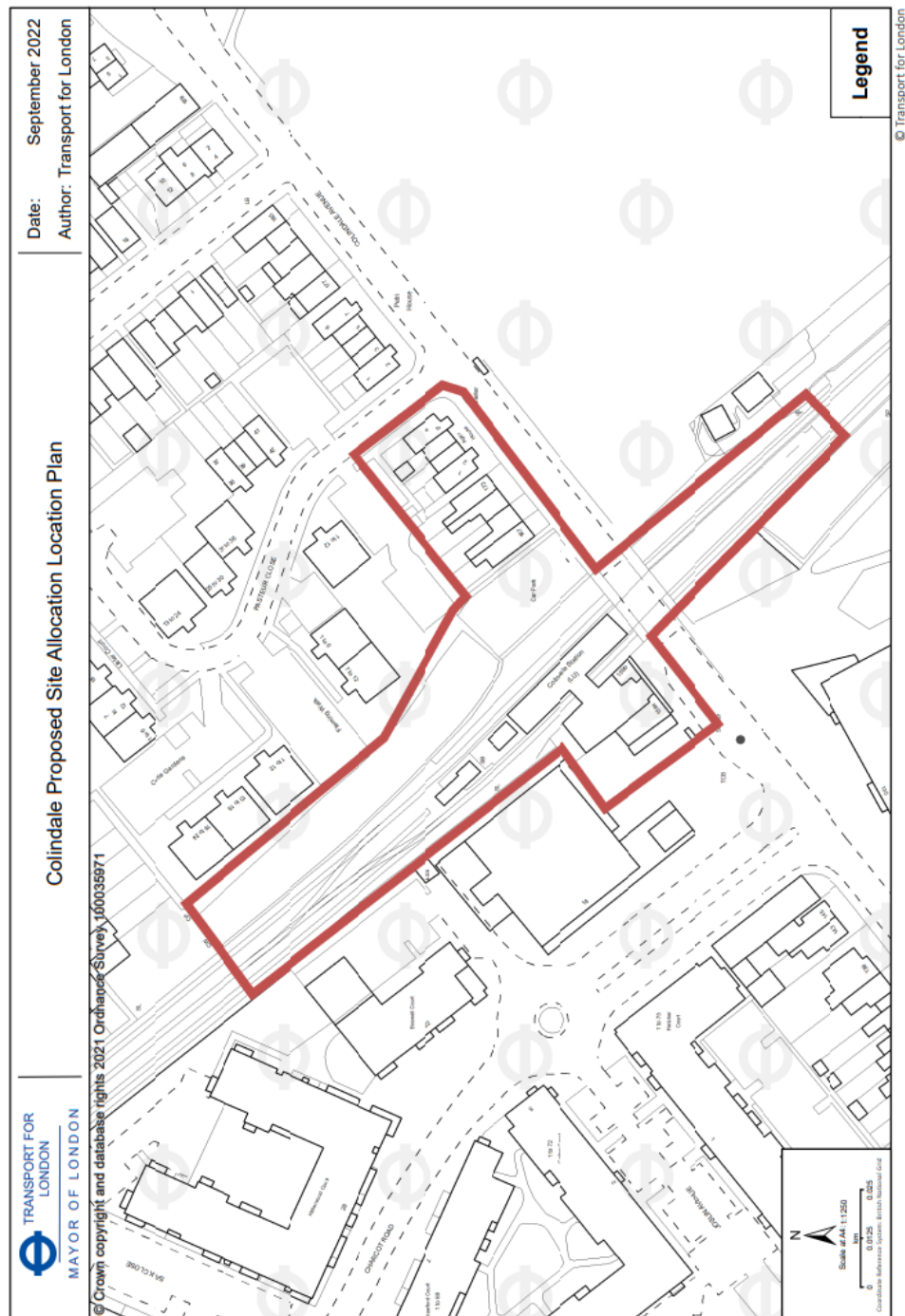
With respect to Finchley Central draft Site Allocation (Site No. 30), as set out in the SoCG, we consider that the abnormal costs associated with developing this transport land on and adjacent to railway cuttings and operational infrastructure, together with the provision of a high proportion of affordable housing, public realm, amenity spaces and other significant public benefits, may only be achieved if an appropriate and viable scale of development (likely to include one or more ‘very tall buildings’ in addition to ‘tall buildings’) can be achieved. We provide further information on this matter in our letter responding to the Reg 19 draft local Plan consultation dated 6 August 2021 (Enclosure 3).

Attachment 3

Barnet Local Plan Examination in Public

Transport for London Commercial Development

Colindale Proposed Site Allocation Location Plan





Date: 18 August 2022

Our ref: TfL/CD/BH – LBB LP Main Mods

Your Ref: -

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Dear Nick,

Barnet Local Plan Review

TfL Commercial Development Response to EXAM 4: Council's Proposed Modifications (June 2022)

We are writing to provide our response to the Council's table of Proposed Modifications to the Draft Barnet Local Plan which was published on the [Examination website](#) on 27 June 2022. We hope that some of our comments below can be included in an update to the Statement of Common Ground (SoCG) which we signed with the Council in May 2022, as allowed for by paragraph 1.3. We have also sent a copy of this letter to the EiP Inspectors, via the Programme Officer. We will also raise a number of the issues in this letter when we respond to the Inspectors' Matters, Issues and Questions.

Please note that our comments below are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a significant landowner, developer and landlord in the borough only and are separate from any comments and representations that may be made by TfL in its statutory planning role and / or as the strategic transport authority for London. Our colleagues in TfL Spatial Planning may provide a separate response to the proposed modifications in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.

Background

We are pleased that TfL CD has a very good working relationship with Barnet Council and in May 2022 we entered into a signed [Statement of Common Ground](#) (Examination doc ref: EB_SoCG_I4). Our comments below reference this document. We only comment below on proposed modifications which are directly relevant to TfL CD's role as a major landowner,

developer and landlord within the borough. Although we agree with and support many of the relevant modifications, there are a number of issues, highlighted below, that we have not agreed. We would hope that a number of these could be dealt with via an update to the SoCG and further modifications.

TfL CD Comments

Chapter 2 – Challenges and Opportunities

MM07 - 2.2.1a New para

TfL CD welcomes the introduction of a borough Design Review Panel.

Chapter 3 - Barnet's Vision and Objectives

MM13 and MM15 – Paras 3.1.1 and 3.2.2

These modifications are agreed between the Council and TfL CD and they reflect the SoCG.

Chapter 4 – Growth and Spatial Strategy

MM34 – Para 4.8.5

Agreed and reflects the SoCG.

MM88 and MM90 – Policy GSS06

Agreed and reflects the SoCG.

MM93- Map 3E - Mill Hill East Growth Area

The replacement Map 3E, showing the Mill Hill East Growth Area, incorrectly locates the Mill Hill East Station site allocation – a site owned by TfL. It should be located to the north, adjacent to Bittacy Hill. We also wonder whether there are also any other errors and, in particular, are the boundaries of the Growth Area drawn correctly on the replacement map?

We trust that it is helpful to point out that Mill Hill East Station is site No. 47, not 49 (see page 117 of the Proposed Modifications) and the annotation on the map should be corrected in due course.

We anticipate that the changes required to correct these errors could be dealt with via an update to the SoCG and a further modification.

MM97 and MM98 - Policy GSS08

Agreed and reflects the SoCG.

MMI01 – Para 4.24.5

We support this change and the aim to re-provide only essential parking spaces within station car parks, eg. for disabled persons or operational reasons.

MMI03, MMI06, MMI08, MMI09 – Policies GSS09 and GSS12, and Paras 4.26.6

Agreed and reflects the SoCG.

Chapter 5 - Housing**MMI17 – Para 5.4.10**

In referring to the 50% target for affordable housing provision on “*publicly owned land*”, we would request that the new text reiterates references to portfolio agreements with the Mayor as set out in Policy H4 and paragraph 4.4.7 of the London Plan. Such a reference is made in draft Local Plan paragraph 5.4.9 above and in our view needs repeating in the subsequent paragraph to provide clarity. We propose further modifications, in red, to paragraph 5.4.10:

Barnet’s strategic affordable housing target of 50% of all new homes to be affordable, with a minimum requirement of 35% (or 50% on publicly owned land **unless there is a portfolio agreement with the Mayor of London**) is consistent with the London Plan. In particular London Plan Policy H5 which requires that applications must meet all the following criteria: 1) meet or exceed the relevant threshold level of affordable housing on site without public subsidy; 2) be consistent with the relevant tenure split (London Plan Policy H6 Affordable Housing Tenure); 3) meet other relevant policy requirements and obligations to the satisfaction of the Borough and the Mayor where relevant; and 4) demonstrate that they have taken account of the strategic 50% target in London Plan Policy H4 Delivering Affordable Housing and have sought grant to increase the level of affordable housing. Including the Mayor’s 50% target for publicly owned land (**unless a portfolio approach has been agreed with the Mayor**), ~~Any~~ any deviation from the minimum 35% provision that is not consistent with the required tenure mix will need to be fully justified through a policy compliant viability assessment.

We trust that this modification would not be contentious and that it could be dealt with via an update to the SoCG and a further modification.

MMI20 – Policy HOU01

It would be helpful if similar reference could be made in modified policy HOU01. We propose the following further modification:

The Council supports ~~Within the context of~~ a strategic London Plan target of 50% of all new homes to be affordable ~~from all developments of 10 or more dwellings (gross).~~ This is consistent with London Plan Policy H5 – Threshold Approach to Applications: ~~the Council will seek~~ A minimum provision of 35% affordable housing (or 50% on public land, **unless a portfolio approach has been agreed with the Mayor**) ~~from all developments of 10 or more dwellings.~~ will be accepted without the need for a viability assessment. Where this minimum provision is not proposed a viability assessment will

be required. This will be assessed against the strategic target of 50% of all new homes to be affordable.

Again, we trust that this modification would not be contentious and that it could be dealt with via an update to the SoCG and a further modification.

Chapter 6 - Character, Design and Heritage

MM127 – Para 6.2.2

As above, we welcome the introduction of a borough Design Review Panel.

MM149, MM151, MM169 etc – Paras 6.18.2, 6.18.5, Policy CDH04 etc

We have reservations in respect of the Council's new wording and proposed more restrictive approach to the provision of tall and very tall buildings. While higher density development can be delivered in a variety of ways appropriate to different contexts, we consider that recognition of the significant benefits of tall and very tall buildings are being lost in the Plan, for example: providing more space for ground level public realm, amenity and recreation spaces; creating visual landmarks and assisting wayfinding; and creating well-lit and ventilated homes (reducing energy requirements) with great views for residents.

MM169 appears at odds with the Council's strategy for growth in Opportunity Areas and Growth Areas as it appears to pre-judge the suitability of tall and very tall buildings as a mechanism for optimising brownfield sites. This is not consistent with London Plan Policy D3 which requires development of sites to follow a design-led approach against a clear set of criteria.

MM163 – Policy CDH04B

We reiterate that TfL CD does not support Policy CDH04(b) in relation to 'very tall buildings' for the reasons set out in the SoCG (paragraphs 6.2 – 6.3).

Chapter 11 - Transport and Communications

MM295 - Policy TRC02A

The modification to Policy TRC02A, part iii is agreed and it reflects the SoCG. We also welcome the Council '*facilitating*' as well as supporting contributions to the delivery of key new transport infrastructure, including at Colindale.

MM299 – Policy TRC03B

Agreed and reflects the SoCG.

MM315 - List of Sites – Summary Table

We concur with the removal of reference in the summary table to the UDP designation for our High Barnet site as it is not relevant to the new Local Plan.

MM347 and MM348, – Site 24 - East Finchley Station Car Park

Agreed and reflects the SoCG.

MM349 – Site 24 - East Finchley Station Car Park

The modifications to the first paragraph have not been discussed with TfL CD and are not dealt with in the SoCG. We strongly support the conservation of our adjacent Grade II listed station building. We can also accept the penultimate sentence on the basis that this is a suggested approach rather than a requirement; there may be a number of options for a distribution of building heights on the site that could sensitively take account of the neighbouring listed building.

The second paragraph is agreed and reflects the SoCG.

MM350 and MM351 – Site 25 - East Finchley Substation

Agreed and reflects the SoCG.

MM355 - Site 28 – Edgware Underground and Bus Stations

Agreed and reflects the SoCG.

MM356 - Site 28 – Edgware Underground and Bus Stations

These modifications have not been discussed with TfL CD. We understand that they arise from advice provided by Historic England. In this respect we note that none of the TfL land is located within a conservation area, and that the closest listed buildings, the Railway Hotel and St Margaret's Church (both Grade II listed) are approximately 250m or more from the TfL land.

We disagree with the modification's reference to the "*height of neighbouring buildings being of foremost consideration*" when assessing how tall buildings relate to their surroundings. In our view the wider setting and local context is of equal and sometimes greater importance than neighbouring buildings, which in themselves may not necessarily accord with the local character and context. Understanding the existing character and context of individual areas is something London Plan Policy D1 *London's form, character and capacity for growth* sets out as essential in determining how different places may best develop in the future (para 3.1.2.). In addition, London Plan policy D9 (part c) sets out clear criteria for assessing the impacts of tall buildings, and adjacencies to adjacent buildings of local scale is just one of a number of considerations. The suggestion therefore that the height of neighbouring buildings should be the *foremost* consideration is inconsistent with the London Plan and appears to be a policy biased towards maintaining status quo rather than positively planning for growth. It is the nature of 'tall buildings' that they will likely be taller than the height of neighbouring buildings. We also note that Historic England's Tall Buildings Advice Note No.4 does not refer to the height of neighbouring buildings being the foremost consideration; rather it is *part* of the understanding of local context.

We would suggest that the site allocation should refer to relevant considerations in draft Local Plan policy CDH04 and the London Plan.

The reference to “*digital connectivity*” and why it is relevant to consideration of the impacts of tall and very tall buildings is unclear. London Plan policy D9(C)(2)(f) refers to functional impacts on aviation, navigation and telecommunications. We suggest the reference to “*digital connectivity*” is unclear and unnecessary and should be deleted.

We therefore propose the following additional modifications:

The site’s high accessibility and town centre context ~~and potential for tall buildings~~ support a high density of redevelopment in the western and northern parts of the site. Tall buildings may be appropriate and should be subject to however, all tall building proposals will be subject to a detailed assessment in accordance with London Plan policy D9(C) and Local Plan policy CDH04, ~~including of how the proposed buildings relates respond to their local context (including building heights and proportions), its surroundings (with height of neighbouring buildings being of foremost consideration) responds to~~ topography, contributes to character, and relates to public realm and natural environment. ~~and digital connectivity.~~ Further guidance will be provided by the Designing for Density SPD.

We would like to explore with you whether this could be dealt with via an update to the SoCG and a further modification.

MM357 and MM358 – Finchley Central Station

Agreed and reflects the SoCG.

MM359 - Finchley Central Station

These modifications have not been discussed with TfL CD. We understand that they arise from advice provided by Historic England. In this respect we note that none of the TfL land is located within a conservation area.

As set out in the SoCG, we consider that the abnormal costs associated with developing this transport land on and adjacent to railway cuttings and operational infrastructure, together with the provision of a high proportion of affordable housing, public realm, amenity spaces and other significant public benefits, may only be achieved if an appropriate and viable scale of development (likely to include one or more ‘very tall buildings’ in addition to ‘tall buildings’) can be achieved. We provide further information on this matter in our letter responding to the Reg 19 draft Local Plan consultation dated 6 August 2021 (a copy of which is attached for convenience).

We disagree with the modification’s reference to the “*height of neighbouring buildings being of foremost consideration*” when assessing how tall buildings relate to their surroundings. In our view the wider setting and local context is of equal and sometimes greater importance than neighbouring buildings, which in themselves may not necessarily accord with the local character and context. Understanding the existing character and context of individual areas is something London Plan Policy D1 London’s form, character and capacity for growth sets out as essential in determining how different places may best develop in the future (para 3.1.2.). In addition, London Plan policy D9 (part c) sets out clear criteria for assessing the impacts of tall buildings, and adjacencies to adjacent buildings of local scale is just one of a number of considerations. The suggestion therefore that the height of neighbouring buildings should be the foremost

consideration is inconsistent with the London Plan and appears to be a policy biased towards maintaining status quo rather than positively planning for growth. It is the nature of 'tall buildings' that they will likely be taller than the height of neighbouring buildings. . We also note that Historic England's Tall Buildings Advice Note No.4 does not refer to the height of neighbouring buildings being the foremost consideration; rather it is part of the understanding of local context.

At this site, a 'very tall building' has previously been proposed at the corner of Chaville Way (which leads down to the station) and Regents Park Road. In this location, such a building would serve to mark the station – aiding legibility and wayfinding to an important public transport interchange in the area which is currently diminutive and lacking in presence on the high street. An incremental approach to tall buildings is unlikely to be successful on this TfL land and we would propose a confident approach to 'tall' and 'very tall buildings' in order to deliver very high quality buildings, a beautiful public realm setting and other important planning benefits.

We would suggest that the site allocation should refer to relevant considerations in draft Local Plan policy CDH04 and the London Plan.

The reference to "*digital connectivity*" and why it is relevant to consideration of the impacts of tall and very tall buildings is unclear. London Plan policy D9(C)(2)(f) refers to functional impacts on aviation, navigation and telecommunications. We suggest the reference to "*digital connectivity*" is unclear and unnecessary and should be deleted.

We therefore propose the following additional modifications:

Site requirements and development guidelines:

Finchley Church End Town Centre is a strategic location. ~~for tall buildings of 8 storeys or more. Tall (but not Very Tall) Buildings may be appropriate within the boundaries of the Town Centre and should be subject to however all tall building proposals will be subject to a detailed assessment in accordance with London Plan policy D9(C) and Local Plan policy CDH04, including of how the proposed buildings relates respond to their local context (including building heights and proportions), its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, and relates to public realm and natural environment. and digital connectivity.~~ Further guidance will be provided by the Designing for Density SPD.

For the avoidance of doubt, as above, TfL CD does not support the prohibition of 'very tall buildings' in Finchley Town Centre or in Policy CDH04(b). We would therefore support the deletion of the text above highlighted in blue and its replacement with wording that supports very high quality buildings including those of a scale necessary to enable development on this site.

We would like to explore with you whether this could be dealt with via an update to the SoCG and a further modification.

MM367 – Site 44 – High Barnet Station

Agreed and reflects the SoCG, with some additional wording.

MM369 – Site 47 – Mill Hill East Station

Agreed and reflects the SoCG, with some additional wording.

MM373 - Site 50 – Watford Way & Bunns Lane

Agreed and reflects the SoCG.

MM376 – Site 53 – Alum Way

This is generally agreed with the Council. However, the modification does not fully accord with the text agreed in the SoCG. 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 it is not yet known whether there is a need for additional operational facilities on this site or what their extent might be. Therefore, we would request reinstatement of the text in red below for clarification.

46% for TfL rail infrastructure, commercial (office and light industry), community and car parking, and 54% residential floorspace 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, reflecting the site's accessible location and encouraging the use of public transport and active modes of travel.

We trust that this modification would not be contentious and that it could be dealt with via clarification within the SoCG and a further modification.

MM377 – Site 53 – Alum Way

Agreed and reflects the SoCG.

MM380 - Site 55 – Woodside Park Station East

Agreed and reflects the SoCG, with some additional wording.

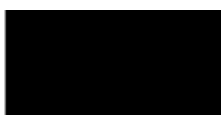
Examination Hearing Sessions

TfL CD would like to reserve its right to attend the Examination and will advise you and the Programme Officer in due course whether we wish to participate in examination hearing sessions.

Concluding Remarks

We trust that our comments are clear and helpful. We hope to resolve a number of them via an updated SoCG and we would welcome your responses to our suggestions. In the meantime, if you require any further information or clarification please do not hesitate to contact me or my colleague Luke Burroughs.

Yours sincerely



Brendan Hodges
Planning Manager (Residential)
Transport for London Commercial Development

cc.

Gareth Wildgoose and	
Mark Philpott -	Local Plan Inspectors
Ian Kemp	EIP Programme Officer
Fabien Gaudin -	LB Barnet
Andrew Dillon -	LB Barnet
Hardeep Ryatt -	LB Barnet
Patricia Cazes-Potgieter -	TfL Commercial Development
Jonathan Cornelius -	TfL Commercial Development
Martin Teodorczyk -	TfL Commercial Development
Kelly Lopez -	TfL Commercial Development
Peter Elliot -	TfL Commercial Development
Tom Burnage -	TfL Commercial Development
Jonathan Woolmer	TfL Commercial Development
Rosanna Sterry -	TfL Commercial Development
Luke Burroughs -	TfL Commercial Development
Jess Conway -	TfL Commercial Development
Patricia Charleton -	TfL Spatial Planning
Richard Carr -	TfL Spatial Planning

Attachments:

1. Letter from TfL responding to Reg 19 consultation dated 6 August 2021



Date: 16 March 2020

Our ref: TfL/CD/BH – LBB LP Reg 18

Your Ref: -

Local Plan Consultation
Planning Policy Team
London Borough of Barnet
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Dear Sir / Madam,

Consultation on Barnet's Draft Local Plan (Reg 18) Preferred Approach - TfL Commercial Development Response

Thank you for providing the opportunity to comment on the Draft Local Plan Preferred Approach.

Please note that our representations below are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a significant landowner in the borough only and are separate from any representations that may be made by TfL in its statutory planning role and / or as the strategic transport authority for London. Our colleagues in TfL Spatial Planning will provide a separate response to this consultation in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.

Where we refer below to the Draft New London Plan (Draft NLP) we are referring to the 'Intend to Publish' version dated December 2019. Having made great progress towards adoption, this carries significant weight as a planning consideration.

We note the letter from the Rt Hon Robert Jenrick MP to the Mayor of London dated 13 March 2020, setting out his views on parts of the London Plan and issuing Directions in respect of a number of policies. We understand that the Mayor is carefully considering the contents of this letter and will be responding to the Secretary of State (SoS) shortly. In these circumstances, where relevant, our representations generally refer to the 'Intend to Publish' version of the Draft NLP. However, we would draw attention to the SoS's unequivocal requirements to deliver a consistently high level of housing supply of all tenures across London, a step change in increasing housing delivery and his support for boroughs with ambitious approaches to planning and development. Importantly, in relation to the development of TfL land, we note **the SoS's requirement**

for **“actively encouraging appropriate [housing] density, including optimising new capacity above and around stations”** [page 3].

Background

TfL CD is already working with the Council to deliver mixed-use development and new homes across the borough. Across our portfolio of London sites, TfL CD will be delivering at least 50% of new homes / habitable rooms as genuinely affordable housing in a range of tenures. In Barnet, our schemes will range from policy-compliant 40% affordable housing and up to 100% – see below.

Our partner Kuropatra has started to build 97 new homes at Beechwood Avenue (50% affordable housing); and we have recently received planning permission to build 313 new homes (and a new station building and facilities) at Colindale Avenue (50% affordable housing). Planning Committee has resolved to grant planning permission for 86 new homes at Woodside Park (Pocket Living / 100% affordable housing). With our partner Taylor Wimpey, we will be submitting planning applications for transformative public realm and housing-led schemes at Finchley Central and High Barnet stations.

In addition, we have a portfolio of major sites that we will be looking to develop in years to come – focussed on delivery of optimal, high quality housing and public realm around stations – in areas such as Edgware town centre, East Finchley and Mill Hill.

All of TfL CD’s projects are focussed on delivering optimal, high-quality housing, within schemes that relate to and strengthen their neighbourhoods, which make places that people are proud to live in, and which are founded on transparent engagement and best practice. TfL’s recently adopted Design Principles, which apply to all its property development projects, is attached (Annex 1).

As one of the biggest public sector landowners in the borough, TfL is a very important partner to deliver high-quality housing in the borough and we have a strong appetite to continue working with the Council to achieve this.

TfL CD Representations

TfL CD broadly supports LBB’s vision for sustainable growth, including the delivery of a significant amount of new housing throughout the plan period to meet LBB’s housing needs.

Chapter 3 - Barnet’s Vision and Objectives

TfL CD broadly agrees with the proposed ‘**vision**’ and, in particular, directing growth to the most sustainable locations with good public transport and sustainable transport choices. **We suggest that consideration is given to also integrating principles of sustainability and good design.** This will be critical to ensuring that growth is in the right places, that it is positive, that it benefits local residents and businesses, and that it creates attractive, strong neighbourhoods that people are proud to live in.

We appreciate the linkage between the Local Plan and Growth Strategy and attach a copy of our broadly supportive representations in respect of the Draft Growth Strategy (Annex 2).

TfL CD supports the Council's objective to create the conditions in the Borough that will deliver a minimum of 46,000 new homes during the period to 2036. As set out in this letter, TfL CD can make significant contributions towards the Council achieving this. TfL CD can also support the Council's objective to increase the supply of affordable home ownership and rental options. As set out above, TfL CD is required to deliver 50% affordable housing across its London property development portfolio.

POLICY BSS01 Spatial Strategy for Barnet

As above, TfL CD supports the delivery of 46,000 new homes in the borough, and also the other growth objectives for commercial and retail floorspace across the town centres. We can make significant contributions towards the step-change in housing delivery that is required for the Council to achieve this. We also support the provision of parks, sports and recreation facilities and the objective to minimise contributions towards climate change.

We strongly support the directing of development to the most sustainable locations with good public transport connections; this is critical to ensuring that development takes place to optimum densities in the most sustainable locations in order to minimise carbon and air quality impacts, reduce congestion and encourage sustainable transport choices. In his letter of 13 March 2020, the SoS has also made clear his support for optimising new housing capacity above and around stations.

We would not support the alternative options, in particular, the options to set a lower housing capacity target because, as the Plan recognises, this would fail to meet objectively assessed housing needs in the borough by a very large margin, would be likely to result in increasing housing affordability issues, and would be a lost opportunity to regenerate and redevelop brownfield land. We agree that this would not be 'sound' and lower housing target options could not be adopted by the Council.

Key Diagram

TfL CD strongly supports the borough's objective to increase the supply of housing in areas with better transport connections; however, **housing growth should be focussed in all accessible locations, particularly those with good public transport connections, and not just in town centres. growth and opportunity areas.** Such an approach would accord with the strategic policies of the draft NLP eg. policies D3 (Optimising Site Capacity Through the Design-Led Approach), D9 (Tall Buildings) and H1 (Increasing Housing Supply). The SoS has also made clear his support for optimising new housing capacity above and around all stations. **Therefore, Map 2 – Key Diagram should also highlight areas around underground and other railway stations that are suitable for housing growth.**

Chapter 4 – Growth and Spatial Strategy

POLICY GSS01 Delivering Sustainable Growth

TfL CD supports directing housing growth to the Growth Areas (including Colindale, Edgware and Mill Hill), District Town Centres (including Finchley Church End), at existing and major new public transport infrastructure and at other car parks. This would ensure that development takes place in the most sustainable locations in order to minimise carbon and air quality impacts, reduce congestion and encourage sustainable transport choices.

TfL CD welcomes the Council's recognition that TfL car parks are suitable for sustainable housing-led development. This will not only regenerate and make much better use of under-used, brownfield land, but will also help to encourage more sustainable and active transport choices in the most accessible locations, in accordance with the Mayor's Transport Strategy (MTS) and draft NLP eg. policies SD7 (Town centres: Development Principles and Development Plan Documents) and H1 (Increasing Housing Supply).

TfL CD is comfortable with the suggested 1,000 homes capacity for TfL and Network Rail car parks on the basis that this figure includes capacity on car parks only and does not include adjacent / associated development land. eg. at Finchley Central, approximately 113 homes could be provided on the existing car park out of a total capacity for 560+ homes on the wider development site. We would suggest expressing this as ***"a minimum of 1,000 homes"***.

TfL CD also supports the development of 'small sites' to provide for a significant additional element of housing growth. We are already assisting the Council in this respect – our scheme at Beechwood Avenue (which was within the GLA's small sites programme) is currently being developed to provide 97 new homes. We also have a number of other 'small sites' within the borough that we intend to bring forward, including the draft allocation Site No. 31: Brentmead Place.

TfL CD does not support any of the alternative options for the delivery of new housing for the reasons set out above.

POLICY GSS05 Edgware Growth Area

TfL CD supports this policy. Please see our more detailed comments below in respect of Site No. 27: Edgware town centre and Site No. 28: Edgware underground and bus stations.

POLICY GSS06 Colindale Growth Area

TfL CD supports the general ambitions for growth within the Colindale Growth Area and will soon be delivering the new station building and access to the platforms, together with 313 new homes, following the grant of planning permission on 10 March 2020.

We consider that the significant development and housing delivery opportunities at Colindale are of a scale that requires a policy in the Local Plan. The alternatives, to

rely on the out-of-date Area Action Plan or not include a Colindale Growth Area policy, would not be ‘sound’.

POLICY GSS07 Mill Hill East

TfL CD appreciates the Council’s support to deliver good growth at Mill Hill East Station. **However, given the good level of public transport accessibility (PTAL 3 and adjacent to the underground station) we would suggest that ‘urban’ rather than ‘suburban’ growth would better optimise the opportunity to deliver new homes.**

POLICY GSS08 Barnet’s District Town Centres

TfL CD supports the development of new housing in sustainable locations within the Town Centres. In particular, the focus on the main town centres such as Finchley Central and Golders Green is sound as they are adjacent to railway stations providing access to central London and elsewhere. In addition, we strongly support the requirement to optimise residential density (b) in order to make the most efficient use of brownfield land and take advantage of high levels of public transport accessibility.

It is not clear what is meant by the requirement that *proposals “do not have a negative impact on areas outside of the town centre”* (d). **We suggest that clarification is provided as to whether this refers to social, economic or environmental impacts.**

We also strongly support the requirement to support sustainable travel and provide parking at the minimum required standard, including at zero provision where appropriate. This accords with the MTS and Draft NLP policy T6 (Car Parking).

We would also suggest that there is a requirement for development to “Support active travel modes and the Healthy Streets Approach”; this is a requirement for Policy GSS09 below and we see no reason why it should not also apply in town centres.

We would also urge the Council to consider extending the town centre boundary for Chipping Barnet (Map 2 – Key Diagram) to include High Barnet Station as there are clear transport and interchange links between them (please see below).

We agree with the Council’s reasons for not pursuing the alternative options.

POLICY GSS09 Existing and Major New Transport Infrastructure

TfL CD strongly supports the recognition that:

“Public transport nodes, particularly of underground and over-ground rail infrastructure, provide locations of higher PTALs that can support significant intensification and growth.” [para 4.20.7]

Much of TfL’s programme for development in the borough is on this basis and it is an approach this is supported by both the Draft NLP and the SoS.

We also strongly welcome the recognition, in accordance with the Draft Growth Strategy, that station car parks offer opportunities for redevelopment through utilising the high PTALs and other potential site characteristics such as town centre locations, and that the Council's expectation is that such sites will be developed primarily for residential uses (para 4.20.11). **However, we must make clear that TfL is not generally proposing to retain station car parking provision within its development schemes (except for designated blue badge parking for people with disabilities). This accords with both the MTS and Draft NLP and, in particular: 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. Retention of car parking would also undermine the requirement to optimise housing delivery capacity at and around stations. Therefore, the last sentence of para 4.20.11 should be deleted.**

~~*"The required level of station car parking provision should be assessed and re-provided through a more land-efficient design approach."*~~

The policy lists a number of stations that are "not linked to a town centre" such as Woodside Park, Mill Hill East etc. In this context, we note that High Barnet station is not within a town centre boundary, although it is adjacent to Chipping Barnet town centre and our proposals will seek to strengthen links between the station and Chipping Barnet District town centre (as well as nearby Underhill). **As above, we would urge the Council to consider extending the town centre boundary to include High Barnet Station as there are clear transport and interchange links between them. Notwithstanding, we reiterate that policy GSS09 should prioritise all public transport nodes for the optimal development of new homes. If High Barnet is not included within Chipping Barnet town centre then it should be recognised as a prime, well-connected brownfield site, and specifically identified in draft policy GSS09 as a growth area for new development.**

Policy GSS09 requires that a proposal:

"Enhances the capacity and access of the transport interchange"

TfL CD welcomes enhancing capacity, access **and facilities** at stations and other transport interchanges, and also CIL and S106 contributions towards this. However, we suggest that this is reworded because not all developments would have sufficient impact to require enhancements to station / interchange capacity and access. We suggest this part of the policy is reworded:

*"If TfL determines that it is necessary, enhances the capacity, access **and facilities** of the transport interchange;"*

We are referring in this case to TfL in its capacity as a statutory planning consultee and London's transport operator.

For the reasons set out above, TfL CD does not support the final sentence of the policy and in accordance with the MTS and Draft NLP will not generally provide replacement station car parking (except for people with disabilities). In addition to conflict with MTS

and London Plan policies, the provision of multi-storey car parks would not be acceptable from a design point of view and would most likely render schemes unviable. The following should therefore be deleted:

~~“Where it is proposed to develop a station car park, the Council will assess existing provision and generally support replacement car parking through a more land-efficient design approach such as a multi-storey design.”~~

We agree with the Council’s reasons for not pursuing the alternative options.

POLICY GSS11 Major Thoroughfares

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).

In para 4.22.1, the most suitable routes for this type of development are listed. The A406 North Circular should be added to the list. TfL has a number of sites along the A406 that were originally acquired by the DfT for road-widening projects which were never brought forward. Beechwood Avenue is an example of one of these sites that is successfully being brought forward for housing development alongside the A406. Our site at Brentmead Place is another example, where the Council has made a draft site allocation for housing development (Site No. 31).

It is not clear why the TLRN roads, including the A406, are listed separately in para 4.22.5 when, as set out above, two substantial sites have already been considered appropriate for housing development by the Council on the A406. **We suggest that the lists in paras 4.22.1 and 4.22.5 are consolidated into a single list of routes suitable for development.**

Also in respect of para 4.22.5, the Plan should make clear that **the Healthy Streets Approach and initiatives should apply to all relevant developments** throughout the borough. It should also make clear that **density should increase in areas of good public transport accessibility to optimise the delivery of new homes.**

We agree with the Council’s reasons for not pursuing the alternative options.

POLICY GSS12 Car Parks

TfL supports the aim of the policy, to develop surface level public car parks for residential and other suitable uses. **For the reasons stated above, TfL CD does not support the second bullet of the policy and, in accordance with the MTS and Draft NLP, we will not generally provide replacement station car parking (except for people with disabilities).** Therefore the second bullet should be deleted as it would not be in accordance with the MTS and draft NLP and would not be sound once the latter is formally adopted.

Indeed, the policy could be strengthened to encourage opportunities to be sought for car park closures where it would have a positive impact on the use of public and active modes of transport.

Chapter 5 – Housing

Policy HOU01 Affordable housing

TfL CD notes the policy and will always look to achieve this in the borough except in cases when scheme viability challenges would make it impossible.

In the second para of the policy, it is said that “... *the basis of calculations for the affordable housing requirement will relate to a combination of units, either the number of habitable rooms or the floorspace of the residential development*”. We consider that this (and para 5.4.10) is unclear and we suggest that the draft NLP text in para 4.5.3 is cited ie.

“The percentage of affordable housing on a scheme should be measured in habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family-sized homes. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. If this is not the case, it may be more appropriate to measure the provision of affordable housing using habitable floorspace. Applicants should present affordable housing figures as a percentage of total residential provision in habitable rooms, units and floorspace to enable comparison.”

Para 5.4.8 makes an incorrect assertion:

“Through Policy H6 [of the draft London Plan], as part of a fast track approach to delivery, the draft London Plan also introduces the Threshold Approach to Applications with a minimum threshold of 35% (without public subsidy) on all land other than public sector or designated employment land where 50% is the threshold level.”

In fact, the 50% threshold level for public sector land applies to public sector land **where there is no portfolio agreement with the Mayor**. Where a public sector body has a portfolio agreement with the Mayor, the minimum threshold of 35% applies (please see Policy H5 of the Draft NLP). TfL has a portfolio approach with the Mayor. Para 5.4.8 should be corrected by the following addition at the end:

*“... other than public sector or designated employment land where 50% is the threshold level **unless there is a portfolio agreement with the Mayor.**”*

We generally support the proposed 60:40 ratio approach to affordable housing tenure. However, a more nuanced approach is required which **recognises site specific needs, circumstances and constraints**. The policy must be flexible enough to ensure that the right type of housing is delivered in the most appropriate locations and that overall housing delivery is not undermined.

Build to Rent

We consider that the borough should include a planning policy to promote the development of Build to Rent (BtR) housing which is broadly in line with Policy H11 (Build to Rent) of the Draft NLP. The Draft NLP requires boroughs to take a positive approach to BtR, which can help to increase housing supply, and recognises that there are particular economic challenges and characteristics associated with it that should be addressed through planning policies.

Chapter 6 - Character, Design and Heritage

TfL CD generally supports the policies in this chapter which aim to create sustainable, well designed, safe and secure developments which respond appropriately to context and deliver Healthy Streets.

Policy CDH01 Promoting High Quality Design

TfL CD supports the design-led approach to making the most efficient use of land and the requirement to develop residential schemes at optimum density. We also support the aspiration for high architectural and urban design quality. This approach informs all of our projects.

We suggest that paragraph iii should also refer to Healthy Streets:

*“iii. Ensure attractive, safe and, where appropriate, vibrant streets **which are designed in accordance with the Healthy streets Approach**, and active frontages that provide visual interest, particularly at street level”*

Policy CDH04 Tall Buildings

TfL CD does not support the definition of ‘tall’ (8-14 storeys) and ‘very tall’ buildings (14+ storeys). This does not accord with Draft NLP policy D9 (Tall Buildings) which states that the definition of a tall building should be based on specific localities and that the height ranges should vary by local context.

It is proposed that ‘very tall’ buildings will only be permitted in exceptional circumstances. It is unclear what these circumstances might be. We believe that a **design-led approach** would be more appropriate, in accordance with Draft NLP policy D9.

In addition, the Council’s suggested approach potentially runs counter to eg. draft NLP policy H1 which requires housing delivery to be optimised, especially on sites with existing or planned public transport access levels 3 – 6 or which are located within 800m of a station or town centre boundary.

This policy should be reconsidered in order to bring it into general conformity with Draft NLP policy D9.

DP9 has prepared more detailed representations on behalf of TfL in respect of this draft policy.

Chapter 11 Transport and Communications

Policy TRC01 – Sustainable and Active Travel

TfL CD supports the general approach to reducing car dependency and encouraging more sustainable modes of travel. This should underpin reductions in car parking at stations (see above) by encouraging the use of buses, walking and cycling to stations.

We consider that **this policy should also specifically highlight active travel** as the mode of transport with the lowest environmental impacts and the highest health benefits. We suggest that the first para should be amended:

*“The Council will work to deliver a more sustainable transport network that supports a growing population and prosperous economy by reducing car dependency, encouraging **active and** sustainable modes of transport and improving air quality.”*

Policy TRC02 – Transport Infrastructure

Our colleagues in TfL Spatial Planning will comment on this draft policy.

Policy TRC03 – Parking Management

We consider that the draft policy does not accord with the draft NLP or with the thrust of draft policy TRC01 which seeks to reduce car dependency and encourage more active and sustainable modes of travel.

Table 23 does not fully accord with Table 10.3 of the draft NLP which requires that all areas in London with a PTAL of 5 or 6 should be car free. The Council’s proposed standard is also higher than the draft NLP for sites with PTAL 4, 3 and 2. We can see no reason for sites in Barnet, particularly those with good accessibility, to be treated differently to sites elsewhere in outer London. Indeed to do so undermines the Council’s aspirations to reduce car dependency. In our view this is unsound.

We would like to reserve the right to make further representations on this matter after the Mayor has responded to the SoS’s letter of 13 March 2020.

We also oppose the paragraph b) requirement for a CPZ to be *in place* within the immediate vicinity before occupation of a ‘car free’ development. TfL CD and our partners are keen to explore, with the Council, the potential for new or extended CPZs in the vicinity of our developments, and we have agreed to fund feasibility work and consultations. However, the introduction of a CPZ does not fall within the control of an applicant and this objective has to be driven and promoted by the Council. Part b of the policy should therefore not form part of the assessment of a planning application and the wording of the policy in its current form is not sound.

Allocated Sites

Site No. 6: Watling Ave car park and Market, Burnt Oak

TfL owns Burnt Oak station and a small amount of land to the rear – this should be reflected in the site allocation. We currently have no plans of our own to develop this site. However, we would be pleased to work with the Council and other owners of the site to bring forward this potential residential opportunity.

TfL will require development on this site to improve interchange and contribute towards achieving station step free access (works are due to start in Winter 2020), capacity, access and facilities improvements.

Site No. 9: Colindeep Lane (adjacent to Northern Lane), Colindale

TfL CD has promoted this site for housing development via the 2017 'Call for Sites' and welcomes this site allocation. We would need to work with the Council and other landowners to secure provision of adequate pedestrian, cycle and vehicular access to the site.

The development timeframe could potentially be brought forward (to, say, 5-10 years) subject to securing access.

Site No. 24: East Finchley station car park, East Finchley

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes this site allocation.

The development timeframe could be brought forward to 5-10 years. However, it is possible that the site could be available, suitable and deliverable for development within the next five years, subject to feasibility and viability. We would want an assurance that the Council would not seek to prevent proposals coming forward within that shorter timescale.

The allocation proposes “30% retail and public car parking”. It is not clear whether this refers to site area or floorspace and this should be clarified. Please note, as set out above, that **TfL is unlikely to come forward with a scheme that provides significant car parking in this highly accessible location** (except for provision for people with disabilities); therefore, we suggest that this is amended as follows to accord with the MTS and draft NLP:

“Proposed use type/s: residential-led with ~~30%~~ retail to enhance the town centre and public car parking for people with disabilities only”

Site No 25: East Finchley substation, East Finchley

TfL CD has promoted this site for housing development via the 2017 'Call for Sites' and welcomes this site allocation.

However, **we suggest that this housing allocation is widened to also include the potential for commercial uses**, particularly at ground floor level which, due to site topography (the embankment behind) may not be best suited to housing. Commercial use would also accord with the garage and office buildings adjacent and enhance the town centre.

While the potential to retain and incorporate the existing building could be explored further, the existing structure does not lend itself to residential conversion or the density of development which is sought. We would therefore suggest that this is deleted from the allocation as it is likely to be unfeasible.

**Site No. 27: Edgware town centre, Edgware; and
Site No. 28: Edgware underground and bus stations, Edgware**

TfL CD has promoted land within its ownership for housing-led, mixed-use development via the 2017 'Call for Sites' and welcomes these site allocations.

There is a small amount of TfL-owned land within Site No. 27 and the ownership section should be updated to reflect this.

TfL owns all of the land within Site No.28.

TfL CD has been working with the owner of the Broadwalk Shopping Centre, whose landholdings comprise the majority of Site No.27, to look at potential options for a comprehensive development across both sites. We 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.

Given these two sites comprise a majority of the area within the Town Centre and their redevelopment would have a huge impact on the function and nature of the Town Centre, it is considered that they 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, other commercial and community facilities.

The allocation must acknowledge the need to retain operational transport facilities and land including the bus station, stands, LU station and sidings. However, there may be scope to explore relocating eg. the bus station and / or stands if it would improve interchange, access and transport operations, the disposition of uses on the site and the quality and value of the development.

We would also like to better understand how the site capacity figures have been calculated. Paragraph 6.3.2 of the Site Selection Background Report December 2019 sets out the methodology for calculating site capacity but it is considered that it is not appropriate to use the density matrix from the London

Plan (2016) as this has been removed from Draft NLP and is no longer considered the best approach to considering density. In addition the site area included in the site allocations are wider than those that have been considered as part of the feasibility exercise we have undertaken, and it would be useful to understand what assumptions have been made to reach the figures in the site allocations.

It is acknowledged that the 'Proposed Use type/s' entry makes use of a standard % approach through all the site allocations. However, it is not clear from the Site Selection Background Report December 2019 how these percentages have been calculated; the only reference to the use of a % for non-residential uses is in paragraph 6.3.3 of this Site Selection Background Report and this only refers to an assessment having been carried out but does not provide any details of this assessment. It is suggested that for more complex and strategic sites of this nature that these site allocations remove reference to the % and wording is updated along the following lines:

“Proposed use type/s: residential with ~~30% mixed uses (transport, retail, office and community)~~ transport and town centre uses to strengthen the high street including retail; food and beverage; leisure; office; community and public realm / open space.”

The description of surrounding context should also refer to other nearby taller buildings on the high street including the consented Premier Place (19 storeys) and Premier House (14 storeys).

For clarity the following amendment is suggested regarding the Town Centre SPD:

“Edgware Town Centre Framework (2013) provides further guidance which will be superseded by ~~Further guidance to be provided in the emerging Edgware Town Centre SPD~~ once this is adopted.”

Site No. 30: Finchley Central Station, Finchley Church End

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes the allocation of this highly accessible, brownfield, town centre site for housing-led, mixed-use development.

Our feasibility and viability work to date indicates that the suggested residential capacity of 556 should be achievable. However, to ensure that housing delivery can be optimised on the site, we would suggest that this figure is raised to 600.

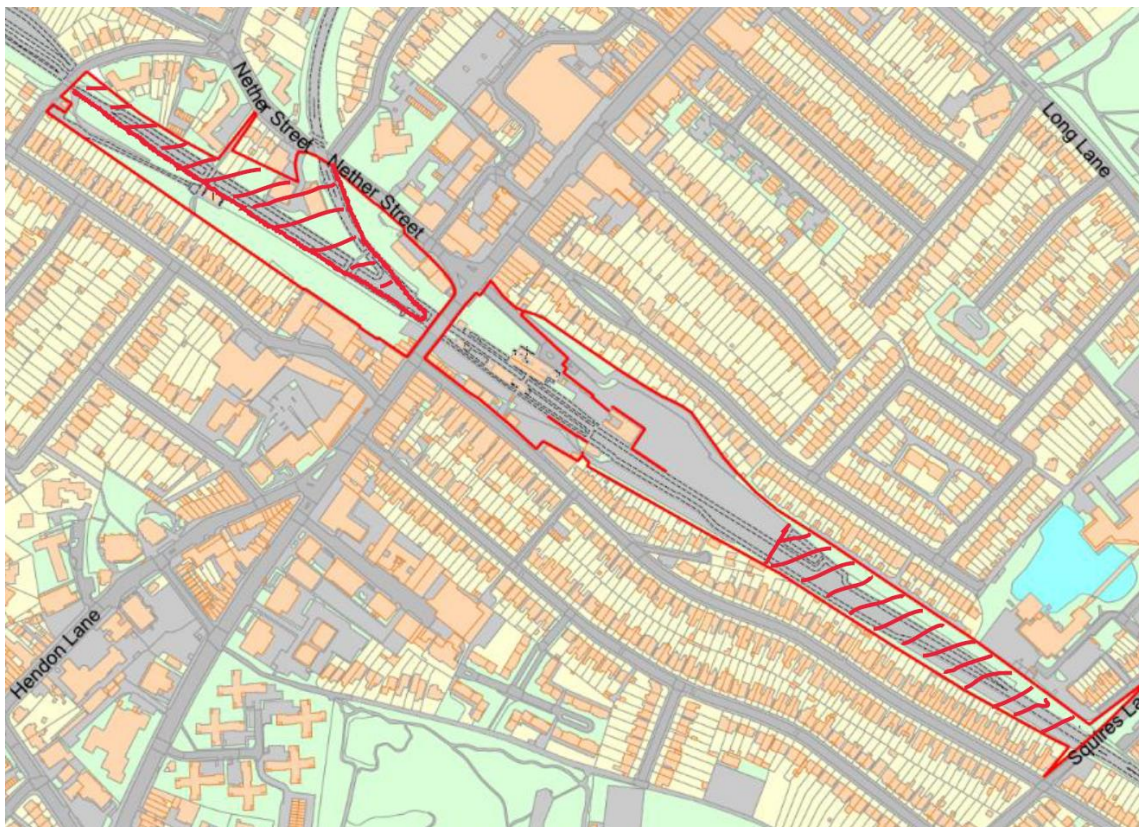
The scale of development sought can only be achieved through the development of one or more tall buildings (eight storeys +) and one very tall building (14 storeys +). This would accord with draft NLP and Barnet planning policies and the town centre,

urban location is clearly appropriate for this scale of development. **Therefore, the allocation should clarify that the site is suitable for tall and very tall building/s.**

We note that the proposed use types includes “50% mixed uses”. In terms of site area, that might be achieved within the allocation red line boundary, which includes underground railway tracks, the station and associated operational land and buildings. It would not be achievable in terms of floorspace. Therefore we suggest that this reference is removed from the allocation.

In addition, please note that TfL intends to retain the southern end of the existing car park for operational purposes. In addition the land located to the north of the line to Mill Hill and the south west of the line to High Barnet will be retained in operational use. **The Council should, therefore, revise the allocation boundary to better define the development opportunity** (please see the plan below, with red-shaded land to be removed from the allocation). The requirement for 50% mixed uses should be deleted as it would be both unfeasible and unviable within the developable area (and does not accord with pre-application advice from officers). We suggest is replaced along the following lines:

“Proposed use type/s: residential-led with ~~50% mixed uses~~ (transport and town centre uses to strengthen the high street including retail, and food and beverage, and public realm / open space. ~~, retail, offices, car parking~~)”



As set out above, **it is not generally TfL’s intention to provide commuter car parking at station sites such as this.** In addition, we have not found the site to be

suitable or viable for the provision of office floorspace. Therefore, these should be deleted from the suggested mix of uses.

The description of surrounding context should also refer to other nearby taller buildings on the high street including the Travelodge hotel (six / seven storeys) and Gateway House (eight storeys).

The initial planning considerations include “*a new station interchange*”. Please note that the existing station building has been recently locally listed and, in addition, TfL has no plans to redevelop the station buildings which provide ‘step free access’ to the platforms and adequate capacity. We agree, however, that development proposals should consider how it can support improved access the station and increase its presence on the high street. We suggest that this is reworded:

“Comprehensive residential led development with ~~a new station interchange~~ and improved access to the station from Regent’s Park Road and - Development should enhanced visual and functional connection between station and town centre.”

For the reasons stated above, references to car parking should be modified:

“For any loss of car parking spaces an assessment must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel. ~~replacement spaces may be required.~~”

The development timeframe of 5-10 years should be reduced to 0-5 years as it is our aim to have planning permission in place to enable us to commence development by March 2021. The construction programme for delivery of the whole site is likely to be approximately seven years.

Site No. 31: Brentmead Place, Golders Green

TfL CD has promoted this site for housing development via the 2017 ‘Call for Sites’ and welcomes this site allocation.

We understand that the previous use of the site was residential; houses were acquired by DfT for a road widening scheme that was never brought forward. TfL had to demolish most of the homes on the site after they were vandalised and became unsafe. A synagogue occupies the two remaining houses on a short lease as a ‘meanwhile use’ prior to the site being comprehensively redeveloped.

While TfL CD welcomes the allocation of the site for housing development, our initial feasibility work indicates **site capacity for a minimum of 50 new homes** and the indicative residential capacity should therefore be raised.

This site could be developed within a five year timeframe and the Development timeframe should be amended to reflect this.

Site No. 44: High Barnet Station, High Barnet

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes the allocation of this highly accessible, brownfield site for housing-led, mixed-use development.

Our feasibility and viability work to date indicates that the suggested residential capacity of 292 should be achievable. However, to ensure that housing delivery can be optimised on the site, **we would suggest that this figure is raised to 300.**

The suggestion that 25% of the development should be provided as “*mixed uses (public car parking and employment)*” is unfeasible and would not accord with officers' pre-application advice and Council aspirations. It is TfL's intention to provide a mix of uses on the site which delivers the housing that Barnet needs and commercial and community floorspace that is complimentary to the high street at Chipping Barnet (and also Underhill). 25% car parking and commercial uses would compete with the high street. In addition, TfL CD only intends to provide a relatively small amount of replacement car parking for passengers when it redevelops the site, for the reasons set out above. Therefore, we suggest that the Proposed use types is amended:

“residential with limited commercial and community floorspace that would complement the town centre ~~25% mixed uses (public car parking and employment).~~”

For the reasons stated above, references to car parking in the penultimate sentence should be modified:

“An assessment must be undertaken of public car parking spaces ~~lost and mitigation provided to encourage the use of public transport and active modes of travel.~~ ~~replacement spaces may be required.~~”

TfL CD considers that all sites close to public transport hubs could be appropriate for tall buildings in order to optimise housing delivery. We would like the Council to reconsider and assesses whether the High Barnet site could be suitable for a taller building/s given its excellent public transport accessibility, location adjacent to an existing transport hub, local site topography and distance from any other housing.

Site No. 47: Mill Hill East station

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes the allocation of this highly accessible, brownfield site for housing-led, mixed-use development.

The timeframe indicated in the 'Call for Sites' submission was 5 – 10 years but the site allocation has 11 - 15 years; this should be amended to 5 – 10 years.

As above, TfL is unlikely to include car parking provision within a mixed-use scheme (except for people with disabilities) and such reference should be deleted from the Proposed use type/s:

“residential with ~~40% mixed uses~~ (retained rail infrastructure, ~~car parking~~).”

For the reasons stated above, references to car parking in the final sentence should be modified:

“An assessment of public car parking requirements must be undertaken and *mitigation provided to encourage the use of public transport and active modes of travel.* ~~provided as required.~~”

Site No. 50: Watford Way and Bunns Lane

TfL CD has promoted this site for housing-led development via the 2017 ‘Call for Sites’ and welcomes the allocation of this accessible, brownfield site for housing-led development.

The requirement to preserve mature trees might inhibit optimising housing delivery and this part of the allocation should be reworded:

“*Preservation of any high quality mature trees or mitigation for removal is required.*”

This site is likely to be marketed through the GLA’s small sites programme in 2020 and TfL and the GLA will select a small or medium sized housebuilder to provide new, high quality homes on the site. The Development timeframe should therefore be corrected from 11 – 15 years to within five years.

Site No. 53: Allum Way, Totteridge

TfL owns a substantial part of the allocated development site, including the station car park and warehousing to the north. We have promoted land in our ownership for housing-led development via the 2017 ‘Call for Sites’.

However, TfL / London Underground may now need to retain this land for operational purposes, to serve a future Northern Line upgrade.

In these circumstances, TfL cannot commit to promoting residential development on its land at this point in time.

The site allocation should take into account the **likely requirement for TfL land to return to operational use, potentially also necessitating the acquisition of some adjacent land.** The suggestion of 20% mixed uses would be inadequate to encompass TfL’s potential operations.

The potential for mixed-development with eg. residential provided above operational structures could be investigated.

Site No 55: Woodside Park Station East

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes the allocation of this highly accessible, brownfield car park site for housing development.

This site could come forward within the five year timescale.

As set out above, TfL is unlikely to reprovide car parking for station users, except for people with disabilities. Therefore, the final sentence should be reworded:

“Public car parking requirements should be assessed and mitigation provided to encourage the use of public transport and active modes ~~re-provide-as-needed~~.”

Site No. 56: Woodside Park Station West

TfL CD has promoted this site for housing-led development via the 2017 'Call for Sites' and welcomes the allocation of this highly accessible site for housing development.

The council has resolved to grant planning permission for the redevelopment of the southern part of the site to provide 86 affordable self-contained flats within two x five storey blocks (application ref: 19/4293/FUL). TfL's development partner Pocket Living will be bringing forward the development on this site.

The land to the north of Station Approach is a longer term development opportunity, dependant on provision of satisfactory access for pedestrians, cyclists and vehicles. This may require significant redesign of one of the station entrances to the western side of the bridge link at the station. At this stage, no feasibility studies have been carried out.

Site No. 61 Tally Ho Triangle

TfL has leasehold interests at this site related to the bus station. Our colleagues in TfL Spatial Planning will comment on this draft allocation.

Additional Proposed Site Allocation

Land at Golders Green Station

TfL CD submitted representations to the Golders Green Town Centre Strategy Consultation in October 2019. It is understood that this document has now been adopted, however it does not appear to be available online. As we set out in the comments submitted for that consultation:

TfL CD are supportive of the vision for an *“improved bus station, providing new shops and facilities and injecting renewed life and vitality into the area”*. However, we strongly suggest that the vision also refer to how the redevelopment of Golders Green transport hub should make efficient use of a highly sustainable location and include the provision of residential uses. TfL CD considers this site to have capacity for significant mixed-use redevelopment in

the future and, given its highly sustainable location, think it is important that the Town Centre Strategy fully recognises the scope for residential uses to come forward as part of this. Redevelopment of the site would align with NPPF paragraphs 108 and 118d and DLP Policies H1, D1 and D8 which aim to focus residential development in the most sustainable locations.”

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. Therefore, there should be some consolidation of the public realm and regularisation of the road network, which would enable a more logical layout and create a more pedestrian-friendly environment. TfL CD would like to work with the Council to explore opportunities for this.

TfL CD consider that Golder Green transport hub should have a site allocation. Whilst it is acknowledged that the Golders Green Town Centre Strategy has been prepared to provide the detail around development within Golders Green that does not mean that a site allocation cannot be provided in the Local Plan as well, particularly as supplementary planning documents hold less weight than an adopted Local Plan.

Concluding Remarks

We trust that we have provided sufficient information for the borough to be able to consider our representations and we look forward to discussing key issues and sites with you. If you require any further information please do not hesitate to contact me or my colleague Luke Burroughs.

Yours faithfully

A black rectangular box redacting the signature of Brendan Hodges.

Brendan Hodges
Planning Manager (Residential)
Transport for London Commercial Development

cc.

Patricia Cazes-Potgieter -	TfL Commercial Development
Martin Teodorczyk –	TfL Commercial Development
Kelly Lopez -	TfL Commercial Development
David Wakeford -	TfL Commercial Development
Peter Elliot -	TfL Commercial Development
Tom Burnage -	TfL Commercial Development
Rosanna Sterry -	TfL Commercial Development
Luke Burroughs -	TfL Commercial Development
Patricia Charleton -	TfL Spatial Planning
Richard Carr -	TfL Spatial Planning
Fabien Gaudin -	LB Barnet
Emma Watson -	LB Barnet
Andrew Dillon –	LB Barnet
Hardeep Ryatt -	LB Barnet

Attachments:

Annex 1 – TfL Property Design Principles

Annex 2 – TfL CD Representations on the Draft Growth Strategy, 12 September 2019



Date: 6 August 2021

Our ref: TfL/CD/BH – LBB LP Reg 19

Your Ref: -

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Dear Sir / Madam,

Consultation on Barnet's Draft Local Plan (Reg 19) Submission - TfL Commercial Development Response

Thank you for providing the opportunity to comment on the Draft Local Plan Regulation 19 submission version.

Please note that our representations below are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a significant landowner in the borough only and are separate from any representations that may be made by TfL in its statutory planning role and / or as the strategic transport authority for London. Our colleagues in TfL Spatial Planning will provide a separate response to this consultation in respect of TfL-wide operational and land-use planning / transport policy matters as part of their statutory duties.

Background

TfL CD is working with the Council to deliver mixed-use development and new homes across the borough. Across our portfolio of London sites, TfL CD will be delivering 50% of new homes / habitable rooms as genuinely affordable housing in a range of tenures. In Barnet, our schemes will range from policy-compliant 35% affordable housing and up to 100% – please see below.

Our partner Kuropatra is nearing completion of 97 new homes at Beechwood Avenue (50% affordable housing) and Pocket Living is due to start work shortly on building 86 new homes at our site to the west of Woodside Park station (100% affordable housing – discounted market sales). We have received planning permission to build 313 new homes as part of a comprehensive development which delivers a new station ticket hall building at Colindale Avenue (50% affordable housing). We will be seeking partners for

housing development opportunities at High Barnet station and on land to the east of Dollis Park within the next six months. .

In addition, we have a portfolio of major sites that we will be looking to develop in years to come – focussed on delivery of optimal, high quality housing and public realm around stations – in areas such as Edgware town centre, Finchley Church End, East Finchley and Mill Hill.

All of TfL CD's projects are focussed on delivering optimal, high-quality housing, within schemes that relate to and strengthen their neighbourhoods, which make places that people are proud to live in, and which are founded on transparent engagement and best practice.

As one of the biggest public sector landowners in the borough, TfL is a very important partner to deliver high-quality housing in the borough and we have a strong appetite to continue working with the Council to achieve this.

TfL CD has previously submitted representations on the emerging Local Plan at the Regulation 18 Issues and Options stage.

TfL CD Representations

As we have previously stated, 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, we consider that the draft Plan, taken as a whole, is generally legally compliant, sound and compliant with the duty to cooperate. However, we do have a number of representations in respect of specific policies, supporting text and site allocations.

National Planning Policy Framework

The Local Plan will need some redrafting to refer to the July 2021 version of the NPPF. In particular for references to: the use of Article 4 Directions; the use of masterplans, design guides or codes (including the National Design Guide and National Model Design Code) to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community; the significant weight to be given to outstanding or innovative designs which promote high levels of sustainability; improved street design; the emphasis on incorporating trees in new developments and streets; and the faster delivery of public service infrastructure.

Chapter 3 - Barnet's Vision and Objectives

TfL CD continues to support the proposed 'vision' and, in particular, directing growth to the most sustainable locations with good public transport and sustainable transport choices. In particular we support the added references to good, sustainable growth. However, **we would still suggest adding specific references to good design**, which is important to ensuring the Barnet continues to be "*a place where people choose to make their home*". References to good design should also be included in para 3.2.2 which sets out key objectives linked to the vision; this would reflect updated para 8 of the new NPPF which highlights the importance of "*well designed, beautiful and safe*

places” to achieving sustainable development. This could potentially be incorporated within the last bullet point of para 3.2.2.

We note the significant reduction in the Council’s housing delivery ambitions; the target to deliver a minimum of 46,000 new homes set out in the Reg 18 version of the draft Plan has been reduced to 36,000 during the period to 2036. This remains an ambitious target, requiring an average delivery of 2,364 new homes per annum, which accords with the London Plan 10 year housing target for the borough [London Plan, Table 4.1]. TfL CD can make significant contributions towards the Council achieving this and also your objective to increase the supply of affordable home ownership and rental options.

The targets set out in Tables 4.1 and 4.2 of the London Plan should be treated as minima (see paragraph 4.2.5 of the London Plan) and the Mayor encourages boroughs to exceed these where possible while taking into account other policies within the development plan. Exceeding the borough’s housing target would make an additional contribution to meeting objectively assessed housing needs, addressing housing affordability issues, and making the most of opportunities to regenerate and redevelop brownfield land in the borough.

POLICY BSS01 Spatial Strategy for Barnet

TfL CD continues to support the objectives of this policy to deliver new homes (albeit the target is now reduced to accord with the London Plan), the other growth objectives for commercial and retail floorspace across the town centres, provision of parks, sports and recreation facilities, and the objective to minimise contributions towards climate change.

We support the directing of development to the most sustainable locations with good public transport connections and provisions for active travel. However, in addition to the specified Opportunity Areas, Growth Areas and District Town Centres, the policy should make clear that outside of these areas **the design-led approach should also be used to maximise the development potential of sites and make the best use of land, particularly on sites which are within 800m of a station or town centre boundary or with PTALs of 3-6**. Such an approach would conform with London Plan policy H1 (Increasing housing supply) and would therefore be both ‘sound’ and ‘legally compliant’. We would suggest that the last sentence of policy BSS01 (para C) could be modified as follows:

Outside of these locations, growth will be supported in places where there is recognised capacity, ~~and~~ where the historic environment and local character can be conserved or enhanced, and particularly within 800m of a station or town centre boundary and / or areas with PTALs of 3-6 ~~as a result~~.

This would bolster the Council’s approach to ensuring that development takes place at optimum densities in the most sustainable locations in order to minimise carbon and air quality impacts, reduce congestion and encourage sustainable and active transport choices.

Key Diagram

Linked to our comment immediately above, and to ensure that growth and new housing can be focussed in all accessible locations, particularly those with good public transport connections, **we would suggest that consideration is given to drawing indicative 800m zones around stations and town centre boundaries.**

Chapter 4 – Growth and Spatial Strategy

TfL CD supports the Council’s approach, in para 4.4.5, to provide a supply of sites for up to 36,000 new homes in order to maximise the prospects of meeting the London Plan and draft Local Plan’s targets for delivering a minimum of 2,364 new homes each year.

POLICY GSS01 Delivering Sustainable Growth

TfL CD supports directing housing growth to the Growth Areas (including Colindale, Edgware and Mill Hill), District Town Centres (including Finchley Church End), at existing and major new public transport infrastructure and at other car parks.

In the context of the current borough housing target in the recently adopted London Plan, we are generally supportive of the housing targets for the Growth Areas, District Town Centres, and Existing and Major New Public Transport Infrastructure (subject to our comments below on developing at TfL stations and environs including car parks). However, as above, we consider that **the housing targets should be expressed as minima**, ie.

- a) *Growth Areas (at least 23,300 homes):*
etc

We consider that the indicative capacity of *at least* 5,000 new homes at Edgware (where TfL CD is partnering Ballymore to bring out transformative change in the town centre) is achievable. We are also happy with the figure of *at least* 4,100 new homes at Colindale, which we assume to include the 313 new homes granted planning permission at Colindale Station in 2020. And likewise *at least* 1,500 new homes at Mill Hill which we assume to include the min 127 new homes in Site Proposal No. 47.

We note the reduction in capacity for District Town Centres from 6,100 in the Reg 18 version of the Draft Local Plan to 5,400 in the Reg 19 version. The Council will need to ensure that the reduced figure still optimises opportunities for the delivery of housing in these highly sustainable locations.

We also note, with some concern, the significant reduction in capacity for “*London Underground and Network Rail stations and environs, including car parks*” – from 1,000 new homes in the Reg 18 draft to just 450 in the Reg 19 draft. The development of such sites will not only regenerate and make much better use of this under-used, brownfield land, but will also help to encourage more sustainable and active transport choices in the most accessible locations, in accordance with the Mayor’s Transport Strategy (MTS) and London Plan eg. policies SD7 (Town centres: Development Principles and Development Plan Documents) and H1 (Increasing Housing Supply).

We consider that the Reg 19 version of the draft Local Plan underestimates the capacity of these sites. We calculate that our car park sites in the borough have the capacity to deliver a greater number of new homes over the lifetime of this Local Plan. Based on the draft Reg 19 Local Plan Annex 1 Site Proposals figures, TfL's "stations and environs, including car parks" have the potential to deliver a minimum of:

Site No.	Site	Indicative homes
24	East Finchley Station Car Park	135
28	Edgware Underground and bus stations	2,317
30	Finchley Central Station	556
44	High Barnet Station	292
47	Mill Hill East Station	127
53	Alum Way	600 (assume up to 200 could be collocated with transport infrastructure on TfL land)
55	Woodside Park Station East	95
56	Woodside Park Station West	356
-	Colindale Station, car park and adjoining land	313
	TOTAL	4,391

Over the lifespan of the draft Local Plan, this may be an underestimate as there is also potential for new homes at other sites in TfL's portfolio such as Golders Green station (see below).

However, this demonstrates the estimated capacity for housing delivery on TfL sites comprising "London Underground stations and environs, including car parks". Even if we account for potential double counting by discounting the station / car park sites in Growth Areas (ie. Edgware Underground and bus stations, Colindale Station and Mill Hill East station) and District Town Centres (ie. East Finchley Station car park and Finchley Central station), the highlighted sites in the table above could deliver 943 new homes. We do not know the capacity of Network Rail sites, which would also need to be added, but we suspect it may take the total to above 1,000.

As the draft Reg 19 Local Plan underestimates housing delivery on these sites, we consider that the figure of 450 homes does not optimise housing delivery on highly sustainable sites. **It should remain as at least 1,000 homes as previously specified in the Reg 18 draft.** We look forward to continuing to work with the Council in order to realise the true potential of these sites.

TfL CD continues to support the development of 'small sites' and our scheme at Beechwood Avenue should be completed shortly to provide 97 new homes. We also have a number of other 'small sites' in the borough, including on the North Circular which will reinstate homes on derelict sites, therefore improving the environment and townscape, as well as providing much-needed additional family homes.

POLICY GSS05 Edgware Growth Area

TfL CD welcomes Edgware Town Centre being identified as an opportunity for regeneration and intensification and supports this policy, **subject to the housing target being expressed as a minimum** ie:

At least 5,000 new homes;

Please see our more detailed comments below in respect of Site No. 27: Edgware town centre and Site No. 28: Edgware underground and bus stations.

POLICY GSS06 Colindale Growth Area

TfL CD supports the general ambitions for growth within the Colindale Growth Area and also the specific reference to improving Colindale Underground station, including seeking developer contributions in order to help enable this. Please note that the improvements do not comprise a “*new station*”, but a new ticket hall building (the platforms and much of the station infrastructure below ticket hall level will remain). Therefore, we suggest the following amendment to the policy for clarification:

*New Colindale Underground ~~Station~~ **ticket hall building** ~~station~~ with step-free access **to the platforms** and sufficient gate capacity ... etc*

TfL CD hopes to soon be seeking a new development partner to deliver the 313 new homes permitted following the grant of planning permission on 10 March 2020 or an alternative scheme. To reflect this, and confirm the delivery of much-needed new homes in a highly sustainable location adjacent to the station, we suggest a further amendment to the policy in respect of the second mention of the station:

*Land at Colindale Underground Station will be redeveloped to provide a new, higher capacity, step-free access station **ticket hall building** that incorporates cycle parking **and new homes**;*

POLICY GSS07 Mill Hill East

TfL CD appreciates the Council’s support to deliver good growth at Mill Hill East Station. **However, as we have previously said, given the good level of public transport accessibility (PTAL 3 and adjacent to the underground station) we would suggest that ‘urban’ rather than ‘suburban’ growth would better optimise the opportunity to deliver new homes close to the station.** Indeed, the reference to “*good suburban growth*” is confusing in the context of the cited Millbrook scheme which comprises multi-storey apartment buildings presenting more of an urban than suburban face to Mill Hill East. We would suggest 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.

As suggested above, **all housing targets should be expressed as minima** in order to provide flexibility as and when housing targets change as a result of updated targets at a national and / or London Plan level during the lifetime of the Local Plan.

POLICY GSS08 Barnet's District Town Centres

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. In particular, the focus on the main town centres such as Finchley Central and Golders Green is sound as they are adjacent to railway stations providing access to central London and elsewhere. In addition, we strongly support the requirement to optimise residential density (b) in order to make the most efficient use of brownfield land and take advantage of high levels of public transport accessibility.

As above (under GSS01) we note the reduction in capacity for District Town Centres from 6,100 in the Reg 18 version of the Draft Local Plan to 5,400 in the Reg 19 version. The Council will need to ensure that the reduced figure still optimises opportunities for the delivery of housing in these highly sustainable locations.

We also reiterate that **all housing targets should be expressed as minima** in order to provide flexibility as and when housing targets change as a result of updated targets at a national and / or London Plan level during the lifetime of the Local Plan.

In our Reg 18 representations we pointed out that it is not clear what is meant by the requirement that *proposals “do not have a negative impact on areas outside of the town centre”* (d). This has not been updated and as presently worded it is imprecise, unclear and, in our view, unsound. Therefore, **we suggest, again, that clarification is provided as to what types of impacts are meant to be avoided.**

We also strongly support the requirement to support sustainable travel and provide parking at the minimum required standard, including at zero provision where appropriate. This accords with the MTS and London Plan policy T6 (Car Parking). However, it is not clear what is meant by the reference to car parking *“established standards”* in (g). **We suggest that this is replaced by a specific reference to the London Plan as setting standards for car parking.**

We appreciate the additional support for active travel modes and the Healthy Streets Approach which has been added since Reg 18.

We would also, again, urge the Council to consider extending the town centre boundary for Chipping Barnet (Map 2 – Key Diagram) to include High Barnet Station as there are clear transport and interchange links between them (please see below).

POLICY GSS09 Existing and Major New Transport Infrastructure

TfL CD strongly supports the recognition that:

“Public transport nodes, particularly of underground and over-ground rail infrastructure, provide locations of higher PTALs that can support significant intensification and growth.” [para 4.24.1]

Much of TfL's programme for development in the borough is on this basis and it is an approach this is supported by both the London Plan and NPPF.

We also strongly welcome the recognition, in accordance with the Draft Growth Strategy, that station car parks offer opportunities for redevelopment through utilising the high PTALs and other potential site characteristics such as town centre locations, and that the Council's expectation is that such sites will be developed primarily for residential uses [para 4.24.5].

Para 4.24.7 and the policy itself lists a number of stations that are *"not linked to a town centre which are expected to support development"* such as Mill Hill East, New Southgate etc. Since the Reg 18 version of the draft Local Plan, Woodside Park has been removed from this list. **It should be reinstated 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.**

In this context, we also note that High Barnet station is not within a town centre boundary, although it is adjacent to Chipping Barnet town centre and our proposals will seek to strengthen links between the station and Chipping Barnet District town centre (as well as nearby Underhill). **As above, and as we said at Reg 18, we would urge the Council to consider extending the town centre boundary to include High Barnet Station as there are clear transport and interchange links between them. Notwithstanding, we reiterate that policy GSS09 should prioritise all public transport nodes for the optimal development of new homes. If High Barnet is not included within Chipping Barnet town centre then it should be recognised as a prime, well-connected brownfield site, and specifically identified in draft policy GSS09 as a growth area for new development.**

We appreciate that you have changed your approach to the re-provision of commuter car parking on these sites since Reg 18. You now say that the level of station car parking provision should be assessed in light of encouraging the use of public transport and active modes of travel. This should enable our schemes to reduce commuter car parking, enabling us to optimise development opportunities and housing delivery and, importantly, to contribute 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.

However, we do not support the final sentence of the policy and, in particular, the reference to *"multi-storey design"*. We are likely to focus car parking re-provision on a much smaller number of spaces for people with disabilities including 'blue badge' holders. **The provision of multi-storey car parks is unlikely to be acceptable from a design point of view (often resulting in full or partial blank facades) and would often jeopardise scheme viability (especially for our schemes with very high affordable housing provision), particularly when fully or partially underground.** Therefore, we suggest the following changes to the last sentence of the policy:

Existing provision must be assessed and *if there is a demonstrable need to replace ~~ment~~ some car parking, it may be supported through a more land-efficient design approach ~~such as a multi-storey design.~~*

POLICY GSS11 Major Thoroughfares

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). We appreciate the Council's commitment to "work with TfL and Highways England to help deliver appropriate sites".

However, we note that support for development on the A406 North Circular is not as strong as it is for some other major roads through the borough. In particular, para 4.26.6 says that the A406 North Circular "could potentially be enhanced" which we consider to be unclear. **We would suggest that this paragraph is strengthened to provide a clear presumption in the Local Plan in favour of the redevelopment of unused / underused sites in suitable locations on the A406 (subject to the usual planning, heritage and environmental considerations, of course).** TfL 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. Beechwood Avenue is an example of one of these sites that is successfully being brought forward for housing development alongside the A406. Our site at Brentmead Place is another example, where the Council has made a draft site allocation for housing development (Site No. 31). We have other small sites along the A406 where houses were demolished after being vandalised and / or burnt; their redevelopment with replacement homes will have significant townscape and environmental benefits as well as providing much-needed additional family-sized housing in the borough. They are also in a sustainable location within easy walking distance of Brent Cross underground station. A clear planning position in the Local Plan will help us to market these development opportunities through the GLA 'Small Sites' programme and secure their redevelopment.

In addition, it should be made clear that "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.

Therefore we suggest that para 4.26.6 is amended 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.*

POLICY GSS12 Car Parks

TfL CD supports the re-development of publicly accessible surface level car parks for residential and other suitable uses

Chapter 5 – Housing

Policy HOU01 Affordable housing

TfL CD notes the policy and will always look to achieve this in the borough except in cases when scheme viability challenges would make it impossible. We appreciate the changes that have been made to reflect our comments at Reg 18.

Chapter 6 - Character, Design and Heritage

TfL CD generally supports the policies in this chapter which aim to create sustainable, well designed, safe and secure developments which respond appropriately to context and deliver Healthy Streets.

We note the recent publication of the July 2021 revised version of the NPPF and National Model Design Code which the Reg 19 draft Local Plan may need to be updated to respond to.

Policy CDH04 Tall Buildings

TfL CD maintains its concerns in respect of the tall buildings policy because the issues raised in our Reg 18 representations have not been addressed.

It is proposed that ‘very tall’ buildings will only be permitted in exceptional circumstances. One very limited example of exceptional circumstances is provided (appropriate siting within an Opportunity Area or Growth Area) and we consider that this should be extended. For example, **the significant public realm and townscape improvements sought by the Council will only be secured at our Finchley Central site (see below) if an appropriate and viable scale of development (likely to include very tall buildings) can be achieved.**

In addition, we believe that a **design-led approach** to ‘very tall’ buildings would be appropriate, in accordance with London Plan policy D9.

Chapter 11 Transport and Communications

Policy TRC02 – Transport Infrastructure

Our colleagues in TfL Spatial Planning will comment on this draft policy. However, consistent with our comments above in respect of Colindale station, we would suggest that a)iii is amended as follows:

*A new underground station **ticket hall building** and enhanced public transport interchange at Colindale;*

Policy TRC03 – Parking Management

We note that Table 23 (Residential Car parking Standards) now broadly accords with the London Plan.

We welcome the changes to TRC03 para b) following our Reg 18 representations in respect of CPZs. However, **we consider that the text should be clear in respect of who decides whether a CPZ is required.** In addition, 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. Therefore, we suggest the following amendment to reflect this:

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 and monitoring of the CPZ will be agreed as part of the planning permission.

Annex 1 – Schedule of Site Proposals (Allocated Sites)

Site No. 6: Watling Ave car park and Market, Burnt Oak

TfL CD appreciates the addition of the reference to improving interchange and contributing towards achieving station step free access.

Site No. 9: Colindeep Lane (adjacent to Northern Lane), Colindale

We note that site capacity has been reduced from 138 to 128 new homes since the Reg 18 consultation. Please could you let us know the reason for this.

Site No. 24: East Finchley station car park, East Finchley

We appreciate the changes that have been made to address our concerns. However, **we would suggest changes to the “Proposed Use” to delete the references to percentages (which may constrain the optimisation and delivery of new housing and development) and to be consistent with the approach to re-provision of commuter car parking on TfL sites** (and therefore sound):

~~70%~~ residential floorspace and ~~30%~~ commercial uses (E Class), public realm including station drop-off and ~~limited commuter public~~ car parking

The “Justification” currently (and presumably erroneously) infers that development of this site would enhance car parking on the site. That would not be TfL’s intention and the “Justification” must be amended. We suggest:

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.

And finally, the last sentence of the “Site requirements and development guidelines” must also be amended:

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.

Without these amendments, we do not consider that this site allocation would accord with the MTS or London Plan.

Site No 25: East Finchley substation, East Finchley

We appreciate the changes that have been made to address our previous concerns.

The “Development timeframe” should be reduced to five years. The site has been acquired by a local developer who has commenced local community engagement with a view to submitting a planning application soon for mixed residential / commercial redevelopment.

Site No. 27: Edgware town centre, Edgware; and Site No. 28: Edgware underground and bus stations, Edgware

TfL owns a small amount of land within Site No 27 and all of the land within Site No.28.

TfL CD has been working with Ballymore, the owner of the Broadwalk Shopping Centre, whose landholdings comprise the majority of Site No.27, to look at a comprehensive development across both sites. We have undertaken an initial feasibility study covering both sites to inform this. As previously stated, TfL CD welcomes allocation of these highly accessible, brownfield, town centre sites for housing-led, mixed-use development.

Separate allocations

As set out in our representations to the Reg 18 consultation, **given these two sites comprise a majority of the area within the Town Centre and their redevelopment would have a huge positive impact on the function and nature of the Town Centre, it is considered that they 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.

Site capacity figures

As set out in our representations to the Reg 18 consultation, we are surprised that the methodology for calculating site capacity figures is based on the 2016 London Plan Density Matrix. Given the 2021 London Plan replaces the density matrix with a design-led approach, the methodology used in your Reg 19 consultation is no longer appropriate. We therefore suggest that the indicative residential capacities are given as minimum figures:

Site 27: Indicative **minimum** residential capacity: 2,379

Site 28: Indicative **minimum** residential capacity: 2,317

Uses as a percentage of floorspace

As set out in our representations to the Reg 18 consultation (and in connection with other draft allocations above), no detail has been provided as to how the percentages have been calculated; the only reference to the use of a % for non-residential uses is in paragraph 6.3.3 of this Site Selection Background Report and this only refers to an assessment having been carried out but does not provide any details of this assessment. **The use of percentage figures for such large sites that are required to deliver over 4,500 homes is an overly simple approach which may constrain the optimisation and delivery of new housing and development.** Further, requiring Site 27 to deliver 25% non-residential uses and Site 28 to deliver 30% non-residential uses would be difficult to monitor and assess considering that a comprehensive development which optimises uses across both sites will come forward. Again, as set out in our previous representations, it is suggested that, for more complex and strategic sites of this nature, these site allocations remove reference to the % and wording is updated along the following lines:

“Proposed use type/s: residential with ~~30% mixed uses (transport, retail, office and community)~~ transport and town centre uses to strengthen the high street including retail; food and beverage; leisure; office; community and public realm / open space.”

Site No. 30: Finchley Central Station, Finchley Church End

We appreciate the changes that have been made to address our previous concerns. However, we note that a number of matters have not been addressed in the updated allocation.

The site address is incorrect; in particular the reference to Squires Lane. It should be amended, we would suggest:

~~Squires Lane~~ / Regents Park Rd / Chaville Way / Nether St / Station Road / Crescent Rd St, Finchley N3 (land adjacent to railway ~~verges and airspace above~~ tracks and Finchley Central station)

As we have previously said, 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 building (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 building/s.**

The “Proposed uses” still includes reference to:

50% residential uses with 50% retained transport infrastructure, commercial uses and car parking

We would prefer for the reference to percentages to be removed. However, if retained, it must be clarified that this refers to site area (not the floorspace provided within new buildings) and that it is an approximate figure only. As previously stated, this might be achieved in terms of site area, which includes underground railway tracks, the station and associated operational land and buildings. However, it would be neither desirable or achievable in terms of floorspace and therefore this needs to be clarified.

In addition, as stated above, it is not TfL’s intention to provide significant amounts of car parking on the site, either for commuters or new residents.

Therefore, we suggest an amended “Proposed Uses”: The text in [square brackets] would not be needed if reference to percentage is removed.

[Across the site: approximately 50%] residential uses with [approximately 50%] retained transport infrastructure, commercial uses and limited commuter car parking reflecting the site’s highly accessible location and encouraging the use of public transport and active modes of travel.

This clarification would be ‘sound’.

Site No. 31: Brentmead Place, Golders Green

TfL CD appreciates the amendments made in response to our Reg 18 representations.

Site No. 44: High Barnet Station, High Barnet

TfL CD appreciates the amendments made in response to our Reg 18 representations.

We will be seeking a development partner to deliver our housing-led scheme on this site later in the year and intend to submit a planning application later in 2022. Therefore, **the “Development timeframe” should be brought forward to the next five years.**

In our view **the description of “Proposed uses / allocation (as a proportion of floorspace)” is currently unsound because it is unclear and unfeasible.** As currently written, it suggests that 25% of the floorspace of the development should be provided as “commercial uses”; *it is not clear whether the “public realm and public car parking” also falls within the 25%. Certainly the provision of 25% for “commercial uses” would be unfeasible, would compete with the designated high street and would not*

accord with officers' pre-application advice and Council aspirations. It is TfL's intention to provide a mix of uses on the site which delivers the housing that Barnet needs and commercial floorspace that is complimentary to the high street at Chipping Barnet (and also Underhill). Therefore we propose the following amendment to the "Proposed uses":

~~75% residential-led with floorspace with 25% commercial uses, public realm and limited commuter public car parking reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel. Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.~~

We have also deleted the reference to the UDP as it is out-of-date and no longer relevant.

Site No. 47: Mill Hill East station

TfL CD appreciates the amendments made in response to our Reg 18 representations. However, we would suggest changes to the "Proposed Use" to be consistent with the approach to re-provision of commuter car parking on TfL sites (and therefore sound):

~~"60% residential floorspace residential-led with 40% retained rail infrastructure and limited commuter car parking reflecting the site's accessible location and encouraging the use of public transport and active modes of travel."~~

Site No. 50: Watford Way and Bunns Lane

TfL CD appreciates the amendments made in response to our Reg 18 representations.

We understand that our colleagues in Operational Property are also looking at an option to use this site for transport operations, which should be referred to in the site allocation to provide flexibility for housing or transport operations or a combination of both.

Site No. 53: Allum Way, Totteridge

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

Need for additional operational facilities

As set out previously, 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 which states that:

"Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and

expanded public and active transport system to serve London's needs, including by

...

"2) identifying and safeguarding new sites / space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing."

The draft allocation therefore needs to be worded to allow flexibility with regard to the need for future additional operational facilities and also allow for the event that additional development could be accommodated should LU conclude that the site is not needed. In the latter case, a greater capacity of residential accommodation could be provided. This approach is necessary in order to make the site allocation positively prepared and justified, and the Local Plan sound.

Need for a comprehensive development approach

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.

Taking the above two points into consideration, it is suggested that the wording for the site requirements and development guidelines is updated along the following lines:

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 would be appropriate. Station functions must be maintained. Landowners should work with TfL and the Council to identify a comprehensive scheme. Good access to public transport and town centre functions support intensification. Mature trees within the site should be assessed and either preserved or replaced. There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk. A further restricting design factor is the suburban 2-3 storey housing to the east. Building heights must be carefully considered to avoid excessive impact within the area which already has the tall buildings of Barnet House and Northway House although there is some capacity for taller buildings particularly along High Road. Homes near to the Northern Line must be provided with noise mitigation, with trains running through the night on Friday and Saturday.

Percentage of land uses

The use of percentage figures is an overly simple approach which may constrain the delivery of new housing and development. Further, the extent of LU operational facilities that may be required on the site has not yet been established. Therefore, the figure of 46% for TfL rail infrastructure, commercial, community and car parking could mean a different quantum of development dependant upon the extent of LU operational

facilities required. As suggested in our previous Reg 18 representations, in the site allocations which deal with more complex and strategic sites the reference to % should be removed and it is suggested that the wording is updated along the following lines:

Proposed uses/ allocation (as a proportion of floorspace): 46% for TfL rail infrastructure and / or residential-led with commercial (office and light industry), community and car parking and 54% residential floorspace reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.

Site capacity figures

Considering that the extent of requirements for LU operational facilities has not been established, the site could accommodate additional residential development should LU determine that the site is not required for additional infrastructure. We therefore suggest that the indicative residential capacities are given as minimum figures:

Indicative minimum residential capacity: 600

Site No 55: Woodside Park Station East

TfL CD appreciates the amendments made in response to our Reg 18 representations.

For reasons as set out above, the reference to 20% re-provision of car parking is not 'sound' and should be deleted from the "Proposed uses". We suggest it is amended:

Residential with 20% limited re-provision of car parking reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.

Site No. 56: Woodside Park Station West

TfL CD appreciates the amendments made in response to our Reg 18 representations.

For information, TfL is currently completing enabling works so that our partner Pocket Living can commence development of the planning permission for the redevelopment of the southern part of the site to provide 86 affordable self-contained flats within two x five storey blocks (application ref: 19/4293/FUL). Implementation of the planning permission is currently scheduled to begin in October 2021.

The land to the north of Station Approach is a longer term development opportunity, dependant on provision of satisfactory access for pedestrians, cyclists and vehicles. This may require significant redesign of one of the station entrances to the western side of the bridge link at the station. At this stage, no feasibility studies have been carried out.

Site No. 61 Tally Ho Triangle

TfL has leasehold interests at this site related to the bus station. Our colleagues in TfL Spatial Planning will comment on this draft allocation.

Additional Proposed Site Allocations

Colindale Station

Although the Council has adopted the Colindale Underground Station Supplementary Planning Document (SPD) we consider that it would help to strengthen the planning position, including Compulsory Purchase, if the site benefitted from the additional weight that can be accorded to a site allocation within the adopted Local Plan. In our view, this should reflect the site and capacity of development that has been granted planning permission. As officers are aware, we are relooking at the viability of the consented residential scheme with a view to finding a new partner to bring this forward, probably as a modified scheme.

We would be happy to discuss this further with officers.

Land at Golders Green Station

Recently, officers have raised the prospect of improvements to the area at and around the station in order to enhance the town centre.

TfL CD submitted representations to the Golders Green Town Centre Strategy Consultation in October 2019. As we set out in the comments submitted for that consultation:

TfL CD are supportive of the vision for an *“improved bus station, providing new shops and facilities and injecting renewed life and vitality into the area”*. However, we strongly suggest that the vision also refer to how the redevelopment of Golders Green transport hub should make efficient use of a highly sustainable location and include the provision of residential uses. TfL CD considers this site to have capacity for significant mixed-use redevelopment in the future and, given its highly sustainable location, think it is important that the Town Centre Strategy fully recognises the scope for residential uses to come forward as part of this. Redevelopment of the site would align with NPPF paragraphs 108 and 118d and DLP Policies H1, D1 and D8 which aim to focus residential development in the most sustainable locations.”

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. Therefore, there should be some consolidation of the public realm and regularisation of the road network, which would enable a more logical layout and create a more pedestrian-friendly environment. TfL CD would like to work with the Council to explore opportunities for this.

TfL CD considers that Golder Green transport hub should have a site allocation. Whilst it is acknowledged that the Golders Green Town Centre Strategy has been prepared to

provide the detail around development within Golders Green that does not mean that a site allocation cannot be provided in the Local Plan as well, particularly as supplementary planning documents hold less weight than an adopted Local Plan.

To realise the transport and public realm benefits sought by the Council at and around the station, and in order for a scheme to be viable, it is most likely to require inclusion of a tall or very tall building/s; this would need to be referenced in a site allocation.

Examination Hearing Sessions

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

Concluding Remarks

We trust that we have provided sufficient information for the borough to be able to consider our representations and we look forward to discussing key issues and sites with you. If you require any further information please do not hesitate to contact me or my colleague Luke Burroughs.

Yours faithfully



Brendan Hodges
Planning Manager (Residential)
Transport for London Commercial Development

cc.

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