

**MEETING**

**POLICY AND RESOURCES COMMITTEE**

**DATE AND TIME**

**TUESDAY 10TH OCTOBER, 2017**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG**

**TO: MEMBERS OF POLICY AND RESOURCES COMMITTEE (Quorum 3)**

Chairman: Councillor Richard Cornelius  
Vice Chairman: Councillor Daniel Thomas BA (Hons)

Dean Cohen	Sachin Rajput	Alison Moore
Tom Davey	David Longstaff	Alon Or-bach
Paul Edwards	Ross Houston	
Anthony Finn	Barry Rawlings	

**Substitute Members**

Melvin Cohen	Geof Cooke	Arjun Mittra
Alan Schneiderman	Mark Shooter	Reuben Thompstone

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 5<sup>th</sup> October at 10AM. Requests must be submitted to Kirstin Lambert; 02083592177 [kirstin.lambert@barnet.gov.uk](mailto:kirstin.lambert@barnet.gov.uk)

**You are requested to attend the above meeting for which an agenda is attached.**

**Andrew Charlwood – Head of Governance**

Governance Service contact: Kirstin Lambert; 02083592177 [kirstin.lambert@barnet.gov.uk](mailto:kirstin.lambert@barnet.gov.uk)

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 8
2.	Absence of Members	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items (if any)	
7.	Draft North Finchley Town Centre Development Framework SPD	9 - 126
8.	Draft Green Infrastructure SPD	127 - 294
9.	London Borough of Barnet's Consultation Response to the draft Mayor's Transport Strategy 2017	295 - 310
10.	Design and creative services procurement	311 - 316
11.	Committee Forward Work Programme	317 - 322
12.	Any other item(s) the Chairman decides are urgent	
13.	Motion to Exclude the Press and Public	
14.	Any other exempt item(s) the Chairman decides are urgent	

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## Decisions of the Policy and Resources Committee

5 September 2017

Members Present:-

AGENDA ITEM 1

Councillor Richard Cornelius (Chairman)  
Councillor Daniel Thomas (Vice-Chairman)

Councillor Dean Cohen	Councillor Alon Or-Bach
Councillor Paul Edwards	Councillor Sachin Rajput
Councillor Anthony Finn	Councillor Barry Rawlings
Councillor Alison Moore	Councillor David Longstaff

Also in attendance

Councillor Reuben Thompstone (substitute)  
Councillor Alan Schneiderman (substitute)

Apologies for Absence

Councillor Tom Davey                      Councillor Ross Houston

### 1. MINUTES OF LAST MEETING

**RESOLVED** that the minutes of the meeting held on 27 June 2017 be agreed as a correct record.

### 2. ABSENCE OF MEMBERS

Apologies for absence were received from Councillor Tom Davey who was substituted for by Councillor Reuben Thompstone, and from Councillor Ross Houston who was substituted for by Councillor Alan Schneiderman.

### 3. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

Councillor Dean Cohen declared a non-pecuniary interest in agenda item 7 - Capital Programme Update, as he is a governor of a school within the borough. The Chairman requested it be noted that this non-pecuniary interest may apply to several other Members who are also school governors.

### 4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

## **5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)**

Details of the questions asked and the published answers were provided with the agenda papers for the meeting. Verbal responses were given to supplementary questions at the meeting.

Public comments were received from Ms Mary O'Connor (on agenda item 7).

## **6. MEMBERS' ITEMS (IF ANY)**

None.

## **7. CAPITAL PROGRAMME UPDATE**

The Committee considered the report.

The Director of Resources noted there was a typographical error in paragraph 1.6.9 and that row two of the table should state 'Strategic Infrastructure Fund' not 'Social Investment Fund'.

The Leader noted that recommendation 6 of the report required amendment of the insertion of 'Note that' at the beginning of the recommendation to clarify that the Section 151 officer will be taking the investigative actions under powers already delegated to them. This was duly agreed by the Committee.

On the recommendations in the report being put to the vote it was unanimously **RESOLVED** that the Committee-

- 1. Approve the additions, deletions, slippage, accelerated spend in relation to the 2017/18 capital programme displayed in Appendix A.**
- 2. Approve the additions to the capital programme described in paragraph 1.6.9**
- 3. Notes the potential future required amendments to the capital programme outlined in paragraph 1.6.10**
- 4. Notes the proposed method of refreshing the Capital Programme through to 2025 as outlined in Section 1.7 of this report.**
- 5. Notes the Capital financing strategy as outlined in Section 1.8 of this report.**
- 6. Note that the Section 151 officer of the Council is authorised to investigate more favourable borrowing options than the PWLB as outlined in paragraph 1.8.6.**

## **8. THE BARNET GROUP - CREATION OF A NEW LEGAL ENTITY**

The Committee considered the report.

After considering the contents of the report, the Committee unanimously **RESOLVED**:

1. That the Committee approves the business case for the delivery of a new private lettings agency and approves the creation of a subsidiary of the Barnet Group, a local authority trading company, wholly owned by the Council.
2. That the Committee delegates authority to amend the Barnet Group shareholders agreement and the Barnet Group management agreement to the Deputy Chief Executive in consultation with the Committee Chairman

**9. COMMITTEE FORWARD WORK PROGRAMME**

The Committee noted that further updates would be made to the forward work programme and that consideration would be given to cancelling the March 2018 meeting if not deemed necessary.

**10. ANY OTHER ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

None.

**11. MOTION TO EXCLUDE THE PRESS AND PUBLIC**

**RESOLVED** – that under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act (as amended).

**12. EXEMPT APPENDIX 1- LETTINGS AGENCY MODEL BUSINESS CASE**

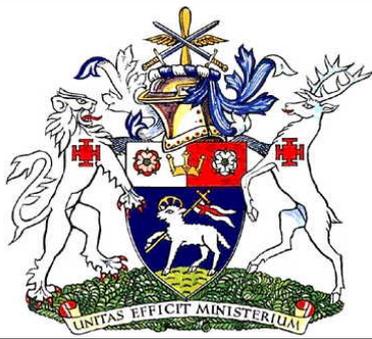
**RESOLVED** - that the information contained in the exempt report be noted.

**13. ANY OTHER EXEMPT ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 7.35 pm

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## Policy and Resources Committee

10<sup>th</sup> October 2017

<b>Title</b>	Draft North Finchley Town Centre Framework Supplementary Planning Document (SPD)
<b>Report of</b>	Deputy Chief Executive
<b>Wards</b>	West Finchley, Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A – Draft North Finchley Town Centre Framework SPD Appendix B – Equalities Impact Assessment
<b>Officer Contact Details</b>	Nick Lynch – Planning Policy Manager (0208 359 4211) <a href="mailto:Nick.lynch@barnet.gov.uk">Nick.lynch@barnet.gov.uk</a>  Emma Watson – Head of Strategic Planning (020 8359 3190) <a href="mailto:Emma.watson@barnet.gov.uk">Emma.watson@barnet.gov.uk</a>

### Summary

The draft North Finchley Town Centre Framework Supplementary Planning Document (SPD) sets out an approach for revitalising one of the largest town centres in Barnet. The draft SPD seeks a greater focus on an appropriate mix of uses, where retailing remains important but residential makes a greater contribution to the town centre’s diversification and overall ‘offer’. Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making North Finchley a more attractive centre to live, visit and enjoy.

Once adopted the SPD will provide specific guidance on implementation of Local Plan policies in future masterplanning, supporting further technical work on traffic management, bus service networks and car parking strategy as well as other infrastructure delivery including provision for health and education, and be a material consideration in determining

planning applications.

## **Recommendations**

- 1. That the Committee notes the contents of the draft Supplementary Planning Document (SPD) attached at Appendix A.**
- 2. That the Committee approves the draft SPD as the basis for public consultation. The SPD will then return to the Committee with the consultation responses and an updated Equalities Impact Assessment.**
- 3. That the Committee delegates authority to the Deputy Chief Executive to make any necessary changes of a minor nature to the draft SPD in consultation with the Leader prior to public consultation**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 Traditional functional shopping roles are changing. The more successful towns are adopting a much greater focus on a genuine mix of uses, where retailing remains important, but leisure, cultural, business, and residential uses all add to a town centre's diversification and overall "offer".
- 1.2 Barnet's Local Plan (adopted in 2012) highlighted North Finchley as one of the Borough's priority town centres where more detailed planning frameworks will support the potential for future growth and manage anticipated change. The growth potential of North Finchley is highlighted in the Local Plan and a Town Centre Framework is identified as the mechanism for enabling such growth. Frameworks have been adopted in all priority town centres apart from North Finchley.
- 1.3 A North Finchley Town Centre Framework was initiated in 2009 but did not progress to adoption. However the initiative to support future growth and manage change has been revisited by a developer, Joseph & Partners, who has proposed an action plan to revitalise North Finchley. This is based on redefining the town centre area; acquiring space in order to provide a critical mass of properties to allow the active curation of consolidated retail space; identifying and implementing an appropriate usage mix in order to create a vibrant and attractive location; and intensifying usage of spaces which currently exist on the periphery of the town centre.
- 1.4 In order to realise these plans, implement Local Plan policy and progress the approach of Entrepreneurial Barnet Policy & Resources Committee agreed (December 1<sup>st</sup> 2016 (Agenda item 8)), that a Supplementary Planning Document (SPD) be prepared for the town centre. The Policy & Resources

Committee also agreed that the Council as landowner enters into an exclusivity agreement (termed a "Preliminary Agreement") with Joseph & Partners to enable the production of the SPD in order to provide the necessary statutory planning framework to facilitate future development.

- 1.5 The terms of a Planning Performance Agreement (PPA) were agreed between the Council and Joseph & Partners in April 2017 based on the delivery of this SPD as a formal statutory document supplementing policies and proposals in Barnet's Local Plan.
- 1.6 The draft North Finchley Town Centre Framework SPD (see Appendix A) recognises that the necessary comprehensive and coordinated regeneration of the town centre is also in part dependent upon ensuring that the right type of development takes place on areas of land close to the town centre. Accordingly the SPD area not only covers the town centre as designated in the Local Plan but also extends beyond the formal boundaries to include adjacent areas which are considered important to the town centre's future, most notably at the southern and northern "gateways". These areas include for example, sites considered to be suitable for residential led intensification in order to contribute to the regeneration of the town centre and improvements in its vitality and viability.
- 1.7 Work on the draft SPD commenced in Spring 2017 with the appointment of a consultant team. Significant outputs since then include a Baseline Report, car parking surveys and engagement with residents, businesses and users of the town centre on their views on the issues and opportunities for North Finchley. Baseline evidence for the draft SPD includes a policy, property, transport, and design assessment together with a wider performance review, to draw together a summary analysis of the key strengths and weaknesses of the centre. In July 2017 the consultant team undertook a car parking survey of on-street (kerbside) and off-street car park usage. The key issues and opportunities identified in the initial stages of consultation in addition to the evidence base work have shaped the vision for North Finchley town centre and the resultant development principles.
- 1.8 The draft Town Centre Framework SPD sets out a vision for a vital and vibrant North Finchley :
  - where the supply of housing will be boosted to deliver a wide choice of homes, creating sustainable, mixed and inclusive communities;
  - where the shopping experience will be improved with a range of shops that include independent and national retailers;
  - where the daytime and evening economy will become more attractive with a range of cultural, leisure, food and drink choices;
  - where the environment will be improved with local character enhanced;

- where new public spaces will be created to encourage people to stay for longer in the town centre; and
- where pedestrians will be given greater priority whilst maintaining ease of access for all users.

1.9 This vision is underpinned by a suite of 19 objectives that fall into four central themes on places, people, economy and movement. The draft SPD sets out the approach for delivering the vision and objectives. This includes:

- an **overarching strategy** for the town centre and surrounding area which consists of four core activity areas -
  - **Northern zone** – this area to the north of Sainsbury’s sits outside of the town centre and is changing from commercial uses to a more residential focused environment. Examples include new build development at Trinity Square (60 units) and Imperial Square (95 units) while Vinny Court (33 units) was delivered through permitted development for office to residential;
  - **Central zone** – this area runs from Sainsbury’s to the Ballards Lane / High Road gyratory at Tally Ho. Consisting of traditional parades with a mix of shops, cafes and restaurants as well as the 511 space car park at Lodge Lane (including the weekly market) this is the retail core of North Finchley;
  - **Southern zone** – this area extends from the Ballards Lane / High Road gyratory to the south side of Kingsway. The area consists of a number of parades of mixed character and uses as well as the Arts Depot hub and Tally Ho; and
  - **Mixed use hub** – to the south of Kingsway a mix of uses will be encouraged that intensifies the residential offer whilst retaining commercial activities.
- A spatial approach for different parts of the town centre covering six key opportunity sites, parade enhancement areas, other opportunity areas and an area where application of Local Plan Policy is re-emphasised.
  - **Key Opportunity Sites** comprise :
    - **Tally Ho Triangle and Arts Depot** – (1.15 ha) as main arrival point in North Finchley this site can complement the Arts Depot as a mixed use leisure led destination with new public realm, residential development and improved connectivity to parades on Ballards Lane and High Road. It is considered that the town centre would benefit from relocation of buses out of the Arts Depot bus station to clearly marked locations within North Finchley. Space released by the bus station could be converted for retail, community and leisure uses;
    - **Ballards Lane / Nether Street** – (0.52 ha) in order to create new high quality frontage and gateway to North Finchley comprehensive redevelopment is proposed. Re-provision of office at lower levels as well as the existing community use is expected as is active ground floor commercial uses with

residential above. Public realm improvements will enhance setting of Finchley War Memorial;

- **Finchley House** – (0.28 ha) located on corner of Kingsway and High Road, re-development can provide an improved employment offer at lower floors with residential above;
- **East Wing** – (0.56 ha) comprises buildings on eastern side of High Road between Castle Road (Argos) and Woodhouse Road where enhancement with retail / café / restaurant at ground floor with residential above can work with Arts Depot and Tally Ho as retail, leisure and cultural anchor of North Finchley;
- **Friern Park / High Road** – (0.61 ha) comprises buildings on eastern side of High Road between Friern Park and Stanhope Road where development will introduce high quality frontage with new modern retail units with residential above; and
- **Lodge Lane** – (0.81 ha) comprises car park and YVA House where redevelopment should ensure more efficient use of land while continuing to provide an important car parking function. Active retail frontage on High Road with residential and other town centre uses above.

- The **Parade Enhancement Areas** primarily focused on High Road between Friern Watch Avenue and Tally Ho Corner, are identified in the draft SPD as having key functions as retail and active units where their contribution to North Finchley's vitality and viability should be improved. There is potential for new residential uses above.
- The **Other Opportunity Areas** including land on the southeastern corner of High Road / Woodhouse Road and Ballards Lane south of Kingsway are highlighted in the draft SPD as places that will benefit from more efficient use of land as well as redevelopment that helps improve their aesthetic contribution to North Finchley.
- **Local Plan Policy Areas** cover the remainder of the draft SPD area. Although no specific sites are identified in these areas the Council will work with stakeholders in line with Local Plan policies to improve the local environment, increase housing supply and choice to meet local needs and to help underpin the overall vitality and viability of the town centre and local economy.

1.10 In order to ensure delivery of a vital and vibrant North Finchley a series of development principles have been prioritised in the draft SPD. A key principle for the town centre is responding to local character. Buildings have been assessed in terms of their contribution to local character. Buildings that positively contribute to character should be protected where appropriate. The draft SPD divides the town centre into three character areas each with different levels of townscape sensitivity. The area north of Avenue Road / Ravensdale Road has potential for more innovative, high quality contemporary design while the central area (between Avenue Road / Ravensdale Road and Hall Street / Stanhope Road) is considered to be the most sensitive area where new development must respond to context and emulate historic examples and traditional building typologies. Within the

southern area new development should enhance the townscape and sensitive contemporary architecture is supported.

- 1.11 Another key development principle in the draft SPD is transport and movement. The Baseline Report highlighted difficulties for pedestrians in crossing the extensive High Road / Ballard's Lane corridor which is generally arranged in favour of vehicles rather than other users and uses. Bus services within North Finchley are convoluted in terms of movement around the Ballards Lane / High Road gyratory and with the Arts Depot bus station somewhat hidden from general view. Cyclists are also poorly served with a lack of facilities throughout North Finchley.
- 1.12 In response to these issues the draft SPD proposes reallocating roadspace to other movement and public realm improvements such as footway widening and narrower road crossings, bus waiting facilities and cycle lanes. At Ballards Lane there is potential for substantial public realm improvement. This may be achieved by limiting through movement to access traffic, retail and business servicing and buses. Associated with this is the re-routing of the present Ballards Lane northbound through traffic onto Kingsway and onto the High Road, itself converted to 2-way operation. Achieving such a substantial traffic management amendment would require a detailed technical study requiring data on traffic flows, junction operation and highway geometry, along with local and wider area road network modelling. In addition, there would be related public and technical stakeholder consultation to discuss, amend and sign off scheme development. The Council together with Transport for London would be involved in modelling traffic impacts and ensuring smooth road network operation. The potential gains for North Finchley from such an intervention would be considerable especially for development sites fronting Ballards Lane, adjacent occupiers and local people.
- 1.13 Although North Finchley has good bus services, the presence of buses can sometimes be negative with, as a result of the gyratory, buses on the road network longer than desirable. The bus station at the Arts Depot is unwelcoming and hidden from view with bus access arrangements that create awkward conditions for pedestrians and contribute to an unattractive streetscape. Although bus operations are complex, and making such changes will require detailed service planning, moving buses out of the bus station to clearly marked locations within the town centre will raise the profile of this travel mode and encourage use.
- 1.14 Improving conditions for pedestrians and cyclists should be a central focus to the future of North Finchley and should be aligned with public realm improvements arising from re-allocation of carriageway. Greater wayfinding between the town centre and Northern Line services at Woodside Park and West Finchley will improve the connectivity of North Finchley as well as specific on-road facilities including cycle parking to encourage cycling.
- 1.15 Car parking is highlighted as a development principle reflecting the importance for the town centre of providing a convenient and good quality parking supply to maintain a competitive position with other centres. A car parking survey of

on-street (kerbside) and off-street car parks) usage has informed the development of the draft SPD and indicates that supply offers scope for better use such as public realm improvements, footway widening, narrower road crossings or servicing. Improved utilisation could be achieved through increased tariffs for long stay parking and greater partnership working with private car park providers in North Finchley. Subject to a development related parking strategy for the town centre the present supply of car parking, suitably optimised, together with physical changes to parking locations and types, as well as future planning requirements for car-free development, should provide for any additional related parking demand.

- 1.16 The fourth development principle highlighted in the draft SPD covers frontages and shopping parades. Given the range, quality and contribution of the existing parades the approach to parade enhancement focuses on existing shop frontages making a better contribution to the overall street scene and providing units that are more attractive to national and local retailers. In some instances it may be appropriate for a number of units within parades to come forward as a comprehensive development to create a revitalised offer that supports other opportunities identified in the draft SPD, in particular new homes above the retail provision. The purpose of combining units should be to create larger units internally, whilst retaining the overall appearance of single units where they contribute to the townscape quality.
- 1.17 An overall public realm strategy to direct potential improvements to North Finchley is the final development principle. Key objectives for public realm improvements include :
- Narrowing carriageways and increasing pavements to include planting zones;
  - Integrating cycle parking facilities and improved cycling infrastructure;
  - Prioritising provision of cycle lanes within carriageway when reallocating road space;
  - Improving signage and provision of public art;
  - Activating the streets and spaces by providing 'spill-out zones' for cafes/restaurants/shops;
  - Creating flexible event spaces;
  - Greening the streets; and
  - Identifying a new location for North Finchley Market which enables it to be more prominent in the town centre.

Further refinement and details are expected to be established through future planning applications.

- 1.18 The final section of the draft SPD focuses on delivery and implementation. A coordinated and comprehensive approach is required to North Finchley's regeneration to ensure piecemeal proposals are not prejudicial to the overall vision. This will ensure that the appropriate quantum and mix of development is delivered and that this is phased, enabling the required social and physical infrastructure to be in place at the right time. It will also ensure that public realm improvements throughout the SPD area are made, the town's car parking management strategy meets local needs and that there is a

coordinated approach to funding infrastructure. Where proposals are for significant developments in the SPD area the Council will want to see these brought forward accompanied by an overall masterplan with associated planning application(s), to demonstrate they are part of and/or contribute to the comprehensive regeneration approach. The coordinated and comprehensive approach may facilitate an element of cross subsidisation from one area or site to another.

- 1.19 The Council is one of the largest landowners within North Finchley, principally with regard to the surface car parks, the Arts Depot and strips of land related to highways. However there are a wide range of ownerships throughout the town centre and the Council will expect to see site assembly carried out via negotiations and private treaty wherever possible. Where there is a compelling case in the public interest, the Council will consider the use of its compulsory purchase powers to assemble sites within the SPD area, especially but not exclusively in the Key Opportunity Sites.
- 1.20 A SPD should be prepared where it can help applicants make successful applications or aid infrastructure delivery. (National Planning Policy Framework (NPPF), March 2012 – paragraph 153 refers). In so doing, it should build upon and provide more detailed advice or guidance on the policies in the Local Plan without adding unnecessarily to the financial burdens on development. (National Planning Practice Guidance - Local Plans – paragraph 28 refers).
- 1.21 Government regulations set out the requirements for producing a SPD. Strategic Environmental Assessment (SEA) is a requirement to consider the environmental effects of a plan or proposal and SPD's usually only require sustainability appraisal in exceptional circumstances where there are significant environmental effects. Although the proposed SPD will not be subject to the Environmental Impact Assessment Regulations, it is, nonetheless, likely to constitute a plan or programme which sets the framework for future development consents under the Strategic Environmental Assessment (SEA) Regulations. As such SEA is likely to be required for the SPD and the Council has prepared an environmental report in accordance with the SEA Regulations.
- 1.22 Prior to adopting the SPD the Council is required<sup>1</sup> to undertake a minimum 4 week period of public consultation. In addition the Council must also prepare a Consultation Statement setting out:
- a) persons the Council consulted when preparing the SPD;
  - b) a summary of the main issues raised by those persons; and
  - c) how those issues have been addressed in the SPD.

Also, for the purpose of seeking representations on the draft SPD, make copies of that statement and the SPD available for inspection and publish on the Council's website.

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<sup>1</sup> Under the Town and Country (Local Planning)(England) Regulations 2012 (Regulations 12, 13 & 35 refer)

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Production of this Town Centre Framework SPD will help maintain and enhance the vitality and viability of North Finchley by promoting sustainable mixed use development, with associated physical and social infrastructure, as well as public realm and environmental improvements.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The alternative option is to not produce a Town Centre Framework for North Finchley. This would mean an opportunity missed to revitalise the town centre, deliver new homes and help implement Local Plan and Entrepreneurial Barnet objectives on main town centres.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 The draft SPD will be subject to public consultation over the Autumn in accordance with the requirements of the Statement of Community Involvement. Following consultation the draft document will be revised in light of comments received. Once adopted the final SPD will be capable of being used as a material consideration in the determination of future planning applications.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals in Entrepreneurial Barnet relating to town centres directly support delivery of the Corporate Plan 2015-2020, particularly the following stated corporate priority:
- Promote responsible growth within the Borough, encouraging development and success, revitalising communities whilst protecting what residents love about the Borough.
- 5.1.2 Entrepreneurial Barnet 2015 – 2020 outlines Barnet’s approach to supporting the local economy to grow, and developing a successful, growing suburb in a successful, growing world city. It identifies North Finchley as a main town centre.
- 5.1.3 Within Entrepreneurial Barnet, the Town Centre offer framework specifically outlines the Council’s commitment to provide additional support to actively market and promote opportunities to developers, when dealing with main Town Centres. The new SPD for North Finchley will provide clarity around the town centre proposition for development in the face of growing challenges for high streets.
- 5.1.2 The Housing Strategy 2015 – 2025 highlights the role of purpose-built private rented sector housing when located within or around town centres in addressing distinct housing needs as well as supporting labour mobility.

## **5.1 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 5.2.1 The cost of preparing this draft SPD has been at no additional cost to the Council. The costs of producing the draft SPD are covered through the Planning Performance Agreement (PPA) with Joseph Partners whilst statutory planning functions are delivered through the business as usual Re contract.
- 5.2.2 The production of this SPD required the Council to seek resource support. In April 2017 Re on behalf of the Council commissioned a consortium of BDP, Urban Flow and GL Hearn to produce the SPD.
- 5.2.3 Under the terms of the PPA the Council is obliged to devote sufficient officer resources to ensure compliance with the purposes of the PPA. It is expected that the costs of delivering the SPD by the Council and any consultant will be met by the Developer in full.
- 5.2.4 In December 2016 the Policy and Resources Committee authorised the drafting of a Preliminary Agreement to make Council land available for development in North Finchley following the putting in place of a Town Centre Framework SPD. Under the Preliminary Agreement the Council is under no obligation to sell any property.
- 5.2.5 There are no anticipated implications in IT or sustainability in relation to the draft SPD.

## **5.3 Social Value**

- 5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to consider how they can also secure wider social, economic and environmental benefits.
- 5.3.2 The draft SPD has been subject to a Sustainability Appraisal which assesses the social, economic and environmental implications of the document
- 5.3.3 Social benefits will principally be secured through opportunities to increase housing delivery (including affordable housing), widen the range of leisure and cultural activities as well as food and drink choices and improvements to the public realm making North Finchley a more attractive destination town centre that reflects its historic character.
- 5.3.4 Economic benefits will be delivered through inward investment in the development opportunities highlighted in the draft SPD widening the daytime and evening economy making the town centre more attractive to independent and national retailers as well as new residents.
- 5.3.5 Environmental benefits will be delivered through the re-allocation of roadspace, giving pedestrians and cyclists more priority, sensitive

development that complements buildings of positive character, and an enhanced public realm with greater planting that softens the existing hard landscape and improves air quality.

## **5.4 Legal and Constitutional References**

5.4.1 Under the Council's Constitution, Document 15 Responsibility for Functions Annex A the Policy and Resources Committee is responsible for under paragraph (2). To be responsible for the overall strategic direction of the Council including the following specific functions / activities. Consider for approval and adoption the Local Development Scheme, Statement of Community Involvement, Supplementary Planning Documents and Planning Briefs.

5.4.2 Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012 set out requirements for SPD production.

## **5.5 Risk Management**

5.5.1 The management of risk is undertaken on a continual basis and reported as part of the Council's Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report. Risks are managed through the project boards and are reviewed and revised at board meetings.

5.5.2 A key risk to the North Finchley SPD is an overwhelming negative reaction during the public consultation. To mitigate against this, in Spring/Summer 2017 we asked the residents, businesses and users of the town centre their views with regards to the issues and opportunities for North Finchley town centre through a series of workshops. The initial engagement comprised stakeholder surgeries, a stakeholder workshop which focused on the desired vision for North Finchley town centre, and a follow up stakeholder workshop to review the emerging ideas. The key issues and opportunities identified in the initial stages of consultation have shaped the vision for North Finchley town centre and the resultant development principles. Details of how this engagement process has informed the Draft SPD is provided in the Consultation Statement.

5.5.3 Another risk is that redevelopment proposals for the Town Centre come forward outside of the robust planning framework of the SPD to guide its consideration and determination. This can be mitigated by the Council, working pro-actively with relevant stakeholders to achieve the objectives set out in this draft SPD.

## **5.6 Equalities and Diversity**

5.6.1 The Equalities and Diversity Act, 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:-

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act, 2010;
- Advance equality of opportunity between people of different groups; and
- Foster good relations between people from different groups.

Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

- 5.6.2 The draft SPD implements policy set out in the Local Plan Core Strategy which has been subject to an Equalities Impact Assessment (EqIA). Furthermore, the SPD itself is accompanied by an EqIA which is attached at Appendix B.
- 5.6.3 The EqIA has considered the impact of the draft SPD on the groups identified above. It has highlighted how the draft SPD will help address issues such as the relocation of the weekly market from Lodge Lane market to a more prominent town centre location. The EqIA will be updated in the light of public consultation.
- 5.6.4 Drafting of the SPD has taken the terms of the Crime and Disorder Act 1998 into consideration and that Metropolitan Police are key stakeholder in the consultation process. It is intended that the SPD will contribute to the prevention of crime and disorder. The SPD highlights Local Plan policies on Development Standards which cover designing out crime as well as our strategic planning policy on making Barnet a safer place.

## **5.7 Consultation and Engagement**

- 5.7.1 It is proposed that in accordance with the Statement of Community Involvement a period of formal consultation on the draft North Finchley SPD is undertaken over a 6 week period from October 16<sup>th</sup> until November 27<sup>th</sup> 2017. Consultation and engagement will include publication of the draft SPD on the Engage Barnet website, Public Notice in local newspaper, notifications to key stakeholders and planning consultation database, a public exhibition and two drop-in sessions within the town centre.

## **6 BACKGROUND PAPERS**

- 6.1 Barnet Local Plan Core Strategy DPD, September 2012
- 6.2 Barnet Development Management Policies DPD, September 2012
- 6.3 Barnet's Statement of Community Involvement, July 2015
- 6.4 North Finchley Town Centre Framework SPD Sustainability Appraisal, October 2017

- 6.5 North Finchley Town Centre Framework SPD Baseline Report, July 2017
- 6.6 North Finchley Town Centre Framework SPD Consultation Statement, October 2017

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# North Finchley Town Centre Framework

## Draft Supplementary Planning Document

OCTOBER 2017

This is a Draft Supplementary Planning Document (SPD) for North Finchley Town Centre. Once adopted, it will provide specific guidance on interpreting and implementing Barnet’s Local Plan policies together with the environmental, social, design and economic objectives for the town centre. New development within the boundary of this SPD should be in accordance to the vision, strategy and development principles contained within the guidance in this document.

In Spring/Summer 2017 we asked the residents, businesses and users of the town centre their view with regards to the issues and opportunities for North Finchley town centre through a series of workshops. The initial engagement comprised stakeholder surgeries, a stakeholder workshop which focused on the desired vision for North Finchley town centre, and a follow up stakeholder workshop to review the emerging ideas.

The key issues and opportunities identified in the initial stages of consultation in addition to the Evidence Base work, have shaped the vision for North Finchley town centre and the resultant development principles. Details of how this engagement process has informed the Draft SPD is provided in the Consultation Statement.

The Draft SPD is subject to a public consultation period of six weeks from October 2017. During this period the public are invited to comment on the proposed document, following which our team will consider representations and revise the SPD where appropriate and put before the Policy and Resources committee for approval. We expect the SPD to be formally adopted in February 2018.

For further information, please visit

<https://engage.barnet.gov.uk/>

You can make representations on the Draft North Finchley Town Centre SPD by using the following methods:

- By post to: Planning Policy Team – Strategic Planning and Regeneration, 2nd Floor, Barnet House – 1255 High Road, Whetstone N20 0EJ
- By email to: [forward.planning@barnet.gov.uk](mailto:forward.planning@barnet.gov.uk)



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# 1. Introduction

## a. Preface

- 1.1 Barnet’s suburban town centres are the economic, civic, retail, leisure and transport hubs of the Borough. They are a good indicator of the economic, environmental and social health of Barnet . The network of 20 town centres in Barnet, as shown on Figure 1, plus Brent Cross shopping centre, contributes significantly to the economic prosperity of Outer London as a whole.
- 1.2 North Finchley is one of 14 district centres in the Borough, which together with the one major town centre at Edgware and 5 local centres make up the Borough’s 20 town centres.
- 1.3 In order to focus housing and commercial investment and promote Barnet as a place of economic growth and prosperity the Council aims to support the continued vitality and viability of its town centres.

## b. The purpose of this SPD

- 1.4 As one of the Borough’s largest district centres, the growth potential of North Finchley is highlighted in the Local Plan and a Town Centre Framework is identified as the mechanism for enabling such growth.
- 1.5 Traditional functional shopping roles are changing. The more successful towns are adopting a much greater focus on a genuine mix of uses, where retailing remains important, but leisure, cultural, business, and residential uses all add to a town centre’s diversification and overall “offer”.
- 1.6 In responding to a combination of tough economic conditions and changing consumer habits the Council has developed a new approach. Entrepreneurial Barnet 2015-2020 entails a focus on building and sustaining the confidence of the business community in Barnet; confidence to start a business, confidence to invest in and take on more employees, and confidence in the local public sector to work together to create the long-term circumstances that allow people with ideas, energy and ambition to succeed.
- 1.7 A key part of Entrepreneurial Barnet is an ambitious programme of town centre investment to create thriving town centres that people want to live, work and spend time in. With investment in main town centres such as North Finchley the outcomes can be diverse, distinctive and attractive places which are well connected and where the public realm is well maintained and there is a sustainable mix of retail, leisure, business and residential uses.
- 1.8 The benefits of increasing the number of homes located either in or close to town centre locations are highlighted within Entrepreneurial Barnet. Town centre living enables residents to have access to quality local services and amenities. With more residents living close to a local centre, using the businesses there, supporting the local economy and employment there is a boost to the sense of vitality and vibrancy in the area.

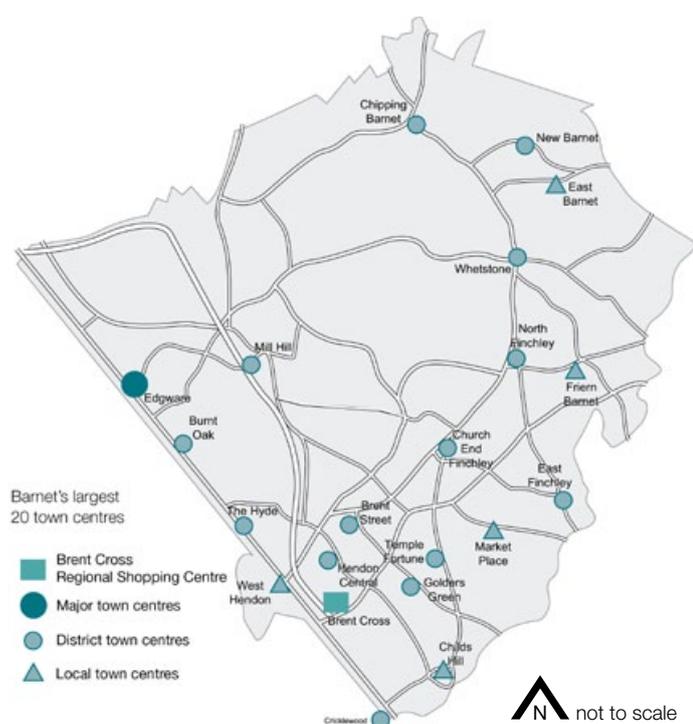


Figure 1: District Centres in London Borough of Barnet

- 1.9 North Finchley suffers from a traffic dominated environment with often poor quality public realm, acting as deterrents to increased footfall and dwell time. There is significant potential to enhance the physical environment as part of an overall spatial and land use strategy which maximises existing and emerging assets in the retail, leisure, culture and evening economy to create a destination within the North London economy.
- 1.10 In order proactively respond to these changes the Council has decided to create a Town Centre Framework for North Finchley which will maintain and enhance its roles in order that it remains a vital, viable and sustainable centre.
- 1.11 The SPD is intended to be a high-level strategy for North Finchley that sits within Barnet's overall development plan (the Local Plan and London Plan). The SPD provides more specific guidance on the implementation of Local Plan and London Plan policies within North Finchley together with the environmental, social, design and economic objectives for the town centre.
- 1.12 This SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England Regulations) 2012.
- 1.13 The Regulations set out that a SPD must contain a reasoned justification of the policies contained in it, at Reg. 8(3) that any policies contained within an SPD must not conflict with the adopted development plan, and at Reg 12 that the SPD must be subject to public participation.

### c. Document Status

- 1.14 Core Strategy Policy CS3 highlights that through a programme of town centre strategies, frameworks for the town centres of Chipping Barnet, Edgware, Finchley Church End and North Finchley will be delivered. These locations will provide the main focus for enhancement and infill housing development and will provide for residential uses above ground floor level.
- 1.15 The challenges and opportunities facing North Finchley are reflected in the evidence base (see Section 3, Appendix A and Baseline Report ) and feedback from the stakeholder consultations (see Consultation Statement). Accordingly, the Council considers that the North Finchley Town Centre Framework should take the form of a SPD as part of the Local Plan. This reflects NPPF guidance, which at Para 153 states that:
- “Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development”.
- 1.16 The SPD provides supplementary detail to and should be read in conjunction with adopted policies in the Local Plan and London Plan and other relevant material considerations. As such the SPD is a material consideration for determination of planning applications. The SPD will also be used to inform planning discussions with developers including negotiations over infrastructure and planning contributions.
- 1.17 The SPD is supported by the following documents:
- Sustainability Appraisal
  - Equalities Impact Assessment
  - Statement of Consultation
  - Baseline Report

#### d. Draft SPD Engagement

1.18 In order to create a town centre framework which reflects local concerns, issues and aspirations, the draft SPD has been produced through a collaborative process with the local community and stakeholders.

1.19 The first phase of engagement commenced in May 2017 and sought to capture views from key stakeholders in the North Finchley area. The initial stages of community engagement consisted of the following:

- Stakeholder Surgeries - one-to-one interviews with local stakeholder groups were held on 22nd and 23rd May 2017.
- Vision Workshop - Group discussions focused on the desired vision for North Finchley took place on 13th June 2017.
- Development Options Workshop - Group discussions to review key future development sites took place on 25th July 2017.

1.20 The key issues and opportunities identified from the above consultation have informed this draft SPD. Further details on engagement feedback are contained within the Consultation Statement.

1.21 The publication of this draft SPD represents the next stage of the engagement process which seeks to capture a wider audience. The draft SPD will be published for public consultation for a period of six weeks from October 2017.

1.22 During the six week consultation period, the public are invited to comment on the proposed document, following which the draft SPD will be refined in light of the public's views. The final SPD is anticipated to be formally adopted by the Council in February 2018.

**e. The SPD Area**

1.23 North Finchley is located in the east of the London Borough of Barnet (see Figure 2). It is the third largest town centre in terms of commercial floorspace across the Borough. The district centre of Whetstone is located directly to the north, with Finchley Church End to the south west. The Great North Leisure Park is also located to the south of the town centre. The boundaries of two wards, namely West Finchley and Woodhouse, cross the SPD Area.

1.24 The surrounding suburbs grew largely between the 1870s and 1930s, which saw the rapid development of new housing estates fanning out from the stations in the area (Woodside Park and West Finchley).

1.25 Whilst North Finchley is still a popular centre with many, the evidence base and stakeholder public consultation, has highlighted the need for and potential of more substantial change in North Finchley.

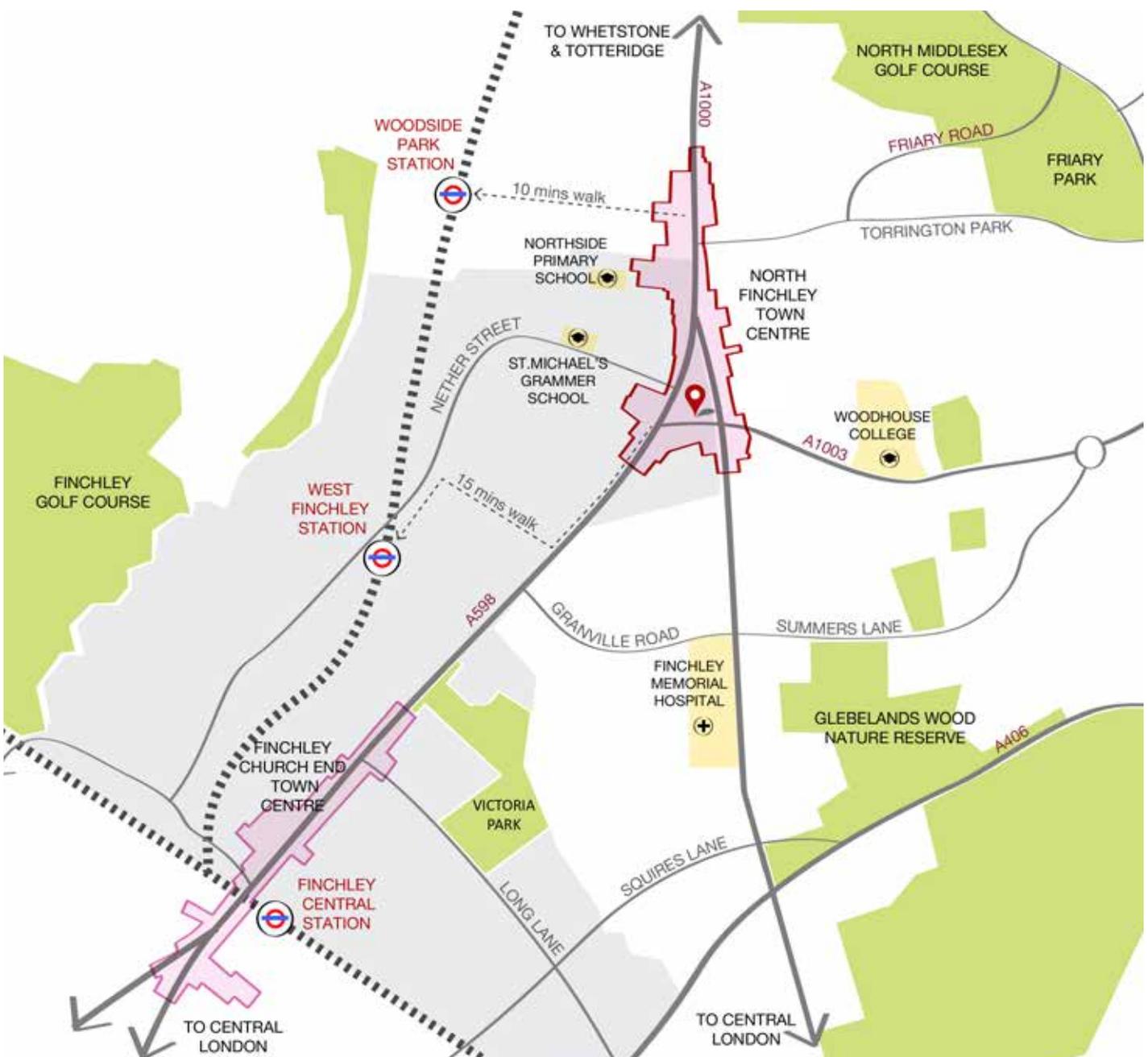


Figure 2: North Finchley Town Centre Context

- 1.26 North Finchley town centre is designated a “District Centre” in the London Plan. It is focused along the High Road (A1000) and is essentially linear in form. The centre stretches from south of the “island site” (encompassing the Arts Depot and Tally Ho), to beyond the Sainsbury’s food store in the north. This represents a distance of 0.5 miles or approximately a 10 minute walk.
- 1.27 The centre encompasses a number of retail parades, many with residential properties above, hosting national and independent shops, as well as a variety of coffee shops and independents. A number of office frontages and properties are also contained.
- 1.28 Bounded by residential areas, green spaces and a range of schools, the current context of the SPD Area is one of an outer London town centre based around a “traditional” high street.
- 1.29 The area is served by two underground stations on the Northern Line, both within travel zone 4. Woodside Park station is within 10 minutes’ walk and the West Finchley station is within 15 minutes’ walk. Some seven bus routes run through the centre (focused on the bus station below the Art’s Depot). The overall public transport accessibility level (PTAL) averages 3 (Good).
- 1.30 The SPD area extends to some areas beyond and adjacent to the town centre boundary covering an area of approximately 23 ha. It is estimated that the immediate residential population of North Finchley Town Centre is around 4,800 people (Census 2011). The SPD does not make any changes to the North Finchley town centre boundary (see Figure 4). The inclusion of land beyond the town centre boundary in the SPD Area is necessary in order to facilitate and support the regeneration of the town centre. Accordingly, these areas of land, most notably at the southern and northern gateways, are considered important elements in securing the town centre’s future improvement.
- 1.31 Over 200 businesses are currently located within the SPD area with 80% falling within the retail planning use class. In addition to the town centre businesses the SPD area (as shown on Figure 3) includes the retail stores of Homebase and Waitrose in the south. This southern area has potential for public realm and “gateway” improvements as well as for future intensification to make a greater contribution to town centre vitality and viability.

- 1.32 North of Sainsbury’s and the Finchley Industrial Centre, the High Road is typified by older office buildings (some of which have been converted to residential under Permitted Development Rights), new residential developments, car dealerships, service uses and low rise retail parades which diffuse the town centre frontages and activities. This area continues to undergo change and it is considered that the SPD should contain these areas to provide more detailed planning guidance in order to ensure that future development assists in promoting the improvement of the town centre..

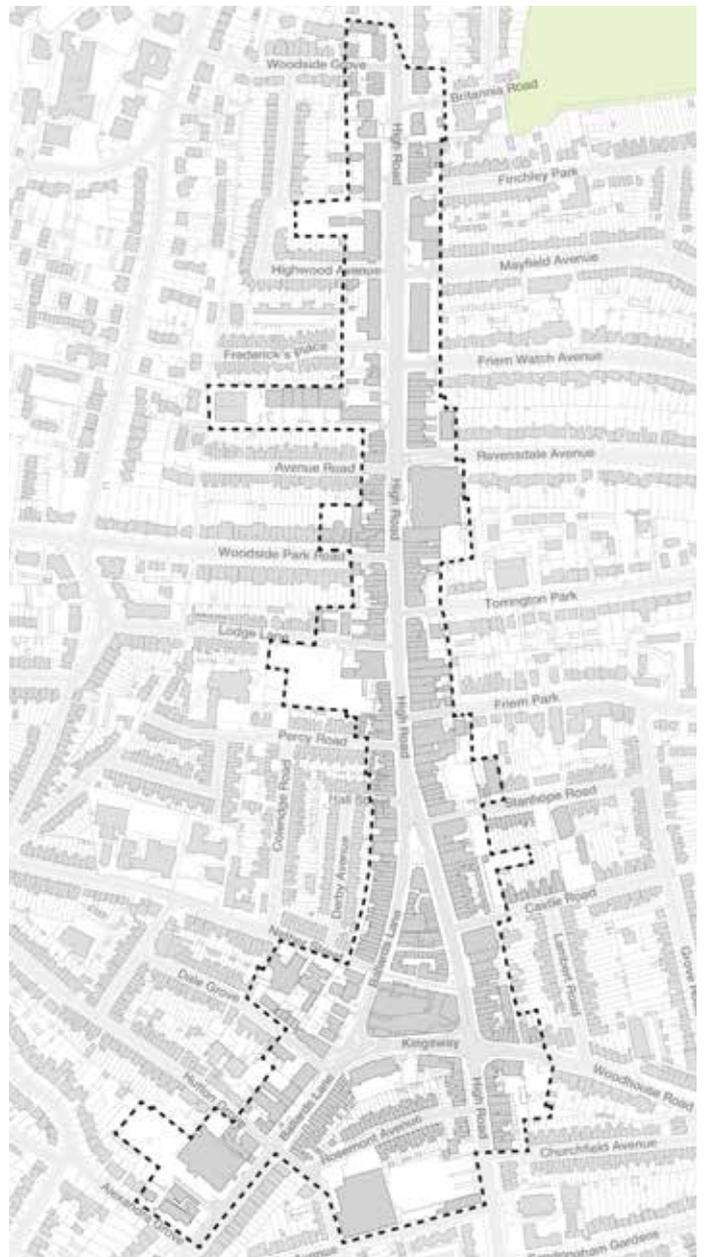


Figure 3: North Finchley Town Centre SPD Area

## 2. Planning Policy Context

- 2.1 This section sets out relevant Development Plan policies to which this SPD provides further detail and guidance.
- 2.2 Barnet's Local Plan is undergoing a review. A new single Local Plan document is expected to be adopted in 2020. This will look ahead to 2036 and integrate strategic policies, development management policies and site proposals in alignment with the new Mayor's London Plan as well as being consistent with national planning reforms.
- 2.3 The adopted development plan for the North Finchley area consists of:
- London Plan (with further alterations) (2016)
  - LB Barnet Local Plan (Core Strategy) (2012)
  - LB Barnet Local Plan (Development Management Policies) (2012)
- 2.4 National planning policies are set out in the National Planning Policy Framework (NPPF) (2012).
- 2.5 Other material considerations include:
- GLA - Town Centres SPG (2014)
  - GLA – Accessible London SPG (2014)
  - GLA - Housing SPG (2016)
  - GLA - Affordable Housing and Viability SPG (2017)
  - LB Barnet Supplementary Planning Documents (SPDs), including:
    - Planning Obligations SPD (2013)
    - Sustainable Design and Construction SPD (2016)
    - Affordable Housing SPD (2007)
    - Residential Design Guidance (2016)
    - Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 (2013)
    - Green Infrastructure SPD (2017).
- 2.6 In addition LB Barnet adopted its Community Infrastructure Levy (CIL) Schedule in May 2013.

### The London Plan (2016)

- 2.7 The London Plan defines (Annex 2) North Finchley as a District centre.
- 2.8 London Plan Policy 2.6 encourages boroughs to realise the potential of Outer London, recognising and building upon its great diversity and varied strengths, including the contribution to quality of life, by providing locally sensitive approaches to enhance and promote local economic opportunities and transport requirements.
- 2.9 London Plan Policy 2.7 seeks to promote outer London's economic potential, including 'identifying and bringing forward capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and especially higher density housing.
- 2.10 At Policy 2.15 D (c), boroughs are encouraged "proactively [to] manage the changing roles of centres, especially those with surplus retail and office floorspace, considering the scope for consolidating and strengthening them by encouraging a wider range of services; promoting diversification, particularly through high density, residential led, mixed use re-development; improving environmental quality; facilitating site assembly, including through the Compulsory Purchase process and revising the extent and/or flexibility for non-A1 retail uses in secondary shopping frontage policies."
- 2.11 Policy 3.3 emphasises increasing housing supply, identifying that boroughs should exceed their housing targets, in particular through realising brownfield housing capacity via intensification, town centre renewal, and mixed use redevelopment, especially of surplus commercial capacity and surplus public land particularly with good transport accessibility.

**The Local Plan – Core Strategy (2012)**

2.12 Barnet’s Core Strategy and Development Management Policies DPD’s were both adopted in September 2012, and are consistent with the NPPF’s (March 2012) principles of sustainable development.

2.13 Core Strategy Policy CS 1 – Barnet’s Place Shaping Strategy sets out a three strand place shaping strategy of ‘protection, enhancement and consolidated growth’ that will ‘concentrate and consolidate housing and economic growth in well located areas’. Major growth will be managed to ensure ‘we deliver sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit’. A target of around 28,000 homes is established over the 15 year Plan period of 2011/12 to 2025/26. North Finchley is identified as a priority town centre for enhancement where the Council will promote mixed use development in accordance with the plan-making policies in the Core Strategy.

2.14 Policy CS 3 addresses the distribution of housing growth (in terms of the target of 28,000 new homes) to meet housing aspirations. It identifies that a town centre framework will be prepared for North Finchley where ‘the main focus for enhancement and infill housing development: and will provide for residential uses above ground floor level.’ It highlights that we will ‘seek to optimise rather than maximise density to reflect local context, public transport accessibility and provision of social infrastructure.’

2.15 Policy CS 4 deals with providing quality homes and housing choice and sets out how we plan to create successful communities. This includes ‘seeking to ensure a mix of housing products in the affordable and market sectors to provide choice.’ Policy CS4 highlights that we will seek a range of dwelling sizes and types that meets identified housing priorities and does not undermine suburban character or local distinctiveness. In addition, it seeks a variety of housing related support options that maximise the independence of vulnerable residents. It seeks to have a borough-wide target of 40% affordable homes (on sites of more than 10 dwellings), with a

mix of 60% social rent and 40% intermediate tenures. It highlights that in ‘seeking to maintain the housing supply we will adjust the type and mix of housing sought, having regard to the financial viability of development, the housing market and the needs of different groups.’

2.16 Policy CS 5 deals with creating high quality places. It requires that development in Barnet ‘respects local context and distinctive local character enabling places and buildings of high quality and design.’ It highlights that developments should address the principles, aims and objectives of national design guidance as well as being ‘safe, attractive and fully

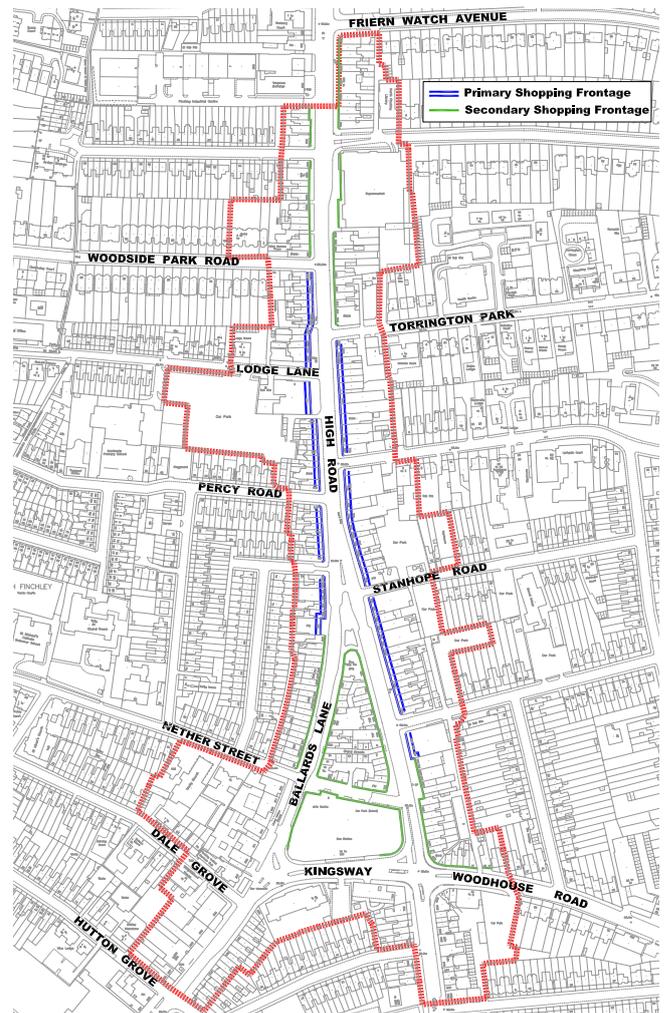


Figure 4: North Finchley Town Centre Boundary (Local Plan)

accessible. Developments should 'provide vibrant, attractive and accessible public spaces.' It states that all development 'should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security.' With respect to tall buildings it highlights that tall buildings (8 storeys (or 26 metres) or more) may be appropriate in strategic locations, including the Priority Town Centres which includes North Finchley.

2.17 Core Strategy Policy CS 6 – Promoting Barnet's Town Centres sets out that 'in order to promote competitive town centre environments and provide consumer choice, we will realise development opportunities for the town centres of .... (inter alia)...North Finchley.' It highlights that 'we will promote successful and vibrant centres throughout Barnet to serve the needs of residents, workers and visitors and ensure that new development is of an appropriate scale and character for the centre in which it is located. Other key matters established in the policy include:

- That additional comparison floorspace will be supported in North Finchley on the basis of expenditure growth;
- That food, drink, entertainment uses as part of a healthy evening economy in our town centres do not have a harmful effect on residents and the local area;
- That the 'efficient use of land and buildings in all town centres will be ensured, encouraging a mix of compatible uses including retail, managed affordable and flexible workspace, leisure and residential that add to the vibrancy of the area whilst respecting character.';
- In order for town centres to compete with other centres and particularly out of centre retail parks and shops retail uses in town centres will be supported by improvements to the public realm, the public transport network, short-trip parking and accessibility by cyclists and pedestrians.
- Existing markets will be protected as part of the retail offer including in North Finchley.

2.18 Policy CS 7 deals with enhancing and protecting Barnet's open spaces. It states that we will create a greener Barnet by meeting increased demand for access to open space by tackling deficiencies and under provision. CS7 identifies that improved access to open spaces is required in North Finchley which is an area of open space deficiency.

2.19 Policy CS 8 deals with promoting a strong and prosperous Barnet. It highlights that through attracting business growth to Brent Cross Cricklewood, other growth areas and town centres we will help Barnet residents in accessing work. 'New mixed use commercial floorspace in our priority town centres... (inter alia)... North Finchley' is supported. In supporting businesses it encourages 'development that improves the quality of existing employment provision'. It also highlights that in order to support SMEs new employment provision should include a range of units sizes and types including affordable and flexible workspaces and home working hubs.

2.20 Policy CS 9 focuses on providing safe, effective and efficient travel and aims to ensure that the appropriate level of transport infrastructure will be delivered and that any new development will fund infrastructure through CIL, S106 and other funding mechanisms. It states that we will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops. With regard to Town Centre Frameworks it highlights that these planned approaches will be used to improve the public realm, public transport services, and interchange, short-trip making by walking, parking and servicing controls and accessibility improvements. Mixed use development is encouraged to help to reduce the distances people need to travel to access everyday goods and services. It also highlights that we will make cycling and walking more attractive for leisure, health and short trips.

2.21 Policy CS 10 sets out that the Council will work with partners to ensure community facilities are provided for Barnet's communities. It sets out that we will 'expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities... or improving existing provision, particularly within town centres.'

2.22 Policy CS12 focuses on making Barnet a safer place ensuring through the management of growth that 'Barnet is a place where people from different communities get on together.' It highlights that through the 'town centre strategy programme we promote safer and more secure town centre environments.'

2.23 Policy CS13 seeks to ensure the efficient use of natural resources and highlights that within areas of major mixed use growth including town centres we will maximise opportunities for district wide networks supplied by decentralised energy (including renewable generation)

### **The Local Plan – Development Management Policies (2012)**

2.24 Barnet's Development Management Policies sets out borough wide planning policies for delivering the long term spatial vision and strategic place shaping objectives of the Local Plan.

2.25 Policy DM01 aims to protect Barnet's character by ensuring that development proposals are based on the local context enhancing the vitality of streets and safety of their surroundings. In addition the policy lists design requirements to enhance the landscape and the outdoor amenity space of each development. Using this policy combined with Policy DM02 on Development Standards, DM03 Accessibility and Inclusive Design, and DM04 Environmental Considerations for Development will ensure development makes a positive contribution to the Borough.

2.26 Policy DM05 lists the requirements that tall building developments in strategic locations such as North Finchley should demonstrate. It also sets out that

any proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape. Policies DM07, DM08, DM09 and DM10 amplify Policy CS4 and ensure protecting the housing in Barnet by providing the appropriate variety of home sizes and tenures to contribute towards Barnet's housing need including need for specific groups such as elderly population and affordable housing.

2.27 Policy DM 11 provides development principles for Barnet town centres, setting out that the Council will expect a suitable mix of appropriate uses as part of development within the town centres to support continued vitality and viability. Protecting retail vitality and viability in the frontages is the priority for town centres to maintain their main retail function.

2.28 At DM 11(b), proposals which reduce class A1 uses below 75% in the primary and 65% in the secondary frontages will not be permitted.

2.29 DM11(c) deals with mixed use development and states that employment uses will be protected (in line with Policy DM14) unless indicated otherwise in a Town Centre Frameworks (such as this document).. DM11 highlights that 'appropriate mixed use re-development will be expected to provide re-provision of employment use, residential and community use.' It states further that the 'Council will consider the location of new and the relocation of existing community, leisure and cultural uses (including arts) to the town centres, only where they maintain active frontages'.

2.30 Policy DM11 signposts that town centre boundaries as well as primary and secondary frontages are in Appendix 5. The Local Plan town centre boundary for North Finchley is set out as part of the Development Management Policies DPD at Map 9 (Appendix 5).

2.31 Map 5 (appendix 7) of the DM DPD identifies that Finchley Industrial Estate is designated as a locally significant industrial site. Policy DM 14 notes that proposals which result in redevelopment or change of use of such sites to a non B class use would not be permitted, unless otherwise set out in a planning document such as this Town Centre Framework as per DM 11(c).

2.32 Policy DM15 addresses open space provision. North Finchley is an area of public open space deficiency. In such locations, the Council will expect contributions from development in order to overcome that deficiency.

2.33 Finally Policy DM17 deals with travel impacts and car parking standards. In respect of parking standards the Policy states:

“g: Parking management

1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:
  - i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);
  - ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
  - iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).
2. Residential development may be acceptable:
  - i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.
  - ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.”

#### **SPDs particularly relevant to North Finchley**

2.34 The following Barnet SPDs are of particular relevance to North Finchley Town Centre include:

- **Affordable Housing SPD 2007** – although this predates the adoption of the Local Plan in 2012 and the Mayor’s SPGs it sets out a Barnet approach to securing affordable housing ;

- **Planning Obligations SPD 2013** - focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement;
- **Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 2014** - applies to development that generates new jobs through construction and / or end use as well as developments that involve the loss of employment space and require planning permission. The SPD sets out the mechanisms and benchmarks for ensuring that development positively contributes to Barnet’s economy;
- **Sustainable Design and Construction SPD 2016** - sets out Barnet’s technical requirements for environmental design and construction management. It sets out requirements on air, noise, water, energy, water, waste and habitat quality in order to achieve protection and enhancement of the environment;
- **Residential Design Guidance SPD 2016** - provides a clear and consistent message on how we manage change within Barnet’s suburbs. The SPD provides more detailed and locally relevant residential design guidance on issues such as local character, density, built form, car parking and amenity space standards connected with new build development;
- **Green Infrastructure SPD (consultation closed August 2017)** - provides a clear vision for delivering a range of benefits including enhancing the physical and mental health of residents, making Barnet a better place to live, work, invest, learn and play, joining communities together by creating new green links between different parts of the borough, preparing for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures, as well as protecting and enhancing the borough’s trees and their contribution to cultural and natural heritage.

### **Community Infrastructure Levy**

- 2.35 Barnet adopted its Community Infrastructure Levy (CIL) Charging Schedule in May 2013. For new development above 100 sqm (gross internal floorspace) the CIL charging rates are:
- £135/sqm for residential uses (C1-C4 and HMOs excluding ancillary car parking)
  - £135/sqm for Retail Uses within A1-A5 Use class
- 2.36 In addition all residential and commercial developments should provide £35/sqm for the Mayoral charges (Mayor current Community Infrastructure Levy – MCIL 1). This category excludes Health and Education Uses. Further details of the Mayor’s proposals can be found on the Mayor’s website.
- 2.37 In June 2017 the Mayor published for public consultation the Preliminary Draft Charging Schedule (PDCS) for a new Mayoral CIL (MCIL2). It is intended that this will be levied from April 2019, and will superseded MCIL 1. MCIL2 will contribute to the funding of Crossrail 2.

### **The NPPF**

- 2.38 Barnet’s Core Strategy and Development Management Policies DPD’s were adopted in 2012 in accord with the NPPF. The Core Strategy contains Policy CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development. It sets out that LB Barnet will when considering development proposals will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).
- 2.39 Preparation of the North Finchley SPD is in accordance with the NPPF and the adopted Local Plan and London Plan policies

### 3. SPATIAL CONTEXT

- 3.1 The SPD Area (see Figure 5) is focused on the designated town centre boundary as identified by the Local Plan. The SPD does not make any changes to the North Finchley town centre boundary. However, land around the town centre can play an important part in its regeneration and the SPD Area does include some edge of town centre areas beyond the town centre boundary. These edge of town centre areas are considered important to the town centre's future, most notably those at and around the southern and northern "gateways" to the town centre.
- 3.2 In line with Barnet's overall place shaping strategy for the enhancement of North Finchley, the Council considers that there is potential for significant high quality development in the designated town centre. In order for this potential to be achieved it will be necessary to develop land adjacent to the town centre. The enhancement of the town centre will involve bringing forward a mix of uses including residential, retail, leisure and affordable and flexible workspace. Development proposals in the SPD area outside the town centre which assist in the improvement of the town centre will be encouraged.
- 3.3 As identified at paragraph 3.1 above the SPD includes areas adjacent to the town centre boundary (Figure 5) which are important to the town centre's future, most notably at the southern and northern gateways. These areas are generally considered to be suitable for redevelopment, in particular, for residential led intensification in order to contribute to improvements in its vitality and viability of the town centre by:
- optimising highly sustainable locations for residential development adjacent to town centre services and functions
  - increasing footfall and expenditure in the town centre
  - improving the gateway functions through enhanced public realm and built form
  - reducing retail parades and other sub optimal retail and office uses currently outside of the town centre in order to concentrate economic activity in the core
  - offering opportunities for the improvement of traffic and the road network in and around the town centre.

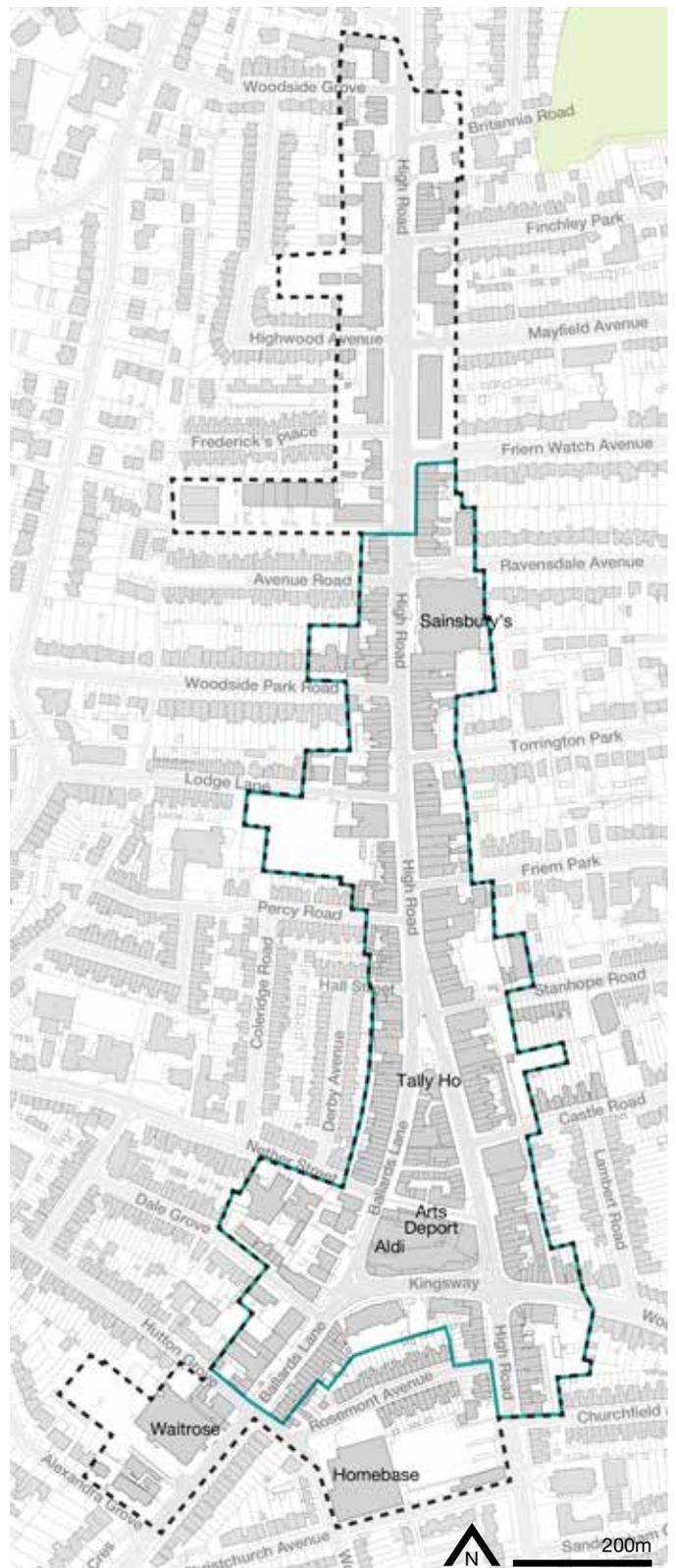


Figure 5: SPD Area boundary

- 3.4 The SPD identifies Key Opportunity Sites within the town centre boundary. The specific approach to these sites is set out in a suite of Planning Briefs at Section 6. Across the SPD area subject to all other plan policies, encouragement is given, to residential led mixed use development, as well as public realm and highways improvement, especially on sub optimally used sites, in areas adjacent to the town centre boundary.
- 3.5 The High Road (A1000) acts as the spine with retail units on the primary and secondary frontages, and residential streets branching off from this. The SPD Area boundary follows the two key approach roads from the south, Ballards Lane and High Road. It reaches beyond Kingsway in the south to include parts of Alexandra Grove and Christchurch Avenue, and then extends north along the High Road to Woodside Grove.
- 3.6 A summary of the analysis of North Finchley town centre's current situation (Strengths and Weaknesses) as well as the opportunities and threats rising from the wider socioeconomic context and dynamics is set out below. Further information is provided in Appendix A
- **Character:** the SPD Area includes a mixed townscape with significant proportion of traditional frontage that contributes to local character. There is a distinctive division between the wider Tally Ho gyratory area of mixed quality and form and the area to the north, which is broadly of more traditional character.
  - There are no designated heritage assets within the SPD area and only one locally listed building – the Tally Ho public house.
  - The overall length of the linear high street restricts the ability to establish an integrated identity together with retail circuits across the town centre. North Finchley's linear nature dilutes the concentration of activity.
  - There are a lack of distinctive and quality gateways (particularly at the northern and southern edges).
  - Poor public realm across the majority of the area with a very different feel to the surrounding residential streets.
  - The design of shop fronts is inconsistent and poor in some instances.
  - **Retail and leisure offer:** North Finchley reflects many of the issues which are faced by town centres across the UK. The High Road has grown too long and the physical extent of the shopping offer has expanded beyond the area's historic core. As a result, the offer is at risk of becoming unwieldy, characterised by weak retail pitches on the fringes. This is a key weakness as there is a risk that the overall impact and attractiveness of the town centre will be diluted.
  - There is a good range of food stores in the area, with the major brands represented at the discount (Aldi) and premium (Waitrose) ends of the spectrum.
  - Comparison retailing is more mixed with a range but greater emphasis on independents and discount retailing and less multiples. The Arts Depot provides the core leisure and cultural offer alongside an emerging evening economy.
  - There is a relatively high concentration of betting shops, payday loan lenders and charity shops
  - The vacancy rate at 7% is below the London wide equivalent.
  - **Resident profile:** The town centre is located in the heart of a relatively wealthy multi-cultural suburban residential area, although there is representation and patronage from the mixed local community.
  - Recent increase in residential development: Indicating desirability as a place to live for all ages. This includes a number of conversions undertaken via Permitted Development Rights
  - **Good London wide accessibility:** The area is accessible from the majority of North London an Central locations within 30 minutes. The overall public transport accessibility ranges between 2 and 4 PTAL. This accessibility increases the potential of footfall growth; however it also increases the potential of retail leakage. This competition reinforces the need to strengthen the local offer.
  - Good parking provision but disaggregated in a range of car parks, High Road and residential street parking with opportunities for an increase in parking efficiencies.
  - There is a dominance of the road network which reduces the walkability across the town centre. There are particular points where identifiable safe crossings for the pedestrians are lacking at desire points.
  - No cycling facilities are present including lanes and parking spaces.

## 4. Vision

### a. Vision

4.1 A vision statement has been established for North Finchley as:

*North Finchley will be a vital and vibrant town centre playing an enhanced role in serving North London. The supply of housing will be significantly boosted to deliver a wide choice of high quality homes and create sustainable, inclusive and mixed communities that are supported by improved community provision including health and education. The shopping experience will be improved, with a range of shops that include independent and national retailers. Both the day time and evening economy will become more attractive offering a range of cultural and leisure activities and greater food and drink choices for all age groups including for families. The environment will be improved with the local character enhanced, new public spaces created that encourage people to stay for longer and pedestrians given greater priority whilst maintaining ease of access for all users.*



## b. Objectives

### Theme 1 - Town Centre Places

1. Improvement of streets and spaces will occur through local street furniture, new public space creating a heart to the centre and reduced pedestrian, cycle and traffic conflicts.
2. Proposals will contribute to the overall greening of the town centre through, strengthening links to existing open spaces, planting trees and landscaping reflecting the suburban character.
3. Proposals must be of high quality in terms of urban design and architecture, with a specific focus on creating a town centre environment that is welcoming, safe, durable and stimulating whilst responding to the local character of North Finchley and its history.
4. The entrances - gateways - into the town centre will be examples of outstanding and distinctive architecture supported by high quality public realm, in particular landscaping, lighting and local public art as appropriate.
5. In areas identified as appropriate for tall buildings there will be specific development requirements, such as that new development shall be of exceptional high quality design and that such buildings shall be suited to the local context.

### Theme 2 - Town Centre Economy

6. The primary shopping area will be protected and enhanced. In order to achieve a better balance of independent and mainstream shops in the town centre across the value range the retail character will be actively curated.
7. Additional new high quality housing offering a choice of tenures and sizes will be promoted to meet housing need, and boost local economy.
8. The evening economy will be enhanced with a stronger offer in terms of restaurants occupying new modern units, notably around the Tally Ho southern area.
9. The market should be retained and improved. A new location with a higher profile and better quality environment is proposed.
10. Opportunity will be sought to introduce visitor accommodation within the town centre, to enhance further the area's visitors and footfall.
11. Employment/office accommodation will be supported and promoted, particularly to the southern end of the town centre. Flexible and co-working office space will be encouraged to support new patterns of working.

### Theme 3 - Town Centre People

12. Development will be expected to make a significant contribution to a sustainable mix of housing, including homes for younger people to balance the predominantly family housing.
13. An increased footfall and number of users will enhance the vitality of the town centre, including younger people expected to support the evening economy.
14. Proposals for improved community facilities will be supported within the town centre, particularly health and education to cater for any increased population.

### Theme 4 - Town Centre Movement

15. Encourage local people to stay local for shopping, leisure and amenity purposes to minimise car use and parking demand on North Finchley's streets.
16. Improving the public realm is of key importance to supporting walking, cycling and bus use by providing an environment that supports those travel modes whether through footway improvement, welcoming bus facilities, benches for walkers and attractive and convenient facilities for cyclists.
17. Addressing the impacts of present vehicle domination of the town centre will do much to improve movement conditions for all, reduce real and perceived severance effects, and improve ambience and quality. Where possible, roadspace should be reallocated to the benefit of local people, whilst recognising the A1000 as an important traffic carrying corridor
18. Sufficient and well-located town centre parking is important in supporting the town centre's retail, business and leisure activities for those whom travel on foot, cycle, bus or rail is not a viable option.
19. Buses should represent a positive presence in the town centre and an attractive movement choice for local people, with high quality waiting facilities, a high profile and good quality route information.

## 5. Spatial Strategy

5.1 This section of the SPD sets out the strategy for achieving the vision and objectives for North Finchley by providing a series of interlinked proposals and approaches.

### a. The Overarching Strategy

5.2 The character review of North Finchley town centre has identified a number of emerging activity areas as shown in Figure 6. Whilst as part of a healthy and viable town centre, it is necessary to ensure a mix of uses across and throughout, four core activity areas have been identified to support specific concentrations of similar uses:

- **North Residential focus:** This area sits outside of the town centre boundary and has seen a number of sites redeveloped for residential uses in the last five years. A continued refocusing of this area towards good quality residential activity will reduce dilution of the town centre frontage and increase expenditure in the town centre.
- **Retail core:** The area running from Sainsburys to Tally Ho has a number of parades offering a range of shops, cafes and restaurants. It also contains the main town centre car park at Lodge Lane. This area should continue to play a core retailing role as the traditional primary shopping area.
- **Leisure/cultural hub:** The area south of Tally Ho and around the Tally Ho pub gyratory has a number of parades of mixed character and uses, as well as the Arts Depot hub. Significant change is envisaged to improve the evening offer and introduce new leisure, retail and cultural activities, creating a more pedestrian friendly destination to compliment the Arts Depot.
- **Mixed use hub:** To the south of Kingsway a mix of uses will be encouraged that intensifies the residential offer whilst retaining commercial activities. Redevelopment opportunities that enhance the built environment and improve land use efficiency will be encouraged.

KEY

	Culture / Leisure Hub		Mixed Use Hub
	Retail Hub		SPD Area Boundary
	Residential Hub		Town Centre Boundary (Local Plan)

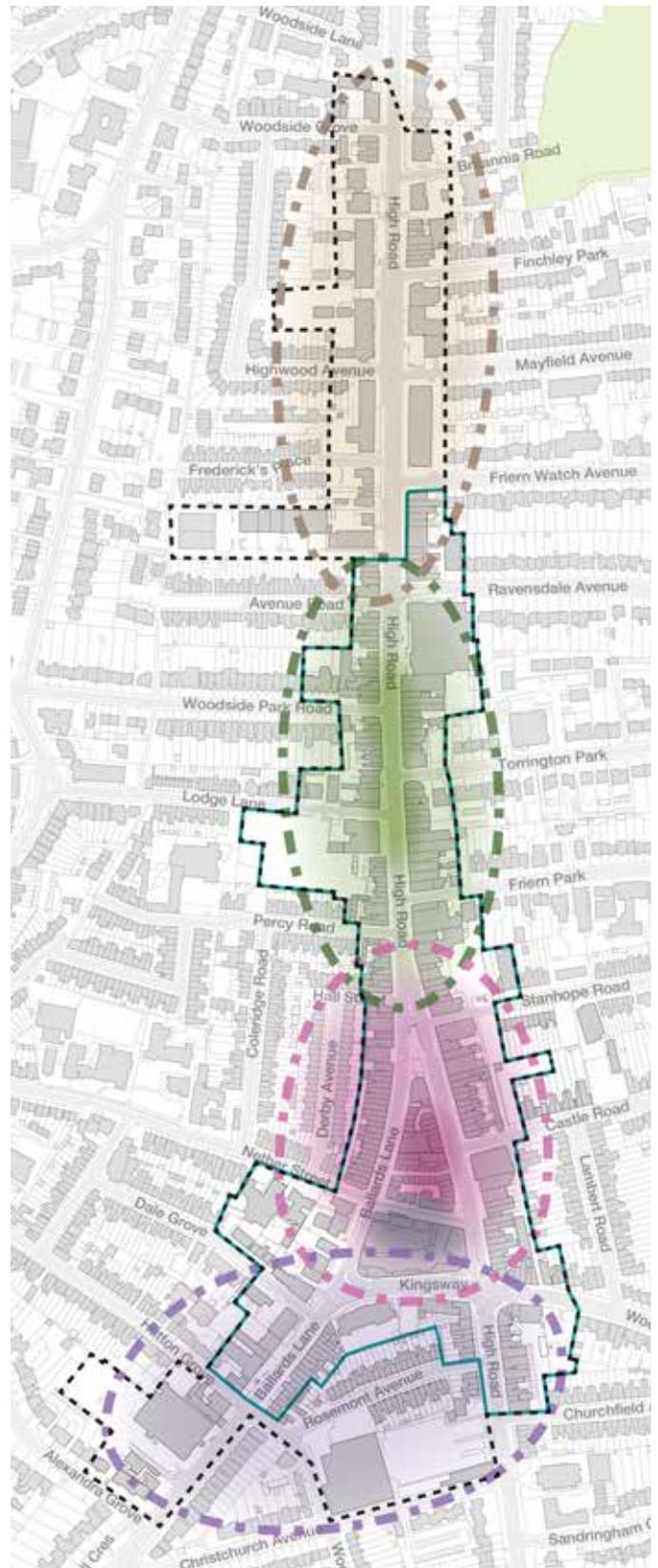


Figure 6: Overarching Strategy

**b. North Finchley Spatial Approach**

5.3 Figure 7 illustrates the spatial strategy approach for different parts of the town centre area setting out Key Opportunity Sites, Parade Enhancement Areas and Other Opportunity Areas as well as Local Plan Policy Areas. Together they contribute to delivering the overall vision for North Finchley.

**i. Key Opportunity Sites**

5.4 Six Key Opportunity Sites (KOS) are identified with potential for comprehensive mixed use development, which will drive the town centre’s regeneration. For these areas, specific design guidelines has been produced in section 6 to provide clarity on the preferred development and design approach.

- KOS 1: Tally Ho Triangle & Arts Depot
- KOS 2: Ballards Lane/Nether St
- KOS 3: Finchley House
- KOS 4: East Wing
- KOS 5: Friern Park/High Rd
- KOS 6: Lodge Lane

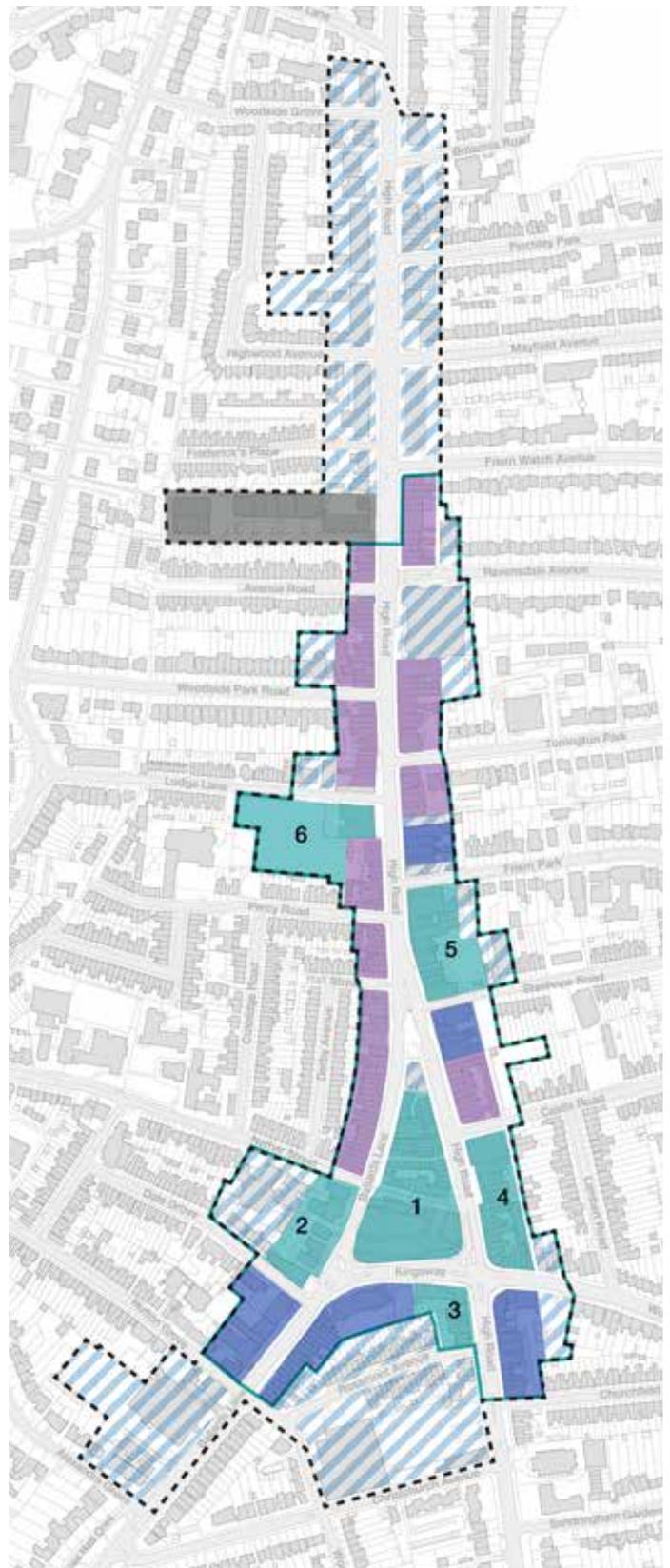
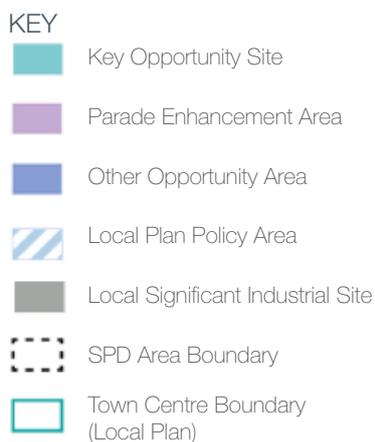


Figure 7: Spatial Approach

### ii. Parade Enhancement Areas

- 5.5 Areas identified for “parade enhancement” should be enhanced to maintain the overall character of North Finchley, but also to improve their contribution to the centre’s vitality and viability. The key functions of the parades are primarily to provide retail and active units which are easily accessible from the High Road, but there is also significant potential for improved and new residential uses at upper levels (including additional storeys where appropriate).

### iii. Other Opportunity Areas

- 5.6 There are a number of Other Opportunity Areas (OOA) which would benefit from redevelopment to improve their visual and aesthetic contribution to the town centre’s character and setting as well as economic function. These may include an individual or a number of buildings which detract from the appearance of the town centre and / or are an under utilisation of land. Redevelopment will be supported in line with policies in the Local Plan.

### iv. Local Plan Policy Area

- 5.7 New housing development will be supported in the town centre and its surrounding areas within the SPD area in line with Local Plan and London Plan policies.
- 5.8 Residential proposals will be expected to accommodate a sustainable mix and choice of housing which is likely to include a range of apartments complementing the terraced housing stock which typically surround the town centre. An increase in the local population alongside an enhanced town centre offer provides the opportunity to increase local footfall, patronage and ensure a sustainable local economy.
- 5.9 Outside the designated town centre, the SPD boundary contains, a mix of uses, including tertiary retail parades, old office buildings, and sub optimally used sites. The area to the north of the town centre is already seeing a transition to residential development through piecemeal residential development and conversions from permitted development rights.

5.10 Whilst no specific sites are identified in these areas in the SPD, the Council will work with stakeholders in line with Local Plan policies, to achieve sustainable development via residential and residential led mixed use redevelopment proposals, by improving the local environment, to increase housing supply and choice to meet local needs and to help underpin the overall vitality and viability of the centre and local economy.

5.11 Finchley Industrial Estate is highlighted in Figure 7 as it is designated in the Local Plan as a Locally Significant Industrial site and will be protected in accordance with Local Plan policies.

## 6. Key Opportunity Sites - Planning Briefs

### Key Opportunity Sites:

- KOS 1: Tally Ho Triangle & Arts Depot
- KOS 2: Ballards Lane/Nether St
- KOS 3: Finchley House
- KOS 4: East Wing
- KOS 5: Friern Park/High Rd
- KOS 6: Lodge Lane

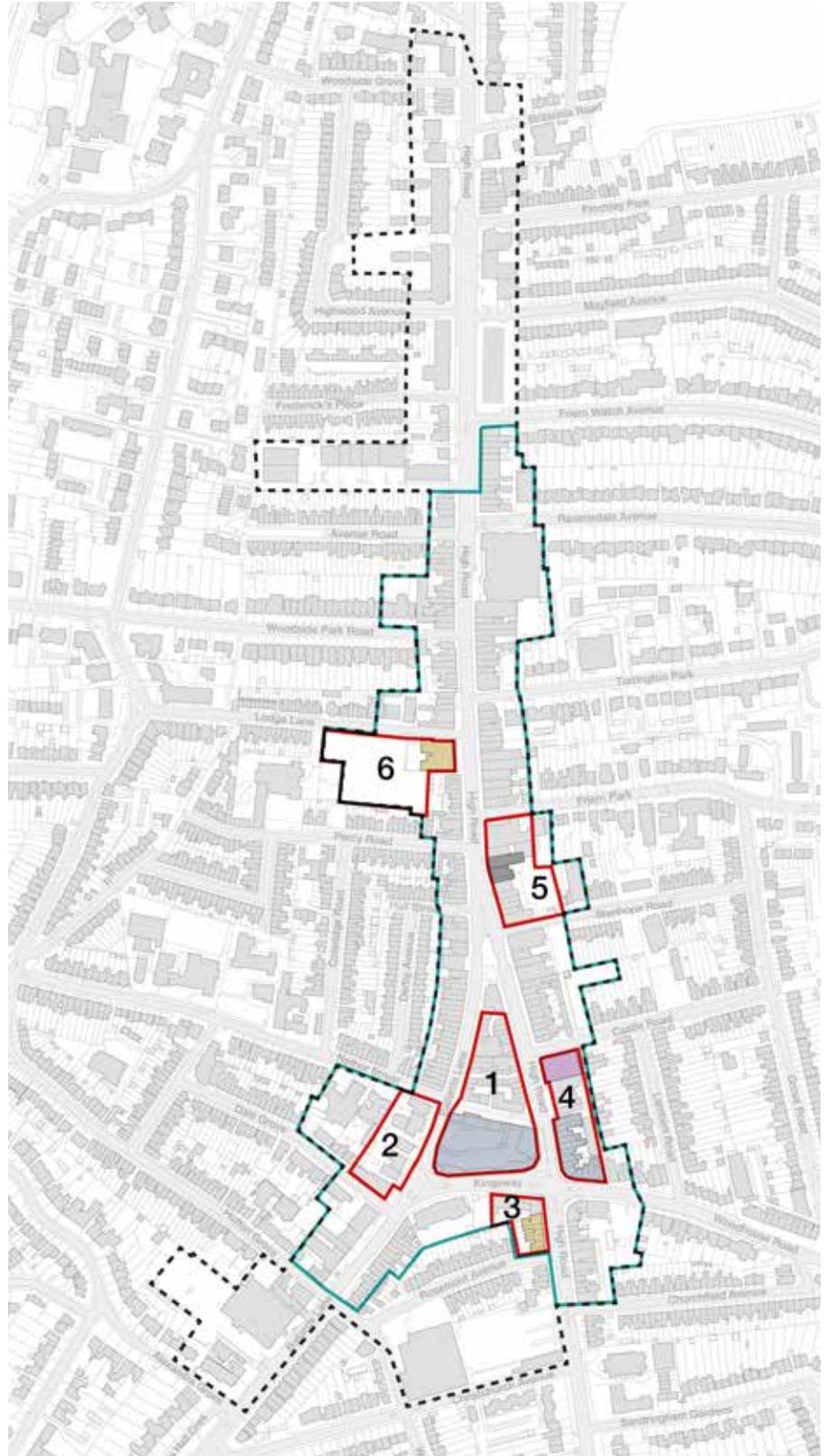


Figure 8: Key Opportunity Sites

## Site 1: Tally Ho Triangle & Arts Depot

### Existing site

- 6.1 Site area: 1.15 ha
- 6.2 The site sits on a gyratory, with the northern part hosting ground floor retail with upper level office space, whilst the Grand Arcade and Rex House located in the centre of the site host retail and community uses. The northern buildings vary from 2 to 4.5 storeys in height, they are generally in poor condition and the office and Grand Arcade typically exhibit high vacancy rates. The Arts Depot, bus station and residential tower, located in the southern part of the site rise to 16 storeys. An Aldi, additional retail units, and a basement car park are located within the same block. The Arts Depot building is of a contemporary design, however, the height, frontages and materials used relate little to the character of the surrounding area. The public realm between the Arts Depot and Rex house is of poor quality and suffers from the uncomfortable wind conditions as a result of the adjacent tower. The Tally Ho pub to the north of the site is locally listed and provides a gateway function to this part of the town centre.



Image 1: existing aerial view of Tally Ho Triangle & Arts Depot



Image 2: street view towards Grand Arcade



Image 3: Arts Depot



Image 4: Tally Ho Pub



Figure 9: existing plan of Tally Ho Triangle & Arts Depot site

- KEY
- Key Opportunity Site
  - SPD Area Boundary
  - Town Centre Boundary (Local Plan)

- KEY
- Up To 12 Storeys
  - 4-6 Storeys
  - Up To 4 Storeys
  - Potential Landmark Building
  - New/Improved Retail Frontage
  - New Active Frontage
  - Existing Active Frontage
  - Conversion To Active Use
  - Servicing
  - Main Vehicle Access To The Site
  - Servicing Access
  - On-Way Shared Street With Improved Public Spaces
  - New/Improved Public Space
  - Improved Pedestrian Pavement
  - Retained Bus Stop
  - New Bus Stop
  - Townscape View
  - Key Opportunity Site Boundary



Figure 10: Design Guidelines for Tally Ho Triangle & Arts Depot site

## Development Strategy Overview

6.3 As a main arrival point into North Finchley from the south, the site is of key significance in delivering a significant step change in the overall town centre offer. It has the potential to complement the Arts Depot as a mixed use leisure led destination with new activated public realm, residential development and improved connectivity to the shopping parades on either side of Ballards Lane and the High Road. This will involve the removal of the Grand Arcade.

## Movement and Parking

6.4 As identified in the transport strategy within this SPD, there is potential for the buses to be relocated onto local streets, releasing the ground floor of the Arts Depot block whilst retaining access for servicing. The entrance to the servicing should be remodelled to respond to the adjacent public realm and create a safer pedestrian environment. The basements of the building should continue in use as a car park for residents and Aldi customers. The opportunity to connect this to a basement level car park for the redeveloped northern part of the site should be explored. This would provide parking for additional residential units without having to add new access points and ramps.

## Land use

6.5 The north of the site has potential to become an area of increased leisure led activities with uses such as cafes, restaurants and retail at ground level, potentially including a small in town cinema and residential uses on the upper floors. A new courtyard space should be provided to the west of the site associated with the entrance to the Arts Depot. With buses relocated from the Arts Depot building, additional retail, community and leisure uses could be provided at ground floor and activate the Kingsway and Ballards Lane frontage of the building.



Image 5: Pavement activity



Image 6: Residential above retail



Image 7: Leisure courtyard



Image 8: Shared street

**Scale and Massing**

6.6 Buildings to the south-east of the site have the potential to reach up to approximately 12 storeys in height, with development gradually sloping down to 3 storeys in the more sensitive northern part of the site. Development in the north should respond to the surrounding townscape and locally listed Tally Ho pub. Residential development should follow the density specifications set out in Barnet’s Residential Design Guidance SPD (October 2016).

**Design Quality and Character**

6.7 Tall buildings to the south of the site should be set back at podium level in order to retain the human scale of the street and create a more attractive and safer shopping experience. Any potential wind tunnel impacts should be mitigated through design and orientation. The northern part of the site should respond to the local townscape, with particular reference to the neighbouring Tally Ho as a landmark building. The central part of the site at Nether Street would be suitable for contemporary buildings of high quality design. Residential development should consider solar orientation, sunlight and daylight, separation distances and public amenity spaces outlined in Barnet’s Residential Design Guidance SPD.

**Public realm and Streetscape**

6.8 All ground floor frontages should accommodate active uses and be designed to create a safe and friendly pedestrian environment. The new courtyard space should be a welcoming public space of a size and proportion to be able to accommodate occasional speciality outdoor market stalls and outdoor seating. The design of the space should be considered together with the transformation of Ballards Lane into a one-way shared street which encourages pedestrian and cycle movement to Nether Street and Castle Road.

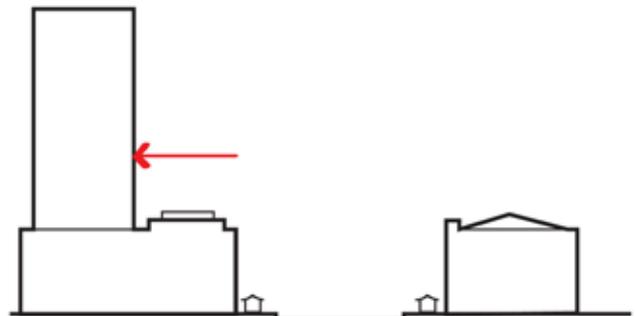


Figure 13: Set back tall buildings from streets with extensive historic fabric

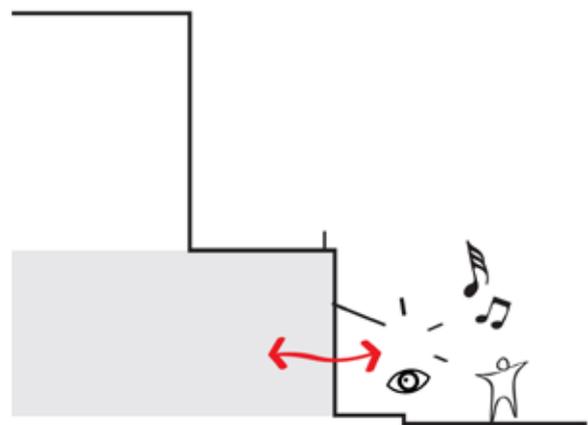


Figure 12: Provide active frontages at ground level with generous floor heights in order to give prominence to street level

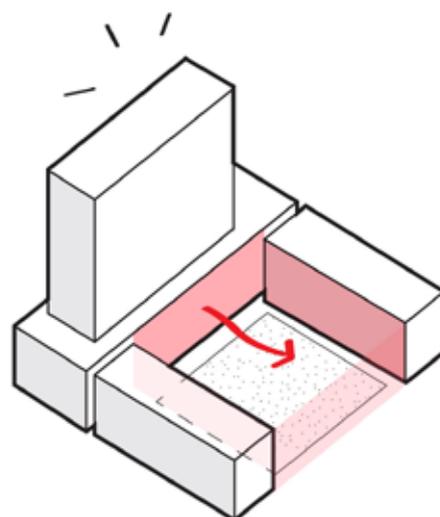


Figure 11: Buildings location and design to frame and address open spaces.

## Site 2: Ballards Lane/Nether Street



Image 9: existing aerial view of Ballards Lane/Nether Street site

### Existing site

6.9 Site area: 0.52 ha

6.10 The site currently comprises buildings ranging from three storeys in height in the southern part of the site (the Finchley United Services Club) to four and five in the northern part of the site. The Finchley War Memorial is located to the front of the Finchley United Services Club. Buildings on this site are predominantly offices of mixed quality design with inactive and set back ground floor frontages. A number of the offices have been converted to residential units through Permitted Development Rights and generally make a poor quality contribution to the residential offer. Private car parking and servicing areas, accessed from Nether Street and Ballards Lane are located to the west side of the buildings. All buildings within the site are set back from the Ballards Lane pavement apart from the garden in front of the adjacent Finchley United Services Club this area is also used for car parking.

6.11 The site is significant for the overall spatial strategy for the North Finchley as it is located at the southern gateway for the town centre.



Image 10: site street view from Kingsway



Image 11: street view 2 towards Tally Ho pub



- KEY
- Key Opportunity Site
  - SPD Area Boundary
  - Town Centre Boundary (Local Plan)

Figure 14: existing plan of Ballards Lane/Nether Street site

- KEY
- Up To 8 Storeys
  - 4-6 Storeys
  - Up To 4 Storeys
  - Residential Above
  - ✱ Potential Landmark Building
  - New Employment Frontage
  - Existing Active Frontage
  - Sensitive Edge
  - Surface Car Park
  - ▲ Main Vehicle Access To The Site
  - On-Way Shared Street With Improved Public Spaces
  - New Public Space
  - Retained War Memorial Garden
  - Townscape View
  - Key Opportunity Site Boundary



Figure 15: Design Guidelines for Ballards Lane/Nether Street site

## Development Strategy Overview

6.12 A comprehensive redevelopment of the site is proposed to create a new high quality frontage and gateway. This should reprovide office at lower floors potentially including some active ground floor retail/leisure uses, with enhanced residential above. Development should be sensitive to the adjacent Finchley War Memorial and ensure that the existing community use is reprovided.

## Movement and Parking

6.13 Car parking for the new development is to be provided at the western part of the site with access from Nether Street or Dale Grove only.

## Land use

6.14 The Ballards Lane frontage should comprise new office development with potential provision of a co-working/shared workspace that suits SMEs and start ups as well as traditional office. Active ground floor retail/leisure uses will be supported. Upper floors can include residential uses. Car parking for office users and residents is to be provided also on site. The Finchley War memorial will be enhanced within an improved public realm.

## Scale and Massing

6.15 The southern part of the site terminates views on arrival from east and can be appropriate for a landmark building of up to 12 storeys. Building heights should gradually decrease to 4 storeys towards the traditional shopping parades on Ballards Lane.

## Design Quality and Character

6.16 The site lies within the southern, less sensitive character area. It thus has potential to accommodate development incorporating a more contemporary architectural approach with use of high quality materials, design and roofscape. Building lines should be brought forward to ensure consistency with the neighbouring shopping parades and active frontages should be incorporated on Ballards Lane.

## Public Realm and Streetscape

6.17 The creation of a one-way shared street on Ballards Lane will provide a safe and friendly pedestrian environment. Public realm improvements will enhance the area surrounding the adjacent Finchley War Memorial.



Image 12: Residential above employment



Image 13: Contemporary Employment

### Site 3: Finchley House



Image 14: existing aerial view of Finchley House site

#### Existing site

6.18 Site area: 0.28 ha

6.19 The site, located on the corner of Kingsway and the High Road, currently comprises a nine storey office block and six terraced houses with converted ground floor uses. The office block has an inactive ground frontage, and the upper floors are mostly vacant due to the inefficient layout. The design, colours and materials used have little relationship to the surrounding context.

6.20 The site is significant for the overall spatial strategy for North Finchley in that it is located on a highly prominent site at the southern gateway to the town centre.



Image 15: street view of existing office building



Image 16: street view along High Road



Image 17: street view along Kingsway

- KEY
-  Key Opportunity Site
  -  SPD Area Boundary
  -  Town Centre Boundary (Local Plan)



Figure 16: existing plan of Finchley House site

- KEY
-  Up To 12 Storeys
  -  4-6 Storeys
  -  Up to 3 Storeys
  -  Residential Above
  -  Potential Landmark Building
  -  New Employment Frontage
  -  Existing Active Frontage
  -  Sensitive Edge
  -  Main Vehicle Access to the Site
  -  Improved Pedestrian Pavement
  -  Streetscape View
  -  Key Opportunity Site Boundary



Figure 17: Design Guidelines for Finchley House site

## Development Strategy Overview

6.21 The redevelopment of the site will enhance this gateway to the town centre, providing an improved employment offer at lower floors with residential above.

### Movement and Parking

6.22 Although the site fronts onto the main road, vehicular access is from Rosemont Avenue in the south. Car parking spaces can be provided as undercroft or surface car parking to the western part of the site enabling continuous active frontages along Kingsway.

### Land use

6.23 The site can come forward for development either in two phases, being the office block and the terraced houses, or as a whole, potentially creating a more efficient proposal. Ground and potentially first floor are expected to reprovide employment uses with new residential uses above. Car parking is to be provided in the western part of the site.

### Scale and Massing

6.24 The site lies within the southern character area which is less sensitive to height and is opposite the 16 storey Arts Depot building. Development therefore has potential to rise up to approximately 12 storeys at the north-east corner of the site. Development could create a tiered building decreasing in height towards south and west where there is existing residential.

### Design Quality and Character

6.25 New development should consider surrounding roofscape, active frontages and use of high quality material in order to encourage a more contextual response. All ground floor frontages should create a safe and friendly pedestrian environment. Any potential wind tunnel impacts should be mitigated through design and orientation.

### Public realm and Streetscape

6.26 Improved pavements and crossings should be an integral part of the redevelopment.



Image 18: Residential above employment



Image 19: Roof top terrace

## Site 4: East Wing



Image 20: existing aerial view of East Wing site

### Existing site

6.27 Site area: 0.56 ha

6.28 The site currently comprises a mix of building styles including a traditional shopping parade frontage in the southern section with protruding, reconfigured retail units on the ground floor and residential uses above. The building parade adjacent to the north includes a later development of ground floor retail and restaurants with residential above. This central building at 3 storeys is lower in scale than the others and is of significantly poorer quality. The former Owen Owen department store building at the northern end of the site is a large building from early 20th, displaying Art Deco character features, century and is currently occupied by Argos.

6.29 The site is significant for the overall spatial strategy for North Finchley as it fronts onto the High Road at the southern gateway to the town centre and in part is significantly underutilised.



Image 21: street view along High Road



Image 22: street view towards Argos



Figure 18: existing plan of East Wing site

- KEY
- Key Opportunity Site
  - SPD Area Boundary
  - Town Centre Boundary (Local Plan)

- KEY
- 4-6 Storeys
  - Up to 4 Storeys
  - Residential Above
  - New/Improved Retail Frontage
  - Existing Active Frontage
  - Sensitive Edge
  - Retained Facade with Local Character
  - ▲ Main Vehicle Access To The Site
  - ↕ Improved Pedestrian Pavement
  - Townscape View
  - Key Opportunity Site Boundary



Figure 19: Design Guidelines for East Wing site

## Development Strategy Overview

6.30 The emphasis is to enhance the quality and efficiency of the site to make an improved contribution to the regenerated town centre, maintaining retail and café / restaurants at ground with residential above. Together with the Arts Depot, and a regenerated Tally Ho on the other side of the High Road, the objective is for the area as a whole to become a strong retail, leisure and cultural anchor to the town centre.

## Movement and Parking

6.31 The existing access to the eastern edge of the site should be retained with potentially a one-way system running from south to north. This will allow for servicing some of the larger retail units from the rear, others can be serviced from the High Road at restricted times. Some car parking for the residential units at upper level should also be provided within the site.

## Land use

6.32 The residential frontages at the south of the site contribute positively to the local character and should be retained. The building occupied by Argos has presence on the High Road and contributes to its character. It should be retained, with better use of the currently under-occupied upper floors as residential. Planning permission has been granted to this effect, but remains unimplemented at the current time. The middle part of the site is to be redeveloped with retail at ground floor and residential uses at upper level.



Image 23: Residential above retail

## Scale and Massing

6.33 Development should consider the sensitivity of existing and retained buildings, with height on the High Road matching the height of the retained buildings as a guide. Where floors above this level are added, these need to be set back from the building line. Heights of up to approximately six storeys may be appropriate in the south-eastern corner of the site, if similar set back from the retained facades is applied.

## Design Quality and Character

6.34 The new High Road façades should respond to the local townscape and consider the colour, details and materials used in existing properties. Where retail units are reconfigured to provide larger floorspace, original frontage sizes and definition should remain. As one of the southern gateways to the town centre, the site should retain the character of the traditional shopping parade, with new development utilising high quality materials, design and roofscape. All ground floor frontages on the south and west of the site should be active in order to create a safe and friendly pedestrian environment.

## Public realm and streetscape

6.35 The development should include improvements to the public realm along the High Road, in line with the overall public realm strategy for the town centre.



Image 24: Incorporating historic and contemporary design

## Site 5: Friern Park/High Road



Image 25: existing aerial view of Friern Park/High Road site

### Existing site

6.36 Site area: 0.61 ha

6.37 The site currently comprises ground floor retail units with residential above. Buildings on this block are up to three storeys in height and are of mixed quality. Two buildings in the centre which house the Bohemia pub and Santander bank are of notable early 20th century character and add to the townscape character of the area. The site is within the core retail part of the town centre and includes a MacDonalD's, Subway and WHSmith alongside other local retailers. The upper level residential units are in general in poor condition, particularly to the north of the Bohemia. To the south-eastern part of the site is occupied by a public car park (52 spaces) accessed from Stanhope Road.

6.38 The site is significant for the overall spatial strategy for North Finchley as it is located on the High Road and is within the central retail core area.



Image 26: street view along High Road



Image 27: street view of the Bohemia and Santander



Figure 20: existing plan of Friem Park/High Road site



Figure 21: Design Guidelines for Friem Park/High Road site

## Development Strategy Overview

6.39 The site lies at the heart of the town centre. Development will introduce a high quality frontage, with new modern retail and related units and an attractive revitalised and comprehensive residential offer above.

### Movement and Parking

6.40 Car parking provision at Stanhope Road which is outside the SPD area will be retained or reprovided elsewhere in the town centre subject to a car parking strategy for North Finchley. If retained, access will remain from the south of the site.

### Land use

6.41 The Bohemia and Santander building should be retained as they contribute positively to the character of the area. The redeveloped part of the site should include retail, cafes, and restaurants at ground floor along the High Road, with upper level residential. The existing car parking should be retained or reprovided subject to a car parking strategy for North Finchley.

### Scale and Massing

6.42 The redeveloped buildings should match the height of those retained along the High Road, with the potential for upper level residential development to be stepped back from the frontage with total building height not exceeding six storeys. Development should also consider the sensitive edges on the eastern part of the site, where heights of up to three storeys would be appropriate.

### Design Quality and Character

6.43 Development should respond to the sensitive townscape and character of the area, with use of high quality materials, design and roofscape. New frontages should make reference to the details and proportion of the retained buildings within the site. New buildings on the High Road should have active frontages in order to create a safe and friendly pedestrian environment. Residential development should consider solar orientation, sunlight and daylight, separation distances and public amenity spaces outlined in Barnet's Residential Design Guidance SPD.

### Public Realm and Streetscape

6.44 The development should include improvements to the public realm along the High Road, in line with the overall public realm strategy for the town centre.



Image 28: Residential above retail



Image 29: Modern retail units

## Site 6: Lodge Lane

### Existing site

6.45 Site area: 0.81 ha

6.46 The site currently comprises the Lodge Lane pay and display car park with 232 parking spaces, and YVA House which occupies the north-eastern part of the site. YVA House currently hosts a number of retail and office uses including Starbucks, Foxtons and Tiger on the High Road, and a barbers, dance school and lawyers office on Lodge Lane. YVA House is set back from the traditional building line of the shopping parade, and is therefore inconsistent with the surrounding townscape. To the west of the site lies Northside Primary School, to the south are two storey residential townhouses, and to the north-west are locally listed terraces at 45-53 Lodge Lane.

6.47 This area is significant due to its role as an arrival point into the town centre from Woodside Park Station and also because the YVA House occupies a large frontage building within the central retail core.

6.48 It is proposed that the existing weekly market which on market days occupies land in the south eastern corner of the car park, is to be relocated to a more prominent location on the High Road, potentially in the new public space near the Tally Ho pub and along the improved Ballards Lane.



Image 31: street view of YVA House site



Image 32: street view of Lodge Lane car park



Image 30: existing aerial view of Lodge Lane site

- KEY
- Key Opportunity Site
  - SPD Area Boundary
  - Town Centre Boundary (Local Plan)



Figure 22: Existing plan of Lodge Lane site

- KEY
- 5-6 Storeys
  - 3-5 Storeys
  - Up to 2 Storeys
  - Car Park (Indicative Location)
  - New / Improved Retail Frontage
  - New Community Frontage
  - New Residential Frontage
  - Existing Active Frontage
  - Sensitive Edge
  - ▲ Main Vehicle Access To The Site
  - ▲ Servicing Access
  - ↔ Improved Pedestrian Pavement
  - Key Opportunity Site Boundary



Figure 23: Design Guidelines for Lodge Lane site

## Development Strategy Overview

6.49 Redevelopment should seek to improve the sense of arrival to the town centre with improved frontage onto Lodge Lane, encourage a more efficient use of land whilst continuing to provide an important town centre parking function. The High Street should continue to provide active frontage with retailing and similar uses at ground floor as a key part of the primary town centre frontage, with residential and other suitable town centre uses above.

## Movement and Parking

- 6.50 The new development should reprovide as a minimum the number of existing car parking spaces on the site. A decked car park up to two levels or another car parking solution which responds to the sensitivities of the site, including neighbouring residential properties and school, should be explored.
- 6.51 Vehicular access into the site should be retained off Lodge Lane, preferably retaining pedestrian access from Winifred Place and Percy Road.



Image 33: Community use



Image 34: Decked car park with active frontages

## Land use

6.52 Development should retain or reprovide existing retail frontages and residential units or other town centre uses above. Existing car parking levels should be maintained as a minimum. Sensitively developed residential units along Lodge Lane and in the western part of the site are anticipated to be deliverable through a more efficient use of decked parking. Other potential uses fronting Lodge Lane include community space, suitable for example for health or similar uses, activating the frontage.

## Scale and Massing

6.53 Building heights should be sensitive to existing residential development on and around the site, with new development responding to the surrounding building typology with an indicative height of 2 to 3 storeys, with potentially taller buildings in the north-eastern part of the site of up to approximately 6 storeys. Any residential development should follow the density specifications set out in Barnet's Residential Design Guidance SPD (October 2016).

## Design Quality and Character

- 6.54 All development should be of a high quality design and respond to the character of the nearby listed terraces at 45-53 Lodge Lane. Any new development must consider sensitive views from existing private residential gardens. Mature existing trees that contribute to local character should be retained.
- 6.55 Active frontages should be created on Lodge Lane and the High Road in order to create a safe and friendly pedestrian environment. Residential development should consider solar orientation, sunlight and daylight, separation distances and public amenity spaces, as outlined in Barnet's Residential Design Guidance SPD.

## Public realm and Streetscape

6.56 There is an opportunity to provide high quality public realm improvements at the junction with the High Road. Public realm improvements must consider the role of Lodge Lane as one of the arrival gateways to the town centre from Woodside Park Station.

## 7. Development Principles

### a. Responding to local character

- 7.1 North Finchley town centre can be divided into three character zones as shown in Figure 24, each with different levels of townscape sensitivity. The northern zone is characterised as a largely residential area with ground floor employment uses and building heights of up to seven storeys. More innovative, high quality, contemporary design approaches are considered acceptable in this zone due to the area's departure from the traditional shopping parades and the less sensitive nature of the townscape.
- 7.2 The central zone is the most sensitive area, with a larger number of historic, lower scale buildings which contribute positively to the character of the area. For this reason, new development within the central area must respond to context and emulate historic examples and traditional building typologies, while not producing direct copies of historic buildings. Development must consider; existing roofscape, details, proportions and use of high quality building materials in its design.
- 7.3 Within the southern zone, recent developments have resulted in a loss of townscape character with buildings of varying height, mass and scale. New development should demonstrate how the townscape can be enhanced with new development of high quality materials, roofscape and design. The incorporation of sensitive contemporary architecture will be most appropriate in this area.
- 7.4 Buildings currently identified to positively contribute to the character of North Finchley (see Figure 24) should be protected where appropriate, and refurbishment works or changes to units on the High Road should be encouraged where they improve the long term viability of the building.



Image 35: Buildings contributing to local character



Image 36: Buildings contributing to local character



## b. Transport and movement

7.5 The key town centre movement points emerging from the related Baseline Study are:

- Difficulties for pedestrians in crossing the extensive carriageway width along the High Road/Ballard’s Lane corridor.
- A general lack of cycling facilities throughout the area, notably on carriageway lane provision.
- Bus services are convoluted in terms of movement around the gyratory and somewhat hidden from general view in the bus station.
- The High Road/Ballard’s Lane is presently arranged generally in favour of vehicular traffic rather than other users and uses.
- The town centre’s parking supply is presently working sub-optimally, with the privately operated retail car parks in particular offering spare parking capacity during weekdays and weekends.

7.6 In addressing transport and movement within North Finchley further and more extensive technical work is required.

### Reallocating Town Centre Roadspace

7.7 North Finchley is subject to the effects of through traffic on the A1000 (High Road), an important radial road corridor. Along with that function, others vie for road use for local access, buses and goods delivery. This vehicle dominance leads to perceived and real road severance effects with road crossings being lengthy and sometimes requiring several ‘hops’ from refuge to refuge.

7.8 The kerbside is occupied by parked vehicles with frequent servicing activity and manoeuvring vehicles adding to through delays on the High Road and Ballards Lane. The Tally Ho gyratory arrangement places a clear priority on that traffic carrying function with its broad carriageways given over to traffic flow.

7.9 In comparison to other town centres on the A1000 at Whetstone to the north and East Finchley and Finchley Church End to the south, North Finchley appears to be offering considerably greater roadspace to traffic in comparison. This suggests that some of the roadspace could be beneficially reallocated away from carrying traffic and given over to other movement and public realm improvements, such as footway widening and narrower road crossings, street planting, bus waiting facilities and cycle lanes.

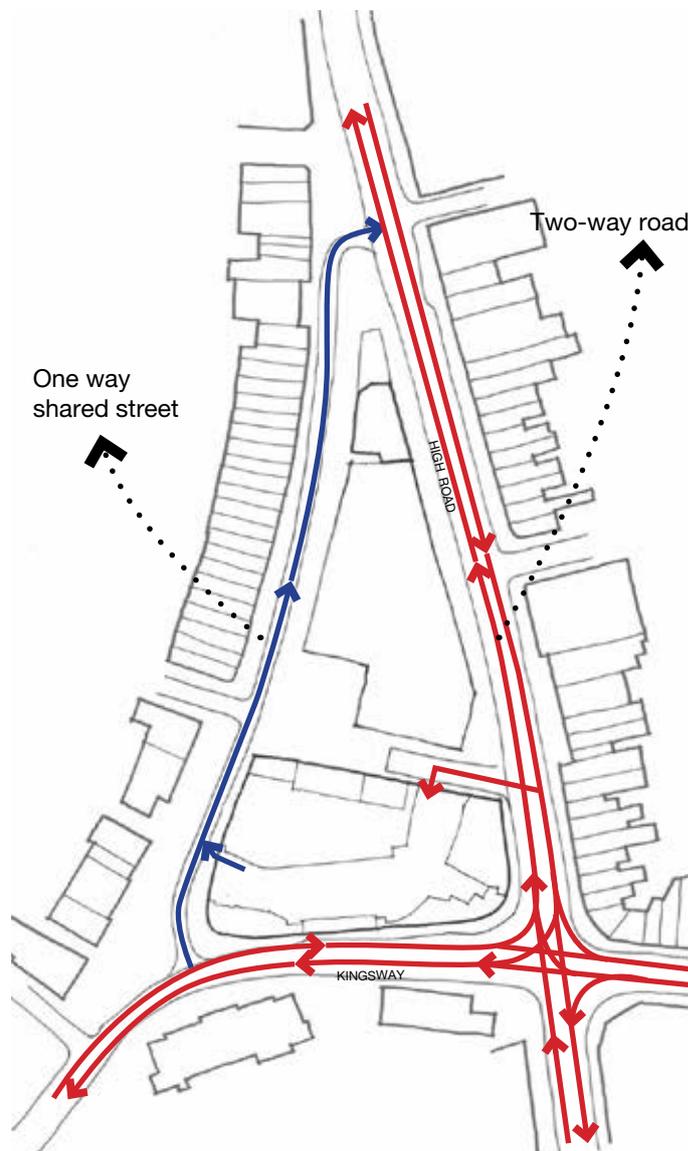


Figure 25: Re-routing of Ballards Lane through traffic

7.10 A substantial public realm improvement on Ballards Lane may be achieved by limiting through movement to access traffic, retail and business servicing and buses. In this way, a greater degree of street sharing would be made possible. Associated with this is the re-routing of the present Ballards Lane northbound through traffic onto Kingsway and onto the High Road, itself converted to 2-way operation. Achieving such a substantial traffic management amendment would require a detailed technical study requiring data relating to traffic flows, junction operation and highway geometry, along with local and wider area road network modelling. In addition, there would be related public and technical stakeholder consultation to discuss, amend and sign off scheme development. The Council and Transport for London would be involved in modelling traffic impacts and ensuring smooth road network operation. The potential gains for North Finchley from such an intervention would be considerable especially for development sites fronting Ballards Lane, adjacent occupiers and local people.

### **Walking and Cycling – Keeping it Local**

- 7.11 Improving conditions for both walkers and cyclists should be a central focus as part of future development and related initiatives. Close attention should be paid to providing specific on-road facilities to encourage cycling, as well as cycle parking and route signing. Allied to public realm improvement, such changes will benefit local people substantially, giving further encouragement to stay local, and walking or cycling to local shops and services.
- 7.12 Although much of the town centre offers good footway width for pedestrians, the carriageway width is often somewhat out of scale with it making the related traffic activity and road width imposing for those wishing to cross it. The footway quality is variable and generally of an acceptable rather than good quality in terms of materials. Seating areas for those wishing to break their journey are few and signing to key destinations such as West Finchley and Woodside Park stations largely absent.

7.13 There is very little offered in the way of facilities for cyclists such as cycle parking or route and destination signing. Notably, despite the generously proportioned carriageway and the directness of the A1000 (High Road) as a link between town centres and the related roads crossing it, there are no marked cycle lanes on the A1000 (High Road), highlighted as an increasingly important cycle corridor by TfL in 2017.

7.14 The route to both stations is perhaps somewhat lengthy for some, but otherwise of good quality with pleasant residential streets, adequate footways and good natural surveillance. Improving signage to these Northern Line stations should add greatly to North Finchley's connectivity.

### **Encouraging Bus Use**

- 7.15 North Finchley presently offers a good bus service with seven services offering good coverage. However, the presence of buses in the town centre is also sometimes negative with the effects of operational bus layover at the kerbside creating a bus 'wall' and the additional travel caused by the gyratory diversion leading to buses being on the road network rather longer than is desirable.
- 7.16 The bus station, though offering shelter, is dark and unwelcoming to passengers and largely hidden from view, all discouraging to bus use despite the services available. The access arrangements also contribute to awkward conditions for pedestrians in the area including road crossings and a generally unattractive streetscape.
- 7.17 Moving buses from the bus station at the Arts Depot on to the street to clearly marked and optimally designated locations with high-quality facilities will do much to raise the profile of buses and encourage use. Bus operations are complex, requiring service layover, turnarounds, termination and driver facilities. Making such changes will therefore require considerable service planning. But as with the related aim to enable a calmer and more pedestrian and cycle friendly environment on Ballards Lane, this is an important objective.
- 7.18 Experience of bus movement in other limited access streets suggests that mixing bus, pedestrian and cycle uses can work harmoniously and by so doing, bus operations may continue to operate satisfactorily though with an improved passenger environment and facilities.

### c. Parking

#### Parking and Loading

7.19 The total town centre off-street car park capacity is approximately 511 publicly available spaces provided principally by the Lodge lane car park at 232 spaces, with another 184 available at the Aldi car park. Other smaller sites at Stanhope Road and Woodhouse Road offer the balance of 95 spaces. As the Figure 25 shows, considerable shoppers customer parking capacity is also provided at Sainsbury's to the north, 156 spaces and at Waitrose to the south, 170 spaces.

7.20 A considerable proportion of High Road kerbside space is given over to parking and loading, which while highly convenient for users means that roadscape is effectively prioritised away from other uses such as public realm, widening footways and providing for cyclists.

7.21 To understand parking supply and use better, the Council commissioned a survey of on-street (kerbside) and off-street (car parks) usage on a weekday (Thursday) and at the weekend (Saturday) during July 2017 to help inform the SPD's development.

7.22 Analysis of the High Road and Ballard's Lane spaces indicates that the on-street parking supply along the High Road could be refined to provide a better level of service for motorists without increasing supply. Actions to decrease the length of stay and increase space turnover could do much to provide more readily available parking spaces.

7.23 Residents' parking on the side streets is mostly well-used, but offers some capacity for further use at specific locations.

7.24 The privately-owned car parks generally have poor use made of the available space during weekdays, less so at the weekend. The key location for town centre public parking is at Lodge Lane where, for much of the weekday convenient parking can be found until a 'spike' in usage from midday to 3.30pm, variously attributed to the adjacent school use and effects of local resident parking restrictions. There is also evidence of lengthy stays of 4, 5 and 6 hours plus, likely to related to business and commuter use. On a Saturday, use is shorter stay in nature with

parking readily available, giving an indication of how the weekday supply may be better used to benefit shoppers and visitors, be they business or leisure users.

7.25 The parking survey indicates that the town centre's parking supply offers scope for better use, in effect, the opportunity to make that supply work harder. Evidence of available supply can be found at the kerbside and especially within the privately owned car parks. Discouraging long-stay parking through tariff changes would release capacity, to the benefit of the local community. A proportion of presently marked residents' parking is available too, though limited in availability and location.



Figure 26: Existing car parking

## Parking – A Town Centre Asset

- 7.26 It is important that the town centre provides a convenient and good quality parking supply to maintain a competitive position with other centres.
- 7.27 In terms of space within the town centre, car parking utilises valuable kerbside and site area that could be put to other positive uses, such as reallocation to benefit public realm, footway widening, narrower road crossings, or perhaps servicing. Each parking space also comes with two related car movements on the local road network which at times struggles with delays caused by turning movements at junctions and disturbance from parking manoeuvres at the kerbside.
- 7.28 Enabling greater parking system efficiency would provide a better level of service for local people, businesses and visitors, and provide some capacity for further demand. Overall, the anticipated masterplan parking demand is expected to be broadly neutral in impact across the town centre with specific provision made for development sites as appropriate. A dedicated development related parking strategy for North Finchley would be beneficial in matching the precise space availability in type and location to present and anticipated future demand and in achieving the desirable parking system efficiencies. Along with physical changes to parking locations and types affecting parking supply, specific planning interventions such as car-free development will contribute to managing town centre parking demand.
- 7.29 A proportion of the parking supply needs to accommodate medium to longer stay parking, but given the length of stays it could be better located in the less well-used parking locations leaving parking space more convenient to the High Road/Ballards Lane for shorter stay use, e.g. 20 minutes – 2 hour use.
- 7.30 The principal means of rebalancing parking provision is through amending the parking tariff structure with higher prices for long stay in car parks and simplification of High Road parking to make better use in terms of turnover and stay duration.
- 7.31 With the cooperation of the operators of the private car parks there is potential that the longer stay users could fill those available weekday spaces. This will require a formal arrangement to the likely benefit of both parties, motorists and the town's street environment.
- 7.32 For future town centre development, the present supply, suitably optimised should be expected to provide for any additional related parking demand given the present parking patterns. Given the high PTAL of the town centre, car free development will be promoted (while still providing for disabled people).
- 7.33 In addition to the July 2017 car parking survey there is a need for a specific town centre parking strategy. This will be informed by further interrogation of the 2017 survey data and would help with this rearrangement, tuning the supply and demand to work more harmoniously for the town centre and those visiting it.

#### d. Frontages and shopping parades

7.34 The shop front quality along the High Road is mixed, with a number of poor quality units. In some locations there is a lack of active frontages, with many shop windows covered internally with posters and signage. Vacant units also detract from the shop front quality along the High Road.

7.35 A number of shops have outdoor displays which, due to the lack of pavement space, create a cluttered street environment. This presents an issue for accessibility.

7.36 Given the range, quality and contribution of the existing parades, the Council considers that the approach to parade enhancement may take a number of forms including:

- Enhancing existing shop frontages to make a better contribution to the overall street scene.
- Providing units that are more attractive to a wider range of national and local retailers. This may include refurbishing existing units to improve their size and quality; merging adjacent units to increase floorspace; or undertaking redevelopment which provides deeper units and better access.
- In some instances it may be appropriate for a number of units within parades to come forward as a comprehensive development to create a revitalised offer that supports the other opportunities identified.

- There are opportunities to enhance the quality and quantity of units through; conversion, where low intensity back office storage occurs; refurbishment, to enhance the quality, or; redevelopment, to increase supply and choice including through additional storey height where this suitably responds to the local conditions.
- Improving the residential offer above retail units. Much of the town centre comprises of residential flats above shop units, however the quality and level of occupation varies considerably throughout the town centre.

7.37 Shop fronts should seek to confirm with the Borough's Shopfront Summary Design Guidance No.10. Important considerations in the Guidance include retaining original features, providing fascias that are proportionate, align with stonework and respond to adjacent shopfronts, avoid window posters and avoid garish colour schemes and plastic fascias.

7.38 When combining retail units, development should seek to maintain the standard frontage size of the surrounding shopping parade. The purpose of combining units should be to create larger units internally, whilst retaining the overall appearance of single units where they contribute to the townscape quality. This will support the historic townscape by enhancing North Finchley's character as a local town centre of human scale and proportions.

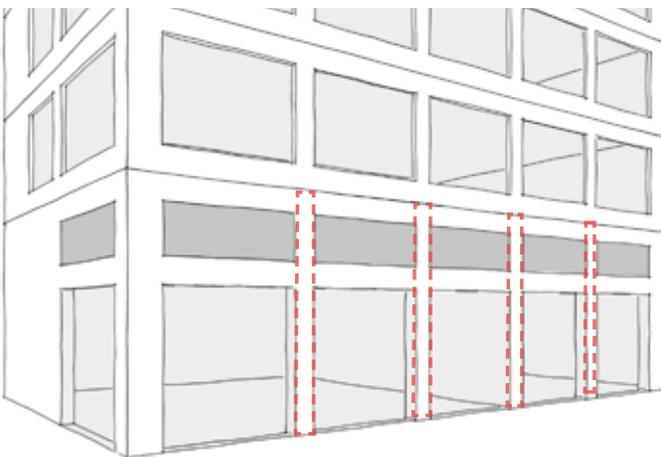


Figure 27: Modern retail frontage



Image 39: Traditional retail frontage

- 7.39 The conversion of upper floors of buildings should take a comprehensive approach with the overall frontages as a key focus in design. Internal floor levels should remain in alignment with windows in order to maintain active frontages.
- 7.40 Any residential intensification on the upper levels of shopping parades should ensure that entrances are via main doors and lobbies adjacent to retail units, in order to promote active frontages and a safe town centre environment.
- 7.41 Residential development should follow policy set out in Barnet's Residential Design Guidance SPD (2016), with particular reference to section 7 on 'Safeguarding residential amenity' for details on proposed distances between buildings, solar orientation, ventilation and sunlight and daylight. Section 8 of the Residential Design Guide SPD should be considered when allowing for provision and design of outdoor amenity space.

## e. Public Realm Strategy

7.42 When designed well, the outdoor spaces within the built environment can be made much more usable to people for a greater part of the year than natural weather patterns would normally permit. The SPD on Sustainable Design and Construction sets out design principles with regard to microclimate in particular wind and thermal conditions.

7.43 An overall public realm strategy has been developed to illustrate direction over the potential improvements to the area. Further refinement and details are expected to be established through future planning applications.

### Existing Public Realm

7.44 The key issues with the current public realm of North Finchley include:

- Wide carriageways;
- Lack of pedestrian priority areas with seating to encourage visitors to stay and spend time;
- Lack of tree cover; and
- Patchwork of materials and lack of uniformity.

### Key Sitewide Objectives

7.45 The key objectives for the public realm in North Finchley Town Centre consist of:

- Narrowing carriageways and increasing pavements to include planting zones;
- Integrate cycle parking facilities and improved cycling infrastructure to grow footfall;
- Prioritise the provision of cycle lanes within the carriageway when reallocating road space;
- Improving signage and the provision of public art;
- Activating the streets and spaces by providing 'spill-out zones' for cafes/restaurants/shops;
- Creating flexible event spaces;
- Greening the streets; and
- Identifying a new location for the North Finchley Market which enables it to be more prominent in the town centre.

### Streetscape and Spatial Strategy

7.46 The ambition is to create a series of character spaces with the following key interventions in each area.

#### High Road

7.47 Improvements along High Road should run from the Kingsway to Britannia Road. These improvements include:

- Narrowing the carriageway width;
- Widening the pavement to inset parking within it where necessary;
- Lining each side of the street with trees to improve the character of the street;
- Incorporating planting wherever the pavement width and pedestrian movement allows; and
- Creating resting and dwelling spaces at key points along High Road, particularly where the public realm widens at Lodge Lane

#### **Gateway Improvements / North and South of Ballards Lane**

7.48 Gateway spaces have been identified at the north and south of Ballards Lane. These spaces will help to attract and draw visitors through Ballards Lane and the High Road. They will:

- Create focal spaces for art at either end of Ballards Lane;
- Enhanced location for North Finchley market stalls (including re-allocation of Lodge Lane market) near Tally Ho Pub new public space and along Ballards Lane;
- Creating space for outdoor seating; and
- Prioritise pedestrians with the provision of comprehensive public realm and traffic management measures to discourage vehicle through-movements, whilst providing access for local people, servicing and buses.

#### Courtyard Space / Nether St

7.49 There is an opportunity to provide a courtyard within the new development along Ballards Lane that connects with Nether Street. This inclusion:

- Provides a room for events and pop-up street markets;
- Becomes a hub of activity along Ballards Lane;
- Should provide a canopy for year round use;
- Providing space for events linking with the Arts Depot; and
- Rationalise car park and service yard entrance

**Ballards Lane**

7.50 One-way traffic allows for the reduction in carriageway along Ballards Lane between the two gateway spaces. The could include the following improvements:

- Increasing pedestrian footways to improve the feeling of pedestrian priority;
- Using an increased width of footway for planting/outdoor seating/zones for selling;
- Lining the street with trees; and
- Incorporating raised tables at key locations to improve pedestrian priority and slow vehicles.

KEY

- High Road Improvements
- Resting / Dwelling Spaces
- Ballards Lane Improvements
- Gateway / Street Market Opportunity
- Courtyard Nether St
- Improved Connection
- SPD Area Boundary
- Town Centre Boundary (Local Plan)

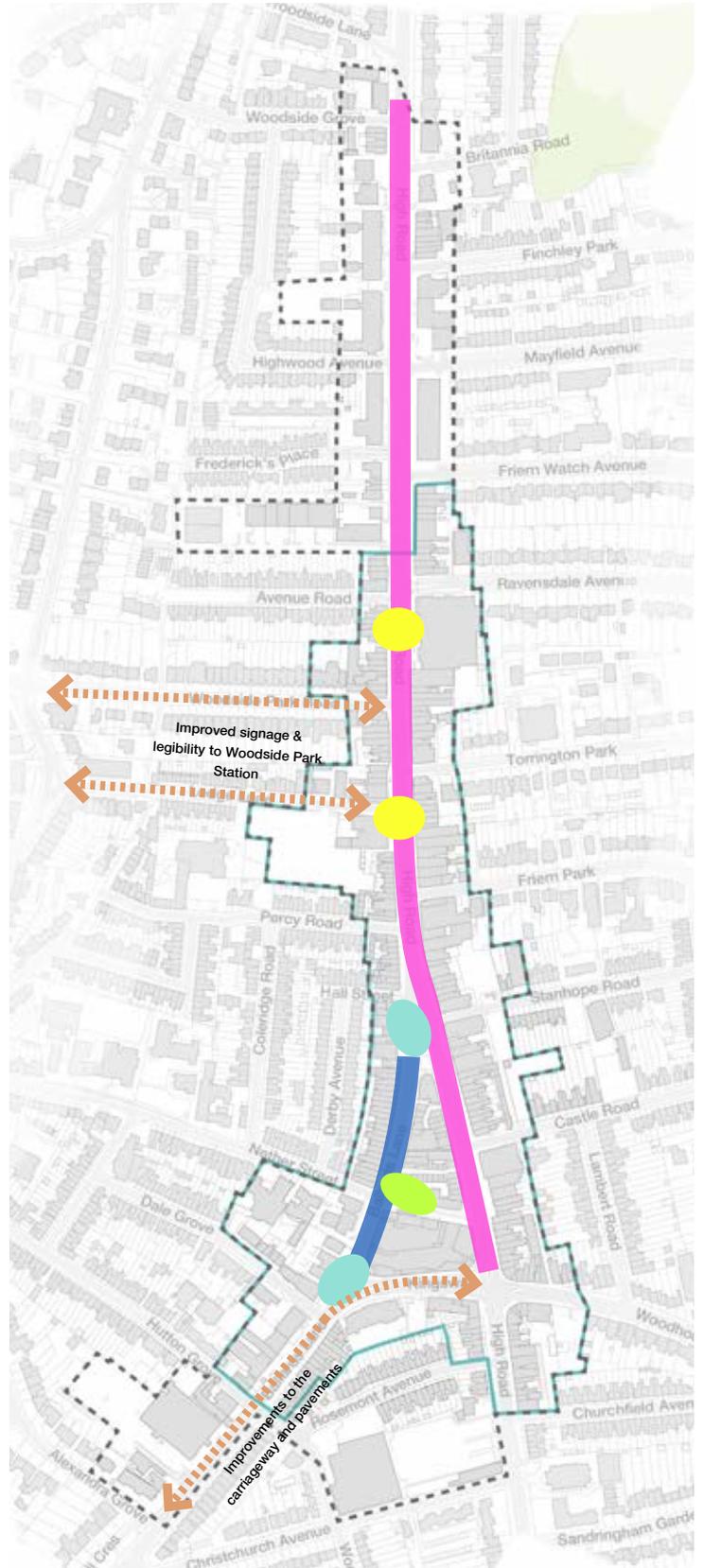


Figure 28: Public Realm Strategy

### Tally Ho Triangle and Arts Depot Improvements

7.51 A significant location for public realm opportunities is within the Tally Ho Triangle and Arts Depot area. Within this part of the site five opportunity streets and spaces have been identified

1. High Road
2. Ballards Lane and High Road Gateway
3. Ballards Lane and Kingsway Gateway
4. Ballards Lane
5. Nether Street Courtyard

These improvements translate into the following proposed characters for each space.

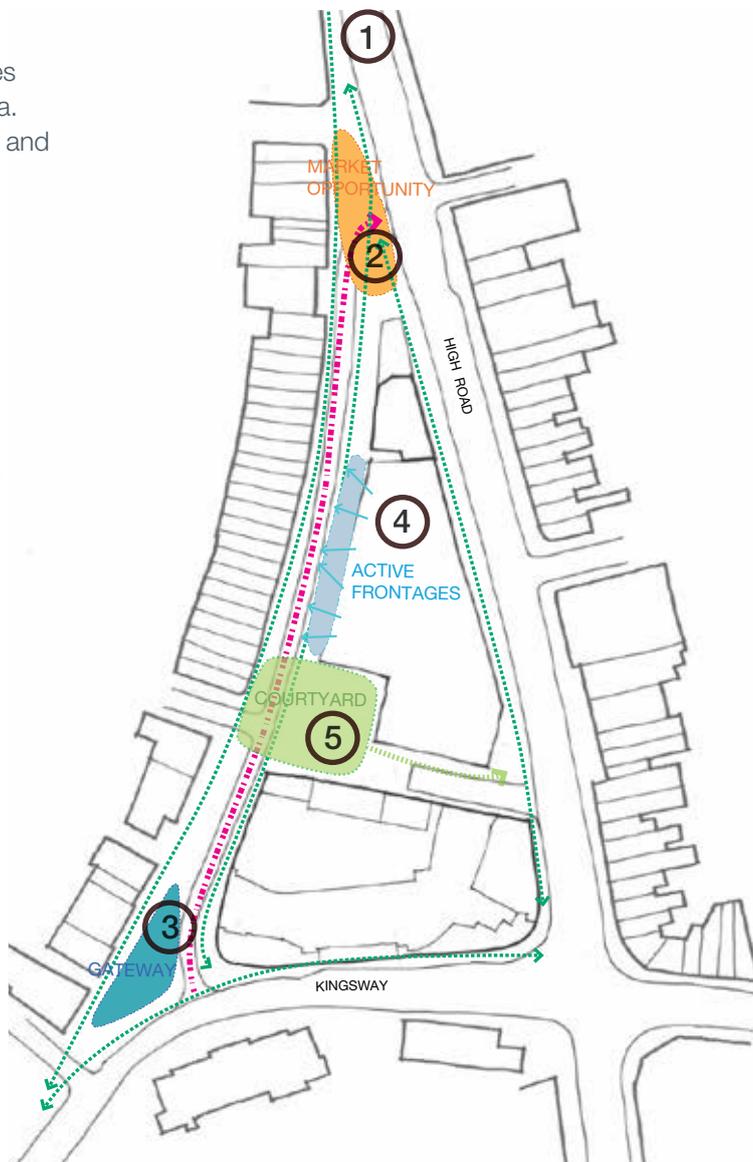


Figure 29: Tally Ho Triangle and Ballards Lane improvements

#### 1. High Road Improvements



Image 40: Space 1: High Road - Existing



Image 41: Space 1: High Road - Proposed

**2. Gateway Improvements**



Image 42: Space 2: Ballards Lane & High Road Junction - Existing



Image 43: Space 2: Ballards Lane & High Road Junction - Proposed

**3. Gateway Improvements**



Image 44: Space 3: Ballards Lane & Kingsway Junction - Existing



Image 45: Space 3: Ballards Lane & Kingsway Junction - Proposed

**4. Active Frontages**



Image 46: Space 4: Ballards Lane - Existing



Image 47: Space 4: Ballards Lane - Proposed

**5. Courtyard Space**



Image 48: Space 5: Nether Street - Existing



Image 49: Space 5: Nether Street - Proposed

### Greening Strategy

7.52 An environment high in biodiversity can improve the amenity of local residents whilst providing further benefits including shading and reducing surface water run off. Green roofs, façades, trees and rainwater gardens can help to attenuate water run off, reduce the urban heat island effect, reduce solar heating of a building and provide habitat for wildlife. Further details on our approach to biodiversity and habitat quality are set out within the Sustainable Design and Construction as well as Green Infrastructure SPDs.

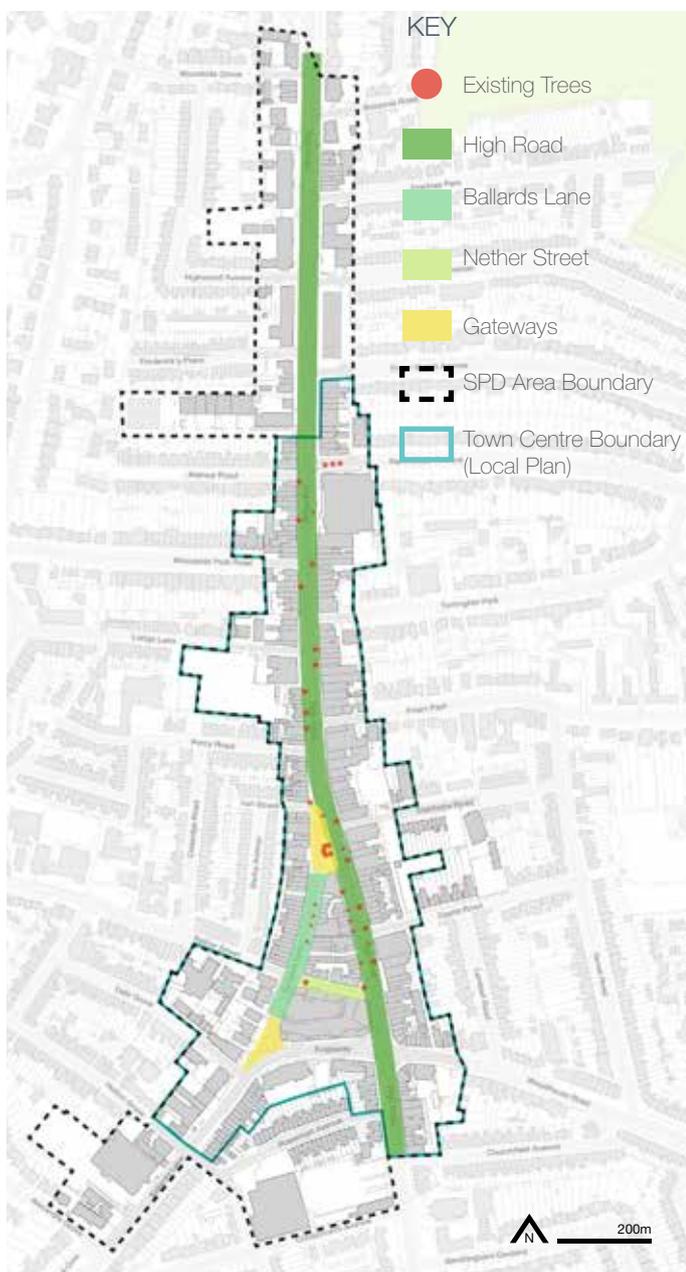


Figure 30: Greening Strategy

7.53 At present existing tree cover within the town centre is sparse and lacks continuity in species. Increasing tree planting throughout the streets and spaces of North Finchley will: enhance the character of the streets; soften the hard landscape; and help improve air quality.

7.54 Tree-lined boulevards are proposed for High Road and Ballards Lane, with planting where possible between the roadways and pavements to improve the pedestrian experience. The character of these two streets will be differentiated by the selection of species. Wayfinding signage will be included to enhance pedestrian legibility.

7.55 The area of Nether Street between High Road and Ballards Lane will be treated as a space with tree planting down its centre, again providing a different character.

7.56 Gateway spaces should incorporate large feature trees at their heart, that signify a change of environment and threshold crossing to visitors.



Image 50: High Road character



Image 51: Ballards Lane character



Image 52: Gateway character

## Materials and street furniture

### Materials strategy

7.57 The roads and footpaths shall be constructed of materials that are appropriate to their location and use, and be compatible with the landscape design principles, to ensure a long lasting, flexible and attractive public realm.

7.58 Paving design strategy:

- Hierarchy of pedestrian footpaths shall be expressed through surfacing
- Main transit roads in asphalt
- Natural materials shall be used in high profile areas, such as arrival spaces and community squares
- All kerbs to be granite
- The selection of materials shall express a range of warm tones to create a welcoming public realm
- Parking areas shall be in permeable paving (min. 50%)

### Street furniture

7.59 A legible street furniture palette will be used that ensures continuity between the different character areas. Comfort should also be considered, ensuring a sufficient amount of accessible seating with both back and armrests.

### **Public Art**

7.60 There are opportunities for small and larger scale art interventions throughout the town centre.

7.61 Particular areas that art should be considered include the Gateway space junction between Ballards Lane and the Kingsway, and Nether Street.

### **Maintenance**

7.62 Materials and street furniture will be easily maintainable. Maintenance teams should be consulted to ensure that all items can be maintained effectively. Consideration should also be given to the long term management of existing habitats, new landscaping and other biodiversity design features.



Image 55: High quality materials



Image 53: Consistent street furniture palette



Image 54: Integrated public art

## 8. Delivery & Implementation

### a. Delivery Strategy for the SPD Area

#### A coordinated and comprehensive approach

- 8.1 The SPD seeks to maintain and enhance the vitality and viability of North Finchley by promoting sustainable mixed use development, with associated physical and social infrastructure, as well as public realm and environmental improvements. The SPD recognises that areas of land outside the town centre have an important role to play as part of the comprehensive and coordinated regeneration of the town centre and the area of the SPD has been drawn to reflect that recognition.
- 8.2 In accordance with Local Plan and London Plan policies and as informed by the Council's evidence base, capacity assessments, and stakeholder consultation, the Council considers that North Finchley has significant growth potential for additional residential development as well as retail, leisure, workspace and community uses.
- 8.3 In order to achieve the significant growth potential which will secure North Finchley's regeneration a coordinated and comprehensive approach is necessary.
- 8.4 A coordinated and comprehensive approach will ensure:
- the appropriate quantum and mix of development will be delivered
  - development is phased in an appropriate manner and timescale
  - required social and physical infrastructure to support development is in place at the required time
  - improvements to public realm throughout the SPD area are made
  - the town's car parking management strategy meets local needs
  - there is a coordinated approach to funding infrastructure needs.
- 8.5 The Council's approach to delivery strategy and its implementation is as follows.

#### Planning

- 8.6 The SPD details the Council's policies and requirements and provides a spatial framework for stakeholders, including landowners and developers, positively to respond to.
- 8.7 Whilst the Council recognises that development itself may come forward in a phased manner, it will require that proposals are part of a comprehensive approach in order to avoid piecemeal proposals that are prejudicial to the overall vision.
- 8.8 Where proposals are for significant developments in the SPD area, the Council will wish to see these brought forward accompanied by an overall masterplan with associated planning application(s), to demonstrate they are part of and/or contribute to the comprehensive regeneration approach.
- 8.9 Potential applicants are advised to consult with the Council as early as possible to ensure that the form and nature of planning application(s) will facilitate and not prejudice the comprehensive approach. At this stage the Council does not prescribe a preferred planning applications strategy. However, the Council would welcome outline or hybrid applications setting the overall context for development in the town centre, to which detailed applications could be accommodated.
- 8.10 All planning applications will be considered against the adopted Local Plan and London Plan and any other relevant material considerations, including this SPD.
- 8.11 Planning applications will be required to meet all national and Barnet Council specific validation requirements.
- 8.12 These are set out at:
- <https://www.barnet.gov.uk/dam/jcr...4f9f.../Local%20Requirements%202015.pdf>

### Land ownership

- 8.13 As a large and linear centre, North Finchley is comprised of a wide range of freehold, leasehold and tenancy interests.
- 8.14 The six “Key Opportunity Sites” (KOS) key sites identified in the SPD are predominately privately owned, each area being within a number of different ownerships.
- 8.15 The Council is itself also one of the largest landowner within North Finchley. Its ownerships principally comprise the surface car parks, but also the Arts Depot, as well as strips of land related to highways.
- 8.16 In its capacity as landowner, the Council will seek to optimise the use of its land assets to assist in bringing forward the overall vision for North Finchley.

### Site assembly and compulsory purchase

- 8.17 Given the wide range of ownerships throughout North Finchley delivering the vision will require site assembly. The Council will expect to see site assembly carried out via negotiations and private treaty where practical.
- 8.18 The Council will also work with partners, to support businesses in North Finchley to relocate where required where it enables and secures the regeneration objectives set out in the SPD.
- 8.19 However, where there is a compelling case in the public interest, the Council will consider the use of its compulsory purchase powers to assemble sites within the SPD area, especially but not exclusively in the Key Opportunity Sites.
- 8.20 For the Council to promote a Compulsory Purchase Order or series of CPO’s, any CPO Scheme will (in accordance with current CLG guidance on CPO) need to fit with the planning policy framework and deliver economic, social or environmental well-being to the area.
- 8.21 The Council will also need to be satisfied that any CPO Scheme proposals would be viable, fundable and deliverable.

- 8.22 The coordinated and comprehensive approach is also likely to require an element of cross subsidisation from one area or site to another.

### Phasing

- 8.23 A specific phasing strategy is not set out in the SPD as the Council recognises market trends and viability will influence the ordering of proposals.
- 8.24 The SPD identifies six “Key Opportunity Sites” (KOS) in the town centre, which are considered to be particularly important to North Finchley’s future vitality and viability because of their significant regeneration potential. The Council will therefore expect to see early progress to development in these sites and will work proactively with relevant stakeholders to achieve the objectives set out in this SPD for the areas.
- 8.25 The Council recognises that the delivery of major regeneration proposals is a complex process. As such, as well as the KOS’s, the Council will work proactively with all relevant stakeholders throughout the SPD, especially where early delivery in meeting housing, retail, leisure, community, infrastructure needs as part of a comprehensive proposal will be achieved.

### Infrastructure and funding

- 8.26 The SPD requires the provision of a range of physical, social and environmental infrastructure. This includes maintaining adequate car parking provision, potential calming of existing highways, narrowing of carriage ways, public realm works and community use as part of mixed use development including where appropriate education and health provision.
- 8.27 Infrastructure provision to enable the regeneration of North Finchley will be developed and implemented by the Council, TfL, other relevant statutory bodies and developers as appropriate. As detailed proposals are agreed they will be included in the Council’s Local Plan Infrastructure Delivery Plan.
- 8.28 Funding will include the use of S106, S278 and Community Infrastructure Levy funds, as well as developer contributions to be pooled as appropriate to meet identified infrastructure requirements.

# Appendix A

## A. Spatial Context

### Existing Town Centre Uses

- A.1 The SPD area has a mix of ground floor uses, such as food stores, smaller retail, financial services, bars/restaurants, workspaces, and some community uses as shown on Figure 31.
- A.2 A number of new developments in the northern part of the SPD Area have ground floor residential uses, representing a significant change in recent years.
- A.3 There is a cluster of bars/restaurants at the Tally Ho triangle and opposite the bus station on the west side of the High Road which provide more of a focus for evening activities. Whilst the central section of the town centre offers a number of cafes and retail units which encourage daytime activity.
- A.4 Employment uses are clustered at the south end of the centre at Ballards Lane and Kingsway, which is primarily office space. Finchley Industrial Estate is located to the north set behind the High Road. Large floorplate retail uses include the Sainsbury's food store located at the northern end of the town centre, as well as Waitrose and Homebase to the south, both outside of the town centre boundary.
- A.5 There is a poor relationship of ground floor uses with the streetscape with limited outdoor seating areas across the town centre. This reflects the poor quality public realm and vehicle-dominated street environment

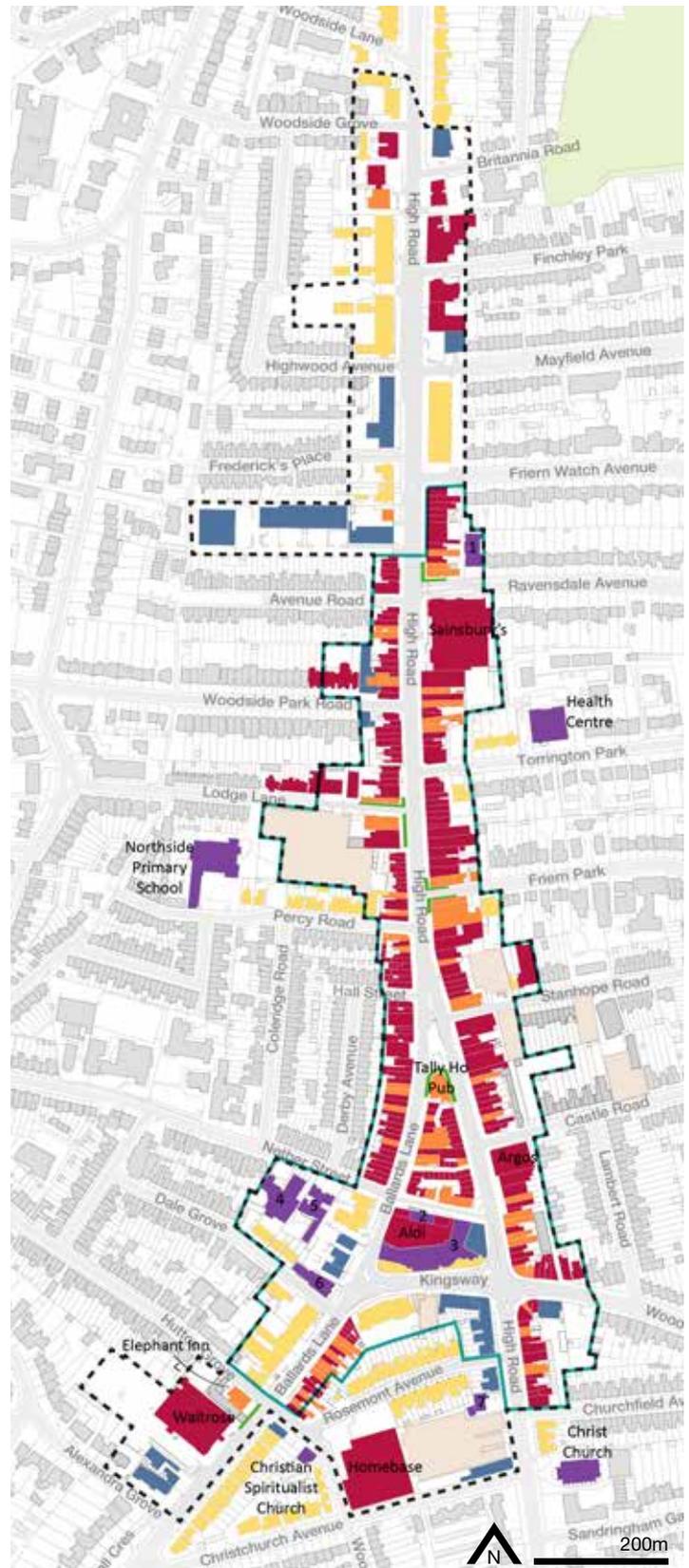
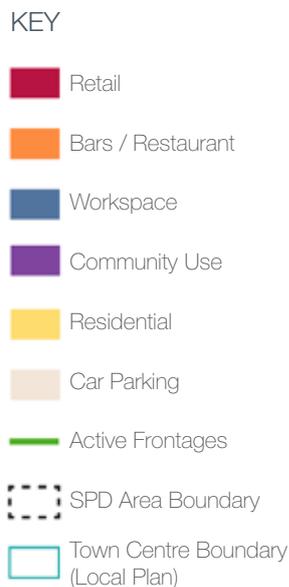


Figure 31: Ground floor land uses

## Area Character

A.6 The SPD area comprises the urban core of North Finchley, with the short section of the A1000 High Road acting as a town centre hub. A network of Edwardian and Victorian terraced houses connect to this central core from the east and west. The Characterisation Study of the London Borough of Barnet (May 2010) demonstrates that areas to the south, west and south-east of the SPD area are largely comprised of urban terraces, whilst the area to the east is made up of suburban terraces and suburban periphery residential use. The urban core itself includes a number of buildings with a strong, historic architectural quality.

A.7 The SPD area can be divided into northern, central and southern zones, each with slightly differing overall character as shown in Figure 32. The northern zone can be characterised by its distance from the core, in that it demonstrates a quieter area with modern residential and employment uses on the ground floor. This zone is distinguishable from the traditional local centre as the building heights are generally between five and seven storeys with a more contemporary building typology.

A.8 The architecture within the central zone is typified by small ground floor retail units, with terraced housing above. This zone also benefits from proximity to the tube station at Woodside Park. The buildings in this zone are generally 3 storeys in height, and are of mixed architectural quality. Some poorer quality buildings are in need of refurbishment or façade treatments.

A.9 The focal point of the southern zone is the triangle Tally Ho site. The architectural character within this area is mixed, with buildings heights of up to 16 storeys at the Arts Depot (a cultural, leisure and entertainment centre owned by LB Barnet) and surrounding developments of 4 storeys and above. The zone also has numerous key retail anchors including Waitrose, Homebase, Aldi and Argos, with much larger building footprints than the traditional local centre retail units. The difference in building typologies results in a lack of uniformity and local character in the southern zone.



Image 56: Tally Ho Pub



Image 57: The Bohemia and Santander



Image 58: The Elephant Inn

A.10 Development in North Finchley was limited prior to the 1870s, with a large part of the existing development taking place in the early twentieth century and the remainder of the area established in the inter war period. Whilst not designated heritage assets, buildings of recognition include Christ Church, the Elephant Inn and the Tally Ho pub which contribute positively to the historic fabric of the town centre. Other High Road buildings which are from a later period and also contribute to the character of the street are the buildings currently occupied by the Bohemia and Santander.

A.11 There are a number of buildings on the High Road which contribute to the character of the local area and play a role in the history of North Finchley, but fail to meet the current needs and as such are underused. These include the Grand Arcade and the Argos building. Argos is an example of a retailer with a requirement for a floorspace larger than that of the typical small units seen on the High Road. It trades from the building of the former Owen Owen department store, but the upper floors remain underused. The Grand Arcade suffers from high vacancy rates due to the small size of units, constrained access and the lack of presence on the main street.



Image 59: Argos



Image 61: Trinity Church



Image 60: Christ Church

A.12 Sainsbury's on the High Road seeks to respond to the character of the area in that it utilises high quality local building materials, follows a similar design and roofscape to surrounding development, and the retail frontage doesn't detract from the overall townscape. There are other recent developments within the town centre such as the Arts Depot and Waitrose, which are less sensitive to the local context in terms of building materials, design, height and roofscape.



Image 62: Buildings on High Road contributing to local character

### Heritage

A.13 Figure 24 within the SPD identifies buildings contributing to local character. There are no designated heritage assets within the SPD boundary and only one locally listed building, the Tally Ho pub. St Michael's Catholic Grammar School and terraced houses at 45-53 Lodge Lane are locally listed buildings outside the SPD Area. There are also a number of Grade II Listed buildings in the wider area which are a demonstration of North Finchley's architectural heritage. These include the Christ Church and houses at 32-38 Torrington Park.



Image 63: Arts Depot



Image 64: Sainsbury's



Image 65: Waitrose

**Townscape**

Existing Building Heights

A.14 As shown on Figure 31 the majority of the buildings along the High Road are 3-storeys high, with upper floors used mostly as residential, offices or storage space. Whilst the southern end of the High Road at the edge of the study area includes mostly 2-storey buildings.

A.15 The Arts Depot development, which includes an Aldi store and bus station with residential above, is the tallest building in the town centre. It rises to 16 storeys, significantly exceeding most of the surrounding buildings, though Finchley House Business Centre on the opposite side of Kingsway is a 9-storey office block.

A.16 The northern end of the SPD Area includes several 5-6 storey high residential and commercial buildings.

A.17 There are a couple of one storey units within the High Road.

Views

A.18 Whilst there are no local or metropolitan protected views within North Finchley, southern views within the town centre largely terminate at the Tally Ho which is a local landmark and make this view a key consideration for future developments. Additionally, the view from Woodside Park tube station towards the High Road is an important arrival view for commuters and visitors.

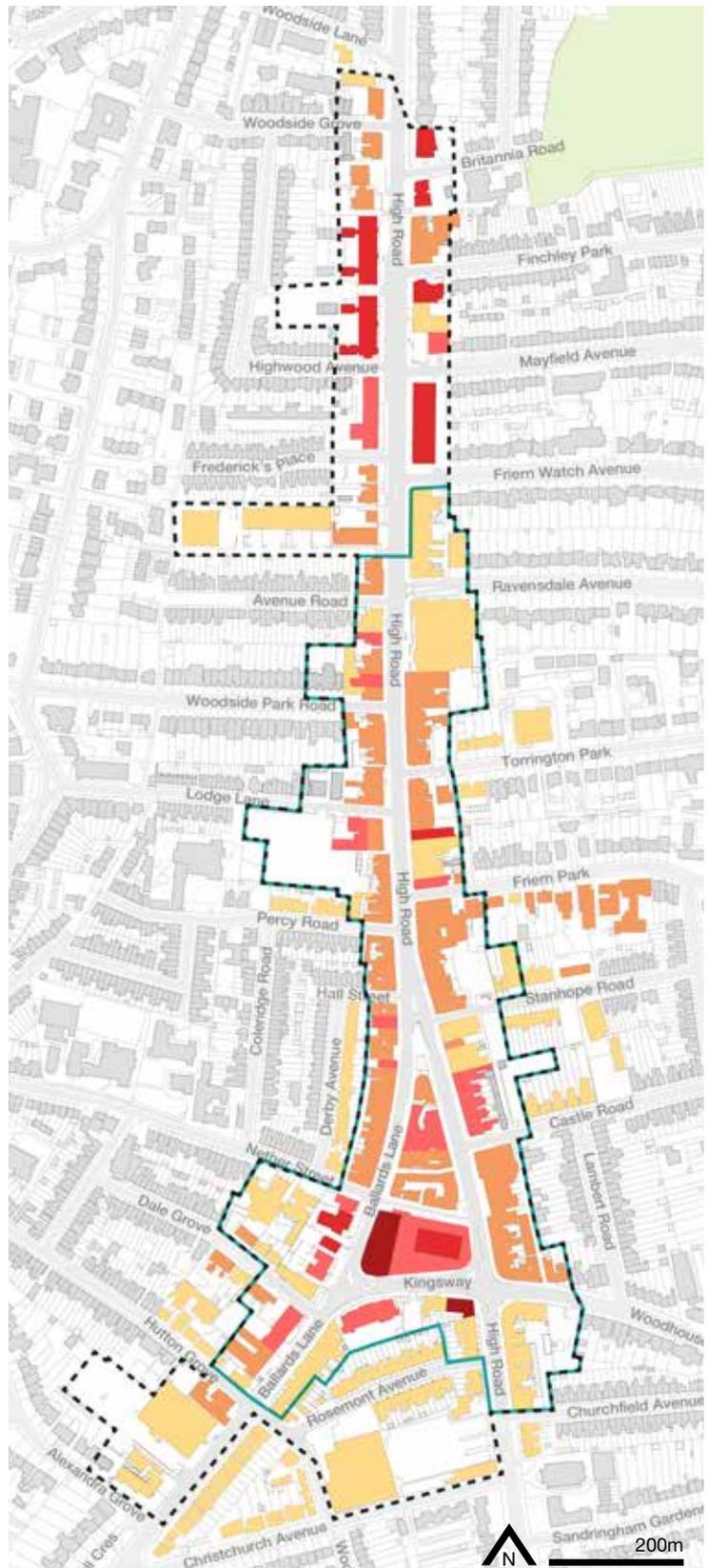


Figure 32: Building heights

**Shop Front Quality**

A.19 The shop front quality along the High Road is mixed, with a large number of poor quality frontages. There is a lack of active frontages, with many shop windows covered internally with posters and signage. Vacant units also detract from the shop front quality along the High Road. A number of shops have outdoor displays which, due to the lack of pavement space, create a cluttered street environment and present an issue for accessibility.

**Public Realm**

A.20 There is generally a lack of good quality public realm within the SPD Area with few safe, pleasant spaces for people to gather. The main public space at the corner of the Tally Ho triangle site provides good tree cover and seating however, due to its location it is surrounded by heavy traffic.

A.21 Narrow pavements and on-street car parking impact negatively on the pedestrian environment. The existing street furniture and public art is not well placed, and creates an issue for those who are mobility impaired. Good examples of outdoor seating are demonstrated outside the cafes where a wider pavement enables a more pleasant pedestrian and outdoor café experience, otherwise there are limited opportunities for outdoor dining.

A.22 The Town Centre feels dominated by cars and despite the relatively low level of vacancy and some good quality buildings, the area is not perceived as a pedestrian friendly place where people tend to dwell.

**Town Centre Demographics**

A.23 The town centre is at the divide of three electoral wards (Woodhouse, West Finchley and Totteridge), all of which perform broadly in line with the Borough average in terms of skills, occupation, income and unemployment.

A.24 Analysis of the area surrounding the town centre indicates comparable or higher levels of highly skilled and higher band occupations, compared to the Borough average, which it self outperforms London as a whole.



Image 66: Building contributing to local character



Image 67: North Finchley Library

A.25 Experian's Social Mosaic Analysis reveals that the majority (52%) of the households around North Finchley are mainly wealthy and affluent urban/suburban families. City Prosperity and Domestic Success Groups refer both to modern middle class wealthy families. There is also a relatively high representation of young professionals or students (21%) and multicultural families (18%). However there are pockets of deprivation in the town centre catchment area particularly to the south east.

A.26 The findings suggest that there is an affluent and diverse multi-cultural social platform across the wider area of North Finchley who are current and potential key users and visitors to the town centre.

### **Town Centre Performance**

A.27 North Finchley is a well-established town centre with a relatively low vacancy rate. Whilst the centre has a good range of convenience retail there is a relatively limited one for comparison goods.

A.28 There is a diverse representation of uses across the town centre with 79% belonging to the A-Class of which 65% relate to shops (A1 retail units) and 16% relate to restaurants. There are also community, culture and leisure uses – including the Arts Depot – and a considerable number of schools both primary and secondary in the local area.

A.29 There is a strong convenience goods offer with Sainsbury's, a Tesco Express, an Aldi and south at Ballards Lane, within less than 3 minutes walk of the town centre, a large format Waitrose.

A.30 The comparison goods offer is more limited albeit with some multiple retailer presence as well as a number of independent retailers with the majority at the value end of the market.

A.31 There is a good range of independent restaurants; most of the branded offer is at the coffee shop and fast food end of the market. However these are broadly considered to represent a lower end of the market, with a limited offer of mid and upper market brands. However the relatively recently opened Bohemia (2014) is a more modern and airy large pub which has been successful.

A.32 The town centre has a high representation of occupiers such as betting shops, loan lenders, charity shops and off licenses. North Finchley has 5 betting shops, the most for a Barnet town centre. There has been an increase in the number of nail bars across the town centre.

A.33 In general there is relatively low vacancy across the town centre being 8% as of June 2017 compared with a London average of 10%, although it is higher in the secondary frontage. The vacancy rate has been slowly falling in recent years.

A.34 A total of 230 residential units have been granted permission since 2011/12 within North Finchley town centre boundary. Since 2013, a number of prior approval applications for the conversion of office (B1c Use Class) to residential uses have led to a reduction in the office stock in the centre due to the level of residential demand.

### **North Finchley Market**

A.35 An open market occurs every Friday in Lodge Lane Car Park. The market has seen a decrease in its retail quality offer and the number of stalls according to the consultation and engagement's findings.

A.36 Currently located in Lodge Lane Car Park it is slightly isolated and hidden from the town centre's streetscape.

A.37 It is important to revive its activity and make the market the vivid weekly event that used to be, where the community gathers not only to do shopping but to socialise and spend time together.

A.38 It is envisaged moving the market to the heart of the town centre activity and strengthening the stalls' relationship to the town centre's shops and restaurants.

## b. Transport and Movement

### Walking

A.39 Conditions for pedestrians in the area are generally favourable in terms of footway widths and connections. However, the High Road's through traffic carrying function and extensive carriageway width means that perceived severance between the east and west sides of the road is a significant issue. Formal signal controlled crossings are effective in providing crossing facilities at key locations, but inconvenient and hazardous for those wishing to cross elsewhere. Such informal crossing is apparent and meets clear desire lines, indicating a need to better provide for east-west connectivity.

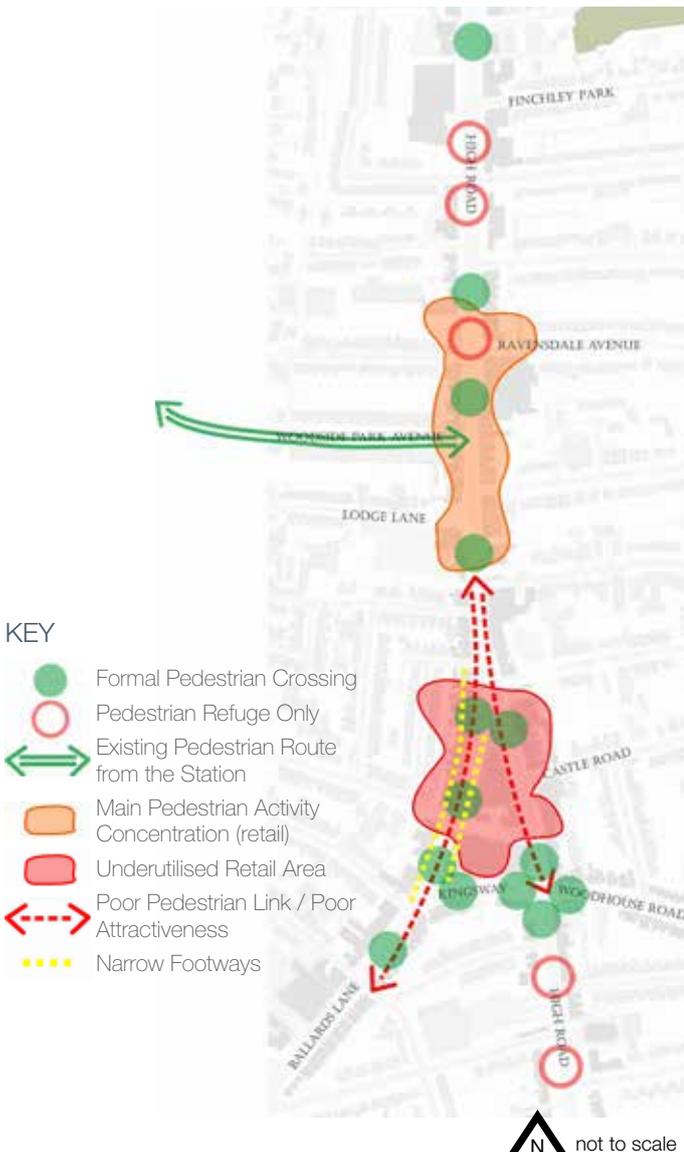


Figure 33: Existing pedestrian situation

### Cycling

A.40 As currently arranged, the area is not conducive to cycling with a general lack of cycle facilities on the High Road. There is little in terms of cycling information or parking facilities.

A.41 As part of the Mayor's Healthy Streets Approach, Transport for London are developing a plan for a coherent cycle network across London that will complement walking and public transport priorities. The Strategic Cycling Analysis (SCA), June 2017 identifies that in terms of future cycling demand, the Highgate to North Finchley corridor is one of the 25 identified with the greatest potential for contributing to the growth of cycling in London to help achieve the Mayor's ambitions for Healthy Streets.



Image 68: No available cycle lane at High Road

### Rail

A.42 Woodside Park and West Finchley stations are 10-15 minute walk from the town centre area. The links are pleasant, tree-lined with good natural surveillance. There is however little to suggest to town centre visitors that this service is available as a sustainable travel option, with no service profile or information given.

A.43 Woodside Park offers a 140 space (LUL) car park operated by NCP. This is more expensive than the Lodge Lane car park which accommodates similar long-stay commuter parking.



## Road Network

A.45 The A1000 High Road, as shown in Figure 36, a key strategic link and as such carries considerable volumes of through traffic as well as providing for many shorter distance local movements. Although no detailed survey information is available, site observations suggest that congestion is a familiar component of the town centre experience. Queues clear relatively straightforwardly suggesting local junction arrangements, including traffic signalisation, the gyratory and parking and loading activity may be contributing factors in this and may offer scope for improvement.

A.46 Overall, as mentioned in relation to bus and cyclist movement, the carriageway width and capacity is a favourable element of the town centre's form suggesting considerable scope for roadspace reallocation in relation to town centre needs for all users, pedestrians, cyclists, buses, parking and loading and streetscape improvement.





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## **Local Plan**

# **Draft North Finchley Town Centre Framework Supplementary Planning Document (SPD)**

## **Initial Equalities Impact Assessment (EqIA)**

**October 2017**

DRAFT

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## Section 1: Introduction

- 1.1 An Equalities Impact Assessment (EqIA) is a measure that public authorities often carry out prior to implementing a policy, with a view to ascertaining its potential impact on equality.
- 1.1.2 This Equalities Impact Assessment has been prepared as a supporting document for the North Finchley Town Centre Framework Supplementary Planning Document (SPD). The EqIA together with the Sustainability Appraisal assesses the equalities, economic, environmental and social implications of the SPD which will be adopted as part of Barnet's Local Plan.
- 1.1.3 The SPD has been produced to support and guide appropriate development, change, investment and improvements in the future of the town centre over the next 10 to 15 years.

## Section 2: Equalities Impact Assessment and Target Groups

- 2.1 A public authority must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
  - Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—
  - remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic,
  - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;.
  - encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
  - The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
  - Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

The relevant protected characteristics are—

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The purpose of this EqlA is to ensure that in making a decision in relation to the SPD for North Finchley the Council complies with the public sector equality duty.

This EqlA will be updated in light of the responses to the consultation on the SPD.

2.1.2 This EqlA is an opportunity to consider whether a policy, strategy or approach, affects all groups in the same way or whether there are is a significant positive, negative or neutral impact on particular groups before a policy is formally introduced. On the whole, EqlAs should make sure that equality is placed at the centre of policy development, highlighting the likely impact of the policy on the target groups and to take action to improve the policies where appropriate as a result or to demonstrate the potential benefits.

2.1.4 The methodology employed for the assessment is based on best practice in EqlAs and the Greater London Authority (GLA) EqlA guidance (2006). Further the Planning for Equality and Diversity in London' Supplementary Planning Guidance (SPG) (2007) states that the overarching principles for consideration when planning for equality are:

- Celebrating London's diversity;
- Promoting equality of opportunity and social inclusion;
- Promoting community cohesion; and
- Sustainable and healthy communities.

2.1.6 The GLA's SPG identifies the key issues regarding spatial planning and inequality to be:

- Urban design and public realm;
- Accessible, inclusive and safe environments;
- Access to appropriate, affordable housing;
- Access to employment and training opportunities;
- Access to social infrastructure and community facilities;
- Access to high quality open space;
- Access to public transport, walking and cycling facilities; and
- Access to retail, leisure and recreation facilities.

2.2 Other studies that relate to Barnet's context are:

## **Barnet Corporate Plan 2015 - 2020<sup>1</sup> (April 2015)**

- 2.2.1 The Corporate Plan sets out Barnet's strategic equalities objective: 'citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer'.
- 2.2.2 The Corporate Plan describes how the consideration of equalities is embodied into decision making is fully integrated into the Council's business planning process. Policies, functions and activities are analysed for their equalities impacts and risks. These considerations will provide factual and specific information and assess their impact on different groups of people within the equalities strands groups.
- 2.2.3 The document also states that the Council will remove or mitigate disadvantages suffered by people who share a relevant protected characteristic, take steps to meet their needs and encourage people who share a relevant protected characteristic to participate in public aspects of life where participation by such persons is low.

## **Barnet Equalities Policy 2014<sup>2</sup>**

- 2.2.4 Barnet's policy seeks to ensure that decision making includes issues regarding equality as a material consideration and that there is an awareness of any disproportionate impact on any particular group.
- 2.2.5 With this in mind all efforts to achieve equality among citizens will be taken by all deciding parties involved.

## **2.3 EqIA Methodology and Assessment**

- 2.3.1 The EqIA assessment has been carried out in accordance with Barnet's Equalities Policy 2014<sup>3</sup> and the GLA's guidance on equality and diversity: Equal Life Chances for All 2014.<sup>4</sup>

The step-by-step methodology is as follows:

- Information gathering regarding evidence on needs and priorities
- EqIA
- Consultation
- Final Assessment

- 2.3.2 The methodology utilised for the assessment is based on guidance published by the GLA and has been carried out in consultation with representatives from the

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<sup>1</sup> Corporate Plan 2015 – 2020 <https://www.barnet.gov.uk/citizen-home/council-and-democracy/policy-and-performance/corporate-plan-and-performance.html>

<sup>2</sup> <https://www.barnet.gov.uk/citizen-home/council-and-democracy/policy-and-performance/equality-and-diversity.html>

<sup>3</sup> <https://www.barnet.gov.uk/citizen-home/search.html?keywords=Barnet+Equalities+Strategy>

<sup>4</sup> <https://www.barnet.gov.uk/citizen-home/council-and-democracy/policy-and-performance/equality-and-diversity.html>

Council's Equalities Team. Equalities Impact Assessment fulfils the Local Authorities' public sector duty to have due regard to the need to:

- Eliminate discrimination
- Advance equality of opportunity between different groups and;
- Foster community cohesion

2.3.3 The assessment considers the impact various elements of the proposed spatial development have on each of the equalities groups. The EqIA is aimed at target groups which are considered to be at particular risk of discrimination and inequality of opportunity. The protected characteristics as embodied by the Equality Act 2010.

2.3.4 The EqIA also considers the impact on unemployed people, people from areas of high deprivation.

**The purpose of this assessment is to:**

a) Identify whether and to what extent this SPD could produce disadvantage or enhance opportunity for any groups with the protected characteristic defined in the Equality Act 2010;

b) Establish whether the potential disadvantage is significant enough to require measures to reduce or remove the disadvantage;

c) Identify and set out the measures that will be taken to remove or reduce the disadvantage;

d) Where mitigation measures are not possible, to set out and explain why;

e) To ensure that Members are fully aware of the implications the proposal may have from the perspective of equalities in decision making.

2.3.5 Equality and Diversity issues are a mandatory consideration in decision making in the Council pursuant to the Equality Act 2010. This means the Council and all other organisations acting on its behalf must have due regard to the equality duties when exercising a public function.

2.3.6 The specific duty set out in s149 of the Equality Act is to have due regard to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

2.3.7 The EqIA uses a range of sources to inform the analysis.

## **Section 3: North Finchley Town Centre Framework SPD**

### **3.1 Site and Surrounding Area**

- 3.1.1 North Finchley is located within the east of Barnet and is designated as a district centre in the Local Plan. It is the third largest town centre within the Borough in terms of commercial floorspace. The town centre covers two wards, West Finchley and Woodhouse.
- 3.1.2 North Finchley is a linear town centre, the spine of which is the High Road (A1000). Looking at the wider town centre area the northern zone is primarily typified by new residential development with ground floor commercial uses. The central zone has a more traditional character with historic retail parades prominent. The southern zone comprises more of a mixture of buildings including the Tally Ho and the Arts Depot.
- 3.1.3 Woodside Park and West Finchley stations (both on the Northern Line) are within a 10 minute and 15 minute walk away from the centre respectively. The Town Centre is serviced by 7 bus routes. This gives the majority of the town centre a Public Transport Accessibility Level (PTAL) rating of 3 (good) with the areas adjacent to High Road having 4.
- 3.1.4 The surrounding residential area comprises terraced housing which largely grew between the 1870s and 1930s and fanned out from the stations in the area (West Finchley and Woodside Park). The town centre is within easy access of green spaces and a range of primary and secondary schools.

### **3.2 The SPD, Status and Objectives**

- 3.2.1 The SPD is intended to be a high-level strategy for North Finchley that sits within Barnet's overall Development Plan. This will mean the document will sit below the LB Barnet Local Plan Core Strategy (2012), LB Barnet (Development Management Policies), the London Plan (2016) and the National Planning Policy Framework (NPPF) (2012). The SPD is a non-statutory document and is to be considered within the overarching Planning Policy Framework for North Finchley town centre. The SPD cannot nor does it seek to establish new planning policies, but it does provide more specific guidance on the implementation of Local Plan and London Plan policies within North Finchley.
- 3.2.2 The SPD will provide guidance on the application of planning policy within the North Finchley Town Centre area and be a material consideration in the planning process for all applications affecting the town centre.
- 3.2.3 The overall objectives of this SPD are set within 4 themes:

#### **Theme 1 - Town Centre Places**

- Improvement of streets and spaces will occur through local street furniture, new public space creating a heart to the centre and reduced pedestrian, cycle and traffic conflicts.
- Proposals will contribute to the overall greening of the town centre through, strengthening links to existing open spaces, planting trees and landscaping reflecting the suburban character.

- Proposals must be of high quality in terms of urban design and architecture, with a specific focus on creating a town centre environment that is welcoming, safe, durable and stimulating whilst responding to the local character of North Finchley and its history
- The entrances - gateways - into the town centre will be examples of outstanding and distinctive architecture supported by high quality public realm, in particular landscaping, lighting and local public art as appropriate.
- In areas identified as appropriate for tall buildings there will be specific development requirements, such as, that new development be of exceptional high quality design and that the buildings be suited to the character of the local context

## Theme 2 - Town Centre Economy

- The primary shopping area will be protected and enhanced. In order to achieve a better balance of independent and mainstream shops in the town centre across the value range the retail character will be actively curated.
- Additional new high quality housing offering a choice of tenures and sizes will be promoted to meet housing need, and boost local economy.
- The evening economy will be enhanced with a stronger offer in terms of restaurants occupying new modern units, notably around the Tally Ho southern area.
- The market should be retained and improved. A new location with a higher profile and better quality environment is proposed.
- Opportunity will be sought to introduce visitor accommodation within the town centre, to enhance further the area's visitors and footfall.
- Employment/office accommodation will be supported and promoted, particularly to the southern end of the town centre. Flexible and co-working office space will be encouraged to support new patterns of working.

## Theme 3 - Town Centre People

- Development will be expected to make a significant contribution to a sustainable mix of housing, including homes for younger people to balance the predominantly family housing.
- An increased footfall and number of users will enhance the vitality of the town centre, including younger people expected to support the evening economy.
- Proposals for improved community facilities will be supported within the town centre, particularly health and education to cater for any increased population.

## Theme 4 - Town Centre Movement

- Encourage local people to stay local for shopping, leisure and amenity purposes to minimise car use and parking demand on North Finchley's streets
- Improving the public realm is of key importance to supporting walking, cycling and bus use by providing an environment that supports those travel modes whether through footway improvement, welcoming bus facilities, benches for walkers and attractive and convenient facilities for cyclists.
- Addressing the impacts of present vehicle domination of the town centre will do much to improve movement conditions for all, reduce real and perceived severance effects, and improve ambience and quality. Where possible, roadspace should be reallocated to the benefit of local people, whilst recognising the A1000 as an important traffic carrying corridor
- Sufficient and well-located town centre parking is important in supporting the town centre's retail, business and leisure activities for those whom travel on foot, cycle, bus or rail is not a viable option.
- Buses should represent a positive presence in the town centre and an attractive movement choice for local people, with high quality waiting facilities, a high profile and good quality route information.

### **Proposed Land Use Mix**

- 3.2.4 It is considered that there is potential for significant mixed use development in North Finchley within the town centre and residential led development in the surrounding area. Residential led intensification is already happening at the edges of the town centre through new development and the conversion of office buildings.

### **Residential**

- 3.2.5 New residential development will be supported throughout the town centre when it is above ground floor level. Opportunities for residential led development will be encouraged outside the town centre. The SPD highlights that in the gateway locations to the town centre residential and residential led mixed use development will be supported in order to contribute to the overall vitality and viability of North Finchley.

### **Non-residential Use**

- 3.2.6 Retail uses dominate the town centre. In terms of planning use classes within North Finchley, almost 80 per cent is retail. Two thirds of the retail uses are shops. The next largest retail use are restaurants and cafes. Nearly one retail unit in five within North Finchley is either a restaurant or café. There is a low vacancy level across the town centre of 8%, which is lower than the London average of 10%.
- 3.2.7 There is a strong convenience goods offer with Sainsbury's, a Tesco Express, an Aldi and a Waitrose within the local area. The town centre has a relatively high concentration of betting shops, charity shops, and payday loan lenders. North Finchley is also home to a small weekly market which is currently located at Lodge Lane Cap Park. The SPD plans to protect the primary shopping area and boost the retail character, whilst simultaneously balancing independent and mainstream shops.

- 3.2.8 The evening economy will be enhanced with a stronger concentration around the Tally Ho southern area. Offices will be accommodated and promoted towards the southern end of the town centre Flexible office and co-working space will be encouraged to promote new patterns of working.
- 3.2.9 There are also a range of community, cultural and leisure uses throughout the town centre including the Arts Depot. Within the surrounding area of the town centre there a number of schools both primary and secondary. Barnet's Local Plan (Policy CS10) highlights that the Council will work with partners to ensure community facilities are provided for Barnet's communities. It sets out that we will 'expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities...or improving existing provision, particularly within town centres.' The Core Strategy contains Policy CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development. It sets out that LB Barnet will when considering development proposals will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

### Green Spaces

- 3.2.10 The SPD proposes a new greening strategy due to the lack of tree cover and overall green space within the town centre boundary. Existing tree cover is sparse and lacks continuity. The SPD proposes tree lined boulevards for High Road and Ballards Lane, planting between the roadways and pavements to improve the pedestrian experience. The character of the two streets will differ by the selection of species. Nether Street and gateway spaces will incorporate the planting of greenery into the area as well.

### Town Centre Movement

- 3.2.11 The roads in North Finchley are prioritised for vehicular traffic with the High Road (A1000) serving as an important traffic carrying corridor and a strategic link. Traffic congestion is a problem for the town centre. The carriageway width and capacity suggests considerable scope for road space reallocation to other uses i.e. for pedestrians, cyclists, buses, parking and loading and streetscape improvement.
- 3.2.12 Improving the public realm is of key importance in supporting walking, cycling and bus use, and providing a fitting environment to improve on this is necessary. Buses should represent a positive and attractive movement choice for local people within the town centre.

### Car Parking

- 3.2.13 The parking capacity for off-street parking in the town centre is approximately 511 spaces. A considerable amount of kerb-side space on the high road is given over to parking and loading which although considered highly convenient for users is effectively prioritising road-space away from other uses such as the public realm, widening footpaths or prioritising for cyclists.

### Town Centre Density and Design

- 3.2.14 Proposals must be high quality in terms of urban design and architecture. The focus will be to create a welcoming and durable town centre which will also be robust and adaptable, so that it can compensate for the needs of future generations.

## Section 4: Baseline summary for North Finchley Town Centre

### 4.1 North Finchley SPD Boundary

4.1.1 The map below shows the area of coverage for the SPD.

**Map 1: North Finchley SPD Boundary**



Source: North Finchley Town Centre Framework; Map Copyright: LBB

4.1.2 At an early stage in the SPD process a baseline socio-economic assessment of North Finchley was undertaken. The assessment compared various socio-economic measures at ward level (West Finchley and Woodhouse ward), borough level (Barnet), regional (London) and national level using data sourced from the 2011

Census and other datasets including the Metropolitan Police Crime Statistic database, Office for National and NOMIS Official Labour Market Statistics.

## Population

Table 1: Barnet Population Figures

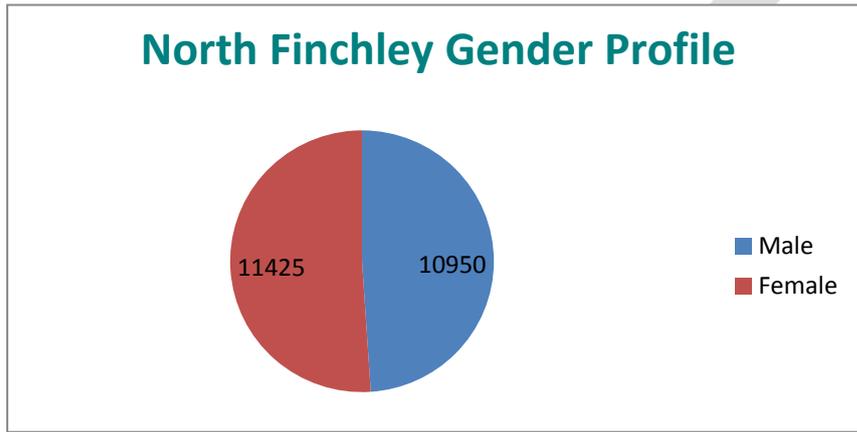
Year	2011	2015	% change
<b>Wards</b>			
Brunswick Park	16,450	16,700	1.52%
Burnt Oak	18,300	19,850	8.47%
Childs Hill	20,100	21,600	7.46%
Colindale	17,150	22,700	32.36%
Coppetts	17,300	17,700	2.31%
East Barnet	16,200	16,750	3.40%
East Finchley	16,050	16,950	5.61%
Edgware	16,800	18,650	11.01%
Finchley Church End	15,800	16,600	5.06%
Garden Suburb	16,000	16,550	3.44%
Golders Green	18,900	19,950	5.56%
Hale	17,500	18,200	4.00%
Hendon	18,550	19,500	5.12%
High Barnet	15,350	15,650	1.95%
Mill Hill	18,500	19,550	5.68%
Oakleigh	15,850	16,300	2.84%
Totteridge	15,200	15,800	3.95%
Underhill	16,000	16,100	0.63%
<b>West Finchley</b>	<b>16,600</b>	<b>17,350</b>	<b>4.52%</b>
West Hendon	17,450	18,950	8.60%
<b>Woodhouse</b>	<b>17,650</b>	<b>18,300</b>	<b>3.68%</b>
<b>Barnet</b>	<b>357,650</b>	<b>379,800</b>	<b>6.19%</b>

Source: GLA 2015 Round Demographic Projections (2016)

- 4.1.3 The combined population of West Finchley and Woodhouse in 2015 was estimated at 35,650 persons. As shown by Table 1 the two wards have only seen a marginal increase from 2011 with both populations increasing by 3.5-4.5%.

## Gender Profile

Figure 1: North Finchley LSOA Gender Profile



Source: Census 2011

- 4.1.4 In terms of gender Figure 2 highlights that there are almost 500 more females in the North Finchley giving a ratio of 51% to 49%

## Age Profile

Table 2: Resident Age Profile

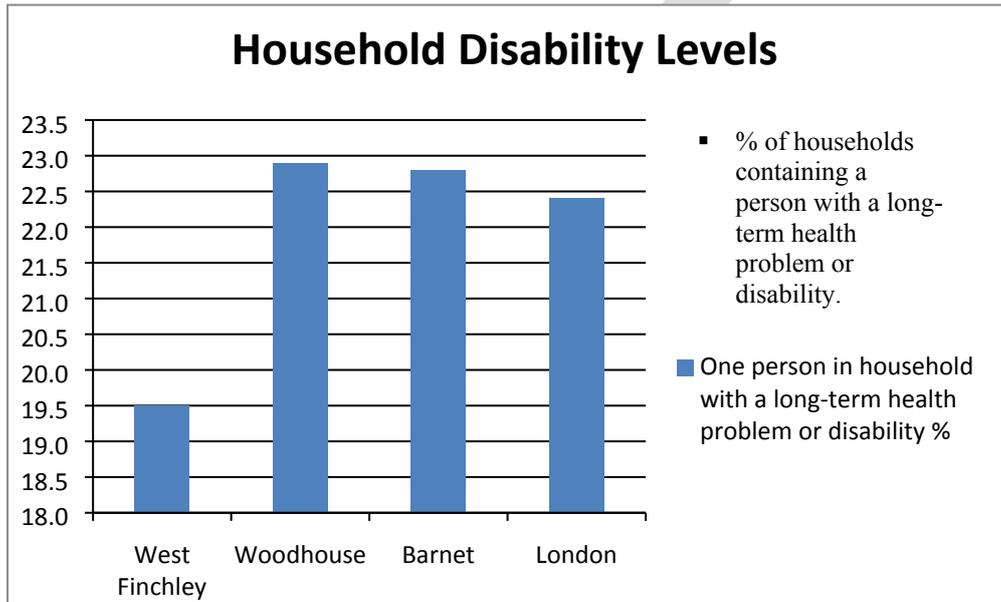
	0-14	15-29	30-44	45-59	60-74	75-89	90+
<b>Barnet</b>	20%	19%	24%	18%	12%	6%	1%
<b>West Finchley</b>	17%	18%	30%	17%	10%	6%	1%
<b>Woodhouse</b>	18%	19%	25%	20%	11%	6%	1%

Source: Census 2011

- 4.1.5 The two wards of West Finchley and Woodhouse have a population structure that reflects the borough as a whole. Figure 3 shows higher proportions of residents in the 30 to 44 age group particularly in West Finchley. There is an under-representation of children compared to the Borough average.

## Disability/ Long-term Health Problem

Figure 2: Household Disability Levels



Source: Census 2011

- 4.1.6 The disability levels within Barnet according to the 2011 census data at the borough level are 22.8%. This is slightly higher than the London average of 22.4%. The two wards of West Finchley and Woodhouse have 19.5% and 22.9% respectively of households containing a person with a long term health problem or disability. Figure 4 shows lower levels in West Finchley than for the Borough or London.

## Diversity

Table 3: Barnet's Diversity

Area	White %	Mixed/ multiple ethnic groups %	Asian/ Asian British%	Black/ African/ Caribbean/ Black British%	Other ethnic group%
Barnet	64.1%	4.8%	18.5%	7.7%	4.9%
Brunswick Park	68.4%	5.2%	17.1%	5.0%	4.3%
Burnt Oak	46.5%	5.5%	25.7%	17.4%	4.8%
Childs Hill	61.1%	5.2%	17.1%	8.1%	8.5%
Colindale	40.1%	6.2%	28.9%	19.2%	5.6%

Coppetts	65.0%	6.3%	16.0%	8.5%	4.2%
East Barnet	76.6%	5.0%	10.6%	5.1%	2.7%
East Finchley	71.8%	5.6%	11.8%	7.3%	3.5%
Edgware	60.8%	3.8%	21.8%	9.1%	4.5%
Finchley Church End	66.9%	4.2%	17.8%	4.9%	6.2%
Garden Suburb	78.6%	3.6%	10.4%	2.7%	4.7%
Golders Green	65.8%	3.9%	14.8%	6.8%	8.8%
Hale	59.4%	4.5%	21.6%	10.8%	3.8%
Hendon	63.7%	4.3%	17.6%	7.0%	7.4%
High Barnet	81.7%	4.0%	8.8%	3.1%	2.3%
Mill Hill	63.9%	5.3%	18.5%	8.3%	4.2%
Oakleigh	73.3%	4.4%	14.4%	5.0%	2.9%
Totteridge	65.7%	3.9%	22.7%	3.5%	4.1%
Underhill	72.7%	5.0%	12.1%	7.5%	2.7%
<b>West Finchley</b>	<b>60.8%</b>	<b>5.1%</b>	<b>25.1%</b>	<b>4.2%</b>	<b>4.7%</b>
West Hendon	49.4%	4.2%	32.0%	9.1%	5.3%
<b>Woodhouse</b>	<b>62.4%</b>	<b>5.5%</b>	<b>21.0%</b>	<b>6.2%</b>	<b>4.9%</b>

S

Source: Census 2011

4.1.7 According to NOMIS Official Labour Market Statistics and Census data nearly two thirds of Barnet residents identify themselves as belonging to the White ethnic group. Figure 4 shows that both wards are more diverse than the Borough as a whole. While the largest ethnic group is White, in both wards in West Finchley one in four residents are of Asian origin. Within Woodhouse one in five residents belongs to the Asian ethnic group.

## Religion

Table 4: Barnet's Religious Diversity

Religion	Barnet %	West Finchley %	Woodhouse %	England %	London %
<b>Christian</b>	41.2	<b>38.1</b>	<b>45.0</b>	59.4	48.4
<b>Buddhist</b>	1.3	<b>2.1</b>	<b>1.0</b>	0.5	1.0
<b>Hindu</b>	6.2	<b>9.0</b>	<b>9.3</b>	1.5	5.0
<b>Jewish</b>	15.2	<b>9.1</b>	<b>6.4</b>	0.5	1.8
<b>Muslim</b>	10.3	<b>7.8</b>	<b>9.7</b>	5.0	12.4
<b>Sikh</b>	0.4	<b>0.8</b>	<b>0.5</b>	0.8	1.5
<b>Other religion</b>	1.1	<b>2.3</b>	<b>1.5</b>	0.4	0.6
<b>No religion</b>	16.1	<b>22.2</b>	<b>18.4</b>	24.7	20.7
<b>Religion not stated</b>	8.4	<b>8.5</b>	<b>8.4</b>	7.2	8.5

Source: Census 2011

4.1.8 In similarity with the Borough there is significant religious diversity in West Finchley and Woodhouse, however, Table 4 shows that the wards have higher proportions of Buddhists, Hindus, Muslims and Sikhs than the borough. There is significant representation of the Hindu community in both wards. Within Barnet the second largest faith group (after Christians) is the Jewish community. In Woodhouse the Muslim community is the second largest faith group. It is also significant that in both wards the proportion of residents with no religion is higher than the levels for Barnet.

## Languages

Table 5: Barnet Household Language

Area	All people aged 16 and over in household have English as a main language	At least one but not all people aged 16 and over in household have English as a main language	No people in household have English as a main language
	%	%	%
<b>Barnet</b>	71.0	11.9	14.4
<b>West Finchley</b>	64.5	14.3	19.0
<b>Woodhouse</b>	67.6	13.3	16.2

Source: Census 2011

4.1.9 English is the first household language for the majority of the residents within Barnet. Within West Finchley and Woodhouse as shown by table 5 the proportions are below the borough level.

Table 6: Barnet Residents Place of Birth

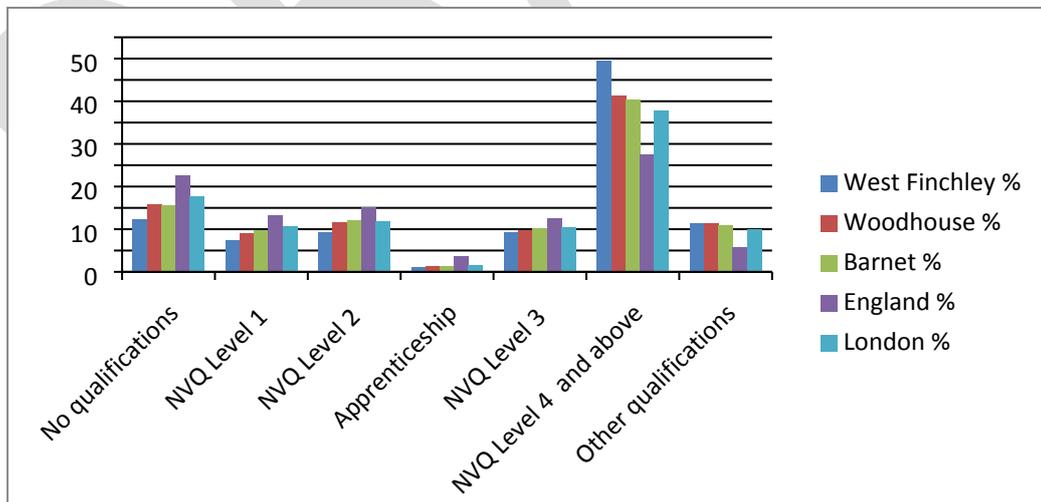
Place of Birth	West Finchley	Woodhouse	Barnet
Europe	71.8%	75.4%	75.4%
Africa	7.1%	7.6%	7.6%
Middle East and Asia	17.9%	14.0%	14.2%
Americas and the Caribbean	2.5%	2.5%	2.2%
Oceania	0.8%	0.6%	0.5%

Source: Census 2011

4.1.10 West Finchley and Woodhouse follow similar trends to Barnet concerning the country of birth of their residents. The majority of residents are European with a significant proportion of communities from Middle East and Asia. Woodhouse has almost identical proportions of diversity amongst its residents to Barnet, with West Finchley differing slightly. West Finchley has a lower proportion of European born residents to Barnet but a much higher proportion of Asian residents. There is also a significant Polish community in West Finchley and Woodhouse at 3.3% and 2.9% respectively compared with 2.4% for Barnet.

### Education, Income and Employment

Figure 3: Qualifications in the wider area



Source: Census 2011

4.1.11 A significant proportion of residents in both wards are qualified to NVQ Level 4 and above. In 2011, almost 50% of West Finchley residents and 41% of Woodhouse residents held a degree or equivalent compared with 40% in Barnet and 27% nationally.

4.1.12 Earnings for West Finchley and Woodhouse are in line with the borough average (£40,135 for the two wards combined) compared with the £39,904 for Barnet (2013) according to GLA ward level income data.

Table 7: Economic Activity in the Wider Area

Economic Activity	West Finchley	Woodhouse	Barnet	London	England
<b>Economically active</b>	<b>75.0</b>	<b>73.1</b>	71.4	71.7	69.9
<b>In employment</b>	<b>67.8</b>	<b>65.0</b>	63.4	62.4	62.1
<b>Employee: Part-time</b>	<b>10.0</b>	<b>12.0</b>	11.8	10.9	13.7
<b>Employee: Full-time</b>	<b>42.8</b>	<b>38.2</b>	36.1	39.8	38.6
<b>Self-employed</b>	<b>14.9</b>	<b>14.8</b>	15.6	11.7	9.8
<b>Unemployed</b>	<b>4.2</b>	<b>4.6</b>	4.4	5.2	4.4
<b>Full-time student</b>	<b>3.0</b>	<b>3.5</b>	3.5	4.1	3.4
<b>Economically Inactive</b>	<b>25.0</b>	<b>26.9</b>	28.6	28.3	30.1
<b>Retired</b>	<b>8.0</b>	<b>9.0</b>	8.9	8.4	13.7
<b>Student (including full-time students)</b>	<b>7.1</b>	<b>7.0</b>	8.2	7.8	5.8
<b>Looking after home or family</b>	<b>4.9</b>	<b>4.6</b>	5.5	5.2	4.4
<b>Long-term sick or disabled</b>	<b>2.4</b>	<b>3.3</b>	3.1	3.7	4.0
<b>Other</b>	<b>2.6</b>	<b>2.9</b>	3.0	3.2	2.2
<b>Unemployed: Age 16 to 24</b>	<b>0.7</b>	<b>0.9</b>	1.0	1.2	1.2
<b>Unemployed: Age 50 to 74</b>	<b>0.7</b>	<b>0.9</b>	0.8	0.9	0.8
<b>Unemployed: Never worked</b>	<b>0.5</b>	<b>0.8</b>	0.8	1.1	0.7
<b>Long-term unemployed</b>	<b>1.5</b>	<b>1.7</b>	1.7	2.0	1.7

Source: Census 2011

### Self-Employment Rates

4.1.13 The self-employment rates in West Finchley and Woodhouse are higher than the national rate at 14.9% and 14.8% compared to 9.8% nationally. Barnet has a slightly higher self-employment rate of 15.6%.

### Labour Market

4.1.14 In both wards the proportion of residents within working age that are economically active (75% and 73% for West Finchley and Woodhouse respectively) are higher than that of both the borough (71%) and London (72%).

### Unemployment

4.1.15 The unemployment levels for West Finchley and Woodhouse (4.2% and 4.6%) vary slightly from the borough average (4.4%) this is below the London average (5.2%).

### Full-time and Part-time Workers

4.1.16 Barnet has a lower proportion of residents in full-time employment (36%) than the London average (40%). However, at ward level, West Finchley has a higher percentage of people in full time employment with Woodhouse just below the London average (43% and 38% respectively).

4.1.17 Part time employment for West Finchley (10%) is lower than that of the London average (10.9%). Woodhouse is representative of Barnet for part-time employment, both of which are higher than the London average at 12% and 11.8% respectively.

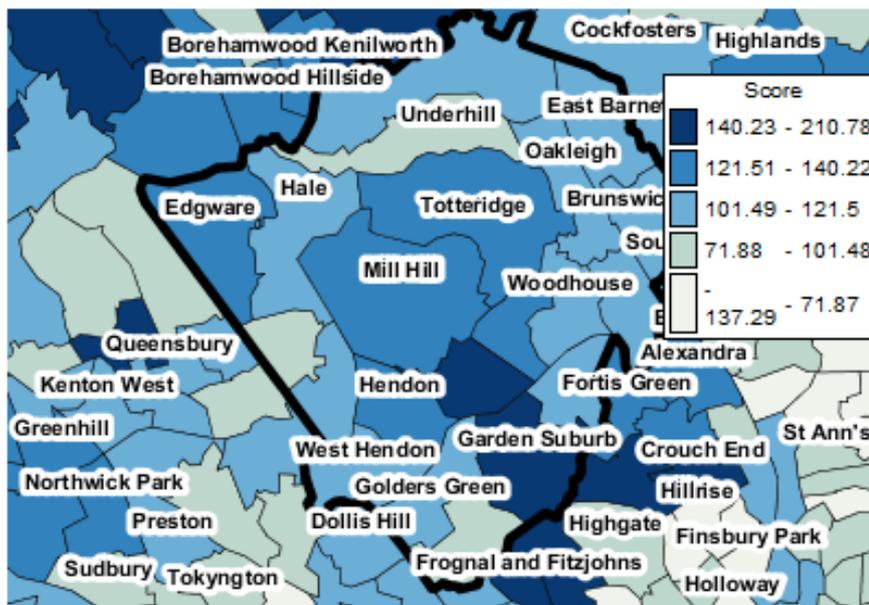
## Health

4.1.18 Life expectancy among both male and female residents in Barnet is higher than that of the national average (Barnet m-81.9 f-85.0, England m- 79.4, f-83.1). There are also high amounts of health inequalities between the different wards within the borough when considering life expectancy from birth across different wards. West Finchley and Woodhouse are in the lower 5<sup>th</sup> decile of wards within the borough with Burnt Oak which having the lowest life expectancy at birth and Garden Suburb which has the highest life expectancy from birth in Barnet.

4.1.19 Around 52% of the residents in West Finchley consider themselves to have very good health. In Woodhouse this figure is 49%. By comparison, the Barnet figure is at 51% and the national figure is 47%.

4.1.20 The map below shows the performance of the wards within Barnet on their health score with darker areas scoring higher. Woodhouse has a score of 103 with West Finchley scoring 132.5.

Map 2: Barnet Health Score



## Childhood Obesity

4.1.21 Levels of childhood obesity are below the borough average. The childhood obesity for the area for year 6 (age 11-12) educational levels in accordance to the National Child Measurement Programmes 2015/16 data is 11.9% and 17.4% for West Finchley and Woodhouse in comparison to 19.6% for Barnet.

Table 8: Barnet Child Obesity Levels

Ward name	%
Brunswick Park	18.4
Burnt Oak	24.2
Childs Hill	20.8
Colindale	25.5
Coppetts	18.0
East Barnet	16.6
East Finchley	15.1
Edgware	19.0
Finchley Church End	14.3
Garden Suburb	11.4
Golders Green	17.3
Hale	22.6
Hendon	17.1
High Barnet	19.4
Mill Hill	17.1
Oakleigh	19.0
Totteridge	16.9
Underhill	21.0
<b>West Finchley</b>	<b>11.9</b>
West Hendon	20.5
<b>Woodhouse</b>	<b>17.4</b>

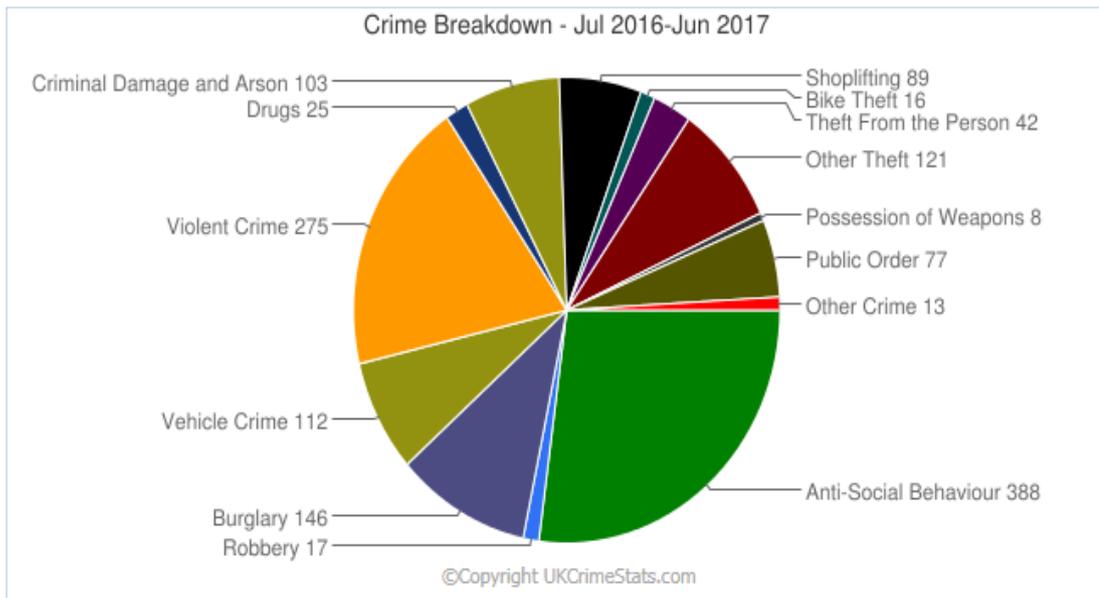
Source: National Children Measurement Programme 2016

## Housing Types in North Finchley

4.1.22 According to the 2011 census, 55% and 48% of West Finchley and Woodhouse residents lived in flats, compared to 43% for Barnet. The proportion of households that were overcrowded in 2011 was 19% and 18% for West Finchley and Woodhouse respectively. By comparison, the Barnet figure was 18%.

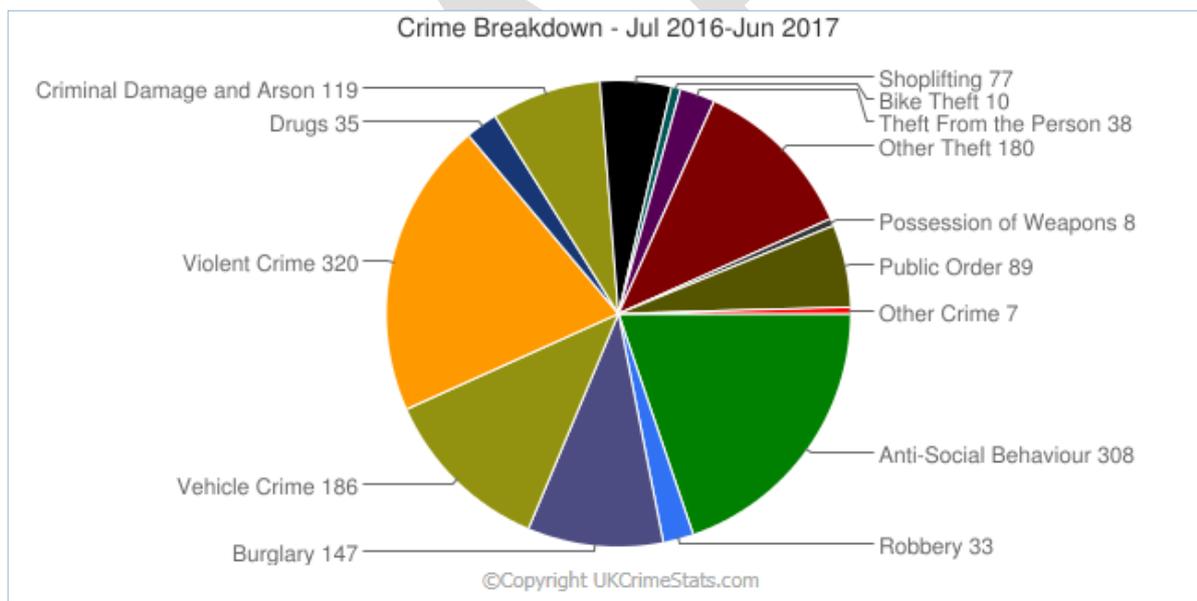
## Crime

Figure 4: West Finchley Crime Breakdown



Source: UK Crime Statistics

Figure 5: Woodhouse Crime Breakdown



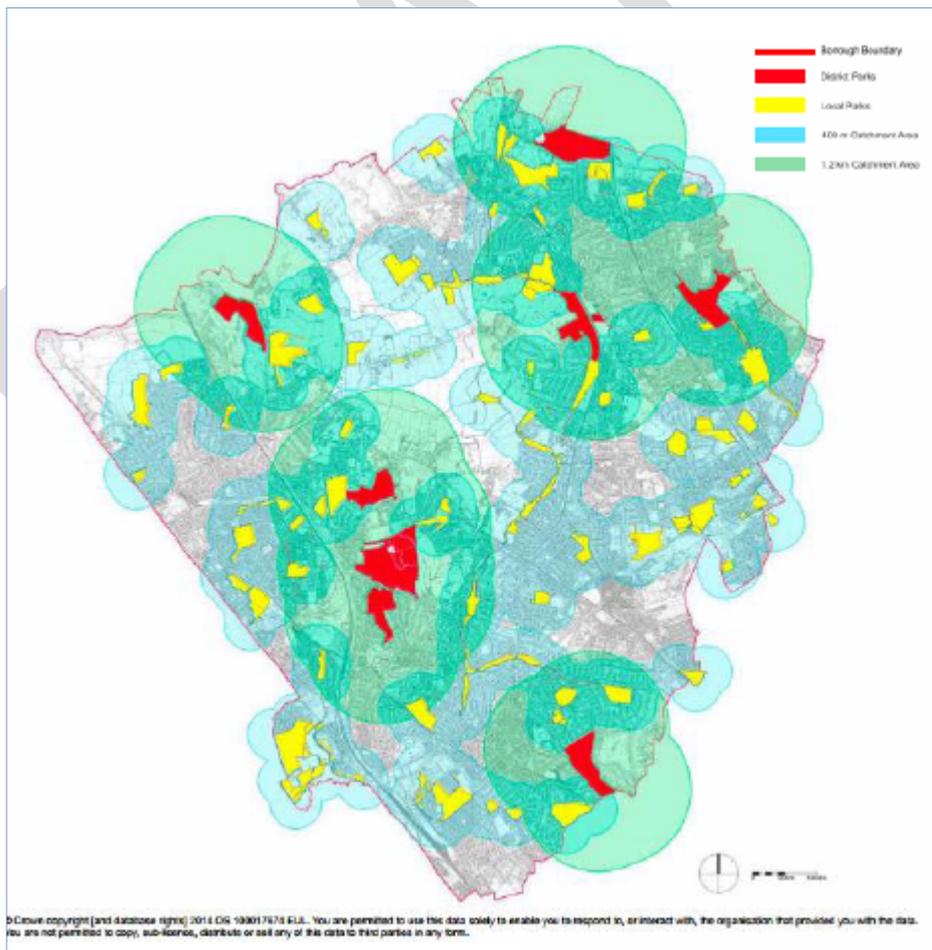
Source: UK Crime Statistics

4.1.23 The Crime rate for June 2017 in West Finchley and Woodhouse is 7.93 and 8.14 respectively this puts the two wards at 25<sup>th</sup> and 30<sup>th</sup> in terms of lowest crime rate within all wards in a 5 mile radius (out of 78 total). Anti-social behavioural crimes and violent crimes were the top two crimes for both wards. The proposal to increase the night time economy in the area has the potential to further increase the anti-social crime in the area.

### Open Space

4.1.24 North Finchley is highlighted in the Local Plan as an area of public open space deficiency because much of North Finchley is more than 400 meters away from a Local Park.

Figure 6: Barnet Open Space Provision

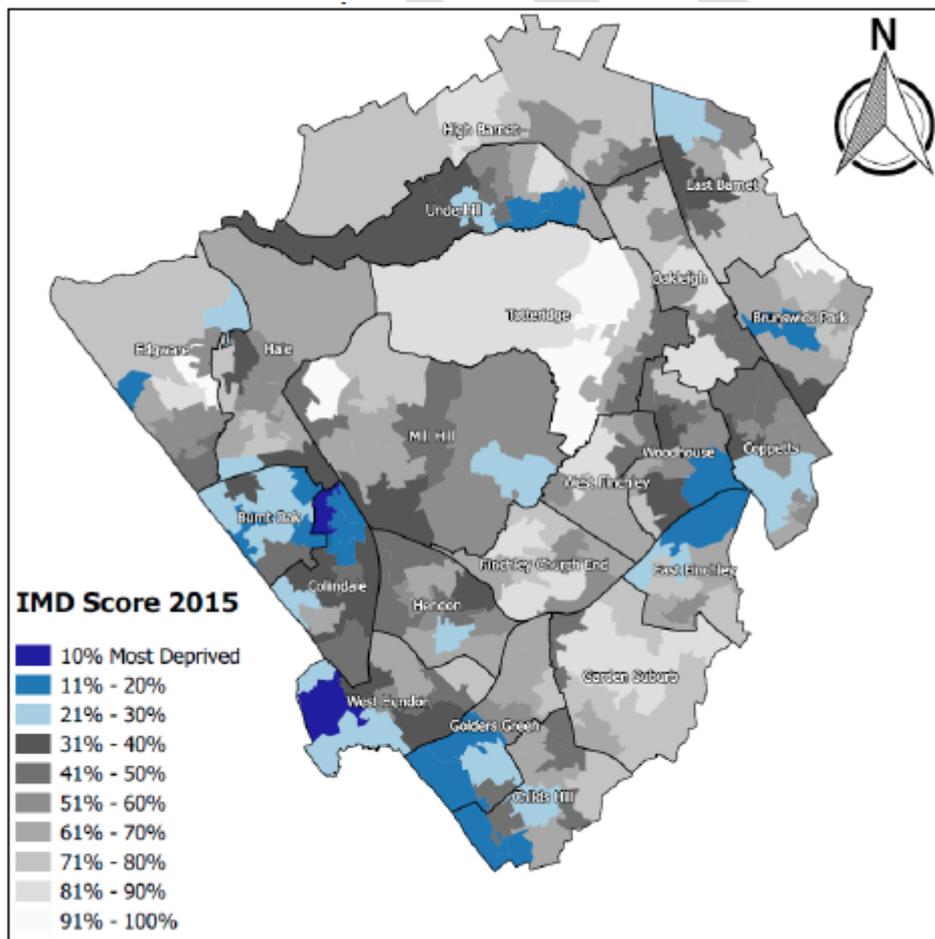


Source: Barnet Local Plan 2012

## Deprivation

4.1.25 There is an affluent social platform across the wider area of North Finchley and Experian's Social Mosaic Analysis has revealed that the majority of households (52%) around North Finchley are mainly wealthy and affluent urban/ suburban families. There however are pockets of deprivation within the town centre catchment area especially to the south east.

Figure 7: Barnet IMD Scores



Source: Summary Report of the 2015 Index of Multiple Deprivation

## Access to Transport

4.1.26 North Finchley is well connected with access to the Northern Line at West Finchley and Woodside Park. There are 7 bus routes as shown in table 9 below. The majority of the town centre has a PTAL rating of 3, with the area adjacent to the High Road having a rating of 4.

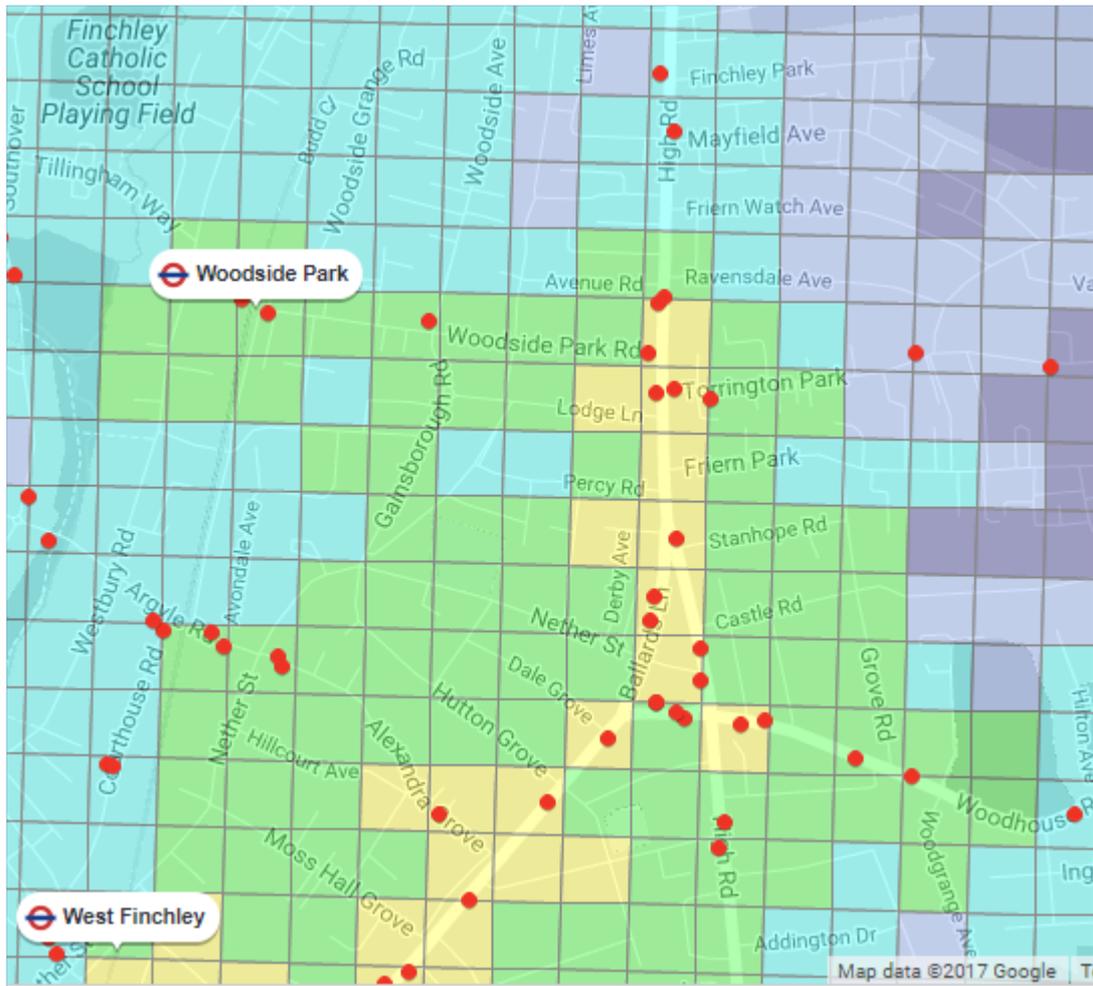
4.1.27 Car Ownership in West Finchley and Woodhouse is slightly lower than the borough average with a higher percentage of residents owning no cars or vans per household (32.1 and 30.2% respectively) when compared to the borough average (28.7%). There are less households owning more than one car in these two wards than the borough.

Table 9: North Finchley Bus Routes

Route	Direction	Freq of Peak Hour Services (0800 – 0900)	Freq of Peak Hours Services (1700 – 1800)
<b>13</b>	Towards Victoria	Every 3-6 Minutes	Every 3-6 Minutes
<b>125</b>	Towards Finchley Central/ Towards Winchmore Hill	Every 9-11 Minutes, Every 9-13 Minutes	Every 9-12 Minutes, Every 9/13 Minutes
<b>134</b>	Towards North Finchley/ Towards Tottenham Court Road	Every 5-9 Minutes, Every 5-9 Minutes	Every 5-9 Minutes, Every 5-9 Minutes
<b>221</b>	Towards Edgware/ Towards Turnpike Lane	Every 10-14 Minutes, Every 5-6 Minutes	Every 10-12 Minutes, Every 5-6 Minutes
<b>263</b>	Towards Barnet Hospital/ Towards Highbury and Islington Station	Every 10-11 Minutes, Every 7-10 minutes	Every 8-12 Minutes, Every 7-10 minutes
<b>383</b>	Towards Woodside Park Station/ Towards The Spires	0803 0833, 0823 0853	1703 1733, 1723 1753
<b>460</b>	Towards Wilesden	Every 11-14 Minutes	Every 11-14 Minutes

Source: TfL website.

Figure 8: North Finchley Town Centre PTAL Rating and Key



Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Table 10: Wider Area Car Provision

Cars	Barnet	West Finchley	Woodhouse
	%	%	%
No cars or vans in household	28.7	32.1	30.2
1 car or van in household	44.1	48.0	47.1
2 cars or vans in household	21.1	16.3	18.3
3 cars or vans in	4.6	3.0	3.5

household			
4 or more cars or vans in household	1.5	0.6	0.9

Source: Census 2011

### Access to Retail

- 4.1.28 North Finchley is designated as a district centre in the London and Barnet's local plan. The units located within the town centre have a total floorspace of 37,900sqm. The vast majority of town centre units fall within A-Class uses of which 65% relate to retail uses and 16% relate to restaurants.
- 4.1.29 In terms of convenience goods there are three primary options within the town centre. Sainsbury's is the main foodstore in the heart of the town centre which is in line with its linear format. A Tesco Express has been recently opened in the high street and there is an Aldi located in the ground floor of the Arts Depot at Ballards Lane. There is a large format Waitrose slightly further south of the town centre (approx. 3 min walk).
- 4.1.30 There is a limited offer of comparison goods due to the proximity and connectivity of North Finchley to places with significant offers of comparison goods such as Brent Cross Shopping Centre, Central London, Wembley and Wood Green. There are a number of independent retailers in the area towards the value end of the market, with a limited number of high end shopping brands and concentrations of betting shops, charity shops and payday loan lenders.
- 4.1.31 North Finchley has a small weekly market, every Friday in the Lodge Lane car park from 9am to 4pm. The market covers 0.13 hectares of the car park and is accessed from High Road via Winifred Place. It is currently hidden, but if relocated it could provide positive economic and social opportunities with items generally sold at cheaper prices than the high street.

## Section 5: Assessment of SPD for North Finchley Town Centre in Relation to Impact on Equality Groups

	<b>Social</b>	
<b>Objectives</b>	<b>Criteria</b>	<b>Commentary</b>
<p><b>Mixed use variety in town centre.</b></p> <p>The SPD seeks to enhance and protect retail parades and boost the variety by achieving a balance between the independent and multiple retail shops across the town centre. The North Finchley market at Lodge Lane car park is also to be relocated to a <b>higher profile</b> location. The SPD promotes an increased supply of new homes and</p>	Reduction of deprivation	<p>Although there is a high proportion of affluent families in the area surrounding North Finchley the location of certain uses such as betting shops, loan lenders and off-licenses has an association with more deprived communities.</p> <p>The weekly market at Lodge Lane Car Park serves the community of</p>

<p>wider housing choice. New residents will increase footfall in the area in turn increasing patronage and expenditure. The evening economy will also be enhanced through the stronger offer in restaurants and leisure activities in the southern zone and Tally Ho triangle with an increase in modern units. The environment is to be enhanced in the area with more greenery brought into the town centre. Contributions from development promoted in the SPD will support improved community infrastructure.</p>		<p>North Finchley providing an affordable retail offer</p> <p><i>The enhancement of the town centre through investment in residential mixed use developments the SPD aims to enhance North Finchley as an attractive town centre. Relocation of the market can improve the retail offer and provide an economic boost to the town centre. A higher quality retail offer may reduce presence of betting shops, loan lenders and off-licenses</i></p>
<p><b>Framework to guide future proposals and developing for a vibrant town centre.</b></p> <p>To guide investment and development in the area with the aim to maximise the vibrancy of the town centre will increase the opportunity to create a strong, vibrant and successful town centre.</p>	<p>Housing, services and meeting the needs of a diverse community.</p>	<p>An increase of mixed use housing would benefit the local area by increasing the supply of housing including affordable housing and wheelchair housing. CIL from these developments could also be used to improve upon infrastructure within the area.</p> <p><i>Providing for residents an opportunity to have a mixture of types of housing, tenures and services which contributes to a successful town centre.</i></p>
<p><b>Maximising existing and future movement.</b></p> <p>The SPD proposes that street space should be reallocated and given to the public through the widening of pavements which would allow for an expansion of the public realm and the potential for the increase in variety of ways in which it can be used. Addressing the impacts of the vehicle dominated streets helps create a safer pedestrian and cyclist friendly environment. Parking should be utilised better in order to more efficiently designate street space and bus services should be reworked to make them more visible and more efficient in terms of journeys.</p>	<p>Improving town centre permeability.</p>	<p>The street scape in the town centre is poor with vehicle dominated highways. There are no convenient facilities for cyclists in the area, and car ownership in West Finchley and Woodhouse is lower than that of the borough. There are good connections via the underground (northern line) and buses, with 7 routes through the centre. The town centre has an overall PTAL rating of 3, with some areas hitting 4 along High Road (A1000).</p> <p><i>Although there are good transport connections in the town centre, more can be done to increase the efficiency of transport, especially</i></p>

		<i>buses and reallocate space to pedestrians, cyclist and public realm improvements. This would make North Finchley safer for disabled people and persons with mobility problems as well as for children.</i>
<p><b>High quality public realm.</b></p> <p>There is a lack of public realm in North Finchley. The SPD intends to create an environment that is welcoming, safe, durable and stimulating. The provision of street furniture and creation of more green spaces within the town centre will contribute greatly to this, as will the addition of public art in specific locations around the town centre. Improving the public realm will also add to the permeability of the area and increase the movement. Reallocating road space to pedestrian movement and use will create a platform which can be used for improving the public realm. This will also allow for restaurants and cultural units in the southern town centre zone to be able to take advantage and create more outdoor seating in the area.</p>	<p>Provision of high quality public space and units.</p>	<p>The public realm reflects that North Finchley is more of a corridor than a place where people are willing to stay. There is currently a mixture of use throughout the town centre and some tree coverage.</p> <p><i>There are opportunities to create more spaces for locals and visitors through greening certain areas, providing for more outdoor seating for cafes and restaurants together with more active frontages. This should create a more attractive town centre. Public realm improvements and more accessible and modern retail units will benefit all pedestrians including those with mobility impairments.</i></p>
<p><b>Safe and secure community environment.</b></p> <p>The gyratory at North Finchley presents an unsafe road environment for pedestrians and cyclists, making it inconvenient and even hazardous to cross anywhere other than formal controlled crossing locations. There is a need to improve this through improvement of the public realm and overall quality of the high street.</p>	<p>Safe and secure environments.</p>	<p>In West Finchley and Woodhouse the most prominent crimes were anti-social behaviour and violent crime. Although the crime rate was low within these two wards, the improvements to the night time economy may increase this especially anti-social behaviour.</p> <p><i>There is an opportunity to create a safer and more welcoming town centre by introducing more active frontages and creating an environment which better reflects the needs of local communities. Improving the night time economy in the area has the potential to increase anti-social behaviour, however this can be managed.</i></p>

<p><b>Community involvement.</b></p> <p>Widening the day-time and evening economy will increase choice for residents and visitors. An enhanced retail offer within a more attractive setting will generate greater local expenditure.</p> <p>The relocation and improvement of the local market will also further increase and enhance the local economic offer to the community. There is support for new developments that provide benefits to the community in terms of health and education.</p> <p><b>High design standards.</b></p> <p>There is a need to try and achieve high quality design within the area which caters to all possible stakeholders in the community. There is to be a key focus in the design for proposed developments in relation to maintaining active frontages and the combination of units to meet the needs of retail units in the area. The local character of North Finchley is to be maintained, yet modernised and improved where possible. Greening of the town centre area with the creation of a boulevard and provision of public art will further compliment the area. The RDG and DMP para 4.1.1-3 refer to designing for those who are disabled and for design to cater for the diverse community.</p>	<p>Providing high quality development and increasing community involvement.</p>	<p>There is a diverse community within the town centre with a strong proportion of different minorities in the areas including multiple nationalities such as Polish and a high proportion of Asian communities. Nearly 50% of school children in West Finchley and 41% in Woodhouse do not speak English as their first language, with the most common languages being Japanese, Polish, Gujarati and Farsi.</p> <p>The weekly market is currently hidden away within Lodge Lane Car Park.</p> <p><i>Relocation of the weekly market to a more prominent town centre location could revitalise it and increase footfall. Opportunities for more market provision are highlighted in the SPD.</i></p> <p><i>A safer and more attractive environment with an improved town centre that better responds to local needs will re-integrate the town centre with the surrounding residential communities</i></p>
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## Section 6: Identifying Potential Equality Effects

- 6.1 This report identifies whether people with protected characteristics are likely to be affected disproportionately and/or differentially by impacts from the SPD.
- 6.2 A disproportionate equality effect arises when an impact has a proportionately greater effect on people sharing a protected characteristic as compared to other members of the population at a particular location. In this EqIA this is used in two main ways:

- Where an impact is predicted on a residential area, where people sharing a protected characteristic make up a greater proportion of the affected resident population than their representation in the wider local authority area
- Where an impact is predicted on a community resource predominantly or heavily used by people sharing protected characteristics (e.g. a place of worship attended by a particular faith group or a school attended by children).

6.3 A differential equality effect is one which affects members of a protected characteristic group differently from the rest of the general population because of specific needs, or recognised sensitivity or vulnerability associated with their protected characteristics.

6.4 In some cases, members of a protected characteristic group could be subject to both disproportionate and differential equality effects.

6.5 The following section sets out the proposals and guidance in the SPD and assesses the impacts on different equalities groups:

### Assessment matrix – SPD Impacts on equalities target groups

Target equalities group (key) + positive impact, - negative impact and 0 neutral impact										
Age – A; Disability – D; Gender Reassignment – G; Marriage and Civil Partnership – MCP; Pregnancy and Maternity – PM; Race – R; Religion or Belief – RB; Sex – S; Sexual Orientation – SO										
SPD design element and spatial Planning Objective	Target Groups									Potential Impact
	A	D	G	MCP	PM	R	RB	S	SO	
Encouraging sustainable economic growth and economic regeneration	+	+	0	0	0	+	+	0	+	New opportunities for employment and the expansion of businesses and businesses are supported and encouraged by the SPD. Modern retail units that better respond to local needs and those of independent and national operators are to be created by combining existing units. The SPD is also

										<p>concentrating the growth of town centre uses such as retail and leisure within the core of the town centre. The North Finchley market can have a more enhanced role within a town centre which when revitalised will prove less attractive as a location for uses such as betting shops and payday loan lenders.</p> <p>The growth of the evening economy is promoted which can provide venues for a range of target groups such as the LGBT community.</p>
To provide necessary infrastructure to support existing and future growth	+	+	0	0	+	+	+	0	0	<p>Infrastructure will be delivered to support across North Finchley. Investing in public realm improvements, improving the experience for local residents of all backgrounds. The improvement of community facilities, particularly health and education, will be funded through CIL and S106.</p>
To protect and enhance the quality of landscape, townscape and local distinctiveness	+	0	0	0	0	0	0	0	0	<p>The SPD supports enhancing the current townscape and public realm in the town centre making North Finchley as a more attractive place to live, visit and dwell. This will happen through reallocation of street space for pedestrian use, improve the relationship between ground floor uses and streetscape, greening the area and the installation of public art to create a sense of civic pride. Public realm improvements and more accessible and modern retail units will benefit all pedestrians including those with mobility impairments.</p>
To conserve and enhance	+	+	0	0	0	0	0	0	0	<p>Open spaces are to be encouraged through the</p>

open space, green corridor and biodiversity											prioritisation on pedestrians on the streets as well as creating open spaces in specific locations. The SPD includes a greening strategy. There is to be a mass greening of the area with proposals to create a boulevard of trees along the Great North Road. Ballards Lane and the Gateways are to have large amounts of greening brought into the area.
To conserve and enhance historic environment and cultural assets	+	0	0	0	0	0	0	0	0	0	The cultural zone of the town centre will be enhanced with a wider variety of restaurants and cultural units introduced into the area to support the existing Arts Depot and the enhancement of heritage character within North Finchley. There are a number of buildings with strong architectural quality especially in the central zone.
To improve the health of the population	+	+	0	0	0	0	0	0	0	0	The SPD strongly promotes the use of public transport such as buses as well as walking and cycling through the city centre. Greening of the area will also provide space to relax and improve the air quality within the town centre. It also seeks to improve the access and promotion of nearby tube stations.
To improve the skills and education of the population	+	+	0	0	0	+	0	0	0	0	Any planning applications will trigger planning obligations within Barnet's SPD on Skills, Enterprise, Employment and Training. Jobs will be created through the introduction of new retail and business space together with the widening of the evening economy.
To provide	+	+	+	+	+	+	+	+	+	+	Residential use is promoted

everyone with the opportunity to live in a decent and affordable home										throughout the town centre with opportunities for intensification at the northern and southern gateways. This will help increase supply of affordable as well as wheelchair housing
To reduce crime and the fear of crime	+	+	0	0	0	+	+	0	+	The SPD highlights Local Plan policies on Development Standards which cover designing out crime as well as our strategic policy on making Barnet a safer place . is aiming to mitigate crime Through a design focus on active edges and open spaces the SPD can help mitigate crime and the fear of crime. The improvement of the evening economy could increase anti-social behaviour; however with properly management this can be mitigated.
To promote social inclusion, equality, diversity and community cohesion	+	+	+	+	+	+	+	+	+	The SPD helps to address some of the problems facing the town centre and promotes the creation of meeting spaces and cultural activities within North Finchley. A safer and more attractive environment with an improved town centre that better responds to local needs will re-integrate the town centre with the surrounding residential communities

## Section 7: Monitoring

- 6.1 The council will monitor the implementation of the SPD and assess the extent to which the objectives and policies are being achieved. Where targets are not being met, the Council will explain why and set out what steps are to be taken to correct this in the AMR. The EqIA will be updated in light of the feedback from the consultation exercise.



## Policy and Resources Committee

10<sup>th</sup> October 2017

<b>Title</b>	Green Infrastructure Supplementary Planning Document (SPD)
<b>Report of</b>	Deputy Chief Executive
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A – Consultation Report Appendix B – Green Infrastructure SPD Appendix C – Strategic Environmental Screening Assessment
<b>Officer Contact Details</b>	Nick Lynch – Planning Policy Manager 0208 359 4211 <a href="mailto:Nick.lynch@barnet.gov.uk">Nick.lynch@barnet.gov.uk</a>  Ken Bean – Principal Policy Planner 0208 359 5393 <a href="mailto:Ken.bean@barnet.gov.uk">Ken.bean@barnet.gov.uk</a>

### Summary

The Green Infrastructure Supplementary Planning Document (SPD) identifies for protection and enhancement a connected network of green and blue (water) open spaces within Barnet. The SPD provides a clear vision for delivering a range of benefits including:-

- enhancing the physical, social and mental health of residents;
- making Barnet a better place to live, work, invest, learn and play;
- joining communities together by creating new green links between different parts of the Borough;
- preparing for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures; and
- protecting and enhancing the Borough’s trees and their contribution to cultural and natural heritage.

Once adopted, the SPD will provide guidance on the implementation of Local Plan policies

and be a material consideration in determining planning applications, as well as serving to aid infrastructure delivery.

## **Recommendations**

- 1. That Committee notes the consultation responses received to the Draft Green Infrastructure Supplementary Planning Document (SPD) and agrees the consequential proposed changes to the SPD outlined and explained in the Consultation Report at Appendix A.**
- 2. That Committee delegate authority to the Deputy Chief Executive to make any necessary changes to the final SPD (Appendix B) in consultation with the Leader.**
- 3. Subject to agreeing recommendation 2, that Committee agree adoption of the Green Infrastructure SPD.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 Production of the Green Infrastructure SPD is identified in the Council's Local Development Scheme and fulfils the commitment to provide additional guidance on green infrastructure given in the Local Plan (Core Strategy and Development Management Policies). The SPD provides detailed guidance and will inform the implementation of relevant Local Plan policies in respect of green infrastructure.
- 1.2 The provision of green infrastructure contributes towards creating communities where people want to live, work and invest; delivering benefits not only to the environment but also to the development of better places. A key feature of green infrastructure is that individual assets, spaces and places can be joined together as part of a wider network, and that these networks are strategically planned for. Given the wide-ranging and cross-cutting nature of its subject matter, the SPD has been produced in collaboration with colleagues across the Council, in particular Greenspaces and Public Health.
- 1.3 The SPD provides an understanding of the features and benefits of the Borough's existing green infrastructure network. Focussing on the benefits that green infrastructure can bring, the SPD articulates the vision for delivery of the Council's aspirations; outlining the capacity of green infrastructure to deliver the range of benefits, it explains how these can be promoted and delivered through the Council's existing policies and processes. The SPD also signposts relevant Council policies and initiatives, including the Parks and Open Spaces Strategy (March 2016), Playing Pitch Strategy (March 2017) and the recently approved Barnet Tree Policy (September 2017).
- 1.4 The Green Infrastructure SPD (see Appendix B):

- Provides an explanation of how green infrastructure should be a guiding principle for the design of new development, and in planning for sustainable development, through policy at all levels.
- Covers the multi-functional and wider sub-regional context of Barnet's green infrastructure covering the Mayor of London's consultation Draft Environment Strategy; the All London Green Grid as well as working with neighbouring authorities and partners to establish Area Frameworks for the identification, creation and management of new green spaces as part of: i) Brent Valley & Barnet Plateau; and ii) Lea Valley & Finchley Ridge Green Grid Areas. The SPD reflects objectives in the Watling Chase Community Forest Plan.
- Highlights the economic appraisal (Corporate Natural Capital Accounting) that the Council is developing to assess the value of the economic, social and environmental benefits derived from green infrastructure assets.
- Addresses the need for a long term strategic investment framework and mechanisms for delivery - setting out issues and opportunities for future management, funding, creation and enhancement of green infrastructure assets.
- Addresses Green infrastructure related issues likely to be addressed through policies the review of the Local Plan, an initial consultation draft of which is expected next autumn.

1.5 Prior to adopting the SPD the Council was required<sup>1</sup> to undertake a minimum four week period of public consultation on the draft document. In addition the Local Planning Authority (LPA) must also have prepared a statement setting out:

- a) persons the LPA consulted when preparing the SPD;
- b) a summary of the main issues raised by those persons; and
- c) how those issues have been addressed in the SPD.

The Council consulted on a Draft Green Infrastructure SPD for a six week period during July and August this year and received 32 responses from a range of national organisations, local groups and residents. All representations have been carefully considered in finalising the SPD - the Consultation Statement setting out individual comments and the Council's response to each of these is attached at Appendix A.

1.6 A supplementary planning document should be prepared where it can help applicants make successful applications or aid infrastructure delivery. (National Planning Policy Framework (NPPF), March 2012 – paragraph 153 refers). In so doing, it should build upon and provide more detailed advice or guidance on the policies in the Local Plan without adding

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<sup>1</sup> Under the Town and Country (Local Planning)(England) Regulations 2012 (Regulations 12, 13 & 35 refer)

unnecessarily to the financial burdens on development. (National Planning Practice Guidance - Local Plans – paragraph 28 refers<sup>2</sup>).

- 1.7 Government regulations<sup>3</sup> set out the requirements for producing a SPD. Strategic Environmental Assessment (SEA) is a requirement to consider the environmental effects of a plan or proposal and SPD's usually only require sustainability appraisal in exceptional circumstances where there are significant environmental effects. In this instance, for the reasons given in the SEA Screening Assessment, (attached at Appendix C), the Green Infrastructure SPD is considered unlikely to have significant environmental effects that consequently SEA is not considered necessary.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Production of this SPD will help in providing a clear vision for delivering a range of benefits for people who live and work in the Borough. These benefits include:-

- enhancing the physical, social and mental health of residents;
- making Barnet a better place to live, work, invest, learn and play;
- joining communities together by creating new green links between different parts of the borough;
- preparing the Borough for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures; and
- protecting and enhancing the Borough's trees and their contribution to cultural and natural heritage.

- 2.2 The following changes have been incorporated into the Green Infrastructure SPD:

- References to green infrastructure proposals outlined in the Mayor of London's consultation Draft Environment Strategy; the Government's UK Plan for tackling roadside nitrogen dioxide emissions, and the Government response to CLG Select Committee report on the future of public parks.
- Section on allotments expanded to also include reference to community food growing initiatives including the Mayor of London's Capital Growth Initiative.
- References to Archaeological Priority Areas; need for updating of the Public Rights of Way definitive map, and greater recognition of the recreational and biodiversity benefits of the Welsh Harp.

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<sup>2</sup> Paragraph: 028 Reference ID: 12-028-20140306 - Revision date: 06 03 2014

<sup>3</sup> Regulations 11 to 16 of the Town and Country Planning (Local Planning)(England) Regulations 2012

- A large number of minor changes made throughout the SPD to take account of additions, revisions and corrections highlighted in the consultation representations received and detailed in the Consultation Report (Appendix A).

Changes sought by a number of the representations would require revision to existing or creation of new planning policies which it is not possible to accommodate through this SPD. Policy changes suggested will however be considered in the review of the Local Plan.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The alternative option is to not produce a Green Infrastructure SPD. Failure to do so would run counter to the commitment given in both the LDS and the Local Plan, that additional guidance on green infrastructure will be provided. Not producing the SPD would be a missed opportunity to highlight green infrastructure considerations and opportunities across the range of Council services and priorities when preparing and determining applications for new developments. This may also result in the Council's over-riding priorities and objectives not being fully realised.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once adopted, the final SPD will be capable of being used as a material consideration in the determination of future planning applications.
- 4.2 The adoption process will involve:
- Preparation of an adoption statement.
  - Publishing the Green Infrastructure SPD on the Council's website, Barnet House reception and local libraries together with the adoption and SEA statements for a period of 3 months from the date of adoption.
  - Sending a copy of the adoption statement to any person who either responded to the consultation or has asked to be notified of the adoption of the Green Infrastructure SPD.
  - After the planning challenge period has expired, updating relevant pages on Engage Barnet and the Planning, Conservation and Building Control section of the Council's website.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 Approval of the Green Infrastructure SPD helps in meeting the Council's Corporate Plan 2015-20 which states:-

- Barnet's Parks and Greenspaces will be amongst the best in London;
- The Council will develop more innovative ways of maintaining its Parks and Greenspaces; including through greater partnerships with community groups

and focus on using parks to achieve wider public health priorities for the Borough.

#### 5.1.2 The Joint Health and Wellbeing Strategy 2015-20 covers:-

- In terms of healthy lifestyles that: smoking, bad diet and a lack of exercise are the main causes of premature death in Barnet; only 1% of all trips in Barnet between 2007/08 – 2009/10 were made by bike, and pollution levels are higher along arterial routes, particularly the A406 North Circular, M1, A1 and A5.
- Sport England – Active People Survey evidences significant levels of inactivity within Barnet with, according to the Sport England Active People Survey Data (APS9 Quarter 2), 51.9% of the population not currently taking part in any sport.
- Developing and improving the accessibility and quality of open spaces across the Borough to support healthy outcomes, underpinned by the Barnet Open Spaces Strategy.
- Utilising open space to coordinate and support recreational and competitive activity.
- Barnet Sport and Physical Activity Needs Assessment (2012) highlighted that whilst health behaviours and outcomes are more favourable in Barnet than in England as a whole, sport and physical activity rates and the use of outdoor spaces are below the national average.
- The need to maximise the potential of improvements to and changes in the management of open spaces where this could support improved mental wellbeing.

#### 5.1.3 Investment in, and improvement of, Barnet's greenspaces to support growth and wellbeing in Barnet will also result in the delivery of a range of outcomes linked to other Council strategies including:-

- Growth Strategy: creating the environment for growth;
- Regeneration Strategy;
- Fit and Active Barnet Strategy;
- Community Safety Strategy;
- Entrepreneurial Barnet Strategy.

#### 5.1.4 The contents of the SPD are in accordance with the following corporate documents which play a key role in enhancing and protecting Barnet's open spaces and leisure activities:

- Playing Pitch Strategy 2017
- Barnet Tree Policy 2017
- Parks and Open Spaces Strategy 2016
- Health and Wellbeing Strategy 2015-20
- Sports and Physical Activity Strategy 2014
- Sports and Physical Activity Needs Assessment 2012
- Open Space, Sport Recreational Facilities Needs Assessment 2009.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The cost of preparing this SPD is included in the Strategic Planning Core Fee budgets for 2016/17 and 2017/18.

5.2.2 The Green Infrastructure SPD seeks to protect, improve and enhance the natural environment of Barnet. Individual projects referenced in the SPD will be developed and delivered in accordance with both environmental and financial sustainability and outcomes.

5.2.3 Through the SPD consultation process the Council has engaged with a range of stakeholders including the GLA, neighbouring authorities, statutory, national and local organisations, community groups and residents.

## **5.3 Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The key themes within the Green Infrastructure SPD being:

- Social outcomes and benefits;
- Environmental Outcomes and Benefits;
- Economic Outcomes and Benefits

5.3.2 Social benefits will be secured through opportunity to increase access to green infrastructure assets in the Borough. This includes the health benefits, but also benefits of participation in sports, leisure and recreation pursuits afforded by the Borough's publically accessible open spaces.

5.3.3 Economic benefits will be delivered through the incorporation of green infrastructure in regeneration proposals, leading to sustainable development and economic growth.

5.3.4 Environmental benefits will be delivered through implementation of guidance leading to enhanced biodiversity, climate change mitigation and adaptation, sustainable travel, flood risk management and improved air and water quality.

## **5.4 Legal and Constitutional References**

5.4.1 Under the Council's Constitution, Document 15 Responsibility for Functions Annex A the Policy and Resources Committee is responsible for under paragraph (2) "the overall strategic direction of the Council including the following specific functions/activities: consider for approval and adoption Local Development Scheme, Statement of Community Involvement, Supplementary Planning Documents and Planning Briefs."

5.4.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for the production and adoption of a supplementary

planning document.

## **5.5 Risk Management**

5.5.1 The management of risk is undertaken on a continual basis and reported as part of the Council's Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report. Risks are managed through the project boards and are reviewed and revised at board meetings.

5.5.2 Failing to produce a SPD covering green infrastructure is likely to result in less awareness of green infrastructure considerations and good practice. In turn resulting in missed opportunities to enhance the existing green network and effectively incorporate green infrastructure facilities and healthy lifestyle considerations in new developments. Reducing the potential to secure social, environmental and economic benefits delivered through the promotion of green infrastructure initiatives will result in Council aspirations and priorities not being fully achieved.

## **5.6 Equalities and Diversity**

5.6.1 The Equalities and Diversity Act, 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:-

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act, 2010;
- Advance equality of opportunity between people of different groups; and
- Foster good relations between people from different groups.

Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.6.2 The SPD aims to create fully inclusive opportunities to access and enjoy the Borough's extensive green spaces network. Through public health benefits, accessibility and regeneration opportunities, there are opportunities to link and promote a range of Council service areas.

## **5.7 Consultation and Engagement**

5.7.1 Consultation on the SPD took place over 6 weeks in Summer 2017. This took place in accordance with the Statement of Community Involvement.

5.7.2 There were 32 responses received during the consultation from a mix of statutory stakeholders (including the Environment Agency, Historic England and Natural England), national organisations and interest groups, Theresa Villiers MP, Barnet amenity societies, developers and local residents.

5.7.3 A Consultation Report summarising the main issues raised is set out at Appendix A. The Report sets out the Council's response to each comment

made and indicates where changes have been made to the SPD.

## **6 BACKGROUND PAPERS**

- 6.1 [Barnet Local Plan Core Strategy](#), September 2012
- 6.2 Barnet Development Management DPD, September 2012
- 6.3 [Barnet's Statement of Community Involvement](#), July 2015
- 6.4 Policy and Resources Committee, 27<sup>th</sup> June 2017, agenda item 9  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=8736&Ver=4>

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# London Borough of Barnet

## Green Infrastructure SPD

### Consultation Report

October 2017

### Summary of Consultation Activity

Public consultation on the draft Green Infrastructure SPD took place over a period of 6 weeks from 13th July until 24th August 2017. Consultation involved letters that were e-mailed to stakeholders on the Local Plan consultation database. A Public Notice was published in the Barnet Press to publicise the consultation and the draft SPD was published on the Council's Engage website.

There were **32** responses received during the consultation. They were received from a range of statutory stakeholders including Historic England, Natural England and the Environment Agency, national organisations and interest groups, Theresa Villiers MP, Barnet amenity societies, developers and Barnet residents.

Below is a summary of the issues raised; also, a full set of consultation comments together with the Council's response to each and an indication of what action – if any – is proposed in amending the Green Infrastructure SPD to address the issue raised.

## Main issues raised and consequential changes made to the SPD

### *i) Summary of main issues raised*

The majority of the consultation representations received were broadly supportive of the SPD's aims and objectives and also of the green infrastructure related matters covered. In terms of the contents a large number of detailed comments were received suggesting textual amendments and / or additions. Many of these comments and suggestions have been taken account of in finalising the drafting of the SPD, as indicated in the detailed comments below.

Comments received on the Draft Green Infrastructure SPD included the following:

- Clearer delineation between overall health and wellbeing (physical, social and psychological) and seeking a healthy weight environment.
- Need for the SPD to recognise and ensure consistency with the Mayor of London's green infrastructure related aims and objectivities as set out in his documents and strategies, principally his Draft Environment Strategy.
- Need to give greater recognition in the SPD to the following:
  - i) The Welsh Harp Site of Special Scientific Interest (SSSI);
  - ii) Contribution to the green infrastructure network of private residential gardens and small areas of publicly owned open space;
  - iii) Archaeological Priority Areas (APAs);
  - iv) Community food growing initiatives;
  - v) Updating of the footpath network Definitive Map;
  - vi) Opposition to shared use of pathways for pedestrian and cyclists;

In addition, the consultation elicited a number of comments, questions, suggestions and criticisms regarding: the level of protection afforded to areas designated as Green Belt and Metropolitan Open Land (MOL), Greener, Cleaner Barnet related environmental issues and initiatives, Barnet Tree Policy and the effectiveness of Council services. Where specific matters raised fall beyond the scope of remit of this SPD to address, as indicated in the detailed schedule below, these representations have been forwarded to the relevant London Borough of Barnet service leads for their information and consideration.

### *vii) Consequential changes made to the SPD*

The following changes are proposed to be made to the consultation Draft Green Infrastructure SPD:

- Updated to have regard to the various green infrastructure proposals outlined in the Mayor of London’s consultation Draft Environment Strategy; the Government’s UK Plan for tackling roadside nitrogen dioxide emissions, and the Government response to CLG Select Committee report on the future of public parks.
- Section on allotments expanded to also include reference to community food growing initiatives including the Mayor of London’s Capital Growth Initiative.
- References added in the SPD to: include reference to Archaeological Priority Areas; the need for updating of the Public Rights of Way Definitive Map, and greater recognition of the recreational and biodiversity benefits of the Welsh Harp.
- A large number of minor changes made throughout the SPD to take account of additions, revisions and corrections highlighted in the consultation representations received and detailed in the Consultation Report (Appendix A).

Changes sought by a number of the representations would require revision to existing or creation of new planning policies and site-specific designations. Whilst it is not possible to make these accommodate through this SPD, suggested policy changes will however be considered in drafting the Council’s new Local Plan; a full consultation draft of which is anticipated next Autumn 2018.

Appendix A: Full list of Representations and Council Response

General Comments

Respondent	Consultation Response	Council Reply	Action
Barnet Public Health	<p>Supportive of the aims of the SPD. There is an important link between how places are planned, developments delivered and the health of the communities who live in them. Through planning there is scope to address social, health and related poverty issues, ensuring that new developments deliver safe, healthy and attractive places for people to live in.</p> <p>We are satisfied that the report highlights the role that open spaces play in mitigating risks of climate change (such as flooding, temperature etc.) The World Health Organisation has recognised climate change as the largest threat to health of the 21<sup>st</sup> century. Using GI to protect biodiversity, flood mitigation and improve air quality promotes the health of current and future residents in Barnet.</p>	Welcome the support and agree the important links between planning and health.	No changes to SPD required.
Barnet Public Health	<p>Our consultation response has taken into account the evidence base and best practice in health issues for spatial planning. Planning has an effect on all factors that influence health, and it is important to bear in mind its role in improving mental and psychosocial wellbeing, in addition to physical health.</p> <p>Overall, the Green Infrastructure Supplementary Planning Document contains much that will improve health and reduce inequalities. However, there are minor changes which can strengthen this further. Key themes emerging from the analysis are:</p> <ol style="list-style-type: none"> <li>1. The SPD could delineate clearly between overall health and wellbeing (ie., physical, mental, psychosocial wellbeing) and healthy-weight environments. However, it is still appropriate</li> </ol>	Support welcomed. Agree the need to more clearly recognise and differentiate between physical, mental and psychological wellbeing and measures taken contributing to a healthy weight environment.	Greater recognition given – para 1.1.2 and throughout SPD - to physical, social and mental health and wellbeing.

	<p>for healthy-weight environments to be listed as an initial objective of local planning for health.</p> <p>2. The health impacts of planning are the result of exposure to multiple adverse determinants and the frequency and intensity by which these larger determinants are felt exist on a social gradient. GI policy can reduce inequalities and promote the health of high-risk groups, through the development of a health impact statement/checklist (created in partnership with LBB planners and public health).</p> <p>3. The demographic shift towards an ageing population will change the health needs of Barnet residents. Explicitly outlining and referring to population changes... ..throughout the SPD provides evidence that local planning is addressing current and future health challenges.</p>		
The Barnet Society	<p>Although para 1.2.3 states that the document is aimed at developers, planning officers and members of the local community, it is not user-friendly to the last of these groups. To inform members of the community a summary, or at least headlines, would be essential – together with readable maps. We also suspect that all but the most informed Councillors would also find that helpful.</p>	<p>The background Section 1 of the document gives an introduction that sets the context for, and provides a summary of, the SPD’s contents</p>	<p>No changes to SPD required.</p>
The Barnet Society	<p>Our members take a great interest in trees, so we are pleased to learn that a Tree Policy and its associated Action Plan (3.4.3-4 &amp; 5.2.15) is being prepared in parallel with this document, and we wish to have the opportunity to comment on it. But we understand from Cara Elkins that the draft Policy and Plan will not be subject to public consultation except for a brief window between their publication five days before the Council’s Environment Committee on 11<sup>th</sup> September 2017 and the deadline for comments or questions three working days</p>	<p>Comments on Tree Policy forwarded and responded to by London Borough of Barnet (LBB) officers responsible for producing the Barnet Tree Policy. The Barnet Tree Policy is a service delivery policy which brings together the Council’s current processes and policies into a single document in order to ensure a consistent approach to the management of</p>	<p>No changes to SPD required.</p>

	<p>before that. Such a short period is impractical, and we request a reasonable extension please</p>	<p>trees in the borough. As the document does not introduce any new management approaches, it was not considered necessary to consult with the public / community groups. Now that the Barnet Tree Policy has been adopted and the delivery of the action plan commences, the Council will engage with the key stakeholder groups where appropriate. Local stakeholder groups could for example be engaged to inform specific planting programmes such as town centre planting and planting in parks.</p>	
<p>The Barnet Society</p>	<p>While we see the theoretical advantage of a methodology for evaluating parks and open spaces (1.1.6, 1.2.2, 4.3 et al), we are sceptical about the reliability of the Corporate Natural Capital Account (CNCA) in practice. The Borough’s Parks and Open Spaces Strategy last year produced some highly questionable evaluations of ‘quality’ and ‘value’ for some sites within the Chipping Barnet area. For example, spaces deemed ‘low quality, low value’ included:</p> <ul style="list-style-type: none"> <li>• Monken Hadley Common &amp; Wood</li> <li>• Hadley Cricket outfield</li> <li>• Hadley Highstone</li> <li>• Byng Playing Fields</li> <li>• Ravenscroft Gardens</li> <li>• Rowley Green Nature Reserve</li> <li>• King George V Playing Fields</li> <li>• The Tudor Golf Course</li> <li>• Potters Lane Open Space</li> <li>• Highlands Gardens</li> </ul> <p>It is bizarre – to take one example – to classify Hadley Wood as low in both quality and value. It is a remarkable enclave of ancient and mainly indigenous woodland (the former Enfield Chase) miraculously</p>	<p>Comments on CNCA and POSS noted and forwarded to LBB Service lead officers to consider.</p>	<p>No changes to SPD required.</p>

	preserved within London, and unique in Barnet.		
The Barnet Society	It would be helpful to have an indication of how the various proposals might dovetail with the Mayor’s promotion (in his review of the London Plan) of a National Park City and the CPRE & London Green Belt Council’s proposal for a Green Belt National Park. We would like the value of employing properly qualified landscape architects to design, specify and oversee GI projects to be asserted, as part of multi-disciplinary teams where appropriate.	Agree that it is important to ensure that initiatives and proposals in Barnet are consistent with those identified in the Mayor of London’s strategies, including the Mayor’s stated aim for London to become a National Park City.	References made to Mayoral strategies and initiatives throughout SPD, particularly in Section 2.3 (paras 2.3.1 – 2.3.3)
The Barnet Society	Although the document mentions a variety of possible actions, it would be helpful to have a comprehensive chart, cross-referenced to each of the main themes, and an indication of ownership, sources of funding and likely timescales.	Comments noted – this matter will be addressed in the Council’s Infrastructure Delivery Plan (IDP) that is being produced as part of the supporting evidence for the new Local Plan. The IDP will include a schedule recording for green infrastructure this type of information.	No changes to SPD required.
Canal & River Trust	The Welsh Harp, or Brent Reservoir, is owned and managed by the Trust, which is not referenced within the document, and we would ask that this be updated. You will be aware that the reservoir falls within the administrative boundaries of both LB Barnet (to the north) and LB Brent (southern section).  The reservoir is designated a Site of Special Scientific Interest, and is a very important over wintering location for birds, as well as other biodiversity benefits.	Comments noted.	Additional references made in Sections 2.2 (para 2.2.2) and 5.7 (para 5.2.18).
Canal & River Trust	As landowner, Under Section 281 of the Wildlife & Countryside Act, the Trust are required to follow the specific process when permitting third parties to carry out work: The Trust notify Natural England of the	Comments noted.	Additional references made in

	<p>operation, and take that into account before permitting/refusing/giving conditions. The Trust must fulfil this procedure, even where the operation has been permitted by another authority (such as the Environment Agency or Local Planning Authority), as it is not possible for The Trust to rely on the notification or decision of another body.</p> <p>This process is not always followed, in part due to lack of awareness or clarity about the Trust’s role and responsibilities. The Trust are supportive of the activities and involvement of other groups on the reservoir, including those facilitated by London Wildlife Trust’s post, funded by the S106 funds from the West Hendon regeneration development. We believe we can improve the way that we work together with the other relevant groups involved in the reservoir, such as the Environment Agency, London Wildlife Trust, and Natural England, and this is understood and recognised by the other parties, and we are currently working together on this. We would be happy to keep the Local Planning Authority updated of our progress on this.</p>		<p>Section 5.7 (para 5.7.13).</p>
<p>Canal &amp; River Trust</p>	<p>At page 52 we note reference to two new footbridges and a new path around the reservoir. We are aware of the two new bridges as part of the West Hendon regeneration, but not the proposed footpath, and assume this would be away from the Trust’s area of ownership. We would like to check that the Welsh Harp Joint Consultative Committee has also been consulted on this document.</p>	<p>Comments on land ownership passed to LBB Service lead to consider and respond to. Welsh Harp Joint Consultative Committee were not specifically notified as no contact name / email address on Local Plan consultee database.</p>	<p>No changes to SPD required.</p>
<p>Catherine Atkinson</p>	<p>I agree with Barnet that we need all these green spaces. Under the Care Act 2014 the LA has a legal duty to promote wellbeing.</p> <p>SO, BARNET. STOP SELLING OUR PARKS TO DEVELOPERS, I REFER YOU TO THE LODGE VICTORIA PARK AS ONE EXAMPLE. DO NOT ALLOW BUILDING ON GREEN BELT LAND. LEAVE OUR PRECIOUS OPEN SPACES ALONE. THEY ARE NOT YOURS TO SELL AND THE PUBLIC DO NOT WANT THEM TO BE SOLD. BARNET HAS APPALLING AIR QUALITY. WE NEED EVERY INCH OF</p>	<p>Comments noted</p>	<p>No changes to SPD required.</p>

	GREEN SPACE.		
Charles Wicksteed	<p>Page 64. I think it would be helpful to include a little more guidance about small pieces of green space which are too small to appear on the map of Green Spaces.</p> <p>These may be private gardens, space owned by utility companies (eg railways, electricity) or public space with no particular owner, assumed to be owned by the council, eg by the sides of roads. Such areas may be relatively new, and hence not able to be classified as heritage assets, or home to any particular wildlife species of interest, but are still valuable.</p> <p>Ideally the loss of any green space to buildings should be grounds for the refusal of planning permission.</p> <p>I am not sure of the current rules about the conversion of green space to a paved area: the guidance must be such that it cannot be circumvented by paving an area, then building on it.</p> <p>Perhaps in section "6.2 Existing Green Infrastructure Local Plan Policies and Guidance", the sentence "Will greenspace, trees, hedgerows or water courses be affected by the proposal?" could be extended to add "Will there be an overall loss of green space (public or private)?".</p>	Agree need for more emphasis to be given to the value of private gardens and other small areas of green space.	Additional references made in respect of gardens (e.g. paras 6.2.1 & 6.3.13) and additional question added to Table 5 in Section 6.2.
City of London Corporation	<p>The City has no objection to the overarching principles and aims of the SPD, however the city is of the opinion that the current draft of the document may not guarantee the protection of its open space assets.</p> <p>The Heath Extension and Golders Hill Park benefit from their identification as Metropolitan Open Land (MOL). Land within London can only be given MOL status if it satisfies one of the following principles:</p>	<p>Noted that the City of London Corporation has no objection to the overarching principles and aims of the SPD.</p> <p>Areas of MOL are given appropriate protection through policies contained in the London Plan and Barnet's Core Strategy and Development Management DPDs. It is therefore not considered necessary to repeat policy protection afforded to areas of MOL in</p>	No changes to SPD required.

	<ul style="list-style-type: none"> <li>• Contributes to the physical structure of London, by being distinguishable from built up areas;</li> <li>• Includes open air facilities; especially for leisure, sports, art and cultural activities, which serve London;</li> <li>• Contains landscapes or features of either national or metropolitan value;</li> <li>• Forms part of a Green Chain or a link in the network of green infrastructure and meets one of the above criteria.</li> </ul> <p>The London Plan 2016 emphasises the need to protect MOL land and to refuse any inappropriate development. In particular, policy 7.17 of the London Plan 2016 states:</p> <p>“A. The Mayor strongly supports the current extent of Metropolitan Open Land (MOL), its extension in appropriate circumstances and its protection from development having an adverse impact on the openness of MOL.”</p> <p>As such, Barnet has a responsibility to write and implement the appropriate policy to ensure the protection of all MOL within its boundaries. The SPD will serve as an instrument to work towards this protection. However, at this stage the City is of the opinion that the current draft of the document does not guarantee the protection of MOL such as the Heath Extension and Golders Hill Park and recommends the following:</p> <ul style="list-style-type: none"> <li>• MOLs of significant importance such as the Heath Extension and Golders Hill Park should be individually identified within the document, to ensure that their specific, individual assets are guaranteed protection;</li> <li>• Specific policies are included within the SPD that comprehensively protect the existing Local and District Parks; and</li> <li>• Golders Hill Park should be included within the hierarchy of Sites of</li> </ul>	<p>the GI SPD.</p> <p>The request for Golders Hill Park to be included in the hierarchy of sites of importance to nature conservation (SINC) in the Borough is noted. Although the GI SPD is not able to identify new SINC's this matter will be considered in drafting Barnet's new local plan.</p>	
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	Nature Conservation within the Borough.		
City of London Corporation	Although The Heath Extension and Golders Hill Park are indicated as MOL in Map 1 of the SPD (identified in Figure 1), there is no explicit reference to The Heath Extension and Golders Hill Park by name at any point throughout the document. As such, there is no detailed description of the specific characteristics of these spaces that should be protected, despite their importance within the Hampstead Heath area.	Comment noted. It is not the role or purpose of the Green Infrastructure SPD to provide detailed descriptions of all the areas of protected green space within the Borough.	No changes to SPD required.
City of London Corporation	While the principles around providing additional open space within the Borough are supported, there is no specific policy relating to the protection of existing Local or District Parks, such as the Heath Extension and Golders Hill Park. Specific policies ensuring the protection of such parks would help to contribute to ensuring the preservation of larger open spaces. Based on the above, it is the City's recommendation that specific policies are included within the SPD that comprehensively protect the existing Local and District Parks.	Comment noted and will be taken into account when drafting the new local plan for Barnet. The SPD is not able to introduce new policies.	No changes to SPD required.
City of London Corporation	Map 3 of the draft SPD (Figure 3) identifies Sites of Nature Conservation within the Borough. On this map, the Heath Extension is identified as a site of Metropolitan importance. Sites that are included on this map are recognised sites of importance for nature conservation. These are sites of particular importance to nature conservation where public understanding of nature conservation issues is encouraged. However, Golders Hill Park is not identified on this map at all. Consequently, the City are concerned that Golders Hill Park will not benefit from an appropriate level of protection. The City therefore recommends that Golders Hill Park is included within the hierarchy of Sites of Nature Conservation within the Borough.	Comment noted and will be taken into account when drafting the new local plan for Barnet. The SPD is not able to identify new Sites of Nature Conservation.	No changes to SPD required.
City of London Corporation	The City has no objection to the overarching principle of the SPD to provide protection for green infrastructure and open spaces within London Borough of Barnet. However, the City is seeking to ensure the draft document goes far enough to guarantee the protection of such	Views expressed noted. With regards those requesting the introduction of specific policies protecting parks and the identification of Golders Hill Park as a SINC,	No changes to SPD required.

	<p>open spaces, with particular reference to Golders Hill Park and the Heath Extension. The following broad recommendations have been identified:</p> <ul style="list-style-type: none"> <li>• The current draft of the SPD should do more to guarantee the protection of MOL such as the Heath Extension and Golders Hill Park;</li> <li>• MOLs of significant importance such as the Heath Extension and Golders Hill Park should be individually identified within the document, to ensure that their specific, individual assets are guaranteed protection;</li> <li>• Specific policies are included within the SPD that comprehensively protect the existing Local and District Parks; and</li> <li>• Golders Hill Park should be included within the hierarchy of Sites of Nature Conservation within the Borough.</li> </ul>	<p>these comments will be taken into account in drafting the new local plan for Barnet.</p>	
<p>Coppetts Wood Conservationists and Barnet Borough Sight Impaired Group</p>	<p>(1) Like so many previous documents promising a Greener Cleaner Barnet - do you remember this logo?          What does LB Barnet intend doing to make this borough cleaner and greener? We have campaigned for more doggy poo bins and also for litter bins for DECADES but without any success.</p> <p>Question (1) Will Barnet provide doggy poo bins and more / larger litter bins on demand by the Friends of Parks or local residents groups? We can empty them appropriately          Aim: To keep our parks CLEANER.</p> <p>(2) Do you also remember the street trees that were felled and despite promises - never replanted.          Will this be considered now? Local residents could choose the trees from a narrow selection and these could be looked after by local residents</p> <p>Question (2) Will Barnet Council help us keep Barnet GREENER?          Aim To make Barnet council land GREENER</p>	<p>Questions and comments noted and forwarded to LBB Service lead officers to consider.</p>	<p>No changes to SPD required.</p>

	<p>(3) In at least 2 parks the blind peoples' sensory gardens no longer exist they are devoid of sensory plants - except for thorn bushes. But it is highly dangerous for blind people to walk into thorn bushes which abound in one sensory garden for the blind.</p> <p>Question (3) Will these Sensory gardens be re-instated in a safe condition for people who are visually impaired? These could be looked after by Friends of the Parks. Aim: To ensure the safe use of sensory gardens for the approx 10,000 visually Impaired people in this borough.</p> <p>(4) The Green Belt and Metropolitan Open Land and other open spaces - including those donated by King George V are disappearing under concrete.</p> <p>Question (4) What safeguards will be made to ensure the integrity of the Green Belt - We are fed up with weasel words. Will L B Barnet issue Strong, Unequivocal statements followed by ACTION to protect EVERY SQUARE millimetre of Green Belt.</p> <p>(5) The Wildlife and Countryside (a amended) Act 1981, The Conservation of Habitats and Species Regulations 2010. There are numerous example where L B Barnet appears to have flouted the above statutory instruments especially with regard to European Protected Species such as Bats and Great Crested Newts.</p> <p>Question (5) Will L B Barnet issue a statement stating unequivocally that it will obey wildlife protection legislation ESPECIALLY with respect to Planning Applications?</p> <p>(6) I have asked Five very simple questions, many local residents want a Cleaner, Greener Barnet. Many residents - especially in the wildlife</p>		
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	<p>conservation movement - are prepared to help you to deliver.</p> <p>Question (6) But are you as a council prepared to work with local residents to achieve these five aims?          Aim: To increase the variety of Green Spaces, to make this borough Cleaner and Greener and for blind people - safer.</p>		
<p>Dennis Pepper</p>	<p>I think it would be helpful to start with a generalisation: Parks are for People but Open Spaces are for Wildlife. It is an oversimplification of course but useful.</p> <p>In these circumstances, we should not be trying to ‘open up’ our green spaces to increasing numbers of visitors. Rather the reverse. I frequently hear it said that we should develop ‘brown field’ sites first. Yes, but. I know several brownfield sites that our wildlife has flocked to because they feel safe there. They are not pretty – often a complete and possibly hazardous mess – but field mice, slow worms, birds and other creatures feel safe there. No people.</p> <p>The SINCs, and other wildlife-friendly places, should be given imaginative attention with new planting (trees and shrubs from local sources and not Holland because they are cheaper there). It will need experienced, dedicated officers supported by local groups. It may be possible to restock, or encourage the absentees to return, but at the very least we should be trying not to lose any more.</p> <p>A few years ago, Greenspaces received a grant of £400,000 from Mayor Boris to improve the walk, which had been neglected through Barnet’s unwillingness to spend money on it. Let me be clear: this grant was to improve the footpath for the benefit of walkers and did not include cyclists. Having received the grant Greenspaces proceeded to change the walk and introduce cycling on to it.</p> <p>The Dollis Brook floods from time-to-time. Thames Water’s attempt to reduce these occasions to a ‘once in 30 years event’ has failed, and failed miserably. New building nearby – the Mill Hill Barracks development, for instance – incorporated measures to reduce the run-off but it is difficult to know how successful this has been. There</p>	<p>Comments noted and forwarded to LBB Service leads to consider.</p>	<p>No changes to SPD required.</p>

	<p>have been other, smaller developments which taken together will have had some effect, and there is the proposed Medical Research Centre development in prospect. Planners do need to ensure that any floodwater is retained until the level of the brook has fallen sufficiently to accommodate it.</p> <p>There is another, worrying, aspect to this. The Dollis Brook is often contaminated, and seriously so. Although the Environment Agency will come and try to clear it up the problem lies on the flood plains (as in Windsor Open Space and Oakdene). Contaminated water spreads over the grassed areas where children play when the water has receded. The main problem is with misconnected appliances. The Water Authority will investigate this but they need the co-operation of LBB to chase up owners and get the connections changed.</p> <p>The Green Belt is always sensitive but one recurring problem is the fencing off of areas for use by a particular group (and no one else). I was pleased to see the Watling Chase Community Forest mentioned. I thought it had died the death, which would have been a pity. The Woodland Trust may be able to provide whips if any are needed.</p>		
<p>Environment Agency</p>	<p>Overall the strength and range of topics relating to the multi-functional benefits of green infrastructure and how this benefits biodiversity is very positive. We are pleased to see good principles relating to how development proposals need to take a full and early account of biodiversity impacts and opportunities, both on and off site. Please see below a list of our comments and recommendations in relation to the Draft Green Infrastructure SPD.</p>	<p>Support welcomed.</p>	<p>No changes to SPD required.</p>
<p>Finchley Society</p>	<p>Before it is adopted it should be tightened up. Firm Council policies should be distinguished from aspirations. Actual requirements on developers should be made as clear and precise as possible. We ask for the policies on front gardens and crossovers to be made stronger. The loss of front gardens is continuing apace - a serious attrition of Barnet's green infrastructure. Crossovers seem to be permitted freely, even though they do not actually increase parking</p>	<p>Views expressed noted. With regards requests to tighten up, expand upon or add to existing policies, this is beyond the scope of this SPD. However, these comments will be taken into account when drafting the new local plan for Barnet.</p>	<p>With regards footpaths, recognition added (para 5.6.2) regarding the need to</p>

	<p>space - what they create in an original front garden they remove from the road. This should be stopped.</p> <p>The draft talks about footpaths and rights-of-way in various places. It must be accompanied by a map on the Council’s website indicating all the footpaths of which the Council is aware, including alleyways in built-up areas as well as ones through open spaces, and distinguishing those which are public rights of way, those which are definitely private, and ones whose status is unclear. The public should be invited to make corrections, indicating errors and omissions. Modern technology would make this a relatively easy process. There is, we understand, legislation requiring all paths to be on a definitive register by 2026, rights over their use are not to be lost. The SPD should set out clearly what the legal position is.</p>	<p>Regarding comments in respect of footpaths and rights of way, these comments have been forwarded to the LBB Service lead officers to consider.</p>	<p>ensure that the Definitive Map of Rights of Way is correct and up to date.</p>
Freehold Community Association	<p>Map 2 of the SPD clearly modifies Map 10 of the CS7 Policy, particularly with regard to identified land use. This modification requires a determination as laid down under Regulation 9 (1) of The Environmental Assessment of Plans or Programmes Regulations 2004. Barnet have clearly misdirected and/or misunderstood their duties under these regulations (see attached email) and the SPD, if adopted as submitted for consultation, would be unlawful.</p> <p>For the above reason we believe Barnet’s Draft SPD, as presented, to be unsound.</p>	<p>Comment noted – it was not intended to introduce new policy by including the more recent map from the 2016 Parks &amp; Open Spaces Strategy showing areas access deficiencies. However, the Council accepts that the map included in this SPD should be that shown in the adopted Barnet Local Plan.</p>	<p>Map 2 changed to depict that included as map 10 in the 2012 adopted Core Strategy.</p>
Highways England	<p>Having examined the above consultation document, there are no immediate concerns with the SPD. However, we note that there is a planned c£20m investment in new high quality green spaces in the borough and also proposed sports hubs. These new green spaces and sports hubs may potentially attract new trips onto the SRN. As a result of this, we would like to be consulted when these new green spaces and sports hubs come forward for development, so we can fully assess the impact they will have on the SRN.</p>	<p>Comments noted. As a statutory consultee, Highways England are automatically notified and consulted on all proposals that are likely to have an impact on the Strategic Road Network.</p>	<p>No changes to SPD required.</p>

<p>The Trustees of the Gwyneth Cowing Will Trust And Trustees of the Gwyneth Cowing 1968 Settlement</p>	<p>We note the contents of the SPD, which draws on a number of existing documents. In particular, the area in which the site is located is identified in the SPD as having a deficiency in access for either local or district parks. The SPD seeks opportunities for addressing these deficiencies and the prospect of creating new parks in such areas is identified, although no specific proposals are made for Chipping Barnet.</p> <p>The land at The Whalebones has the potential to deliver new housing, to fund the delivery of a significant amount of public open space, which would be of particular social and environmental benefit as the area is identified as being deficient in open spaces. Hill will be promoting the land through the Local Plan for an allocation for residential, open space and community use.</p> <p>We would be delighted also to meet with officers and other relevant parties to discuss further the site’s opportunities. Please do not hesitate to contact me to arrange a meeting, and/or if you have any further queries. In any event, we would be grateful if you could keep us updated of the progress of the draft SPD.</p>	<p>Comments noted. The Council offers a pre-application advice service where developers and landowners can request and receive advice aimed at helping to speed up the development process and avoid unacceptable proposals.</p> <p>In all but the most straightforward cases there is a charge for this service.</p>	<p>No changes to SPD required.</p>
<p>Historic England</p>	<p>We would also like to take the opportunity to mention the London-wide Review of Archaeological Priority Areas (APAs) by the Greater London Archaeological Advisory Service which presents an opportunity to better recognise the potential of undesignated archaeological assets to contribute to GI objectives. The APAs can provide opportunities and historical research so reinforcing communities’ sense of place, building on work started by the London Parks &amp; Gardens Trust. Finally, it would be good to see the SPD link from the NPPF and Local Plan heritage policies supporting the social benefits of maintaining local character and distinctiveness.</p>	<p>Agree that greater reference should be made in the SPD to Archaeological Priority Areas.</p>	<p>Additional references made in respect of APAs and additional question suggested added in Section 5.8 (para 5.8.4).</p>
<p>Mr &amp; Mrs S Singh</p>	<p>Cycling is being introduced where it conflicts with pedestrians and natural surroundings. The new paths are wider and vegetation are being cut to build them. Nature must be carefully considered in the process, particularly as the land is either Green Belt, MOL, nature</p>	<p>Comments noted and forwarded to relevant LBB Service lead officers to consider.</p>	<p>No changes to SPD required.</p>

	<p>conservation or nature reserve. Cycling standards are often ignored in the planned provision of cycle routes so there can be little forward visibility, tight bends, and cyclists can travel faster. Once cycling is introduced, there needs to be rules. But cyclists learn to ride on the left and pedestrians to walk, run or jog on the right! These paths are so much narrower than roads and it is feared that junctions with roads will be dangerous.</p> <p>We are concerned that trees seem to be cut down too readily. Residents should have access to information as to why large trees are to be felled, perhaps a month or more before they are felled, in case other options can be considered. There needs to be an inventory of trees taken and available. Often residents have knowledge of the significance and history of some trees that the contractors have no knowledge of. TPO's need to be placed on many trees in parks and Open Spaces.</p>		
Natural England Biodiversity Enhancement	<p>This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the <a href="#">Exeter Residential Design Guide SPD</a>, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p>	Comments noted.	No changes to SPD required.
Natural England Landscape Enhancement	<p>The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the</p>	Comments noted. The Council intends to produce a local Biodiversity Action Plan (BAP). Providing guidance on bat roosts and provision of bird boxes will be considered for inclusion in the BAP.	Additions made to paras 6.3.13 & 6.3.14 of SPD.

	<p>landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p>		
<p>Pinkham Way Alliance summary</p>	<p>The Mayor’s Environmental Strategy is only in draft form. Nonetheless, its heavy emphasis on Green Infrastructure should be noted.</p> <p>Pinkham Way is regarded by Haringey Council as ‘<i>an integral part of a larger ecological complex and corridor</i>’<sup>5</sup>, and is the natural and critical connector between green spaces and open spaces to the south and north.</p> <p>The Sustainability Assessment for the draft North London Waste Plan 2015 stated that one consequence of any development of Pinkham Way would be, as well as loss of trees and habitats etc, a ‘<i>loss of Green Infrastructure</i>’.</p> <p>The site is an innate part of any Green Infrastructure strategy in the area based on up-to-date and robust evidence. PWA urges Barnet Council to recognise it as such in its proposed GI SPD.</p>	<p>Comments noted.</p>	<p>Amendments made to SPD (e.g. Section 2.3 paras 2.3.1 – 2.3.3) to take account of Mayor of London’s Draft Environment Strategy.</p>
<p>Woodland Trust General Comments</p>	<p><b>Flood risk</b></p> <p>Trees can reduce the likelihood of surface water flooding in urban situations, when rain water overwhelms the local drainage system, by regulating the rate at which rainfall reaches the ground and contributes to run off. There is a positive role here for the use of trees with SUDS initiatives. Slowing the flow increases the possibility of infiltration and the ability of engineered drains to take away any excess water. This is particularly the case with large crowned trees. Research by the University of Manchester has shown that increasing tree cover in urban areas by 10 % reduces surface water run-off by almost 6%. (<i>Using green infrastructure to alleviate flood risk, Sustainable Cities - <a 39="" 58="" 914="" 952"="" data-label="Page-Footer" href="http://www.sustainablecities.org.uk/water/surface-&lt;/a&gt;&lt;/i&gt;&lt;/p&gt; &lt;/td&gt; &lt;td&gt; &lt;p&gt;Comments noted.&lt;/p&gt; &lt;/td&gt; &lt;td&gt; &lt;p&gt;Additions made to Section 5 of the SPD and list of additional information to reflect a number of these points and publications.&lt;/p&gt; &lt;/td&gt; &lt;/tr&gt; &lt;/table&gt; &lt;/div&gt; &lt;div data-bbox="> <p>156</p> </a></i></p>		

	<p><i>water/using-gi/</i>). The Woodland Trust has also produced a policy paper illustrating the benefits of trees for urban flooding – <i>Trees in Our Towns – the role of trees and woods in managing urban water quality and quantity</i> (<a href="https://www.woodlandtrust.org.uk/mediafile/100083915/Trees-in-our-towns.pdf">https://www.woodlandtrust.org.uk/mediafile/100083915/Trees-in-our-towns.pdf</a>).</p> <p>The Woodland Trust believes that trees and woodlands can also deliver a major contribution to resolving a range of water management issues, particularly those resulting from climate change like flooding and the water quality implications caused by extreme weather events. They offer opportunities to make positive water use change whilst also contributing to other objectives, such as biodiversity, timber &amp; green infrastructure - see the Woodland Trust publications <i>Stemming the flow – the role of trees and woods in flood protection</i> - <a href="https://www.woodlandtrust.org.uk/publications/2014/05/stemming-the-flow/">https://www.woodlandtrust.org.uk/publications/2014/05/stemming-the-flow/</a> and <i>Woodland actions for biodiversity and their role in water management</i> - <a href="https://www.woodlandtrust.org.uk/mediafile/100263208/rr-wt-71014-woodland-actions-for-biodiversity-and-their-role-in-water-management.pdf?cb=001108c3a78944299140a996b2cd7ee8">https://www.woodlandtrust.org.uk/mediafile/100263208/rr-wt-71014-woodland-actions-for-biodiversity-and-their-role-in-water-management.pdf?cb=001108c3a78944299140a996b2cd7ee8</a>.</p> <p>In addition, a joint Environment Agency/Forestry Commission publication <i>Woodland for Water: Woodland measures for meeting Water Framework objectives</i> states clearly that: ‘<i>There is strong evidence to support woodland creation in appropriate locations to achieve water management and water quality objectives</i>’ (Environment Agency, July 2011- <a href="http://www.forestry.gov.uk/fr/woodlandforwater">http://www.forestry.gov.uk/fr/woodlandforwater</a>).</p> <p><b>Air quality, urban heat islands, climate change and health</b></p> <p>Trees and woodland improve air quality by adsorbing pollutants such as sulphur dioxide and ozone, intercepting harmful particulates from vehicle emission, smoke, pollen and dust and of course release oxygen through photosynthesis. This helps to reduce the occurrence</p>		
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	<p>of the problems caused by chronic respiratory disease. The British Lung Foundation suggests that one in every five people in the UK is affected by lung disease, more than 12 million people.</p> <p>Research on the impact of installing a kerbside line of young birch trees demonstrated more than 50% reductions in measured Particulate Matter (PM) levels inside those houses screened by the temporary tree line. Electron microscopy analyses showed that leaf-captured PM is concentrated in agglomerations around leaf hairs and within the leaf microtopography. Furthermore, iron-rich, ultrafine, spherical particles, probably combustion-derived, were abundant on the leaf, noted these as a particular hazard to health. The researchers concluded that “the efficacy of roadside trees for mitigation of PM health hazard might be seriously underestimated in some current atmospheric models.”</p> <p>This underlines that trees will have a proportionately greater effect in urban areas, where they are close to sources of pollution and nearer to people who might be affected.</p> <p>The Woodland Trust has published a report on the importance of trees in urban green space in improving air quality, and considers species choice for new planting – see <i>Urban Air Quality</i>  <a href="https://www.woodlandtrust.org.uk/mediafile/100083924/Urban-air-quality-report-v4-single-pages.pdf">https://www.woodlandtrust.org.uk/mediafile/100083924/Urban-air-quality-report-v4-single-pages.pdf</a></p> <p>Furthermore increasing tree cover in urban areas can help mitigate the ‘urban heat island effect’. This occurs in towns and cities as the buildings, concrete and other hard surfaces such as roads act as giant storage heaters, absorbing heat during the day and releasing it at night. The resultant effects can be dramatic; on some days there is a difference of as much as 10oC between London and its surrounding areas. Projections for our changing climate suggest this problem will get markedly worse.</p> <p>The problem is exacerbated by a lack of green space. Natural green space, and trees in particular, provide both direct cooling from shade (protection from radiant heat and UV radiation) and reduce the</p>		
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	<p>ambient temperature through the cooling effect of evaporation and transpiration from the soil and plant leaves.</p> <p>The impact on health of urban heat islands is two-fold; firstly higher temperatures increase ground level ozone production exacerbating the symptoms of chronic respiratory conditions. Secondly prolonged high temperature can precipitate cardiovascular or respiratory failure or dehydration, particularly amongst the elderly, very young or chronically ill. In the 2003 summer heat wave more than 2,000 people died in Britain alone and more than 35,000 died across Europe.</p> <p>Research at the University of Manchester using computer modelling has shown how increasing urban green space can mitigate urban heat island effect. Without any increase in green space, by 2050 the temperature in Manchester is projected to rise by 3oC. However if the amount of green space increases by just 10% then the temperature rise in the city could potentially eliminate the effects of climate change on increasing surface temperatures. However, reducing tree cover by the same percentage could lead to an increase of 8.2oC under some scenarios.</p>		
<p>Mary O'Connor Resident Summary comments</p>	<p>I am still at a loss as to why this SPD is required. If Barnet Council adhered to the London and Barnet Plans, the Green Infrastructure would be in a better state than it is today. In summary</p> <ul style="list-style-type: none"> <li>• Provide single cubicle toilets for access for all</li> <li>• Remove the provision for cycling in Area for Nature Conservation and Nature Reserves and carry out extensive research into viability in other Parks and Open Spaces</li> <li>• No 'shared paths'</li> <li>• Retain character bridges</li> <li>• Terminology that can be understood by residents</li> <li>• No removal of trees without detailed explanation</li> <li>• No selling or long-leasing Parks or Open Spaces</li> <li>• Make use of technology</li> <li>• Keep some areas more natural - no tree removal or pollarding, no paths (perhaps a sign to stay away in strong</li> </ul>	<p>The purpose of producing the SPD is to provide guidance on the implementation of green infrastructure policies contained in Barnet's adopted local plan documents. Comments and views noted and passed to LBB Service lead officers to consider.</p>	<p>No changes to SPD required.</p>

	winds.		
Roger Chapman	<p>I am impressed by the detail and approach taken by the SPD and look forward to the sentiments contained in the SPD being delivered through Planning decisions and other Barnet Council decisions in the coming years.</p> <p>In terms of specific comments, I welcome the attention given to the role of footpaths and the footpath network throughout the document as a way of assisting, amongst other things, the recreation, sustainable transport and health agendas in the Borough. I think that this is an area that could be strengthened in a number of ways. As you will be aware the definitive map which shows the public rights of way in Barnet is deficient in many ways. Footpaths unless identified as Public Rights of way on the definitive map will be lost post 1<sup>st</sup> January 2026. There are numerous footpaths that have been in use for many years that are not shown on the definitive map. This seems an opportune time to work with the community on a project, not dissimilar to the one now being undertaken to review locally listed buildings.</p> <p>Amendments to the SPD which set out this aspiration would demonstrate the value that Barnet gives to its public footpath network and working with local communities.</p> <p>“Within the Green Belt there will be opportunities to develop commercial food production. With climate change and developing technologies the type and range of food that can be grown locally is likely to increase over coming years. Schools are beginning to promote food growing on their land as an educational resource for the children <a href="http://www.foodgrowingschools.org/blog/tag/barnet/">http://www.foodgrowingschools.org/blog/tag/barnet/</a> and many examples already exist which could be drawn on such as Martin Primary School and the Archer Academy in East Finchley. In</p>	<p>Comments and views noted.</p> <p>Agree that greater reference should be made to:</p> <ul style="list-style-type: none"> <li>i) public rights of way and the need to update the Definitive map; and;</li> <li>ii) expansion of the section on allotments so as to include reference to community food growing initiatives within Barnet.</li> </ul>	<p>Additions made in respect of footpaths and community food growing initiatives to Sections 5.2 (paras 5.2.34 – 5.2.37) and 5.6 (para 5.6.2).</p>

	<p>the case of Martin Primary School an orchard comprising apple, pear and cherry trees has been established in recent years.</p> <p>The Incredible Edible approach in Todmorden <a href="https://www.incredible-edible-todmorden.co.uk/">https://www.incredible-edible-todmorden.co.uk/</a> is an approach that local communities could look to adopt and already some food growing has taken place on public land in East Finchley which was funded by a Capital growth grant from the Mayor of London.</p>		
Peter Hale	<p>In general this SPD should be edited to remove considerable repetition and be more concise.</p>	<p>Comment noted. The green infrastructure issues covered in the SPD, as indicated by the definition in Table 1 are wide-ranging and inter-related. Therefore, in a document seeking to provide guidance on these matters, a degree of repetition is inevitable.</p>	<p>Editing amendments made throughout the SPD.</p>
Herts and Middlesex Wildlife Trust	<p>P65 states:  <i>Policy DM16: Biodiversity</i>  <input checked="" type="checkbox"/> <i>Retention and enhancement or creation of biodiversity sought.</i>  <input checked="" type="checkbox"/> <i>Proposals which may affect a site of importance for nature conservation (SINC) should avoid adverse impact on the nature conservation value of a site.</i>  <input checked="" type="checkbox"/> <i>Where this is not possible minimise impact, and seek mitigation of any residual impacts.</i>  <input checked="" type="checkbox"/> <i>Exceptionally, where harm to nature conservation is judged to be outweighed by the benefits of the proposal, and development therefore allowed, appropriate compensation should be sought.</i>  <input checked="" type="checkbox"/> <i>Development adjacent to or within areas identified as part of the Green Grid Framework is required to contribute to the enhancement of the Green Grid</i></p> <p><i>Will the proposal retain, enhance or create biodiversity?</i>  <i>Is the proposal likely to affect a SINC?</i>  <i>If yes, is there likely to be adverse impact on the nature conservation value of the site?</i>  <i>Does the proposal seek to minimise any impacts on the SINC?</i></p>	<p>Comment noted and forwarded to relevant LBB service lead officer to consider. The Council intends to produce a local Biodiversity Action Plan (BAP). These comments regarding the need to ensure a meaningful and consistent mechanism to measure impacts on biodiversity will be considered in producing the BAP.</p>	<p>No changes to SPD.</p>

	<p><i>Are mitigation measures outlined to address any residual impacts? Has a compelling case been made to demonstrate that harm to nature conservation interests are outweighed by the benefits that the proposal would bring? In respect of any harm, is appropriate compensation proposed? Is the proposal within or adjacent to areas included within the All London Green Grid Framework? If yes, are measures proposed to enhance the Green Grid?</i></p> <p>The requirement to retain, enhance and create biodiversity is welcomed. However if the LPA do not stipulate how impacts on biodiversity will be measured then the statement really doesn't mean much. It will become a subjective judgement based on the opinion of the interested party. The SPD should specify the mechanism by which impacts on biodiversity on all sites with ecological value will be measured so that <u>meaningful, measurable and consistent</u> net gain can be achieved. The most suitable mechanism to achieve this is the DEFRA metric or biodiversity impact calculator (BIC) – which was created for this purpose and can be used by LPAs in their planning process. Application of this ensures that baseline and post development biodiversity value in terms of habitat can be measured and balanced to deliver <u>meaningful</u> net gain to biodiversity. I have attached documents which justify its use and offer examples of where it is already being used around the country. Insertion into the document the requirement for the application of the BIC will reduce dispute, achieve better results for biodiversity and provide a fair and transparent system.</p> <p>HMWT would advise that Barnet need to specify that the BIC will be the accepted method by which applicants will need to substantiate claims of no net loss or net gain to biodiversity, in accordance with local and national policy.</p>		
Chris Pagonis	It should be policy that green spaces be fully protected against	Existing policies in the London Plan and the	No changes

## Appendix A

	development and applications be discouraged and refused if submitted.	Council's Core Strategy & Development Management DPD provide policy protection for the various different green spaces designations.	to SPD required.
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Section 1

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
Barnet Public Health Paras 1.1.1 – 1.1.2	<p>We are pleased that the introduction to the SPD recognises the role that open spaces have in supporting healthy living, enhancing physical and mental health. To integrate with national and global definitions of health, this section could further state the importance of GI for social wellbeing.</p> <p>The World Health Organisation defines health as a “state of complete physical, mental and social well-being, not merely the absence of disease or infirmity”. When high quality GI is maintained it supports community cohesion and provides vulnerable residents with opportunities to build social networks.</p>	Support noted and welcomed.	No changes to SPD required.
Barnet Public Health Para 1.1.2	<p>It is great to see that the benefits of GI for mental health &amp; healthy-weight maintenance are recognised.</p> <p>The impact of this SPD on population health could be strengthened by focusing on the wider benefits of GI for health, rather than just its role in promoting healthy-weight. The OECD Better Life Index outlines the relationship between GI and health holistically.</p> <p>“An unspoiled environment is a source of satisfaction, improved mental well-being, allows people to recover from the stress of everyday life and to perform physical activity.” OECD Better Life Index <a href="http://www.oecdbetterlifeindex.org/topics/environment/">http://www.oecdbetterlifeindex.org/topics/environment/</a></p>	Agree – in addition to promoting healthy-weight the wider benefits of GI for health are also important for improved mental well-being.	Para 1.1.2 amended and strengthened refs made throughout the SPD emphasising the wider benefits of GI for health.
Barnet Public Health Para 1.4.3	We feel this section addresses appropriate health determinants. In particular, the statement, “pursuing and increasing ‘access for all’ by catering where possible for people of all abilities from all sections of the community,” acknowledges inequalities in access to greenspaces.	Agree – Health & Wellbeing Strategy should be specifically referenced in the SPD.	Additional references made in Sections 1 (para 1.4.4),

	<p>This SPD could further link with council aims and objectives by referencing the current Health &amp; Wellbeing Strategy (2015-2020). Encouraging health through GI addresses the following HWBB objectives: <b>encouraging healthier lifestyles</b> (through physical activity, community engagement, food growing etc.), <b>creating circumstances that enable people to have greater life opportunities</b> (providing an environment which reduces stress and mitigates the effects of noise and air pollution), <b>preparing for a healthy life</b> (through play spaces for physical activity and social wellbeing).</p>		and 3 (para 3.1.2) of the SPD.
Theresa Villiers MP	<p><b>Definition of Green Infrastructure</b></p> <p>I note the list of Barnet’s GI which includes the Green Belt and Metropolitan Open Land. Also listed among the assets are “<i>formal and private gardens</i>”. Over the past few years, I have been worried about the increase in planning applications to develop gardens which are, in many cases, detrimental to wildlife, trees and to the surrounding area because of the increase in traffic etc, as well as involving loss of green space.</p> <p>Last year an application was submitted for new developments in Linden Road, one of which was a two-storey house to be built on a green corner space. This application was subsequently approved and the amenity was lost to the local residents. As the adopted SPD will be a material consideration when determining planning applications, I hope that it will give areas such as these more protection.</p> <p>I am also strongly opposed to plans to build on the agricultural land at Whalebones in Wood Street in High Barnet. Regrettably this does not have green belt protection. I believe that the council should designate it as local green space in the next review of the local plan.</p>	<p>Comments and views noted. Once adopted, the guidance provided in the SPD on the implementation of adopted Local Plan policies will be capable of being a material consideration in determination of individual planning applications.</p>	No changes to SPD required.
The Barnet Society Para 1.1.3	<p>The valuable role of the London Green Belt Council should be acknowledged.</p>	<p>Agree.</p>	<p>Reference added in Section 2</p>

## Appendix A

			(para 2.3.4)
The Barnet Society Para 1.3	We would like clarification of policy on school use of Green Belt land, both for buildings and sports or leisure activities.	Comment noted. Consideration will be given to this matter in drafting the forthcoming new Local Plan for Barnet.	No changes to SPD required.
The Barnet Society Para 1.3.1	The term 'landscape' is not defined in Appendix A. In public and professional circles it is often used for a wide variety of non-green environments, for example industrial or brownfield sites.	Comment noted.	Definition added in the glossary
The Barnet Society Para 1.3.4	In reality many public open spaces (e.g. parts of Barnet Playing Fields and the Dollis Valley) have been, and are continuing to be, under incremental pressure by developers (including, on occasion, the Council), particularly where they are modest, not well known or hidden away – with little or no resistance by the Council.	Comment noted.	No changes to SPD required.
The Barnet Society Para 1.4.4	This appears to give permission for commercial 'partners' to pursue profit as their sole objective.	Comment noted – this is not the intended interpretation.	Text of para 1.4.4 revised.
Charles Wicksteed Para 1.3	Parks and gardens are obviously intended to count as GI for the purposes of this document, as in the "What is Green Infrastructure?" box in section 1.3. However they are not specifically mentioned in the commentary, and I am not sure whether they are covered by the list in section 1.3.1 extracted from the Core Strategy. Suggested change, add, after the list:  "This includes parks and gardens, both public and private, which offer valuable habitats for wildlife."	Agree with point made and appropriate references to parks and private gardens made elsewhere throughout the document. However, para 1.3.1 is factual, citing what is said in the Council's Core Strategy.	No change to para 1.3.1 of SPD required.
Katy Stanton Para 1.3.1	Include private front & back gardens in definition. For too long this vital network of open space has been taken for granted. Despite planning guidance front gardens are regularly paved over & rear gardens cleared of mature tree cover & shrubs (particularly when they change ownership). Evidence is clear on the roads of Meadway, Leicester Road, Warwick Road. Furthermore in the Barnet Vale/Oakwood neighbourhoods there are very significant heritage trees at the rear of gardens/ boundaries of gardens these need to be understood as part of the neighbourhood	Comments noted - expanding or adding to existing local plan policies is beyond the scope of this SPD. Consideration will however be given to these matters in drafting the forthcoming new Local Plan for Barnet.	No change to the SPD required.

	structure of trees - creating ecological corridors.		
Ramblers Association Para 1.4.3	<p>On behalf of Ramblers, I welcome the Green Infrastructure SPD. It recognises the health benefits that an improved green network can provide. I was particularly pleased to note, in section 1.4.3, the inclusion of the following items in your list of broad aims and objectives:</p> <ul style="list-style-type: none"> <li>• <i>pursuing and increasing “access for all” by catering where possible for people of all abilities from all sections of the community;</i></li> <li>• <i>by creating new routes, improving existing rights of way and by providing information about access opportunities;</i></li> <li>• <i>asserting and protecting the rights of the public to use the rights of way network;</i></li> <li>• <i>tackling the obesity agenda through improving health by providing more opportunities and encouraging people to take more exercise;</i></li> </ul>	Support noted and welcomed	No change to the SPD required.

Section 2

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
The Barnet Society Para 2.2.1 & 2.3.3	The creation of Watling Chase Community Forest and, within it, the Whittings Hill plantations of 1995, is in good measure due to past campaigning by the Barnet Society, with the Council as an essential delivery partner. The trees have prospered reasonably well, but need to have a proper management plan.	Comments noted and passed to LBB Service lead officer to consider.	No change to the SPD required.
Charles Wicksteed Para 2.2	Footnote on page 10. "10 Specifically in relation to GI, implementation of Core Strategy Policy CS7 and Development Management DPD Policy DM16 - text of policies given at Appendix A." It is actually Appendix B in the current version.	Noted.	Correction made.
Environment Agency Table 2: Natural Environment Policy Context, page 12 and 13.	It is important to make reference to the Blue Ribbon Network (BRN) within Table 2. Improving the BRN by seeking to enhance and restore natural processes and access would further compliment the benefits and objectives stated in the summary and opening text of this section.	Agree.	Reference to BRN added to Table 2.
Pinkham Way Alliance Para 2.1	The Pinkham Way (PW) site sits on the boundary of Barnet and Haringey borough councils. Its protection and benefits affect the local residents of both boroughs. It would be appropriate therefore for the Council's GI SPD to identify the PW site and its location in its GI map and for the Council to engage constructively with Haringey Council about the site's ongoing protection.	Comments noted.	No change to the SPD required.
Pinkham Way Alliance Para 2.2.1	Paragraph 2.2.1 refers to Barnet's existing GI network as part of an inter-connected system, significant at both the borough and sub-regional scale, and therefore cannot be considered in isolation. Two areas (Brent Valley & Barnet Plateau and Lea Valley & Finchley Ridge) are included within the framework of the All London Green Grid and northern parts of the Borough also form	Comments noted.	No change to the SPD required.

	<p>part of Watling Chase Community Forest.</p> <p>The Pinkham Way site is included in the ALGG Finchley Ridge map as <i>‘Private Open Space’</i>. It is also marked as <i>‘Green Space’</i> in the Green Grid map, published as part of Haringey’s Development Management DPD (adopted 24th July 2017), and attached here as Appendix 1.</p> <p>It is worth noting the comments of Denis Vickers, FLS, CBiol, MRSB, MCIEEM, in the Preliminary Ecological Appraisal of the site that he prepared for PWA in 2013: <i>‘... the site is positioned along an ecological corridor and offers an important green link between other sites. This is noteworthy within the context of inner London where well connected sites are becoming increasingly rare.’</i></p> <p>Section 6.3.16 of the Draft Green Infrastructure SPD states: <i>‘The Mayor of London’s All London Green Grid identifies opportunities for improving the connectivity of green infrastructure that the Council is committed to progressing whenever opportunities arise, including the creation of corridors for nature conservation across London.’</i></p> <p>The recognition of the weight of comments by such a respected ecological consultant as Mr Vickers, and the inclusion of Pinkham Way in the Council’s draft proposals would fulfil the aims of 6.3.16 admirably.</p>		
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Section 3

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
<p><b>Green Square Residents Association</b></p>	<p>Draft Green Infrastructure Policy In relation to the land comprising the West Finchley Bowling Club N3 2QR and the land adjoining N3 2LG currently listed as an Asset of Community Value by the local authority.</p> <p>The area of open space which has considerable amenity value, is registered under the ACV is located in an area deficient of open space and local park level. All attempts must be made by the Council to maintain the open space and amenity land for both private and public use. It has been open space for recreational use for the past 117 years.</p> <p>Page 18 Map 2 paragraph 3.2.3 the above land falls in an area deficient of open space and parkland. We propose that the land is designated as being part of Barnet’s Green Infrastructure Policy. It fulfils all the objectives of the policy in that it provides a range of benefits, particularly the following:</p> <ol style="list-style-type: none"> <li>1. Enhances the physical and mental wellbeing of the residents;</li> <li>2. It makes the area a better place to live, work, learn and play;</li> <li>3. It joins communities both old and young;</li> <li>4. It limits the impact of climate change by providing tree and fauna cover and it reduces pollution. It protects and enhances greenery and tree cover and promotes cultural and health motion on the locality.</li> <li>5. It forms part of the green infrastructure at 1.3.1 of the Core Strategy</li> </ol>	<p>Comments noted and will be considered in drafting the forthcoming new local plan for Barnet.</p> <p>Unless otherwise stated, the policies in Barnet’s Local Plan apply Borough-wide. This SPD cannot create new policy but seeks to provide guidance on implementation of the existing policy framework.</p>	<p>No change to SPD.</p>

## Appendix A

	<p>page 7 as it serves the community as an area of outdoor recreational use and amenity space and acts as a child play facility for both formal and recreational use and has done so for 117 years.</p> <p>6. It forms part of the cultural heritage. Para 5.8.2 page 62 the land covers the aesthetic social and spiritual value of an area for past, present and future generations.</p>		
The Barnet Society Para 3.4	We would like to see more explicit commitment to the preservation of existing trees and other greenery on sites threatened with development, for example the Whalebones estate on Wood Street.	Comment noted – the Council is committed to the preservation of existing trees, as stated in para 3.4.2 of the SPD, wherever possible existing trees should be retained as part of new development proposals.	No change required to SPD.
The Barnet Society Para 3.4 & 5.2.3	Natural threats to trees such Ash Die-back and Oak Processionary Moth deserve mention.	Agree.	Reference added in Section 5 (para 5.2.14).
The Barnet Society Para 3.4.2	Replacement of tree stock removed for development does not always happen, e.g. the Council's Tapster Street housing site. Clearer commitment to adequate regular maintenance of trees and other planting would be appreciated, for example timely and appropriate pruning of trees near St John the Baptist, Chipping Barnet, and St Mark's, Barnet Vale. Public and WHO concerns about the health and safety of pesticides such as glyphosate should also be acknowledged.	Comment noted and passed to LBB Service lead officer to consider.	No change required to SPD.
The Barnet Society Para 3.4.4 & 5.2.5	Does the Mayoral tree programme refer to the Mayor of London's award of £25k to Barnet Council (in early 2017), or will additional funding be forthcoming?	Question forwarded to LBB Service lead officer to consider.	No change required to SPD.
Katy Staton Para 3.4 and 3.4.4	Please ensure conditions for the replacement of trees includes the tree & the appropriate volume of soil & a maintenance plan. This is vital as developments frequently show unrealistic replacements to appease planning rather than consideration of the long term survival of the tree - especially in very dense urban spaces. Please can there be a guidance for home owners - so residents are	Agree – new trees chosen should be of an appropriate species to enable growth in the location and setting. Comment on providing guidance for home owners noted and passed to LBB Service lead officer to consider.	Reference added to Section 6 (para 6.3.14) of SPD.

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	encouraged to plant trees.		
Monken Hadley Common Para 3.2.2	<p>1) The Common is not a "park", metropolitan, country or otherwise - it is an area of semi-natural woodland and open space subject to rights of common and to public right of access;</p> <p>2) The Common extends from Monken Hadley to Cockfosters, not just to the railway as shown in Map 2;</p> <p>3) The area of the Common which is accessible to the public is approximately 74 ha, and not 41 ha.</p> <p>For a full description of the Common I refer you to our website at <a href="http://www.monkenhadleycommon.net">www.monkenhadleycommon.net</a>. the fourth paragraph of which reads:</p> <p>"The Common is a roughly wedged shaped tract of land of which about 74 ha are accessible to the public; it's about 2.5 kilometres long, tapering from a width of about 0.5 kilometre at its broadest point, close to the white gates beside St Mary's Church, Monken Hadley at the western end, to a narrow point by one of the other sets of white gates at Games Road at the eastern end - about 300m from the Cockfosters Road entrance to Trent Park ... "</p> <p>It would be appreciated if the final version of your document would record that the Common is maintained and financially supported by volunteers without any substantial contribution from the Councillor any other public body since our grants were withdrawn.</p>	Comments noted.	Correction, amendment and additions made to para 3.2.2.
Woodland Trust Para 3.4.2	In terms of updates for what is otherwise a very up-to-date document, <i>Trees in Hard Landscapes</i> was published in 2014 and TDAG are now working on <i>Trees and Planning</i> , so I suggest the end of the last sentence of Para 3.4.2 is amended to read as follows: "including <i>The Canopy, Trees in the Townscape, Trees in Hard landscapes</i> and the forthcoming <i>Trees and Planning</i> ."	Reference to document given in additional information section of SPD	No change required to SPD.
Woodland Trust Para 3.4.2	In the tree strategy section, when talking about retaining existing trees, reference should be made to BS 5837: 2012 <i>Trees in relation to design, demolition and construction</i> ( <a href="http://shop.bsigroup.com/ProductDetail/?pid=000000000030213642">http://shop.bsigroup.com/ProductDetail/?pid=000000000030213642</a> )	Reference is made in the SPD (para 6.3.14) to developments being expected to adhere to relevant British Standards in respect of retaining and planting new trees. Both of the	No change required to SPD.

	Furthermore, for the planting of new trees you should reference BS 8545:2014 <i>Trees: from nursery to independence in the landscape</i> ( <a href="http://shop.bsigroup.com/ProductDetail/?pid=000000000030219672">http://shop.bsigroup.com/ProductDetail/?pid=000000000030219672</a> )	standards cited are referenced in footnote to para 6.3.14.	
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**Section 4**

<b>Respondent &amp; Section / Paragraph in Draft SPD</b>	<b>Consultation Response</b>	<b>Council Reply</b>	<b>Action</b>
Barnet Public Health Para 4.1.1	We support targeting GI delivery towards areas of greatest need.  The Marmot Review, Fair Society Healthy Lives, found that the most deprived areas across England experience, in relative terms, the least favourable environmental conditions (i.e., green space, habitat favourable to bio-diversity, road accidents, air quality, river water quality, litter). These areas also have the poorest health outcomes and shortest disability-free life expectancy. Therefore, improving these environmental conditions through GI will provide the largest health (and subsequent economic) benefits. ( <a href="http://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review">http://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review</a> ). We welcome the intention to focus on areas of need and can work with colleagues to identify where health needs can be met by GI.	Support noted and welcomed.	Reference to Marmot Review added to para 5.7.1 of SPD.
Barnet Public Health Para 4.2.2	We are satisfied that this section positively addresses the mutual benefits to be gained through GI investment in health improvement. It also supports partnership working between public health and GI planning.	Comment noted.	No change required to SPD.
Barnet Public Health Para 4.3.4	We feel that the exclusion of mental and psychosocial health from the CNCA could also be discussed as a limitation of the CNCA. Mental illnesses represent the largest category of NHS ‘disease’ expenditure in the UK, and consequently, the benefits of GI for mental health are likely to be as significant, if not more significant, than the physical health benefits.	Comment noted.	Para 4.3.4 amended.
The Barnet Society Para 4.4	We see voluntary groups as opportunities, not necessarily weaknesses. Over the last two decades Chipping Barnet, at least, has benefitted significantly from vigorous and	Agree with comment which is why “sense of ownership and engagement of various	No change required to SPD.

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	intelligent input by the Barnet Society. Such ideas and initiatives should be welcomed.	voluntary groups” has been identified in Table 4 as a strength.	
Pinkham Way Alliance Para 4.2.2	<p>Paragraph 4.2.2 recognises that there is an economic value derived from GI assets - for example flood alleviation and management, air quality and urban cooling.</p> <p>The Pinkham Way site provides all these benefits to the local environment of both Barnet and Haringey. Given the proximity of the site to a large number of Barnet Council residents, there can be no doubt they derive benefit from the proximity of the 1500 trees and the openness of the site plus the benefit of its rain absorption and transpiration capacity. The site therefore should be identified in the LBB GI SPD and the mutuality of benefits acknowledged.</p>	Comment noted. It is not the role or purpose of the Green Infrastructure SPD to provide detailed descriptions of all the areas of open green space within the Borough. The SPD is unable to introduce new site specific designations; this is a matter to be considered as part of the forthcoming new Local Plan for Barnet.	No change required to SPD.
Pinkham Way Alliance Para 4.4	<p>PWA notes that at paragraph 4.4 the SWOT Analysis of Previous Current and Proposed GI Management Arrangements identified as an opportunity the “Coordination and partnership working across administrative and operational borders”</p> <p>The site sits directly on the boundary of Barnet and Haringey and the benefits identified from protection and proper management of the site are relevant to both administrative authorities. The site should therefore be identified on both authorities’ local plan maps and the proposed GI SPD is an opportunity for Barnet Council to include it.</p>	Comment noted. The SPD is unable to introduce new site specific designations; this is a matter to be considered as part of the forthcoming new Local Plan for Barnet.	No change required to SPD.
Woodland Trust Para 4.3.4	I was also pleased to read about the work on Barnet’s Corporate Natural Capital Account (CNCA). You note in para 4.3.4 that not all aspects of benefits are quantified, so I suggest you use the report <i>The Economic Benefits of Woodland</i> (Europe Economics, 2015, <a href="http://www.woodlandtrust.org.uk/publications/2015/03/the-economic-benefits-of-woodland/">www.woodlandtrust.org.uk/publications/2015/03/the-economic-benefits-of-woodland/</a> ) in any subsequent update of the CNCA and reference the report in the SPD as giving further quantification of these benefits with respect to woodland. You could also reference this report at the end of paragraph 5.2.3	Comment noted.	Reference made to report in Section 5 (para 5.2.5).

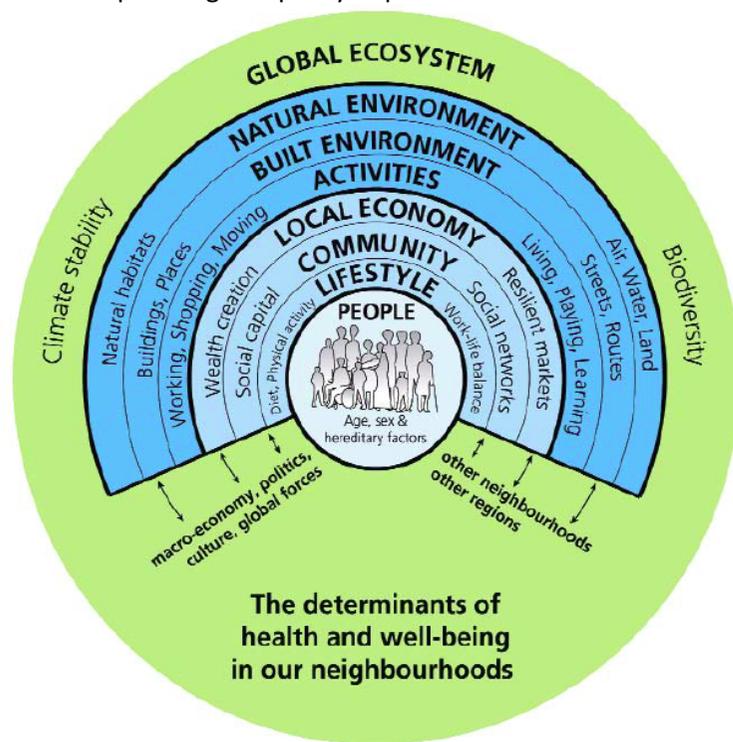
<p>Ramblers Association Paras 4.2 &amp; 5.3.6</p>	<p>I also welcome the intention to increase reliance on partnerships for Green Infrastructure delivery described in section 4.2. This is further stressed in section 5.3.6 <i>“The Council is working to promote the involvement of residents in the management of open spaces to develop a sense of local ownership”</i>. The Ramblers would like to establish a closer working relationship with the Borough as they develop the green network of linked routes.</p> <p>However, I remain concerned that the Borough does not currently have a Rights of Way Improvement Plan (ROWIP). Most Highway Authorities rely on their ROWIP to identify changes and improvements to local rights of way networks and to provide a mechanism for local users to contribute suggestions. This Green Infrastructure plan provides for the same coordinated planning of improvements to a Right of Way network within a much larger plan with much wider objectives. This could make it much less responsive to simple local needs for Rights of Way.</p>	<p>Views noted – the comment about the need for a ROWIP and passed to LBB Service lead to consider.</p>	<p>References made in Section 5 (para 5.6.2) to mapping of Public Rights of Way</p>
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Section 5

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
Barnet Public Health Para 5.1.1	This section sufficiently addresses health determinants. As it states, GI benefits must be viewed in a holistic way, including Health, Sport and Recreation.	Comment noted.	No change required to SPD.
Barnet Public Health Para 5.2.31	We are satisfied with the recognition that urban growing spaces are beneficial to population health. We would like to see growing spaces addressed in the local plan, with new opportunities identified (particularly in new developments and where provision is not currently met).	Comment noted.	Section 5A v) expanded to include ref to community food growing
Roger Chapman Para 5.2.31	<b>add to para 5.2.31</b> “Within the Green Belt there will be opportunities to develop commercial food production. With climate change and developing technologies the type and range of food that can be grown locally is likely to increase over coming years. Schools are beginning to promote food growing on their land as an educational resource for the children <a href="http://www.foodgrowingschools.org/blog/tag/barnet/">http://www.foodgrowingschools.org/blog/tag/barnet/</a> and many examples already exist which could be drawn on such as Martin Primary School and the Archer Academy in East Finchley. In the case of Martin Primary School an orchard comprising apple, pear and cherry trees has been established in recent years. The Incredible Edible approach in Todmorden <a href="https://www.incredible-edible-todmorden.co.uk/">https://www.incredible-edible-todmorden.co.uk/</a> is an approach that local communities could look to adopt and already some food growing has taken place on public land in East Finchley which was funded by a Capital growth grant from the Mayor of London.”	Agree that section on allotments should be expanded to include reference to and guidance on commercial food production.	Section 5A v) expanded (paras 5.2.33 – 5.2.37) to include ref to community food growing initiatives
Barnet Public Health Section 5.3	Overall this section is positive and we are happy that the relationship between population health and GI has been a priority throughout the SPD. However, the preamble to this section could be strengthened.  It could acknowledge the ways in which the environment directly contributes to	Support noted and welcomed. Agree that the section could be strengthened by reference to ways in which the environment directly	Diagram added at start of Section 5 of SPD (para

population health. Poor health outcomes (including chronic conditions associated with obesity and sedentary lifestyles) are often driven by multiple and cumulative determinants. Lack of open space, fear of crime, poor air quality, lack of (good) employment, and low quality housing mutually reinforce against social cohesion and uptake of healthy lifestyle behaviours- contributing to poorer physical, mental and social wellbeing.

Including Barton & Grant’s diagram (below) can also help explain health and wellbeing in a wider context. It emphasises environmental influences and identifies how local planning and policy impacts health outcomes.



Barton & Grant (2006)

contributes to population health and through inclusion in the SPD of the Barton & Grant diagram.

5.1.2) and paras 5.3.1 and 5.3.4 amended

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	<p>This section could also address more health determinants by differentiating health &amp; wellbeing from healthy-weight environments. Broadening the definition of healthy GI to include a discussion around age-friendly communities, mental wellbeing, social wellbeing, informal play etc., will significantly increase the economic and social value of GI policy planning.</p> <p>There is a significant amount of research devoted to healthy-weight environments, making associated aims and objectives clear and measurable. It is therefore valuable to have healthy-weight stand as a subsection of a larger health &amp; wellbeing section.</p>		
Barnet Public Health Paras 5.3.4 & 5.5.3	We are satisfied that a national guidance review was conducted as part of this SPD-increasing support for future policy plans.	Comment noted.	No change required to SPD.
Barnet Public Health Para 5.3.6	<p>This section addresses larger health determinants, providing a holistic overview of the health benefits of outdoor spaces-for physical activity, social capital, mental health. When discussing Age-friendly cities it may be useful to reference the demographic shift towards an older population and the importance of keeping this population socially and physically engaged with the community around them.</p> <p>Part of age-friendly cities is the provision of public toilets. The need for public toilets is more prevalent amongst certain groups such as the elderly, disabled, children and those suffering from bladder or bowel conditions, and lack of provision can deter people going out in the community, increasing the risk of social isolation and poor mental health. The need for public toilet provision within GI networks is therefore a health &amp; wellbeing issue and we would support more focus on this.</p>	Comments noted – agree that the demographic shift towards an older population is very relevant factor when considering GI asset provision. Also, that provision of public toilets within GI network is an important consideration.	Reference added in section 5 of SPD (para 5.3.9).
Barnet Public Health Para 5.3.7 – 5.3.8	We are satisfied that accessibility of play spaces is an identified barrier. Similar to section 5.3.6, it may also be useful to talk about future demographic shifts in relation to provision and need.	Comment noted.	No change required to SPD.
Barnet Public Health Section 5.4	Overview of climate change and GI mitigation discusses all elements of the HUDU checklist for Health Impact Assessments & Climate Change.	Comment noted.	No change required to SPD.
Barnet Public	We are satisfied that this section recognises GI has role in connecting the public	Comment noted.	No change

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Health Section 5.5	realm to walking and cycling, prioritising active travel. It is also positive that the NPPF reference of public health partnerships is discussed.		required to SPD.
Barnet Public Health Para 5.5.3 – 5.5.4	It is very positive that public health involvement is discussed within the section. This reference could be strengthened by explicitly outlining our involvement. For example, the requirement of a health impact checklist during the planning pre-application stage, or a full HIA when the proposal is larger than 10 units/1,000m2. Public health is happy to work with planning to develop a pre-application health framework that is appropriate for LBB.	Comment noted and forwarded to officers responsible for determining planning applications.	Reference to HIA added in section 5 (para 5.5.4).
Barnet Public Health Para 5.5.5 – 5.5.7	Acknowledges active design guidance, TfL healthy street indicators, food growing. This is very positive.	Support noted and welcomed.	No change required to SPD.
Barnet Public Health Para 5.5.9	Recognises the need to minimise disadvantage, rather than contribute to a growing inequality gap. We are satisfied that this commitment is in the spirit of the Marmot review (which states that health equity should be at the heart of all planning policies) and feel this is a positive approach to take forward.	Comment noted.	Marmot Review referenced Section 5F (para 5.7.1) of SPD.
Barnet Public Health para 5.6.2	Promoting the interconnectedness of the Borough's parks and open spaces will increase active travel uptake. We feel that investment into online resources (maps, route planners, facilities available) could increase the proportion of the population aware of GI opportunities, further-complimenting infrastructure changes.	Comment noted.	Reference added in section 5D (paras 5.6.2 & 5.6.14).
Barnet Public Health Para 5.6.6-5.6.11	Discussing access for all includes age-friendly cities and the social model of disability. This will be particularly important for psychosocial wellbeing as the population ages.	Comment noted.	No change required to SPD.
Barnet Public Health Para 5.6.16	Wider determinants of health are adequately addressed. This section acknowledges that public health can be used as a resource to identify areas where accessible walking and cycle routes are needed.  This section further acknowledges that signage can be improved. In the Great Weight Debate survey, Barnet residents identified lack of information as a key barrier to recreation (including GI) within the borough.	Comments noted.	No change required to SPD.
Barnet Public	Although the majority of elements which increase active travel are considered, a	Comments noted.	Additions

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Health Para 5.6.18	more detailed list of network facilities could be useful for addressing health. Provision of toilets, picnic areas, seating etc. are important for people with young children, older people, and those with different needs. Advertising GI areas that have access to these facilities can further increase participation.		made to para 5.6.18.
Barnet Public Health Para 5.7	This section aims to minimise air pollution caused by traffic and discuss GI's role and we support this action.  Air pollution has been found to disproportionately affect areas of deprivation, consequently its health impact is greatest for those living in deprived neighbourhoods. This inequality could be acknowledged when discussing mitigation strategies, as it reinforces the importance of GI as a mechanism for promoting health equity.	Comments noted. Air quality tends to be worse close to busy streets and road junctions. However, not all areas of deprivation within Barnet are within areas of poor air quality, e.g. some estates are some distance from major roads affected by poor air quality.	Revisions made to section 5.7F (para 5.7.1) referencing the Marmot review report.
The Barnet Society Para 5.2.6	Why is Hadley Wood, one of Barnet's best surviving examples of ancient woodland, omitted?	Agree – Hadley Wood should be added as an example of ancient woodland.	Para 5.2.8 amended.
The Barnet Society Para 5.2.9	The importance of management plans – and their adequate revenue funding – should be emphasized. Whitings Hill and the other Watling Chase trees planted by the Council to the north and west are an example of a large area of woodland currently without one.	Views noted and passed to the relevant LBB Service lead officer to consider.	No change required to SPD.
The Barnet Society Para 5.3.11	Our concerns about the health and safety of pesticides such glyphosate (3.4.2) are relevant here.	Comment noted.	Para 5.3.14 amended.
The Barnet Society Para 5.3.17	We would be interested in more information about the sports hub proposed for Barnet Playing Fields, and how it would relate to the community sports facilities proposed by Ark Pioneer Academy (if the latter's current planning application is approved). We do not want to lose any more of its green openness in a welter of structures, fences and so on.	Request for further information passed to LBB Service lead officer.	No change required to SPD.
The Barnet Society Para 5.7.i & elsewhere	We would like to see more explicit support for well-planned, appropriately specified and properly maintained street trees and other planting, particularly in High Streets (including our own, Chipping Barnet), critical road junctions (such as the A1000/Underhill/Fairfield Way fronting the former Old Red Lion), and less well-endowed parts of Barnet (e.g. Barnet Vale).	Views noted and passed to LBB Service lead to consider.	No change required to SPD.

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The Barnet Society Para 5.7.11	We would like a strong statement about the detrimental consequences of paving over gardens for car parking.	Comment noted and will be taken into account when drafting the new local plan for Barnet. The SPD is not able to expand or amend existing policy.	No change required to SPD.
Environment Agency Section 5.2, paragraph 5.2.1.	There is a typing error in this paragraph, the 'Site of Scientific Interest' should be 'Site of <i>Special</i> Scientific Interest'.	Noted	Correction made
Environment Agency Section 5.2, paragraph 5.2.2.	We are pleased to see the reference to the London Plan objectives in this paragraph. In particular the emphasis on 'no net loss in the quality and quantity of habitat across a development site', which is key to establish.	Support noted and welcomed.	No change required to SPD.
Environmental Agency Section 5.2, River Corridors.	<p>It is important to stress the significance of the river systems in these paragraphs, in terms of building natural resilience to climate change for nature, in addition to their role in natural flood management. The river systems have a unique biodiversity value, providing an additional wildlife corridor to the surrounding open green spaces. The potential gain for landscape connectivity and wildlife value will be maximised if schemes incorporate both green and blue spaces.</p> <p>We would recommend that you insert the following (or similar) into paragraph 5.2.18 'The Council is working with partners, such as the Brent Catchment Partnership to adapt, restore and enhance natural river habitats and processes. This will have sustainable/long term benefits of limiting fluvial flooding and improve access for educational and leisure activities'.</p> <p>In addition to the brief reference of river deculverting in paragraph 5.5.9, page 49, it would be beneficial to mention river deculverting within the River Corridor section. It is a challenge which must be addressed and overcome in order for watercourses to be restored.</p>	Comments noted and suggested additions agreed.	Revisions made to text in Section 5 of SPD (para 5.2.20).
Environmental Agency Section 5.2, iii), paragraph 5.2.24.	Please note that only bats and great crested newts are European Protected Species. Slow worms, common lizards and grass snakes—along with the common frog, toad and native newts—are protected against injury and/or commercial sale under UK legislation (the Wildlife and Countryside Act 1981).	Comments noted.	Correction made Section 5 of SPD (para 5.2.26).

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Environmental Agency, Section 5.2, iv) Allotments.	As well as providing a sustainable local provision of food and wellbeing benefits, allotments also have significant benefits for wildlife. They create a crucially important green oasis in an urban environment, providing a 'linking corridor' or 'stepping stone' habitat between other more official green and blue space habitats.	Agree.	Addition made to para 5.2.33 of SPD.
Environmental Agency Water Quality and Retention, paragraph 5.7.15.	We would recommend inserting the following, or similar, into this paragraph 'The quality and quantity of riparian buffer habitats should be established and retained. For a designated main river, the Environment Agency requests an 8 metre buffer zone (as taken from the top of the riverbank). The buffer zone should be free from built development including lighting, domestic gardens and formal landscaping. The riparian buffer provides many benefits in helping to maintain natural stream functions, significantly contributing towards the improvement of water body status.	Comment noted and accepted.	Addition made in Section 5F of SPD (para 5.7.17).
Hampstead Garden Suburb RA	Whilst we also support the creation of alternative green spaces (7.1.2 on page 70), this must never be in exchange for preserving ancient woodlands as we particularly endorse the recommendation (in 5.2.7 on page 27) to strengthen the protection of ancient woodlands and (in 5.2.8 on page 27) for Barnet to take all appropriate action to encourage continuity and enhancement of tree cover. We acknowledge the conflicts outlined in 5.6.12 & 13 (on page 54) and the principle in 5.6.16 (on page 56) for improving routes within the GI, but would like to see a statement within 5.6.16 (or 5.6.17, also on page 56) that the materials used on routes 'must maintain a good balance between usability and preserving the natural environment'.	Comment noted.	With reference to materials used for routes, addition made to Section 5E (para 5.6.16) of SPD.
Historic England Para 5.8	It's good to see a section on Cultural Heritage and particularly recognition of the Battle of Barnet. It would be desirable to add a map of heritage assets (including APA) and see some analysis of the overlap between them and the green spaces – key heritage locations/hubs/opportunities should emerge from that.	Comments noted – addition of a mapping layer showing heritage assets will be considered as part of the new Local Plan Policies map.	No change required to SPD.
Historic England	We would emphasise that many landscape features such as ancient woodlands, hedgerows, trees and water features can be identified as (or contain) undesignated heritage assets and in this respect we would draw your attention to emerging proposals for London-wide characterisation, which will use the techniques of Historic Landscape Characterisation used in rural landscapes outside London to better recognise the heritage significance of the Greenbelt and MOL. Should you require further information on this, please contact Sandy Kidd in the Greater London	Comment noted and will be considered in drafting the new Local Plan.	No change required to SPD.

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	Archaeological Advisory Service (GLAAS).		
Johnathan Seres Para 5.8.2	In case the typo is imported into other docs, 5.8.2 of the draft Green Infrastructure Supplementary Planning Document (SPD) refers to Edward VI at Battle of Barnet – should be Edward IV.	Noted.	Correction made to para 5.8.2
Katy Staton Para 5.2 vi)	<p>Could a section be added covering highway verges/land? Following recent campaign by the charity PLantlife - there has been evidence of the value of these corridor spaces to hold native flora -&amp; with the correct / sympathetic maintenance this can be enhanced/ supported dramatically.</p> <p>Could a section be added to incorporate residential (private) neighbourhoods/ gardens - as expressed above - they should be seen collectively as part of the green infrastructure- as they make up part of the pattern of habitats available for flora &amp; fauna in the Borough.</p>	Comments noted.	References added to value of highway verges and private gardens to GI network (e.g. paras 6.2.1 & 6.3.13).
Pinkham Way Alliance para 5.2.24	<p>Para 5.2.24 refers to a range of most commonly found protected species in Barnet including slow worms and points out that they all have strong legal protection as European Protected Species. It further states that “All nesting birds are also legally protected under the Wildlife &amp; Countryside Act 1981.</p> <p>Arup’s 2013 reptile survey of the site for the North London Waste Authority identified a breeding colony of slow worms; Pinkham Way is also a breeding site for a number of bird species identified as endangered by the RSPB. As it is on the borough boundary, Barnet’s GI SPD should identify it and its importance given that adjacent land which falls within the borough of Barnet may be developed with consequent detriment for the PW site. In such circumstances, the environmental protection of the PW site would be a material planning consideration for Barnet as a Planning Authority.</p>	Comments noted.	No change required to SPD.
Sustain Para 5.2.31	The SPD recognises the multiple functions of open space. Local food growing deserves a section to expand on NPPF, the London Plan and the Barnet Core Strategy. The short section on allotments covers only a small and specialist land use. Local food growing space in Barnet ranges from agricultural use of the Green Belt, communal gardens in amenity space, school grounds, community centres and orchards. The higher density developments that will be built over the plan period will change the character of the Borough requiring a more proactive role of the	Agree.	Section 5A v) expanded (paras 5.2.34 – 5.2.37) to include reference to community

	<p>Council to ensure that healthy environments are created.</p> <p><i>We recommend including a section on local food growing which outlines how new developments can contribute to ensuring residents' access to fresh food as well as providing opportunities for social interaction and physical and mental wellbeing.</i></p>		<p>food growing initiatives.</p>
<p>Sustain Para 5.3.4</p>	<p>The significance of food growing to healthy communities is reinforced in the Guidance to the NPPF where a healthy community is defined as a place where active healthy lifestyles are made easy through “the pattern of development, good urban design, good access to local services and facilities” and there are “green open space and safe places for active play and food growing”.</p> <p>London Plan Policy 2.18 states that enhancements to London’s green infrastructure should be sought from development when planning decisions are taken. Moreover this policy seeks borough open space strategies to identify priorities for addressing open space deficiencies. Open space strategies should set out positive measures for the management of green and open space. Boroughs’ Development Plan Document (DPD) policies should aim to realise the current and potential value of open space to communities. Local policies should seek the widest range of linked environmental and social benefits including as a place for <u>local food production</u>, in line with the Mayor’s Capital Growth strategy.</p> <p>London Plan Policy 7.22, Land for Food, encourages local authorities to protect existing allotments. They should also identify other potential spaces that could be used for commercial food production and community food-growing, including for allotments and orchards. Innovative approaches to the provision of spaces may need to be followed, particularly in inner and central London; these could include the use of green roofs.</p> <p>The SPG recognises that growing food locally involves a range of activities that have health and community benefits. Developers should investigate the demand and opportunities for providing food growing space on their site. Food growing space should be secured when opportunities arise. This could be temporary or permanent. Low maintenance herbs and other edible plants can be incorporated into roof gardens or landscaping schemes; non-active parts of large construction sites have been used for food growing.</p>	<p>Noted</p>	<p>Section 5Av expanded to include community food growing initiatives.</p>

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	The Mayor’s best practice is to provide space for individual or communal food growing, where possible and appropriate, and to take advantage of existing spaces to grow food, including adapting temporary spaces for food growing.		
Woodland Trust Para 5.2.5 and 5.2.7	Paragraph 5.2.5 should be updated to reflect the proposals and targets in the Mayor of London’s <i>Draft London Environment Strategy</i> , now that it has finally been published - during your consultation period! I was pleased to read paragraph 5.2.7 about improving planning protection for ancient woodland, but there is further evidence on the need for protection that merits inclusion. Therefore I suggest you add an extra paragraph as follows: “Furthermore, the Communities and Local Government (CLG) Select Committee, in their investigation of the <i>Operation of the National Planning Policy Framework</i> (December 2014, <a href="http://www.publications.parliament.uk/pa/cm201415/cmselect/cmcomloc/190/190.pdf">http://www.publications.parliament.uk/pa/cm201415/cmselect/cmcomloc/190/190.pdf</a> ) stated: “We recommend that the Government amend paragraph 118 of the NPPF to state that any loss of ancient woodland should be “wholly exceptional”.” <i>This information could be usefully repeated after paragraph 6.1.1.</i>	Comments noted.	Additions made to Section 5.2A of SPD (e.g. paras 5.2.7 and 5.2.9).
Woodland Trust Para 5.2.2	In paragraph 5.2.2 you could clarify an important aspect of achieving No Net Loss, so I suggest you add a sentence as follows: “Loss of irreplaceable habitats (such as ancient woodland and aged or veteran trees), will, by definition, always entail net loss.”	Agree.	Sentence added to para 5.2.3.
HADAS Para 5.8	We are particularly concerned with Section 5.8 - Cultural Heritage. This omits any reference to policy on archaeology. Although that is covered in 10.4 of the Core Strategy and in 7.4 of the Development Management document, it should also be treated properly here, or it may appear to be given less weight by the Council than it deserves. There are some 19 Areas of Special Archaeological Significance (otherwise called Archaeological Priority Areas) in the borough; the Greater London Archaeological Advisory Service (GLAAS) of Historic England is the Council’s archaeological adviser, and recommends the imposition of an archaeological condition on any planning approval where it believes archaeological evidence might otherwise be lost without record. The Council ought to inform GLAAS of any significant application within an ASAS, and of major applications anywhere in the borough. This ought to be drawn to the attention of applicants at a very early stage - certainly during any pre-application discussions; HADAS’s experience is that this is in	Agree the need to include reference in the SPD to Archaeological Priority Areas (APAs). Comments made on the other matters noted but not considered necessary to include within the SPD.	Reference to APAs included in Section 5.8 of SPD (para 5.8.4).

	<p>practice somewhat haphazard.</p> <p>Paragraph 5.8.2 refers to the Battle of Barnet. Some reference might be made here to the programme of research being undertaken by the University of Huddersfield in conjunction with Barnet Museum and this Society.</p> <p>Paragraph 5.8.3 talks about Statutory Listed Buildings and Conservation Areas. There should be some reference here to the importance of the widest possible consultation about these, both with the local community (through Conservation Area Advisory Committees) and with the National Amenity Societies (the Council for British Archaeology, Victorian Society etc) who have to be notified of any works to a Listed Building which comprise or include the demolition of any part of that building (Arrangements for Handling Heritage Applications –Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015). Our experience is that Barnet are sparing in their notifications, even though the result should be better decision taking.</p> <p>It should be within the scope of this document to affirm the Council’s continuing support of Barnet Museum (the former Church Farm House museum in Hendon having, regrettably, been closed) and efforts generally to preserve and improve access to heritage assets such as Barnet Physic Well.</p>		
<p>Ramblers Association Para 5.6 and 5.6.2</p>	<p>In Section 5.6 “Green Transport &amp; Access” under subheading:  i) Promoting Green Transport, insert a new paragraph (between 5.6.4 and 5.6.5?):  “To provide legal protection and the widest publicity for the network of routes, ensure that all historic and new connections are recorded on the Definitive Map of Rights of Way. The rights for each route will then be clearly shown on Ordnance Survey maps.”</p> <p>2. In Section 5.6 “Green Transport &amp; Access” under subheading:  iv) Range of Measures to Enhance Network of Green Transport Routes, in paragraph 5.6.16 where the maintenance of the routes is discussed, I suggest an additional sentence about footpaths that are Rights of Way:</p>	<p>Comments noted.</p>	<p>Amendments made in Section 5.6 (paras 5.6.2 and 5.6.16) of the SPD reflecting these comments.</p>

	<p><i>“Shared-use trails, way-marked trails and easy access paths create a network within and between areas of GI for visitors, but to maintain them in good condition, they require upkeep at significant cost. Wear and tear on the trails, especially in wet conditions, can demand that the surfaces require frequent maintenance at significant cost. Footpaths which are Rights of Way need to provide safe access for walkers and be protected from deterioration, with softer surfaces and good drainage. Alongside these trails, there will be a need to retain more remote paths, often formed by people and wildlife exploring the GI that as a result are dynamic and ever-shifting but not requiring the resources to maintain these to the same level as trails.”</i></p> <p>3. I think there may be a typing error in paragraph 5.6.2:  <i>“Within Barnet the Council is working to promote the interconnectedness of the Borough’s parks and open spaces; as an alternative to the car identifying opportunities to develop and promote the Borough’s walking and cycling network, including school travel. The Capital Ring is a key green route that encircles London with sections 10 (South Kenton to Hendon Park) and 11 (Hendon Park to Highgate) running through Barnet. The Dollis Valley Green Walk and the <b>Capital Ring</b> strategic walking routes cross Barnet...”</i></p> <p>Should the second Capital Ring (highlighted) read <b>London Loop</b>?</p>		
<p>Roger Chapman          Para 5.6.2 and          5.6.15</p>	<p>Add to para 5.6.2 (page 50) “Working with local organisations the Council will improve the Definitive Map to ensure that footpaths throughout the borough are comprehensively recorded as public rights of way. The Rights of way will then appear on the latest version of Ordnance Survey maps and act as a record of the interconnectedness of the Boroughs footpath network and as an encouragement for greater use of footpaths and green infrastructure across the Borough.”</p> <p>Add to para 5.6.15 Bullet point 13 which starts “Assist with the improvement, more effective use and extension of the current provision of rights of way network ...etc.” at the end of this bullet add: “One way in which this will be achieved is through working with local communities to ensure that appropriate footpaths are added, across Barnet, to the Definitive Map.”</p>	<p>Comments noted.</p>	<p>Amendments made in Section 5.6 (para 5.6.2) of the SPD reflecting these comments.</p>

## Appendix A

<p>Peter Hale Para 5.6.1</p>	<p>“Given the importance of creating healthier places and the need to protect natural habitats and green spaces, the Council strongly promotes sustainable transport to protect the environment - alleviating congestion, pollution and pressure on car parking facilities whilst increasing public awareness of accessibility. An important part of this is ensuring all people are encouraged to walk or cycle. This includes children, older adults, and people with disabilities.”</p> <p>The key output should be a walking and cycling network plan that identifies preferred routes and core areas for further development and a prioritised programme of infrastructure improvements for future investment.</p> <p>Various Barnet Council documents over recent decades have included fine words regarding promotion of walking and cycling but promotion appears to be by words only, pedestrians and cyclists are still waiting for action and implementation and to be proactive on these matters. I look forward to implementation of a network plan.</p>	<p>Views noted and passed to LBB Service lead officer to consider.</p>	<p>No change required to SPD.</p>
<p>Peter Hale Para 5.6.2</p>	<p>Within Barnet the Council is working to promote the interconnectedness of the Borough’s parks and open spaces; as an alternative to the car identifying opportunities to develop and promote the Borough’s walking and cycling network, including school travel.</p> <p>Regarding 5.6.2 I understand that Barnet Council has to look into this interconnectedness and I fully support this for the benefit of all.</p>	<p>Support noted and welcomed.</p>	<p>No change required to SPD.</p>
<p>Canal and River Trust</p>	<p>Unfortunately, the reservoir suffers from eutrophication from poor water quality. To address this the nutrient and pollutant loading coming into the reservoir via the Silk Stream and the River Brent would need to be reduced. This could be achieved by the Council’s support and active engagement with the Environment Agency and Thames Water, to investigate and address misconnections, polluting incidents and poor practices along the waterways that feed into the reservoir. The Trust has no ownership of these waterbodies other than the section of Silk Stream between the reservoir and the A5, so cannot address them directly.</p> <p>There are also other issues to address at the reservoir and its surrounds, including rough sleeping and litter, which can only be addressed by joined up working between organisations (including the Trust, which has only limited land ownership around the reservoir). Litter is likely to become an increasing issue once both new footbridges are installed, as they will increase public access to the waterspace, particularly across the Silk Stream.</p>	<p>Comment noted.</p>	<p>Additional references in respect of water quality included in Section 5.7F (para 5.7.13) of the SPD.</p>

Section 6

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
Barnet Public Health Para 6.3.5 – 6.3.6	<p>Although healthy-weight environments are an important part of the larger determinants of health, there are additional components of healthy environments (climate change mitigation, pollution, access to social infrastructure, community safety, education &amp; training, social cohesion) which have a large impact on overall health and wellbeing. Requiring developers to complete a health impact checklist/ complete a health impact statement as part of a proposal will address these additional wider determinants. Public Health is ideally placed to work with Barnet planners to create this health framework and would like it to be incorporated into new Local Plan policy and we would support work on this.</p>	Comments noted.	No change required to SPD.
Theresa Villiers MP	<p>I fully agree on the importance of protecting trees and woodlands. Trees play a valuable role in our quality of life, as well performing a vital function in protecting our environment and supporting biodiversity. Ancient woodland is a precious habitat, and the National Planning Policy Framework already contains protections for it.</p> <p>The NPPF states that planning permission should be refused for development that would result in the loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees elsewhere. This can only be overridden if the need for, and benefits of, the development in that location clearly outweigh the loss.</p> <p>I note that the House of Commons EFRA Select Committee have concluded that ancient woodland is not being adequately protected in the planning system and expressed concern about the rate at which irreplaceable ancient woodland appears to be disappearing. The Committee is calling on the Government to implement the proposal in the Government's Housing White Paper to clarify</p>	Comments noted.	No change required to SPD.

## Appendix A

	protections afforded to ancient woodland and veteran trees in the NPPF. I welcome the commitment in the Conservative Manifesto to improve protection for ancient woodland.		
Jonathan Seres Para 6.2.1	The table in 6.2.1 has, as header to the 2 <sup>nd</sup> column, the word Precise which I think should be Precis (unless Precise has some technical meaning as a noun). If Precis is rejected as it normally has an accent, maybe use Abstract or Summary.	Noted.	Correction made.
Katy Staton Para 6.3.2	Hedgehogs! Please add to the list...	Noted.	Added to para 6.3.2.
Katy Staton Para 6.3.4 /6.3.7, 6.3.8, 6.3.9	It would help the council if they could see the proposals in a wider context- so the scheme can be viewed as part of the neighbourhood/wider ecology/landscape or streetscape- can this be enforced to enable GI to be genuinely considered? Should this information also include site information like 'natural soil' 'man made ground'? Can this omit the vagueness of 'where possible enhance' & say 'enhance' biodiversity? This should include information on soil conditions- extent of growing medium?	Comments noted.	Minor amendments made to these paras in the SPD.
Katy Staton Para 6.3.13	PLEASE reconsider The wording 'the design of a new development should not be such the protection or retention of trees is achieved at the expense of the owners or users natural enjoyment or use of their property'. I object to this wording - it should be possible for a development to work around existing trees - it may be a design challenge but if the trees or natural features have value they should not be compromised - the design of the built environment should be made to work hard and incorporate these features - once they are gone that's it - it is only too easy to remove features. This wording would open up issues that it would be had for the council to control -have you seen the development of flats on Camlet Way right next to Monken Hadley Common? My guess is the permission was granted as it sits in Enfield & they did not consult with Barnet? The scheme is too big for the site & has a very negative impact on the woodland - the root zones, light pollution, builders vans sitting in the common. In a few years - what's stopping those residents demanding (using this wording) trees from the common to be cleared?	Comments noted.	Amendment made to para 6.3.14 of SPD.
Katy Staton Para 6.3.17	Please add Chartered Landscape Architect, As a profession best placed for pre-app conversations.	Noted.	Addition made to para 6.3.18.
Pinkham Way	We have already referred to Paragraph 6.3.16, relating to connectivity and the	Comments noted.	No change

<p>Alliance Para 6.3.16</p>	<p>Council’s commitment to progressing connectivity of sites <i>‘whenever opportunities arise, including the creation of corridors for nature conservation across London’</i> Aim 3 of the ALGG SPG (March 2012) is: <i>‘To secure a network of high quality, well designed and multifunctional green and open spaces to establish a crucial component of urban infrastructure able to address the environmental challenges of the 21st century – most notably climate change.’</i></p> <p>Pinkham Way qualifies on both criteria; as a green space – described by Haringey’s biodiversity consultant as <i>‘...of high environmental value...unique in the borough due to its size and the habitat diversity it supports’</i> 2; and as an open space.</p> <p>The Pinkham Way site – now referred to throughout Haringey Council’s Local Plan documents as Pinkham Way - is an ecologically valuable open green space (one of 9 Grade 1 sites for Nature Conservation (SINC) in Haringey) and an integral link in local and regional green infrastructure.</p> <p>The site has been vacant since the early sixties when the former Friern Barnet sewage works closed and the related structures were removed from or buried on/under the site. It can no longer be considered a brownfield site as it has now been fully reclaimed by nature<sup>3</sup>.</p> <p>Environmental studies over recent years have shown that the site is a host or foraging ground for a number of protected species. Mention was made earlier of endangered birds; Pinkham Way’s richness in invertebrates, especially beetles, warranted a description as <i>‘... of considerable conservation value both in the local context within Haringey, and in the wider London context’</i> (Edward Milner, B Sc, MIEEM, Recorder of Spiders for London). Pinkham Way contains over 100 species of plant, and some 1500 trees (55%-60% of the 6.5 ha site is tree-covered; these represent some 4% of the trees in Haringey).</p> <p>Standing on the boundary between Haringey and Barnet, it is an important link in a chain which runs south through Alexandra Park and Parkland Walk through to Finsbury Park and beyond, and north through the Glebelands/Coppetts Wood Local Nature Reserve. As such it should be included in the maps accompanying this document.</p> <p>The London Mayor issued his Draft London Environment Strategy for consultation earlier this month. In it the Mayor refers to the need for <i>“ ...more ecological connectivity and wildlife corridors between designated Sites of Nature</i></p>		<p>required to SPD.</p>
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	<p><i>Conservation Interest, and rare or threatened habitats need to be expanded. To do this, opportunities should be sought to create or restore UK Biodiversity Action Plan habitats ('priority habitats') near these designated sites where these habitats are found."</i></p> <p>The draft strategy identifies these priority habitats within London as: acid grassland; chalk grassland; fen, marsh and swamp; lowland meadows; coastal and floodplain grazing marsh; open mosaic habitats on previously developed land<sup>4</sup>; orchards.</p> <p>Pinkham Way falls four square within these aspirations. We note that Fig 28 of the Draft London Environment Strategy shows a proposed 200m buffer zone around sites supporting Priority Habitat. Perhaps the Council's GI SPD might identify such a buffer zone around relevant sites, including the Pinkham Way site.</p>		
<p>Woodland Trust Para 6.3.7-6.3.14</p>	<p>Your document has noted the wealth of evidence on the many benefits of accessible woodland and high canopy cover, including improving: physical and mental health; air quality; water quality; water management (reducing flooding); shading; cooling through evapotranspiration; as well as the more obvious benefit of improving biodiversity. This could be usefully summarised in the section dealing with new development - <i>Supporting Green Infrastructure Information</i>. Most of these issues are referenced for the background research and evidence in the Trust's publication <i>Residential Development and Trees</i> <a href="http://www.woodlandtrust.org.uk/publications/2015/07/residential-developments-and-trees/">www.woodlandtrust.org.uk/publications/2015/07/residential-developments-and-trees/</a></p> <p>Therefore I suggest a new paragraph should be added somewhere within paragraphs 6.3.7 – 6.3.14: "There is now a wealth of evidence on the many benefits of accessible woodland and high canopy cover, including improving: physical and mental health; air quality; water quality; water management (reducing flooding); shading; cooling through evapotranspiration; as well as the more obvious benefit of improving biodiversity. The background research and evidence for this, along with guidance on the retention and planting of trees in new development, can be found in the report <i>Residential Development and Trees</i> published by the Woodland Trust"</p>	<p>Comments noted.</p>	<p>New paragraph added in Section 6 of the SPD (para 6.3.4).</p>

Section 7

Respondent & Section / Paragraph in Draft SPD	Consultation Response	Council Reply	Action
Barnet Public Health Para 7.1.3	Initial Public Health focus and local plan policy can be on Healthy food environments- as this provides clear and measureable objectives. However, it is worth acknowledging that there are additional elements of health in planning. Using the Royal Society for Public Health Report ( <a href="https://www.rsph.org.uk/our-work/campaigns/health-on-the-high-street-.html">https://www.rsph.org.uk/our-work/campaigns/health-on-the-high-street-.html</a> ) as reference can identify additional opportunities for health promotion through local policy.	Comments noted.	No change required to SPD.
Hampstead Garden Suburb RA Para 7.1.1	On behalf of the Trees and Open Spaces Committee of the Hampstead Garden Suburb Residents Association I wish to say that we found this SPD on Green Infrastructure an excellent document and fully support the proposal (in 7.1.1 on page 70) that its content being incorporated into the Local Plan, including introducing a new Regional Park.	Support noted and welcomed.	No change required to SPD.
Katy Staton	Section 7 To support this - it needs a dedicated champion- I fear it will get lost if there are not dedicated officers pushing & developing this.	Comment noted.	No change required to SPD.

Appendix B

Respondent	Consultation Response	Council Reply	Action
Environmental Agency Local Plan Policies, page 82.	We would recommend adding a green infrastructure policy that highlights the benefits that can come out of green and blue space enhancement schemes through positive development.	Comment noted – matter to be considered in drafting the replacement local plan.	No change required to SPD.

**Contacts and Additional Information**

Respondent	Consultation Response	Council Reply	Action
Sustain	<p>Sustain, Capital Growth and the network of Sustainable Food Cities has published evidence of beneficial impacts, case studies and information for developers which we are happy to share.</p> <p><u>Planning Policies</u>: Planning Sustainable Cities for Community Food Growing. This guide brings together examples of planning policies around the UK that support community food growing. It is aimed primarily at planning authorities to help them to use food growing as a way of creating healthy communities.  <a href="http://www.sustainweb.org/publications/?id=295">http://www.sustainweb.org/publications/?id=295</a></p> <p><u>Planning Advice Note</u>: PAN 06: Food Growing and Development, Brighton and Hove Council. The PAN provides guidance and basic technical considerations on how food growing can be incorporated into development. The city council seeks to encourage food growing in the city even in small urban spaces as part of its commitment to sustainable development. It was written with the intention that other councils could share the guidance. <a href="http://www.brighton-hove.gov.uk/content/planning/planning-policy/planning-advice-notes-pans">http://www.brighton-hove.gov.uk/content/planning/planning-policy/planning-advice-notes-pans</a></p> <p>Sustainable Food Cities: <a href="http://sustainablefoodcities.org/webinars">http://sustainablefoodcities.org/webinars</a></p>	Comment noted.	No change required to SPD.

**Glossary**

Respondent	Consultation Response	Council Reply	Action
Roger Chapman	<p>In addition I would add two items to the Glossary:</p> <ol style="list-style-type: none"> <li>1. Definitive Map: Definitive Maps are the legal record of Public Rights of Way, the map shows the status and route of the Rights of Way.</li> <li>2. Right of Way: A right of way is a path that anyone has the legal right to use on foot, and sometimes using other modes of transport.</li> </ol>	Agree.	Additions made to Glossary.

# Green Infrastructure

## Supplementary Planning Document



October 2017

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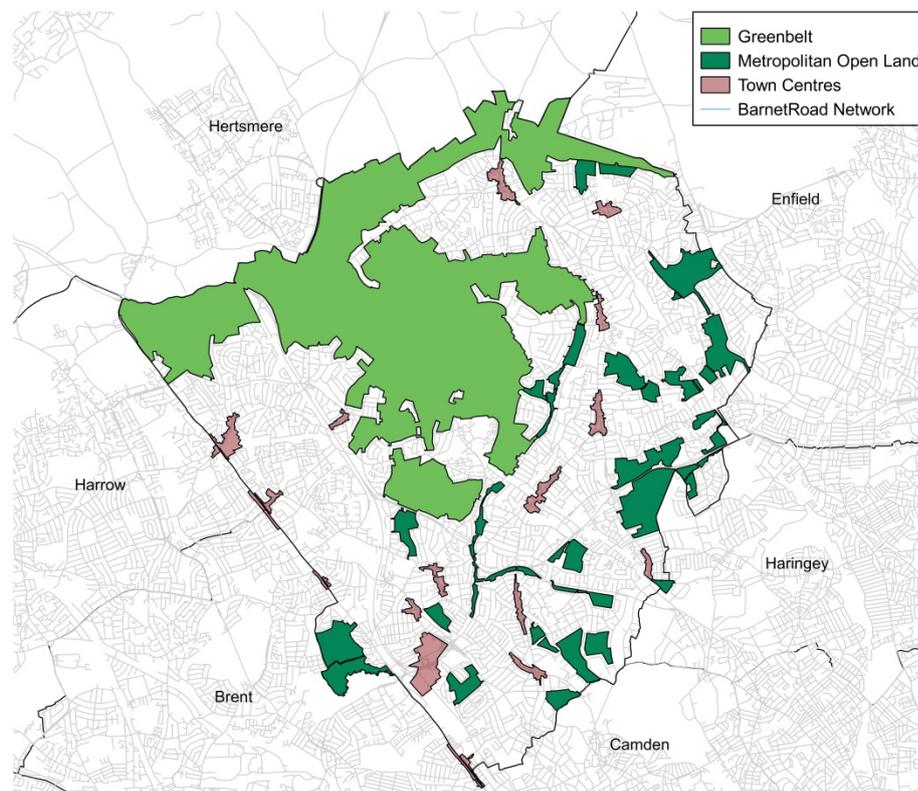
# Section 1: Background

## 1.1. Introduction and Context

1.1.1. The provision of Green Infrastructure in and around urban areas contributes towards creating places where people want to live, work and invest; delivering benefits not only to the environment but also to the development of better places. Green infrastructure planning enables a co-ordinated and cross-sectorial approach to be taken across many different sectors. It can increase access to open spaces, contribute to urban cooling, allow greater appreciation of valued landscapes and support healthy living. Where high quality Green Infrastructure is maintained it supports community cohesion and provides vulnerable residents with opportunities to build social networks,

1.1.2. This Supplementary Planning Document (SPD) outlines the capacity of Green Infrastructure to deliver a wide range of benefits and how these might be promoted and delivered through existing policies and processes. Its production helps in providing a clear vision for delivering a range of benefits including:

- Enhancing the physical, social wellbeing and mental health of residents;
- Making Barnet a better place to live, work, invest, learn and play;
- Joining communities together by creating new green links between different parts of the borough;
- Preparing the Borough for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures; and
- Protecting and enhancing the Borough’s trees and their contribution to cultural and natural heritage.



Map 1: London Borough of Barnet

- 1.1.3. Barnet is the fourth largest London Borough by area covering 86.74 square kilometres; one of the greenest suburbs in London with 28% (2,466ha) designated Green Belt and an additional 8% (690ha) identified as Metropolitan Open Land (MOL). Whilst Green Infrastructure (GI) planning is normally undertaken at the local authority level, it can be used to plan at a range of scales from individual sites up to the sub-regional level. Consequently, close regard is given to the relationship with GI initiatives beyond Barnet's borough boundary, including the All London Green Grid (ALGG), Watling Chase Community Forest and the Green Arc initiative. Collaborative working across administrative boundaries is imperative to achieving an effective, consistent and enduring GI network.
- 1.1.4. London will continue to grow with the current population of 8.8m projected to increase to 10.5 million by 2041<sup>1</sup>. In 2015 Barnet became the most populous London Borough. In 2016 the mid-year population estimate of 386,198<sup>2</sup> and by 2035 is projected to have a population exceeding 457,000. Significant future population growth in the Borough will inevitably result in increased demands being placed on the benefits and services provided by Green Infrastructure. Barnet's growing population presents the challenge of sustaining and where possible enhancing the quality of life currently enjoyed by residents whilst meeting commitments to develop GI. To successfully support continued economic growth across the Borough there is a need for greater understanding of the pressures, needs and opportunities relating to green infrastructure. The full potential of a well-managed GI network to address future social and environmental challenges needs to be realised with a compelling need to ensure that existing GI within urban areas is retained and, wherever possible and practicable, better use made of it.
- 1.1.5. As explained in Section 5 of this SPD, individual GI assets have the potential to deliver a range of different benefits, including recreation, biodiversity, health, climate change mitigation and adaptation, sustainable travel, flood risk management and water quality. This document advocates an approach for collating, analysing and evaluating data that assesses the state and relative value of GI assets. It also serves to complement and inform the Council's Infrastructure Delivery Plan (IDP), a document that itemises individual infrastructure schemes and proposals. Comprehensive research data is available on individual assets and elements of GI such as parks, playing pitches, nature reserves and cemeteries.
- 1.1.6. The Council has developed an initial Corporate Natural Capital Account<sup>3</sup> (CNCA) for the sites included within the Borough's Parks and Open Spaces Strategy<sup>4</sup> (POSS). Natural capital refers to the stock of natural assets that provides benefits to people, using the principles of natural capital accounting as a means of balancing the 'value' of GI investment against the benefits it provides. The CNCA framework underpins the value of Barnet's Green Infrastructure helping to shape the Council's decision making on managing green spaces. By analysing the relationship between green space and economic data a methodology has been devised to assign value to natural capital assets enabling proper consideration in discussions about how to plan, assess and prioritise investment.

<sup>1</sup> Mayor of London's consultation document – A City for all Londoners – October 2016

<sup>2</sup> <https://data.london.gov.uk/dataset/2016-mid-year-estimates/resource/c926eec8-ef6e-4549-a165-c3a5a81d2bf6#>

<sup>3</sup> Corporate Natural Capital Account, Jon Sheaff Associates Capital Asset Report 2017

<sup>4</sup> LB Barnet and Jon Sheaff Associate 2016

- 1.1.7. To maximise opportunities for urban greening the scope for new and enhanced GI should be explored, including opportunities for delivering urban greening measures, such as through the use of CIL, climate change adaptation or as an off-site provision required in lieu of any shortfall not provided on a development site. As recognised in the Mayor of London’s draft Environment Strategy<sup>5</sup>, “access to good quality green space and living in greener neighbourhoods can have a big impact on people’s health and quality of life” as well as the attractiveness of a place to live, visit and do business. Taking forward recommendations from the Mayor’s Green Infrastructure Taskforce<sup>6</sup>, at the borough level this SPD helps in providing a compelling business case for investing in GI. The implementation of this SPD will be monitored through Barnet’s Authorities Monitoring Report (AMR).
- 1.1.8. In relation to biodiversity as stated in the Mayor’s Draft Environment Strategy, green space has been lost across London, and what remains has in some cases been reduced in quality leading to a reduction in the range of plants and animals living in London. Careful attention is therefore required to ensure that the number and diversity of bird, wildlife and bee species do not continue to decline. This SPD:
- Makes reference to the Biodiversity Action Plan for the Borough<sup>7</sup> and describes the biodiversity resource within Barnet and the location of important habitats and species;
  - Illustrates good practice for identification, protection, mitigation and enhancement of biodiversity through the development planning process and increased access to it; and,
  - Signposts sources of further advice and support to help ensure a robust and positive approach to identifying and designing for biodiversity.

## 1.2 Structure and content of this guidance

- 1.2.1 Covering urban, semi-urban and rural settings, this SPD reflects Barnet’s priorities for ensuring the delivery of Green Infrastructure (GI). It identifies for protection and enhancement a connected network of green and blue (water) spaces which sustainably meet the needs of local communities and support the special qualities of Barnet’s open green spaces. The SPD also seeks to demonstrate the importance of green infrastructure for people and nature and its relevance to strategic decision-making. However, it is not the intention to provide detailed guidance on all the factors that should be considered in protecting and enhancing the provision of GI.
- 1.2.2 Guidance and information on the following issues are covered in this SPD:
- An overview and understanding of the features and benefits of the Borough’s existing GI network, including where it is located and existing links;
  - How and why GI should be considered as a guiding principle in planning for sustainable development through policy at all levels and in the design of new development;
  - The ability of GI to provide multiple environmental and social functions and benefits;

<sup>5</sup> London Environment Strategy - Draft for Public Consultation, August 2017, Greater London Authority – (p6) [https://www.london.gov.uk/sites/default/files/les\\_full\\_version.pdf](https://www.london.gov.uk/sites/default/files/les_full_version.pdf)

<sup>6</sup> Natural Capital Investing in a Green Infrastructure for a Future London - Green Infrastructure Task Force Report - December 2015

<sup>7</sup> The Council has in preparation a local Biodiversity Action Plan (BAP)

- An economic appraisal - Corporate Natural Capital Account (CNCA) – that the Council has developed to assess the value of GI assets in terms of contributing towards the delivery of economic development and prosperity and providing a better quality of life and wellbeing for residents; and
- A strategic investment framework for the longer term together with mechanisms for delivery, setting out issues and opportunities for GI future management, funding, creation and enhancement. .

1.2.3 Written with the intention of ensuring that development proposals take full account of their biodiversity impacts and opportunities for enhancement, this SPD:

- Encourages development planning based on good information and positive design for biodiversity interests which can assist in reducing both delays in the planning process and the potential for refusal of planning permission;
- Helps to ensure that developers are aware at the outset of biodiversity interests and how best to maintain or enhance conservation and enhancement measures as a planned and positive feature of design;
- Assists planning officers and developers to engage in more informed and positive pre-application discussions; and,
- Enables members of the local community to make informed representations on development proposals; thereby more effectively highlighting any concerns and support they may have for proposed enhancements.

As appropriate, cross reference is made to other relevant guidance, including the Council's Sustainable Design and Construction and Residential Design Guidance SPDs.

## 1.3 Definition of Green Infrastructure

1.3.1 A key feature of Green Infrastructure (GI) is that individual assets spaces and places can be joined together as part of a wider network and that these networks are strategically planned. Barnet's GI includes parks and gardens, both public and privately owned, which offer valuable habitats for wildlife. The Core Strategy<sup>8</sup> describes green infrastructure as "the network of green spaces, places and features that thread through and surround urban areas and connect town to country". Barnet's GI is listed as including:

- Green Belt and Metropolitan Open Land
- Landscape
- Natural and semi-natural green spaces
- Trees, hedgerows and green corridors
- Playing pitches and outdoor sports facilities
- Amenity green space
- Children's play facilities
- Allotments, community gardens and urban farms
- Cemeteries and churchyards
- Rivers, streams and open water areas
- Green roofs and walls.

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<sup>8</sup> Barnet's Local Plan Core Strategy - Table 5: Green Infrastructure – September 2012

1.3.2 Whilst also conserving and enhancing natural capital, GI can deliver extensive benefits in a cost-effective manner. Many spaces and environmental features comprise GI, including water environments (often referred to in London as the Blue Ribbon Network). Although definitions of GI vary the following are widely held essential components:

- Comprising a broad range of green open spaces / sites and environmental features;
- Connectivity between assets providing the capacity to create a green infrastructure network - ideally strategically planned at a sub-regional level; and,
- Individual green infrastructure assets, as explained below, having the potential to deliver a range of benefits - for example recreational, ecological, sustainable transport encouraging walking and cycling, ecological connectivity and adaptation, ecological resilience and mitigation to climate change economic and health. If planned, designed and managed as a network, there is the potential for individual benefits to be maximised.

1.3.3 GI can provide a wider range of benefits in support of sustainable economic growth, including:

- Urban cooling, through shading and evapotranspiration;
- Reduced runoff, through the absorption of rainfall;
- Reduced energy demand, through insulation of the property;
- Improved air quality;
- Improved biodiversity;
- Enhanced amenity and visual interest, including in neighbourhoods and town centres, helping to create a sense of place;
- Better quality of life for residents and workers; and
- For health and well-being, tackling obesity and mental health by offering pleasant opportunities for exercise, including food growing.



1.3.4 Other than Green Belt and Metropolitan Open Land (MOL), open spaces currently protected in the Local Plan are defined as:

- Public open space<sup>9</sup>;
- Outdoors sports (including playing fields, sports pitches and golf courses); and
- Allotments and cemeteries.

Many areas of the open spaces, including Green Belt / MOL, are also identified and protected in the Local Plan<sup>10</sup> as Sites of Importance for Nature Conservation.

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<sup>9</sup> As defined by the Public Open Space Hierarchy in the London Plan – Table 7.2

<sup>10</sup> Development Management Policies DPD – Table 17.2 Sites of Importance for Nature Conservation in Barnet - September 2012

### What is Green Infrastructure?

Green infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Green infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland. Consequently, it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside.

Source: Natural England (January 2009), Green Infrastructure Guidance (NE 176)

Green Infrastructure is the network of green and blue spaces (as well as features such as street trees and green roofs) that is planned, designed and managed to:

- promote healthier living
- lessen the impacts of climate change
- improve air quality and water quality
- encourage walking and cycling
- store carbon
- improve biodiversity and ecological resilience.

Source: London Environment Strategy Draft for Public Consultation GLA (August 2017)

### Green infrastructure assets include:

- Natural and semi-natural rural and urban green spaces – including woodland, scrub, grassland, hedgerows, heath, wetland, open and running water and brownfield sites;
- Parks and gardens – urban parks, country parks, formal and private gardens, institutional grounds (e.g. schools and hospitals)
- Amenity green space – recreation spaces, play areas, outdoor sports facilities, community and roof gardens, street trees, village greens, commons, hedges, civic spaces, highway trees and verges;
- Allotments, city farms, community gardens, orchards and farmland;
- Cemeteries and churchyards;
- Green and Blue corridors – rivers, canals, road verges, rail embankments, cycling routes, rights of way;
- Nature conservation sites – designated sites and statutory and non-statutory Nature Reserves;
- Green space designations (selected for historic significance, natural beauty, recreation, wildlife, or tranquillity);
- Archaeological and historic sites;
- Functional green space such as sustainable drainage schemes (SuDS) and flood storage areas; and,
- Built structures such as living roofs and walls, bird and bat boxes, roost sites.

Table 1: Definition of Green Infrastructure

## 1.4 Relationship with the Barnet Local Plan and wider Council policy objectives

### *How does the SPD fit with the Local Plan?*

- 1.4.1 The statutory development plan is the starting point when determining planning applications for the development or use of land. In Barnet the Development Plan currently comprises the London Plan (March 2015) and the Local Plan Core Strategy and Development Management Development Plan Documents (DPDs) adopted in September 2012. This SPD expands on this policy framework by providing further details on Barnet's strategic approach for the creation, protection and management of networks of green infrastructure, together with further guidance in ensuring improvements to the network of open spaces.
- 1.4.2 This SPD has been prepared in accordance with relevant national legislation planning Act/s and regulations, the National Planning Policy Framework (NPPF) and the on-line National Planning Practice Guidance (NPPG). Complying with and supplementing policies and proposals in Barnet's Local Plan, the SPD is be capable of being a material consideration; providing further detail on the implementation of Local Plan policies<sup>11</sup> that applicants must follow to ensure they meet policy requirements. It is the intention that this SPD also informs the updating of the Council's Infrastructure Delivery Plan (IDP) and the drafting of relevant policies to be included within the revised Local Plan that will look ahead to 2036.

### *How does Green Infrastructure help in meeting wider policy objectives?*

- 1.4.3 Improving or creating green space in an area can deliver multiple benefits including: providing health benefits to the local community, improving air quality, improving biodiversity, acting as a force for social cohesion, acting as a carbon sink to remove carbon dioxide from the atmosphere and preventing flooding by reducing rainfall runoff on hard surfaces. Therefore, in terms of national, regional and local policy GI acts to assist in meeting a broad range of aims and objectives including:
- Achieving sustainable transport targets by reducing dependence on the car;
  - Increasing non-motorised travel, especially cycling and walking, by providing more opportunities to use alternative forms of transport;
  - Addressing integrated transport provision by making connections with bus, tube and train stations;
  - Addressing traffic safety issues by educating children by creating and enabling safer routes to school (and work), and promoting non-motorised transport as an alternative to the car;
  - Pursuing and increasing 'access for all' by catering where possible for people of all abilities from all sections of the community;
  - By creating new routes, improving existing rights of way and by providing information about access opportunities;
  - Asserting and protecting the rights of the public to use the rights of way network;
  - Tackling the obesity agenda through improving health by providing more opportunities and encouraging people to take more exercise;
  - Providing urban / rural links to increase the opportunities for recreation and employment and improving access to services in more rural parts of the Borough;

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<sup>11</sup> Specifically in relation to GI, implementation of Core Strategy Policy CS7 and Development Management DPD Policy DM16 - text of policies given at Appendix B.

- Contributing towards environmental improvement by helping in the reduction of pollution and congestion, and in the protection and enhancement of natural habitats;
- Contributing to the local economy by attracting visitors who spend in shops etc and increase the need for economic development; and
- Facilitating employment opportunities through economic development / regeneration and enabling access to more jobs.

1.4.4 More specifically, working across the Council and in partnership with other agencies that have similar aims, GI can facilitate and help partners realise their own policy objectives. Encouraging health through GI for example helps address the Council's objectives set out in the Health and Wellbeing Strategy<sup>12</sup>.



<sup>12</sup> Joint Health and Wellbeing Strategy 2015-2020 <https://www.barnet.gov.uk/citizen-home/public-health/Joint-Health-and-Wellbeing-Strategy-2015-2020.html>

## Section 2: Multi-functional and wider sub-regional context

### 2.1 National Planning Policy Framework and Duty to Cooperate

2.1.1 The conservation of the natural environment including landscape is identified as a strategic priority within the NPPF that local plans should contain a clear strategy for enhancing.<sup>13</sup> Further, LPAs should set out a strategic approach in local plans to plan positively for the creation, protection, enhancement and management of green infrastructure and biodiversity networks.<sup>14</sup> Local plans should also include policies which plan for biodiversity at a landscape scale across local authority boundaries; identify and map local ecological networks including the hierarchy of designated “sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.”<sup>15</sup> The table below sets out key natural environment issues informing the contents of this SPD, together with the relevant planning policy and guidance context.

Key Issue	National and Strategic Context Information	Source
<b>Existing habitats and species</b>	<ul style="list-style-type: none"> <li>• Strong protection should be given to Sites of Metropolitan Importance for Nature Conservation; Sites of Borough or local significance should also be given a level of protection commensurate with their status.</li> <li>• Restore and enhance the Blue Ribbon Network.</li> <li>• Development should be resisted which has a significant adverse impact on protected or priority species identified in UK, London (BAP).</li> <li>• BAP habitats and species are a material consideration on planning along with UK and European protected species.</li> <li>• London BAP contains 214 priority species, 12 of which have action plans, and 14 priority habitats which also have action plans: <a href="http://www.lbp.org.uk">www.lbp.org.uk</a>.</li> <li>• The Council must have regard to BAP priorities in exercising all of its functions.</li> </ul>	<p>London Plan</p> <p>UK Biodiversity Action Plan (BAP) UK BAP</p> <p>London BAP</p> <p>Natural Environment and Rural Communities Act 2006</p>
<b>Design of new developments</b>	<ul style="list-style-type: none"> <li>• Opportunities for creating, enhancing and managing wildlife habitat and nature landscape should be explored and acted upon.</li> <li>• Greening should play an integral role in the urban environment.</li> <li>• Biodiversity should be promoted through the form and design of new development.</li> <li>• Biodiversity aspects should be incorporated into development proposals at the earliest stage.</li> </ul>	<p>Connecting with London’s Nature:</p> <p>The Mayor’s Biodiversity Strategy</p>

<sup>13</sup> NPPF paragraphs 156-157

<sup>14</sup> NPPF paragraph 114

<sup>15</sup> NPPF paragraph 117



‘sound’. The duty recognises that climate change mitigation and adaptation, biodiversity, ecological networks and flood risk management are all matters better planned at a strategic scale.



## 2.2 Barnet’s inter-connected Green Infrastructure network

2.2.1 As one of the greenest boroughs in London, Barnet’s existing GI network forms part of an inter-connected system, significant at both the borough and sub-regional scale, and therefore cannot be considered in isolation. Two areas (Brent Valley & Barnet Plateau and Lea Valley & Finchley Ridge) are included within the framework of the All London Green Grid and northern parts of the Borough also form part of Watling Chase Community Forest.

2.2.2 In seeking to demonstrate how Barnet’s GI sits within the wider GI network, this SPD identifies networks across the wider sub-region of north London and includes reference to relevant GI activities and projects in adjacent local authority areas. Such networks help shape the Council’s willingness to secure wider landscape GI and ecosystem benefits. For example, the concept of establishing a regional park in North West London has previously been highlighted in the North-West London to Luton Corridor; the area identified for potential regional park designation extending from the Welsh Harp<sup>19</sup> along the River Brent and its tributaries (Dollis Brook and Silk Stream) together with the Dollis Valley Green Walk.

2.2.3 There are many organisations and existing partnerships working together to ensure that economic growth and development is achieved sustainably through planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Working at a sub-regional scale reveals connections, synergies, pressures and opportunities which may not be apparent at a local level and is a principal reason for looking beyond the Borough to support sustainable economic growth across the wider sub-region.

### Potential benefits of sub-regional working

- Common agenda for action and supporting evidence base.
- Ensuring strategic issues are considered at their appropriate scale.
- Consistent management of GI assets that cross administrative boundaries.
- Partnership working and a forum for bringing partners together.
- Common framework to attract and guide investment in green infrastructure.

Table 3: Benefits of Sub-Regional Working

<sup>19</sup> Also known as Brent Reservoir and owned and managed by Canal & River Trust and designated as a Site of Special Scientific Interest

## 2.3 Partnership working at the sub-regional level

### *Mayor of London's Environment Strategy and All London Green Grid*

2.3.1 The Mayor of London's emerging Environment Strategy, a draft of which has been published for consultation<sup>20</sup>, is wide ranging in terms of its coverage. In this Strategy, the Mayor has a legal duty to set out policies and proposals relating to the natural environment and biodiversity. In addition to green infrastructure and biodiversity, the Draft Strategy includes coverage of the cross cutting issues of water, waste, energy, climate change mitigation, noise and air quality. In order to protect and enhance London's natural environment and green infrastructure the following actions are highlighted:

- Increasing London's green cover making over half of London green by 2050 and increasing canopy cover by 10%;
- Conserving and enhancing wildlife and natural habitats; and
- Valuing London's natural capital as an economic asset and encouraging greater investment in green infrastructure.

The Mayor's Strategy also has an aim for London to become a National Park City where more than half of its area is green; where the natural environment is protected and the network of green infrastructure is managed to benefit all Londoners<sup>21</sup>.

2.3.2 As London grows it becomes ever more important to protect and improve green spaces to secure the benefits provided by green infrastructure. Consequently, the city must become greener while it also becomes denser and more compact. In his 2016 A City for all Londoners consultation document<sup>22</sup> the Mayor has signalled that his forthcoming London Plan will give continued protection of the Green Belt and Metropolitan Open Land and publicly accessible green space. In addition, consideration will be given to policies that ensure development outside the protected green space network does not lead to an unacceptable loss of existing local green infrastructure benefits. Therefore, it is expected that developments should avoid reducing the overall amount of green cover and the benefits this provides. The Draft Environment Strategy also states that the Mayor will provide advice to householders about how gardens can contribute to improving green infrastructure at a local level. Also anticipated in his forthcoming London Plan, a consultation draft of which is



<sup>20</sup> Ibid

<sup>21</sup> The National Park City was inspired by the Greater London National Park City Initiative <http://www.nationalparkcity.london/>

<sup>22</sup> [https://www.london.gov.uk/sites/default/files/city\\_for\\_all\\_londoners\\_nov\\_2016.pdf](https://www.london.gov.uk/sites/default/files/city_for_all_londoners_nov_2016.pdf)

expected later this year, is the Mayor's stated intention to develop a new 'Urban Greening Factor' that provides a methodology and metric that can be used to determine how much urban greening should be incorporated into new high density development. Examples given of what this might include are greener public realm (green streets), publicly accessible roof gardens, green roofs and space for growing food.

- 2.3.3 The Mayor's Draft Environment Strategy includes reference to the All London Green Grid (ALGG)<sup>23</sup>, a city-wide scheme to create green corridors between the capital's open spaces for people and wildlife. The ALGG creates opportunities for people and wildlife to travel safely between the capital's parks, nature reserves and waterways; the objective being to create a 'green infrastructure'; network of corridors and links that join many of these places together. The protection of these green areas is documented in the All London Green Grid Supplementary Planning Guidance comprising 11 green and open spaces Area Frameworks that make up the ALGG and includes areas of Barnet (Finchley Ridge and Barnet Plateau). In his Draft Strategy<sup>24</sup> the Mayor has committed to working with stakeholders to review and update the framework provided by the All London Green Grid, identifying priority areas for green infrastructure investment. With increased recognition of the potential economic benefits of investing in green infrastructure the Mayor, in seeking to ensure financial support for strategic green infrastructure projects, has stated that he will work with others in exploring new approaches to investment. Regarding the existing network of Sites of Importance for Nature Conservation (SINC), the Mayor seeks to strengthen wildlife corridors and the creation of new landscapes that in a London context deliver the most valuable green infrastructure. .

### *Green Arc*

- 2.3.4 Having the objective to reinvigorate the original Green Belt vision of a publicly accessible and interconnected arc of land surrounding London, the Green Arc is an initiative based on cooperative partnership working for enhancing the Green Belt in Hertfordshire and Essex creating opportunities for recreation and new wildlife habitats. At the pan-London level the London Green Belt Council, a grouping of about 80 organisations, campaigns to support protection of the Green Belt. As opportunities arise for increasing connectivity between London's green spaces, the Council will continue to work with partners to deliver projects which further the initiatives and aspirations set out in the Mayor's Draft Environment Strategy, including the All London Green Grid and Green Arc objectives.

### *Watling Chase Community Forest*

- 2.3.5 The Watling Chase Community Forest forms part of Barnet's GI. Established in 1991, the Community Forest extending from the north of the Borough into south Hertfordshire, covers an area of 188 sq km. The aim of the Community Forest as set out in the Watling Chase Community Forest Plan (WCCFP) is to see much of the area under positive and appropriate management by 2025 entailing a substantial increase in trees and woodland. The WCCFP and Greenway Strategy were both produced around the turn of the century and Hertsmere Council subsequently in

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<sup>23</sup> Set out in Supplementary Planning Guidance to the London Plan

<sup>24</sup> Ibid p.178

2011 produced a Green Infrastructure Plan.<sup>25</sup> However, over the intervening period it is understood that the Greenways Strategy was effectively wound up following resource cuts and the associated WCCFP is now less frequently referenced given that individual section 106 planning obligation contributions are rarely collected following introduction of CIL.

*Hertfordshire County Council and Hertsmere Council*

2.3.6 Within Hertsmere, Hertfordshire County Council is the lead body for the majority of GI work including Rights of Way. There are no GI related schemes close to Barnet’s boundary with Hertsmere and Hertfordshire. Most of the Greenways routes are located further north into Hertsmere including routes heading out of Borehamwood or Shenley. Other than implementing a limited number of pedestrian / cycling improvements within their parks, there appears to be little GI related activity taking place within Hertsmere at present.

*London Borough of Enfield*

2.3.7 Enfield Council are understood to be interested in providing guidance on green infrastructure but have not yet progressed as far as the production of a draft document.

*Other neighbouring London Boroughs*

2.3.8 None of the other neighbouring London Boroughs (Brent, Camden, Harrow and Haringey) have expressed an intention to produce guidance on green infrastructure in the near future. The Council will however continue to keep the GLA and all neighbouring authorities fully apprised of progress made in relation to GI matters.



<sup>25</sup> Hertsmere Borough Green Infrastructure Plan – Prepared by Land Use Consultants March 2011

## Section 3: Barnet's Green Infrastructure Network and related Plans and Strategies

3.1.1 In its response to the CLG Select Committee's report on the future of public parks<sup>26</sup> the Government, commenting on the value of parks in planning for their future, recognises, "the range of important services provided by parks and from having good access to them, such as health and wellbeing, air quality improvement, urban cooling, carbon sequestration, sustainable urban drainage, noise attenuation, and a more sustainable local economy." The GI network is one of the Borough's most distinctive features and valued assets with over 200 parks and open spaces owned and managed by Barnet Council which, together with public gardens and natural landscapes, provides a wealth of valuable wildlife habitats threaded through the urban areas. In terms of current Sites of Importance for Nature Conservation in Barnet<sup>27</sup> the southern part of the borough includes the Welsh Harp Reservoir SSSI; there are 8 Sites of Metropolitan Importance; 10 Sites of Borough Importance (Grade I); 25 Sites of Borough Importance (Grade II) designated Sites of Importance for Nature Conservation and 22 Sites of Local Importance. The Welsh Harp, together with the River Brent, Silk Stream and Pymmes Brook, form part of the Blue Ribbon Network for London that has policy recognition within the London Plan.

3.1.2 The following documents play a key role in enhancing and protecting Barnet's open spaces and leisure activities:

- Playing Pitch Strategy 2017
- Tree Policy 2017
- Parks and Open Spaces Strategy 2016
- Health and Wellbeing Strategy 2015-20
- Sport and Physical Activity (SPA) Strategy 2014
- Sport and Physical Activity (SPA) Needs Assessment 2012
- Open Space, Sport and Recreational Facilities Needs Assessment 2009

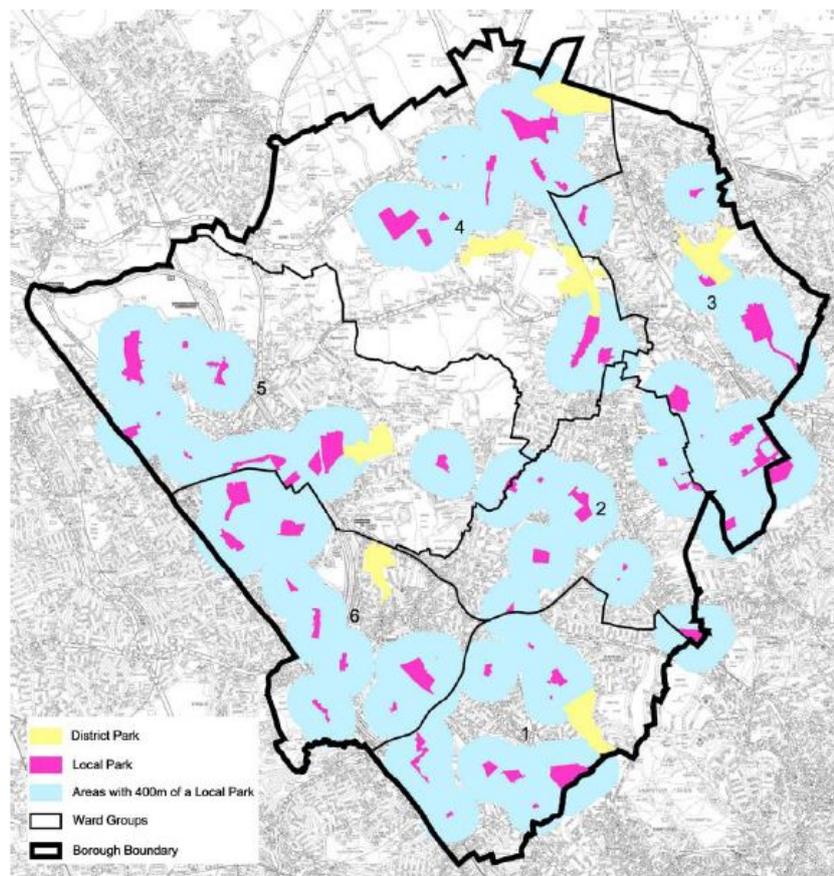


<sup>26</sup> Government Response to CLG Select Committee Report: The Future of Public Parks, September 2017 (recommendation one)

<sup>27</sup> Listed in Table 17.2 Sites of Importance for Nature Conservation in Barnet, Development Management Policies DPD, September 2012

## 3.2 Parks and Open Spaces Strategy

- 3.2.1 In May 2016 Barnet adopted a new Parks and Open Spaces Strategy (POSS). This strategy, in considering the role that parks and open spaces play within the Borough, recognises that they have the potential to support a wide range of other cross-cutting strategic priorities including the environment, biodiversity, education, employment, community safety, regeneration and community engagement.
- 3.2.2 Barnet has a total of 73 public parks and commons accessible to the public ranging in size from a 0.04ha playground up to the 74ha Monken Hadley Common<sup>28</sup>. Local planning policies, in taking account of the needs for public parks and opportunities for new provision, need to be based on robust and up-to-date assessments of those needs and opportunities. Within Barnet's Local Plan these have been categorised in accordance with the public open space hierarchy set out in the London Plan. There are seven parks and commons of 20ha or more classified as District and the remaining 66 Local Parks provide a total area of 488ha. Map 10 in the Core Strategy<sup>29</sup> reproduced below highlights parts of the Borough that are deficient in public open space. An updated assessment of park catchment areas included within the 2016 POSS showing the deficiency in access for either Local or District Park will provide the basis for updating the new Local Plan.



Map 2: Public open space deficiency

<sup>28</sup> Monken Hadley Common, maintained by volunteers, comprises an approximately 2.5km long tract of land extending from Monken Hadley to Cockfosters tapering in width from about 0.5km to approximately 300m.

<sup>29</sup> Barnet's Local Plan Core Strategy, September 2012 p.83

- 3.2.3 The POSS identified the need to create new parks to address deficiencies in provision and developing of distinctive parks that reinforce the identity of neighbourhoods. It states that c£20m investment in new high quality green spaces will be incorporated within seven of the Council's eight regeneration and intensification areas (Dollis Valley, Mill Hill East, Granville Road, Brent Cross / Cricklewood, West Hendon, Colindale, Stonegrove / Spur Road and Grahame Park). It is anticipated that more of this investment will be spent in the south and west of the Borough where the population growth will be greatest over next 20 years.
- 3.2.4 The POSS also includes reference to Green Belt in the context of the All London Green Grid and the aspiration for the establishment of a new regional park within Barnet by 2026.

### 3.3 Playing Pitch Strategy

- 3.3.1 The Playing Pitch Strategy (PPS), developed in accordance with current Sport England Guidance, quantifies the present and future need for outdoor pitch provision in the Borough. Taking account of multi-functionality and provision in neighbouring authorities, the PPS allows for proper planning of the delivery and playing of future outdoor pitch sport as well as informing proposals for the development of new parks and open spaces and improvements to existing sites.

### 3.4 Barnet Tree Policy

- 3.4.1 Barnet Council is responsible for around 30,000 street trees, one of the highest in London, and 848 hectares of green spaces including 164 hectares of woodland. Council owned trees are situated in a variety of different environments, all of which require a tailored approach to management options. Effective tree management taking into account the needs of all people in Barnet is crucial in continuing the character of the Borough.
- 3.4.2 The Council uses its powers under section 197 of the Planning Act 1990 to make Tree Preservation Orders to protect trees, and require the planting of trees, where appropriate. Wherever possible, existing trees should be retained as part of any new development proposals. In accordance with the London Plan, any loss of a tree/s resulting from development should be replaced with an appropriate tree or group of trees for the location, with the aim of providing the same canopy cover as that provided by the original tree/s. If it proves necessary to remove an existing tree there should be adequate replacement planting to compensate for the loss of canopy cover with the replacement of trees being secured by condition. It is essential that the design of new development considers existing trees as well as the space trees require for growth. Tree protection, planting and maintenance should follow current arboricultural best practice, such as that produced in the relevant British Standards and the guidance produced by the Trees and Design Action Group, including *The Canopy*, *Trees in the Townscape* and the forthcoming *Trees in Hard Landscapes*.
- 3.4.3 The Tree Policy <sup>30</sup> has been produced to ensure that there is a consistent approach to the management of trees in the Borough. This includes trees owned and directly managed by the Council in different locations including parks, woodlands and street trees. The Tree Policy will also support the Environment Committee's Commissioning

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<sup>30</sup> The Barnet Tree Policy was approved by the Environment Committee September 2017.

Plan 2015 – 2020 and includes a five year action plan to help deliver the vision and aims of the Tree Policy.

3.4.4 The Tree Policy includes the following:

- Introduction and overview covering; detail on the importance and benefits of trees, subsidence, biosecurity and funding.
- Specific Tree Policies, including;
  - i) Tree planting, management of the current tree stock and established maintenance programmes. Refusal of works, vehicle crossovers and tree removal.
  - ii) Policies for trees in an number of different locations and environments; street trees, parks and open spaces, woodlands, cemeteries and closed churchyards, privately owned trees and trees on land which is subject to planning and development.
- Barnet's vision for trees in the Borough and five year action plan.



## Section 4: Green Infrastructure Benefits Analysis

4.1.1 In seeking to ensure that this is the first generation to leave the environment in a better state than when we inherited it, the Government has stated<sup>31</sup> that it will shortly be producing a comprehensive 25 year Environment Plan charting how improvements to the environment will be made. Funding and delivery of GI is becoming increasingly difficult and there is a need to better understand the costs and benefits provided by the GI and review the way that it is managed. It is therefore necessary to ensure that investments made in open spaces deliver positive outcomes, protecting parks and open spaces for the future. Delivery needs to be targeted where there is the greatest need and the greatest benefit can be secured by projects. This requires smarter and more efficient working, reducing duplication and wasted resources.

### 4.2 Mechanisms for Green Infrastructure delivery

4.2.1 There is an increasing reliance on partnerships to meet the challenges of sustaining GI; also increasing recognition of the need to incorporate the benefits of the environment into decision making using a natural capital approach. In his Draft Environment Strategy<sup>32</sup> the Mayor of London has signalled his intention to establish a London Green Spaces Commission to develop models for delivery and management of London's green infrastructure. He will also publish a London natural capital accounting framework, encouraging its use by boroughs. A Natural Capital Account for London's public green spaces will also be published alongside the final version of the Environment Strategy. This will demonstrate the economic value of public green spaces, supporting the business case for investment in these spaces. The Council recognises that co-ordinated approaches leading to production of robust and compelling evidence at the sub-regional scale can be successful in unlocking larger funding sources which may not be available at a more local level. Partnerships can help to share precious resources; overcome obstacles and build wider ownership around providing a GI that better meets local needs, is better protected, and is maintained for future generations. Therefore, this GI SPD seeks to strengthen existing partnerships and foster new collaborations with a widening range of organisations to secure the future of Barnet's GI.

4.2.2 There is a growing recognition of the economic value of the services derived from GI assets - for example flood alleviation and management, air quality and urban cooling. Demonstrating how multiple benefits of GI can be derived to organisations that have not traditionally been engaged in GI funding or delivery, for example health trusts are becoming aware of the benefits of GI for physical and mental health and well-being. The management, delivery and on-going maintenance of GI is less dependent upon the cyclical nature of grant funding. The London i-Tree Eco project reported in 2015<sup>33</sup> on the economic benefit to London as a whole of some of those benefits, specifically

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<sup>31</sup> Government Response to CLG Select Committee report: The future of public parks, September 2017 (recommendation nine)

<sup>32</sup> Ibid p.173

<sup>33</sup> [https://www.forestry.gov.uk/pdf/LONDONI-TREECOREPORT151202.pdf/\\$FILE/LONDONI-TREECOREPORT151202.pdf](https://www.forestry.gov.uk/pdf/LONDONI-TREECOREPORT151202.pdf/$FILE/LONDONI-TREECOREPORT151202.pdf)

related to canopy cover. Capital Asset Value for Amenity Trees (CAVAT), which provided the structural value as part of that survey (and which was first given a borough-wide trial in Barnet), has planning uses which include placing a monetary value on public trees affected by a development and therefore to set a realistic cost for the compensatory planting required if existing trees were to be removed, or damaged.

#### 4.2.3 The sustainable delivery of Barnet's GI requires:

- Clear links with strategic planning policy, economic regeneration and the built development, e.g. through allocation of CIL monies;
- Increased engagement, policy and funding links to the wide range of organisations that derive benefits from GI;
- Systems for evaluating GI projects that focus on their multiple benefits, outcomes, outputs and values;
- A long-term commitment to support the on-going revenue costs of GI management and maintenance; and
- A flexible approach to partnership working.



### 4.3 Corporate Natural Capital Account

4.3.1 The economic benefits of GI are not easy to measure; the complexity of GI and the linkages with many different areas presents a particular challenge in devising an approach to record and evaluate information in a systematic way that enables the value open space provides to be demonstrated. This needs to identify who receives the benefits derived and how these can help delivery of the Council's statutory services, as well as improving decision making by making clearer the link between environmental management and economic performance of natural capital assets.

4.3.2 Drawing on the review of the sites considered in the Parks and Open Spaces Strategy, Barnet's Corporate Natural Capital Account<sup>34</sup> (CNCA) provides an analysis of the social, economic and environmental benefits generated by GI. It gives a system for judging the effectiveness of GI projects and the multiple benefits that they

<sup>34</sup> London Borough of Barnet Corporate Natural Capital Account (2017), Jon Sheaff and Associates

can be expected to deliver. Natural capital refers to the stock of natural assets and the CNCA provides a framework for collating information about those assets. It entails recording natural assets owned, managed or responsible for and the condition of each; provides a measurement of the value of the benefits these assets bring and establishes the on-going costs of maintaining the assets. In this way the process can be used to provide:

- A high level comparative estimate of the multiple benefits that might be generated by GI assets and/or GI project proposals;
- A more detailed benefits analysis of specific GI assets; and
- A 'before-and-after' style evaluation which can be used to predict the benefits of new GI projects.

- 4.3.3 The final output of a CNCA is production of a natural capital balance sheet that quantifies the benefits of natural capital assets under 'assets' and the maintenance costs under 'liabilities'. The information is critical to making informed decisions concerning CNCA used as a tool for identifying and articulating the impacts of different investments, enabling cost benefit analysis, and justifying investment. Following the creation of the initial CNCA baseline for open space, against which subsequent gains and losses can be calculated, the CNCA will provide an evidence base for future investment in the maintenance of natural capital assets and serve to support the taking of a joined-up approach to planning, regeneration, health provision, education, climate change adaption and leisure.
- 4.3.4 The CNCA does not take account of all natural assets, (e.g. parts of the green belt and agricultural land were not included within the scope of the POSS), nor of all the benefits that might be delivered. As the CNCA report acknowledges, further research might usefully cover matters such as: air quality regulation provided by habitat through pollution absorption; flood risk reduction benefits provided by natural habitats, mental and psychological health benefits and the impact open spaces and green spaces have on property uplift. The CNCA report explains that it should be noted that recreational values are likely to be a significant underestimate as values do not include benefits derived by tourists and children. It is also recognised that many of the services provided are co-dependent or intrinsically linked and that estimates of values provided by the same spaces / habitats risks double-counting.
- 4.3.5 The ability to monitor changes in the extent and quality of GI assets using an agreed set of data for describing Barnet's GI network could be included within the annually produced Authorities' Monitoring Report so that changes and trends can be reviewed on a rolling basis. The use of consistent categories of data to describe GI benefits would be likely to improve communication between the many organisations involved in planning and delivering GI. Through emphasising multiple benefits, the GI benefit evaluation can be used to inform planning decisions about changes in land use, masterplans for new development and the detailed design of sites for schools and housing.

## 4.4 SWOT Analysis of Previous Current and Proposed GI Management Arrangements

<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>➤ The number of partnerships and organisations actively engaged in GI delivery demonstrating local commitment and interest</li> <li>➤ Barnet Council’s strong record of GI delivery and the management arrangements</li> <li>➤ The number and condition of the GI assets within the Borough</li> <li>➤ Willingness of relevant organisations to engage in GI delivery</li> <li>➤ Sense of ownership and engagement of various voluntary groups</li> <li>➤ Tree management practices</li> </ul>	<p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>➤ Confusion over who has responsibility for various element of GI strategy and delivery</li> <li>➤ No single partnership with overall responsibility or control over GI strategy or delivery at sub regional level crossing London borders</li> <li>➤ Opportunistic approach to GI funding and delivery leading to delivery and management legacy issues</li> <li>➤ Reliance on voluntary groups for management</li> <li>➤ GI assets crossing administrative and operational borders with inconsistent management approaches</li> <li>➤ Low profile of GI assets and their multiple benefits</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>➤ Actively promote multiple benefits of GI to all</li> <li>➤ Provide new long term approach to GI including the development of Corporate Natural Capital Account analysis of GI assets</li> <li>➤ Establishment of a new GI management and delivery structure</li> <li>➤ Coordinated approach to Section 106 and CIL delivery</li> <li>➤ Coordination and partnership working across administrative and operational borders</li> <li>➤ Provide stronger link between economy and environment</li> <li>➤ Economic Regeneration</li> <li>➤ CIL &amp; S106 funding approach</li> <li>➤ Green Belt review informing more efficient and effective use of GI</li> </ul>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>➤ Political changes and decision making</li> <li>➤ Funding cuts</li> <li>➤ Population and development pressures</li> </ul>

Table 4: SWOT Analysis of GI Management Arrangements

## Section 5: Green Infrastructure Themes and Guidance

- 5.1.1 As highlighted in the previous sections of this SPD, consideration of GI and the benefits it can bring must be viewed in a holistic way. People need a variety of open spaces for relaxation, play, socialising and sporting activity close to where they live. Barnet’s open spaces must therefore be multi-functional in order to meet the needs of the Borough’s communities and neighbourhoods. In addition to providing habitats for wildlife and the creation and enhancement of green corridors, GI can provide a range of environmental benefits including flood water storage, sustainable drainage, urban cooling and outdoor shade.
- 5.1.2 The diagram below illustrates health and wellbeing in a wider context. It emphasises environmental influences and identifies how planning and policy impacts health outcomes.



Barton & Grant (2006)<sup>35</sup>

- 5.1.3 In relation to GI this section of the SPD identifies the cross cutting themes and policy areas. For ease of coverage guidance is provided in turn on each of the following:
- A. Natural Environment, Nature Conservation and Biodiversity
  - B. Health, Sport and Recreation
  - C. Climate Change Resilience and Adaptation
  - D. Economic Regeneration and Social Cohesion
  - E. Green Transport and Accessibility

<sup>35</sup> A health map for the local human habitat. *The Journal for the Royal Society for the Promotion of Health*, 126(6). Pp., 252-253.

- F. Air and Water Quality
- G. Cultural Heritage

## 5.2 A) Natural Environment, Nature Conservation and Biodiversity

5.2.1 Barnet's 743 ha of publicly accessible natural space and habitats were historically created and maintained by methods such as grazing, wood-cutting and hay-cutting. The wood-pasture landscape includes rivers, open water, grassed areas, forest / woodland, natural heath, scrubland, common, grasslands and heathlands, lakes, bogs and ponds. Some of these habitats are rare and fragile. The Welsh Harp Reservoir, created in 1835 and into which the River Brent and Silk Stream flow, is designated a Site of Special Scientific Interest and comprises Barnet's largest expanse of water. As well as providing recreational uses it is a rich wildlife resource that is an important location for over wintering birds as well as affording other biodiversity benefits.

5.2.2 In addition to its parks, open spaces, rivers and green corridors, the richness of Barnet's biodiversity is also dependant on private gardens. The wildlife value of gardens and other private green spaces can be enhanced by for example growing nectar rich plants and trees and introducing ponds. Taken together this mosaic of natural habitats allows essential interconnection between the wildlife sites within the Borough and beyond. The Council is working to ensure measures to promote biodiversity and enhance the ecological quality and inter-connectedness of the Borough's green spaces in capital investment projects. The borough-wide Local Biodiversity Action Plan will serve to inform biodiversity interests.

5.2.3 Loss of irreplaceable habitats such as ancient woodland and aged or veteran trees will, by definition, always entail net loss. Developments should therefore be sensitively designed so that there is no net loss in the quality and quantity of habitat across a development site, to enhance biodiversity and increase connectivity between patches of urban habitat. London Plan priorities<sup>36</sup> stipulate that:

- i) There is no net loss in the quality and quantity of biodiversity.
- ii) Developers make a contribution to biodiversity on their development site.
- iii) Any loss of public assets (trees, greenspace) is adequately compensated for by the developer to the Council.

5.2.4 In his Draft Environment Strategy,<sup>37</sup> the Mayor of London has signalled his intention to implement a biodiversity offsetting approach for London. Biodiversity offsets are explained as being conservation outcomes resulting from actions designed to compensate for residual adverse biodiversity impacts arising from a development.

### **i) Protecting and enhancing statutory and non-statutory sites for nature conservation**

#### *Woodlands and Trees*

5.2.5 Forests and woodlands provide many environmental, social and economic benefits to society; to continue to provide these benefits the creation of new woodland is essential. Trees and woodland form an essential part of London's design and

<sup>36</sup> London Plan policies 5.3 and 7.19

<sup>37</sup> Ibid p.161

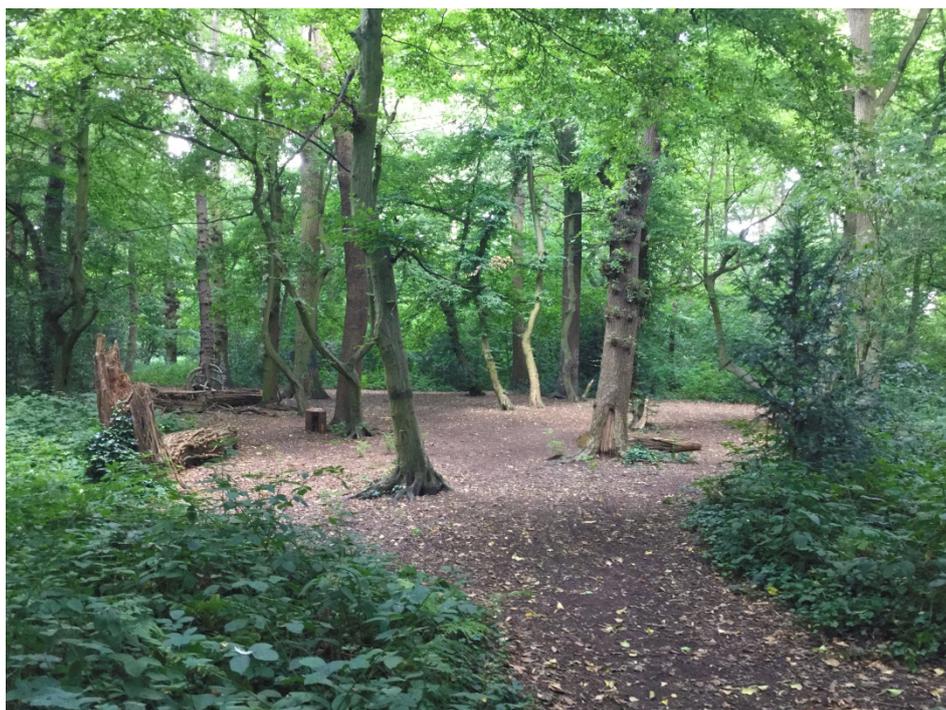
landscape character, helping to cool the urban environment, (along with other green infrastructure), reduce air pollution and provide important health and social benefits. The ability of trees to intercept heavy rainfall, retain moisture and return water to the atmosphere through evapotranspiration is becoming increasingly important in helping reduce surface water runoff and therefore flood risk; rainfall can also be absorbed in tree pits where permeable surfacing has been installed. The Woodland Trust's 2015 report<sup>38</sup> provides more details on the broad range and nature of the benefits associated with woodlands which it also seeks to quantify.

- 5.2.6 Earlier this year the Environment, Food and Rural Affairs (EFRA) Committee published a report "Forestry in England: Seeing the wood for the trees", calling for the Government to take action to increase woodland creation in England. Whilst private landowners clearly have the right to decide what they do with their land; the Government can provide incentives to use land for forestry.
- 5.2.7 The Mayor of London is committed to embarking on a major tree planting programme. The GLA's *Preparing Trees and Woodland Strategy SPG*, states that trees and woodland across London should be considered as a whole, as an urban forest. It set a target to increase tree cover across London with the expectation that new developments will contribute to meeting this target. This means, rather than managing trees in a fragmented and ad hoc manner, ensuring that they are planned, cared for and protected in a truly co-ordinated way, for the benefit of all. In his draft Environment Strategy<sup>39</sup> the Mayor re-states the intention to expand London's 'urban forest' including a major tree planting programme that supplements tree planting by boroughs, environmental organisations and other land managers. In London, there are approximately 8 million trees covering 20% of London's land area which the Mayor is seeking to increase 10% by 2050 through protecting the existing resource and accelerating the current rate of tree planting to create new woodlands for recreation and wildlife habitat. Identified benefits of increasing the tree canopy include helping to mitigate the urban heat island effect, support biodiversity, reduce surface water flood risk and improve air quality. Barnet's Tree Policy Action Plan includes an ambitious tree planting programme in Barnet.
- 5.2.8 Much of Barnet's woodlands are of comparatively recent origin having grown on fields, commons and other previously open land over the last 200 years. This is woodland that has grown up or been planted on land previously cleared for agriculture or some other purpose. There is, however, some areas of surviving ancient woodland within the borough; defined as such as these have probably been continuously wooded since 1600 and generally considered to have never been cleared from prehistoric times. The best examples being Scratchwood, Oak Hill Woods, Hadley Wood, Big Wood and Little Wood. Several smaller pockets of old woodland have survived within the built-up areas; Turners Wood in Hampstead Garden Suburb and Cherry Tree Wood in East Finchley being relics of the once much larger Bishops Wood which formed part of the Bishop of London's Estate. Barnet Gate Wood, near Moat Mount, is also ancient although like many other woods in the area, much of its under-storey has been replaced by rhododendron. These old woodlands on London Clay with pedunculated oak forming the prevalent tree canopy interspersed with hornbeam often together with ash, wild cherry, field maple, crab apple and the less common wild service tree. Below the canopy the under-storey typically comprises hazel, hawthorns, holly and grey willow.

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<sup>38</sup> The Economic Benefits of Woodland, Europe economics, March 2015  
<http://www.woodlandtrust.org.uk/publications/2015/03/the-economic-benefits-of-woodland/>

<sup>39</sup> *ibid* p.155



5.2.9 As recognised in the Government’s Housing White Paper,<sup>40</sup> areas of ancient woodland and aged or veteran trees are irreplaceable habitats that should be afforded commensurate national policy protection. Therefore, the White Paper proposes that the presumption in favour of sustainable development specifically identifies that policies relating to sites comprising ancient woodland or containing aged or veteran trees provides a strong reason for development to be restricted. In 2014 the Communities and Local Government Select Committee in their investigation of the Operation of the National Planning Policy Framework<sup>41</sup> recommended that paragraph 118 of the NPPF be amended to state that any loss of ancient woodland should be “wholly exceptional”. The EFRA Committee also concluded that ancient woodland<sup>42</sup> is not being adequately protected in the planning system and expressed concern about the rate at which irreplaceable ancient woodland appears to be disappearing. Therefore, calling on the Government to implement the proposal in the Government’s Housing White Paper to clarify protections afforded to ancient woodland and veteran trees in the NPPF. The Committee also recommended that the Forestry Commission and Natural England maintain an up-to-date, readily available public register of ancient and veteran trees and an inventory of ancient woodland annually.

5.2.10 All parts of the Borough benefit from the presence of trees and woodland and the Council will therefore take appropriate action to encourage continuity and enhancement of the tree cover on both public and private land. The Council has a duty under the Town and Country Planning Act 1990 to:

- a) Ensure, wherever it is appropriate, that in granting planning permission adequate provision is made for the preservation or planting of trees by the imposition of conditions; and

<sup>40</sup> Fixing our broken housing market DCLG Cm 9352 February 2017

<sup>41</sup><https://publications.parliament.uk/pa/cm201415/cmselect/cmcomloc/190/190.pdf> - paragraph 27

<sup>42</sup> Defined as any wooded area (including its soil) that has been wooded continuously since at least 1600 AD.

- b) Make Tree Preservation Orders, where appropriate, in connection with any permission.

Additionally, the Hedgerow Regulations 1997<sup>43</sup> give the Council responsibilities which may allow it to prevent the removal of important hedgerows.

- 5.2.11 There are many economic, environmental and social benefits to managing areas of woodland. Habitats such as woodland will change overtime and therefore without appropriate management plans in place can deteriorate. Active woodland management is the process by which landowners intervene to sustain the best features of a woodland. This has included coppicing of trees by which trees are cut down to ground level at regular intervals to stimulate growth and/or provide timber and firewood<sup>44</sup>. The re-introduction of coppicing to woodlands as an alternative to pollarding can rejuvenate their woodland flora. Management of scrub areas by coppicing is also beneficial in terms of biodiversity in that it encourages regrowth of a thicker structure as shelter for nesting birds and habitats for feeding insects. Therefore, actively coppiced, sites can support diverse woodland bird and butterfly communities, as birds like thick regrowth in which to nest and butterflies benefit from newly cut areas with sunny glades and flowers. It is important to preserve this special biodiversity through active management, where possible, because many butterfly and bird species have declined drastically in the last 30 - 40 years.
- 5.2.12 Active woodland management is important to protect ancient trees and specialist flora and fauna; not only in helping monitor and protect against disease, but also to increase the biodiversity within woods by allowing in light to enable other plants, insects and woodland species to thrive. Wood-pasture habitats are also adversely affected by increased air pollution, which has a direct impact on tree health and growth, as well as fungi and flora; plant pests and diseases; and climate change and extreme weather.
- 5.2.13 Other vestiges of old woodland plant communities exist in parts of Barnet in the form of green lanes; one of the best examples being Arkley Lane. These lanes are flanked by very old hedgerows on top of banks generally supporting woodland flora with oak standards providing a linear canopy. Hornbeam, ash and field maple are often also present, especially in older hedgerows, whilst hazel, grey willow and blackthorn are typically interwoven with hawthorns in the shrub layer.
- 5.2.14 Across large areas of suburban Barnet, mature oaks are scattered along streets and in private gardens, many survivors from the area's agricultural past or former country estates. Affording significant wildlife value in providing a canopy element of woodland habitat within the urban fabric, woodland birds such as nuthatch, great spotted woodpecker and jay make frequent use of this resource for feeding.<sup>45</sup> Without careful planning, planting and management the spread of diseases such as chalara dieback of ash and oak processionary moth, together with future development pressures, could intensify existing problems and result in significant damage to the health and character of these ancient woodland, ancient hedgerows, green lanes and older woodland fragment GI sites. Biosecurity has been addressed in the Tree Policy and all trees planted in Barnet are recommended to spend a calendar year in the nursery to reduce the risk of imported pests and disease.

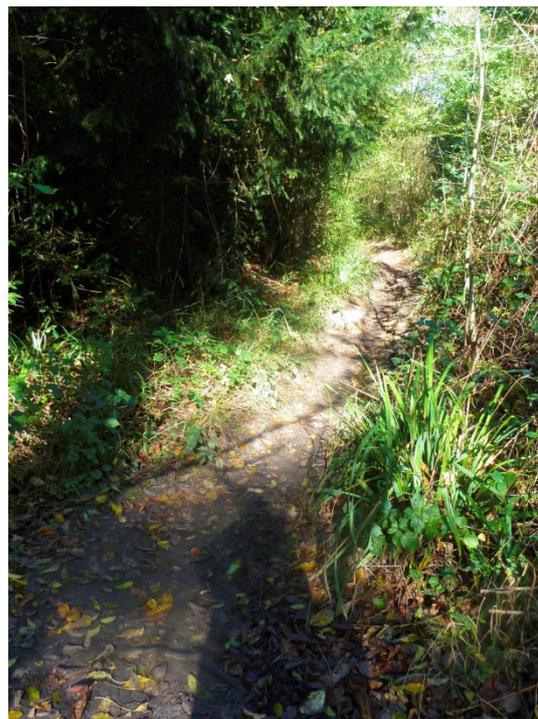
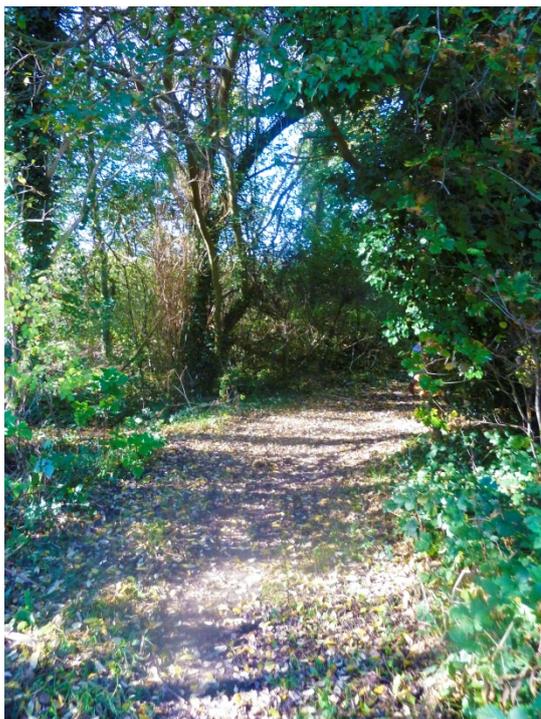
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<sup>43</sup> Enacted under Section 97 of the Environment Act 1995

<sup>44</sup> Forestry Commission England, Practice Guide: Managing native and ancient woodland in England, 2010

<sup>45</sup> Ibid.

- 5.2.15 Secondary woodlands tend to have a lower diversity of native trees and shrubs than ancient woodlands. Oak often dominates the tree canopy in rural areas with birch frequent on more acidic soils. The shrub layer typically comprises hawthorn, blackthorn grey willow and holly with non-native species such as garden privet and snowberry also often present.
- 5.2.16 In the more urban areas a different type of secondary woodland is likely to develop with sycamore and ash typically the dominant tree species, often associated with goat willow, hawthorn and elder in the shrub layer together with “garden-escape” shrubs. The most characteristic locations for this type of woodland being along the river corridors and alongside railways. Areas of riparian woodland, such as those flanking the Dollis Valley, have been able to develop a varied structure comprising crack-willow, oak and sycamore with scrub of hawthorn and blackthorn. Ground flora in these damp shady riverside locations contains a mixture of common nettle, cow parsley, bramble and ivy. Sycamores, (a species towards which people’s attitude has always been ambivalent – viewed by some as an ‘urban weed’), being fast growing with prolific seed production and dense foliage, can prove problematic in land management terms suppressing the growth of other tree saplings. However, in urban areas sycamores provide an important source of early spring nectar for bees and other insects and often host large populations of aphids which are a valuable food source for small birds.



5.2.17 The Barnet Tree Policy<sup>46</sup> will

ensure a consistent approach to the management of trees in the Borough. The Council is committed to identify appropriate locations for tree planting and a programme that provides a net gain of trees across the Borough; strengthening landscape quality (through the planting of avenues, tree groups, woodlands and along park boundaries); addressing urban heat islands (achieved by concentrating tree planting in the south of the Borough), and tackling nitrogen dioxide levels by planting next to major roads.

<sup>46</sup> London Borough of Barnet Tree Policy September 2017, Place Services Essex County Council

### *River Corridors*

- 5.2.18 The Welsh Harp (or Brent Reservoir) SSSI forms part of a regionally important network of wetlands that supports a wide range of wildlife. This large water body is the main focus for a significant number of visitors providing a place to view wildlife and a gateway into the Dollis Valley. The Council is currently delivering improvements to the Brent Reservoir in association with the West Hendon Regeneration Scheme and improvements to the West Hendon Playing Fields.
- 5.2.19 Streams brooks and ponds support a great diversity of animal and plant life. Each needs to be understood both as part of a network and as a separate entity, with its own individual management requirements. Climate change, encroachment by scrub and vegetation and silting up are all increasingly likely to become significant issues in the future. Measures such as clearance of vegetation and de-silting are expensive.
- 5.2.20 The Council is working with partners to adapt river valleys in the Borough to limit the impact of flooding and improve access for educational and leisure activities. Naturalising and de-culverting rivers and streams is important in seeking to restore watercourses. The Council is therefore working with partners such as the Brent Catchment Partnership to adapt, restore and enhance natural river habitats and processes. Work to complete the ALGG Dollis Valley Project is also underway. In conjunction with the Environment Agency opportunities for flood risk management in are being assessed and the intention is to also enhance biodiversity in river valleys as well as other parks and open spaces. These initiatives will bring sustainable and long-term benefits of limiting fluvial flooding as well as improving access for educational and leisure activities.



### **ii) Protecting quality and character and promoting access to areas of open space**

- 5.2.21 Social and environmental pressures, such as invasive species, pollution and increase in the number of visitors and competing uses, combined with budgetary and resource constraints, make habitat management more complex and increasingly challenging. Careful balance needs to be struck between welcoming users / visitors and preventing environmental damage and the disturbance of wildlife. Whilst seeking to encourage a site's popularity and public access, unless carefully managed, visitor numbers can place pressure on natural habitats.
- 5.2.22 Added pressures of urbanisation, development, the number of vehicles on roads that pass through, fragment sites and site misuse all impact on the health and well-being of the GI and present a challenge to habitat management. The introduction of invasive non-native species has also had a negative effect on certain habitats.
- 5.2.23 Many grassland sites used to be grazed, maintaining a variety of 'sward' heights and allowing a wide range of insects from butterflies to grasshoppers to thrive. However, as the numbers of grazing animals declined during the 20th century many areas became overgrown by scrub and trees.



- 5.2.24 There are also many fragmented, peripheral and small grassy areas in the Borough, including town and village greens, which can present a management dilemma. Through regular mowing, grass is kept neat and tidy and enables recreational and amenity uses; taller grass, on the other hand, looks more natural, is of greater wildlife value, but may not fit with the image of 'a green'. People are often divided on the issue of mowing with members of the public commenting on cut or uncut grass, depending on whether they want to see more sustainable, ecologically-valuable grasslands, or neater, more accessible areas. Frequent mowing is expensive and, in the current economic climate, increasingly hard to justify. Longer grass creates the right conditions for many species to thrive, providing a home for a range of insects, animals and invertebrates. However, in the more suburban areas of the Borough uncut grass can look untidy; attract litter and dog fouling, giving the impression of an unmanaged and neglected site.

5.2.25 Barnet Gate Woods, Moat Mount Open Space, Scratchwood Open and Stoneyfield Park are all Green Belt sites situated in the north west of the borough that were assessed in the 2016 POSS as being of low quality / high value and, as such, are priorities for investment. The requirement to improve the sites is emphasised by the levels of anti-social behaviour taking place in some of them and the poor condition of some infrastructure and facilities. The Council recognises the need to improve these sites and is to undertake a feasibility study/options appraisal exercise to identify improvement proposals following consultation with the public, stakeholders and partners.



**iv) Ensuring protected species and habitats are not adversely affected**

*Nature Conservation and Protected species*

5.2.26 The natural landscape of many open spaces is rich in wildlife and one element of preserving its natural aspect is to conserve the native species that live in its various habitats. Certain wildlife species are statutorily protected under UK and European legislation. Natural England provides a list of protected species as well as guidance relating to these protected species. The London Biodiversity Action Plan (BAP) identifies important habitats and species, categorised under birds, fungi, invertebrates, vertebrates and plants, as well as setting targets for improvement in both quality and quantity. The most commonly found protected species in Barnet include bats and great crested newts, which all have strong legal protection as European Protected Species; and also grass snakes, the common lizard, common

frog, toad and native newts and slow worms, all of which are protected against injury and/or commercial sale under UK legislation<sup>47</sup>. All nesting birds are also legally protected under the same legislation and the Conservation of Habitats and Species Regulations 2010 because of their vulnerability to disturbance and population levels, are in decline across the country. Ground-nesting species, such as Skylarks, are amongst the most vulnerable. Other bird species are listed for extra protection (under the same Act) from impacts like disturbance, including birds like Kingfishers and Barn Owls that breed or for which the GI provides important feeding areas. Other species in decline such as bumble bees, whilst not afforded legal protection, are still vital to protect as they play a key role in the ecosystem. The Council is currently preparing a local Barnet BAP which will provide more detail and guidance on biodiversity interests.



- 5.2.27 Lichens are sensitive natural indicators of air pollution and therefore used to monitor pollution. Where species numbers have increased it is invariably not the same ancient woodland species that are recovering. Instead, many of the species that have re-colonised are those that are tolerant to the prevailing nitrogen pollution. Lichens are particularly reduced close to roadsides with only the most pollution-tolerant species able to survive in these areas.
- 5.2.28 In addition to air pollution, it is also necessary to deal with spills of harmful pollutants, such as oil and asbestos, as well as light pollution which can disrupt animal behaviour and damage the natural aspect of the GI.
- 5.2.29 There is a need to control the spread of certain species of plants and animals; failure to do so may result in established native species becoming threatened and, in some cases, disappear altogether. Whilst new controls have come into effect requiring the statutory notification of imports of specified species, an increase in the number of new pests and diseases mean that the UK's trees and plants face unprecedented threats. Non-native species are foreign plants and animals that have been introduced

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<sup>47</sup> The Wildlife and Countryside Act 1981

to the UK - either deliberately or accidentally - by humans. Some cause no significant harm, while others damage the environment by affecting the ecological balance and appearance of our natural habitats. These non-native invasive species compete with, and often displace, important local native species, leading to losses in biodiversity. Therefore, as stated in the Barnet Tree Policy, it is very important that when planting trees bio security guidelines are followed so as to prevent or reduce the risk of the transmission into the Borough of emerging pests, diseases and invasive species detrimental to the health of trees.

- 5.2.30 A number of non-native species have either already impacted negatively on the local biodiversity, or have the potential to do so. The introduction and spread of non-native invasive species e.g. the grey squirrel, Japanese knotweed, Himalayan Balsam or the box tree moth can prove very difficult to prevent or control. The grey squirrel preys on native birds, occupies bird nesting sites and strips bark, causing widespread and in some cases fatal damage to trees. These species represent major management challenges and costs. Monitoring and control measures can be difficult and expensive. Some invasive species cause problems for indigenous flora and fauna. Turkey oaks, for example, can displace or hybridise native oak species and act as a host for the Knopper Gall Wasp, which reduces the fertility and regeneration of new native oak trees.

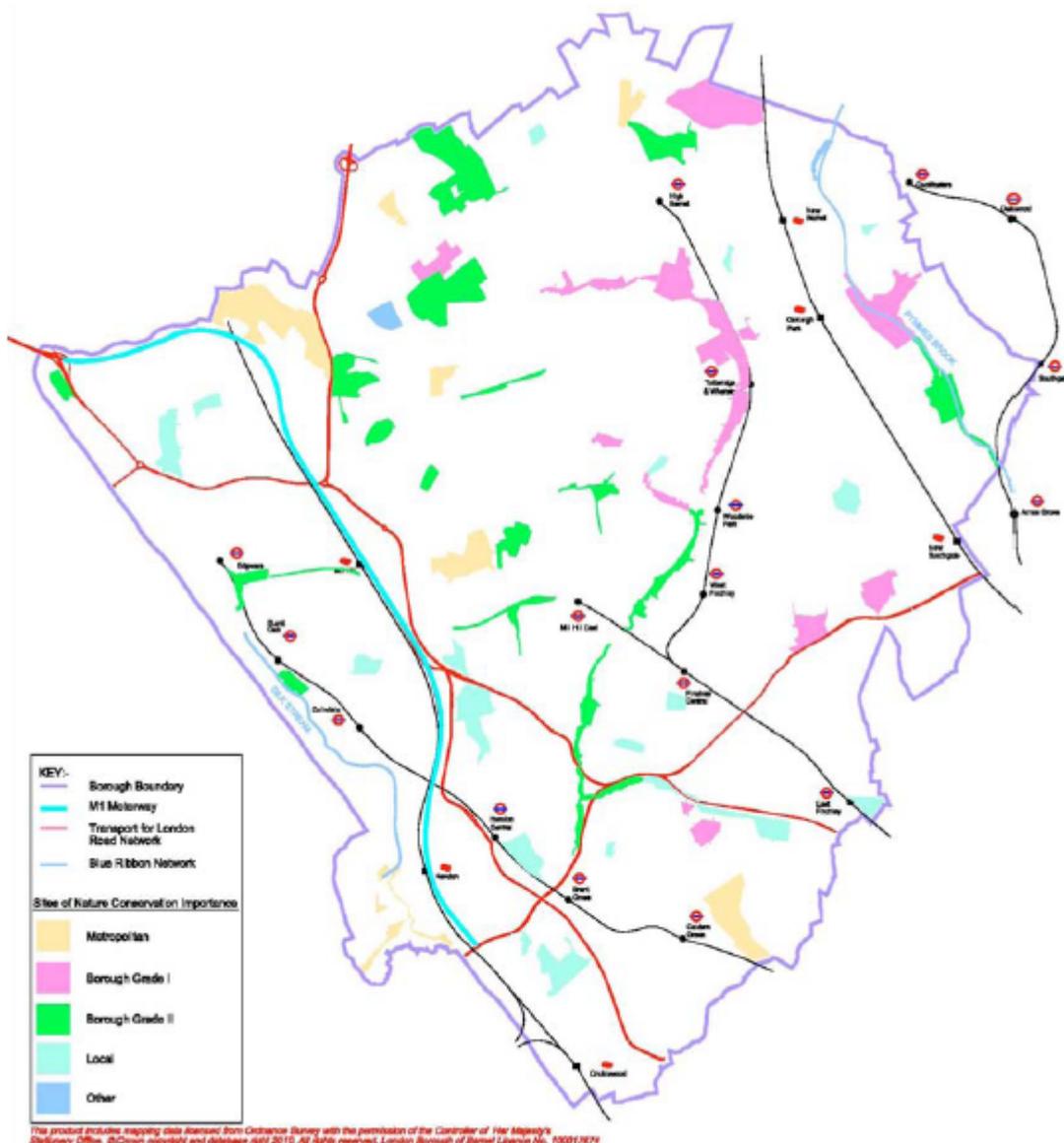


- 5.2.31 Within the Borough there are a number of recognised sites of importance for nature conservation (SINC) that have been identified in a hierarchy of importance<sup>48</sup>. Protecting valuable habitats from development, these are areas<sup>49</sup> of particular importance to nature conservation where public understanding of nature conservation issues is encouraged. The SINC network also seeks to ensure that people are able to access wildlife rich spaces close to where they live. In line with standards set out in the London Plan, most of the Borough is within 1km of Metropolitan or Borough Grade Nature Conservation Sites and 500m of any nature conservation site. An assessment undertaken to inform the 2012 Local Plan documents identified 15 nature conservation sites having poor accessibility by foot,

<sup>48</sup> Development Management Policies DPD (2012) - Table 17.2 Sites of Importance for Nature Conservation in Barnet refers.

<sup>49</sup> Designated under the National Parks and Access to the Countryside Act (1949)

cycle or public transport and also highlighted that access more generally would be enhanced by improved signage. Consideration needs to be given to the ability of species to move between different types of habitat along rivers / streams and green corridors. The Council's objective is to maintain and enhance existing networks by avoiding fragmentation and seeking to address any identified missing links.



Map 3: Barnet Sites of Nature Conservation

5.2.32 Ponds and lakes provide a vital habitat for plants, wildlife and fish, and a very valuable resource for anglers of all abilities and ages. The Council aims to manage fishing ponds and lakes to high standards, providing ecologically healthy habitats that offer a great fishing experience. The Darland's Lake Nature Reserve in Totteridge includes a lake which is not currently maintained. Assessed as low quality / low value within the POSS, it is understood that local residents would like to see the lake brought into use for educational visits. However, this would require improvements to the maintenance regime for which the Council has no budget provision. The Nature Reserve is also in need of improvements to pathways and tree management. Therefore, the Council is currently exploring the scope for alternative arrangements

to be established to take over responsibility for the operation and management of the site. The Council is considering the possibility of alternative management arrangements for other sites too. The Hampstead Garden Suburb Trust has, for example, approached the Council, requesting that the freehold of the Central Square site, assessed as low quality / low value within the POSS, be transferred back to the Trust.



#### v) Allotments and Community Food Growing

5.2.33 The London Plan<sup>50</sup> states the boroughs should protect existing allotments and also identify other potential spaces to use for commercial food production or community gardening. Barnet has the largest number of allotment sites per person of any London borough. Allotments have many benefits for health and wellbeing. Additionally, they can increase the access to affordable and sustainable, fruit and vegetables. As well as providing a sustainable local provision of food, allotments also have significant benefits for wildlife. Creating an important green oasis in an otherwise urban environment, allotments are able to provide a linking corridor or stepping stone between other green and blue habitats that together make up the GI network across the Borough.

5.2.34 However, in 2015 there were over 300 people on allotment waiting lists in Barnet. This demand can be met through regeneration projects with the creation of additional community gardens or allotment sites. The Core Strategy<sup>51</sup> includes reference to enhancing local food production through the protection of allotments and supporting community food growing including the Mayor of London's Capital Growth Initiatives. As recognised by the Mayor in his Draft Environment Strategy<sup>52</sup>,

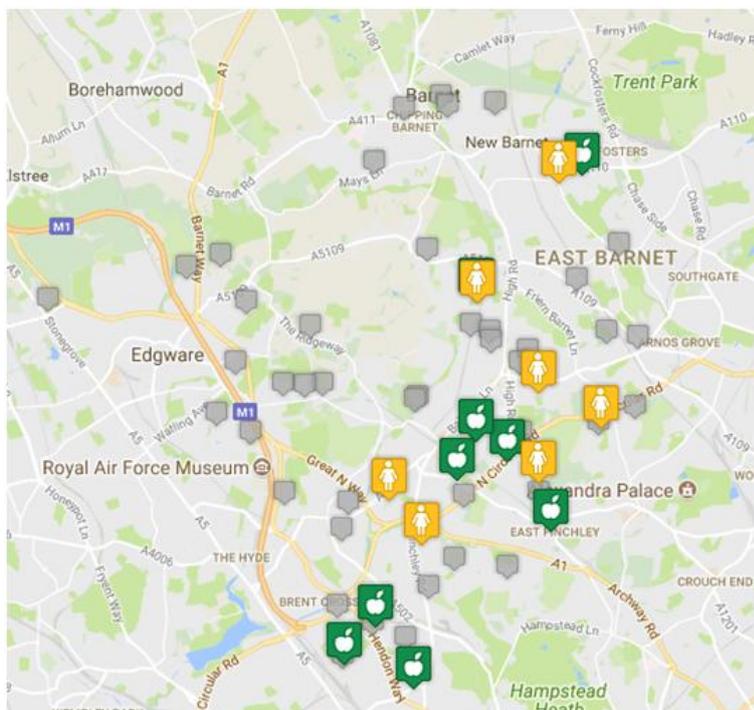
<sup>50</sup> Policy 7.22 Land for Food

<sup>51</sup> Policy CS7

<sup>52</sup> Ibid. p157

in recent years initiatives promoting food growing and community managed pocket parks have become increasingly popular as local projects make better use of underused or neglected local green spaces. Growing food as close to the point of consumption as possible contributes to climate change targets by reducing emissions associated with the food supply chain. Additionally, it increases access to fresh food and provides physical activity opportunities, leading to improved health outcomes. A report by the Royal Institute of British Architects<sup>53</sup> found that areas that performed worst for child obesity, and diabetes and physical activity in adults, had a fifth less public green space than the best performing areas.

5.2.35 Local food growing space in Barnet ranges from agricultural use of the Green Belt, communal gardens in amenity space, school grounds, community centres and orchards. With climate change and developing technologies the type and range of food that can be grown locally is likely to increase over coming years. Of the 2,553 food growing spaces across London<sup>54</sup> a significant number are in Barnet. The Capital Growth network in London, run by Sustain, provides training and opportunities to learn about food growing, often leading onto formal training or employment as a result of involvement in a Capital Growth project. The map below shows community food growing spaces in Barnet that are registered with Capital Growth<sup>55</sup>. Increasingly schools too are promoting food growing on their land as an educational resource for children<sup>56</sup>. Food growing in schools has been shown to help children and young people achieve learning, skills, health and well-being outcomes. Martin Primary School in East Finchley has an orchard comprising apple, pear and cherry trees has been established in recent years.



Map 4: Community food growing spaces registered with Capital Growth

<sup>53</sup> City health check, How design can save lives and money, (2013) Royal Institute of British Architects architecture.com/ TheRIBA/AboutUs/InfluencingPolicy/ CityHealthCheck.aspx#.UvIzmiWYbs1

<sup>54</sup> Capital Growth: London's food growing network: [www.capitalgrowth.org/](http://www.capitalgrowth.org/)

<sup>55</sup> <http://www.capitalgrowth.org/spaces/>

<sup>56</sup> <http://www.foodgrowingschools.org/blog/tag/barnet/>

- 5.2.36 It is important that higher density developments being built over the current plan Local Plan period up to 2026 are planned so as to take the opportunity to ensure that healthy environments are created for residents. This includes ensuring residents' access to fresh food, particularly for flatted developments with limited or no private gardens. In addition, incorporating space for community gardens into the design, including adapting temporary spaces for food growing, (sometimes referred to as "meanwhile spaces") provides opportunities for all ages horticultural education and social interaction thereby supporting physical and well-being of residents. It also improves the local area, creating places where residents, feeling greater involvement, take more care of their environment. This all helps to create distinctive identity and community spirit for an a development, thereby contributing to successful regeneration.
- 5.2.37 Applications for new developments should also identify opportunities to create innovative spaces for growing food, including green roofs; ensuring the construction of structurally suitable green roofs for food growing able to accommodate both growing beds and greenhouses. Through careful design balconies can also provide small spaces for individuals to grow a limited selection of plants and are particularly suited to high density residential developments. It is however critical to consider aspect as north facing balconies overshadowed by other high density buildings are unlikely to be suitable for food growing. Vertical growing on external and internal walls, the latter usually in atriums or courtyards, can also be adapted for food production. Landscaping proposals should therefore integrate community food growing spaces, productive trees and plants as part of the cohesive design of the development.

#### v) Cemeteries

- 5.2.38 In terms of biodiversity the London Plan<sup>57</sup> highlights the important role that cemeteries and churchyards play. Regional Enterprise, the Council's Joint Venture Company with Capita, are responsible for the management of Hendon Cemetery and Crematorium. There are four other crematoria in Barnet three are located within cemetery grounds and one, Golders Green has its own large memorial garden. Of the four crematoria, one is jointly operated by Camden and Islington Councils and the others owned and operated by private companies. Hendon Cemetery in Mill Hill is reaching capacity, and it is estimated that there are between 2 and 3 years of new burial space available. Measures are in place to increase this by possibly 1-2 years by using other areas not traditionally used for burial. In January 2017 the Council approved the reclamation of graves at least 75 years old, subject to meeting strict legal requirements.
- 5.2.39 Hendon Cemetery, bordered by residential properties and established in 1899 has an open mature parkland appearance and was widely planted with trees in its early years. Occupying 42 acres it provides a tranquil oasis in the heart of this busy suburb. The cemetery has mapped out walks welcomes visitors and permits dogs. There are two streams running through the cemetery that attracts wild fowl and water bird. The following birds can be seen in the cemetery grounds: blackcap; sparrow-hawk, grey wagtail, common magpie, nuthatch, grey spotted woodpecker and the Eurasian jay. A colony of honey bees was also very successfully introduced in 2016.

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<sup>57</sup> Policy 7.23



### 5.3 B) Health Sport and Recreation

5.3.1 Planning has a key enabling role to play shaping places that support people’s ability to make healthier choices easier through ensuring that facilities and infrastructure exist to give everyone the opportunity to live in a healthy-weight environment. The OECD Better Life Index<sup>58</sup> outlines the relationship between GI and health holistically, “An unspoiled environment is a source of satisfaction, improved mental well-being, allows people to recover from the stress of everyday life and to perform physical activity.” In-activity is a major cause of health problems; according to the NHS, around a quarter of adults are now classified as obese, representing a marked increase in obesity over the past decade.



<sup>58</sup> <http://www.oecdbetterlifeindex.org/topics/environment/>

5.3.2 The Commons Select Committee for Health in a follow-up report on childhood obesity published in March 2017 drew attention to the importance of the out-of-home sector (restaurants, takeaways, etc) in efforts to reduce childhood obesity because it now accounts for a large proportion of the food we eat. Following publication of the Government’s Childhood Obesity Plan in August 2016, promising to ‘significantly reduce’ childhood obesity within the next ten years, the Committee repeated an earlier call for changes to planning legislation making it easier to limit the proliferation of unhealthy food outlets in their areas and for health to be included as a material planning consideration.

5.3.3 “A recent review undertaken by Public Health England <sup>59</sup> has considered the relationship between the built and natural environment and health outcomes. It identified the following five aspects as the main characteristics that can be influenced by local planning policy to promote certain health outcomes:

- Neighbourhood design
- Housing
- Healthier food
- Natural and sustainable environment
- Transport.”

5.3.4 The consultation draft of the Mayor’s Health Inequality Strategy 2017-2027<sup>60</sup> sets out five aims (with accompanying objectives) for reducing health inequalities across London. These are; healthy children, healthy minds, healthy places, healthy communities and healthy habits. The way we plan and deliver green infrastructure in Barnet can contribute significantly to achieving these aims both directly and indirectly. For example:

- Objective 3.3, “*London is a greener city where all Londoners have access to good quality green space*” outlines the inequalities across London in both availability and use of quality green space. It is acknowledged that greener neighbourhoods may reduce the impact of deprivation health as differences in health between wealthier and poorer people appear smaller in places with the greenest environments.
- Objective 4.1, “*It is easy for all Londoners to participate in community life,*” also directly refers to the role that accessible parks, open spaces, and play provision have in building community cohesion.

Indirectly, green infrastructure can help reduce child obesity (objective 5.1) and improve air quality (objective 3.1).

5.3.5 The Council has a range of key objectives in the sphere of Public Health and the Built Environment; the Health & Wellbeing Board is responsible for preparing a joint strategy based on priority health needs identified through the Joint Strategic Needs Assessment (JSNA). The environment directly contributes to the population’s health with poor health outcomes, (including chronic conditions associated with obesity and sedentary lifestyles), often driven by multiple and cumulative determinants. Lack of open space, fear of crime, poor air quality, lack of (good) employment, and low quality housing mutually reinforce against social cohesion and uptake of healthy

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<sup>59</sup> Spatial Planning for Health – An evidence resource for planning and designing healthier places, Public Health England, June 2017

<sup>60</sup> <https://www.london.gov.uk/health-strategy>

lifestyle behaviours, thereby contributing to poorer physical, mental and social wellbeing. The Council therefore recognises that stronger links need to be forged between planning and public health and the need to explore opportunities for closer and stronger joint working to help tackle key public health priorities such as obesity. Obesity has become a public health crisis to the extent that unless improvements are made current trends indicate that one in three people in England will be obese by 2034 and one in ten develop type 2 diabetes. In 2014 in England 61% of adults and 30% of children aged between 2 and 15 are classed as overweight or obese.<sup>61</sup> It is predicted that by 2050 60% of men and 50% of women will be obese.<sup>62</sup> Also, it has been predicted that children born today will be the first generation where, on average, they will die at an earlier age than their parents.

5.3.6 Obesity evidence can be used to strengthen the case for achieving a range of planning policy objectives including sustainable transport, adapting to and mitigating climate change, sustainable design, local economic growth and better place-making. The Town and Country Planning Association document<sup>63</sup> on Planning Healthy-Weight Environments, in setting out the link between health and planning, emphasises the need for a collaborative approach and outlines the following 6 themes and elements for a healthy weight environment:

- i) **Movement and access** – walking, cycling and local transport services.
- ii) **Open spaces, recreation and play** – open space; natural environment; leisure and recreational spaces and play spaces.
- iii) **Access to healthy food** – food retail (including production and supply) and food growing.
- iv) **Neighbourhood spaces** – community and social infrastructure and public spaces.
- v) **Building design** – homes and other buildings.
- vi) **Local economy** – town centres and high streets; job opportunities and access.

These six themes, all of which are considered in this SPD, can be used as a framework for developing healthier places and environments in Barnet together with TfL's 10 Healthy Streets Indicators, included as part of the London Mayor's Draft Transport Strategy for London<sup>64</sup>.

5.3.7 The success and value of the open space network is dependent on the quantity, quality and accessibility of open green spaces. These factors are used to assess the level of need. The quality and accessibility of green spaces are particularly important for physical activity, community and social inclusion amongst older adults; having an impact on the physical, mental, and psychosocial wellbeing of nearby residents. A sports and physical activity consultation in 2013 found that half of Barnet's physically active residents use parks and green spaces for their physical activity and exercise; perhaps unsurprisingly making them the most popular locations for exercise in the Borough and demonstrating their significance for health.

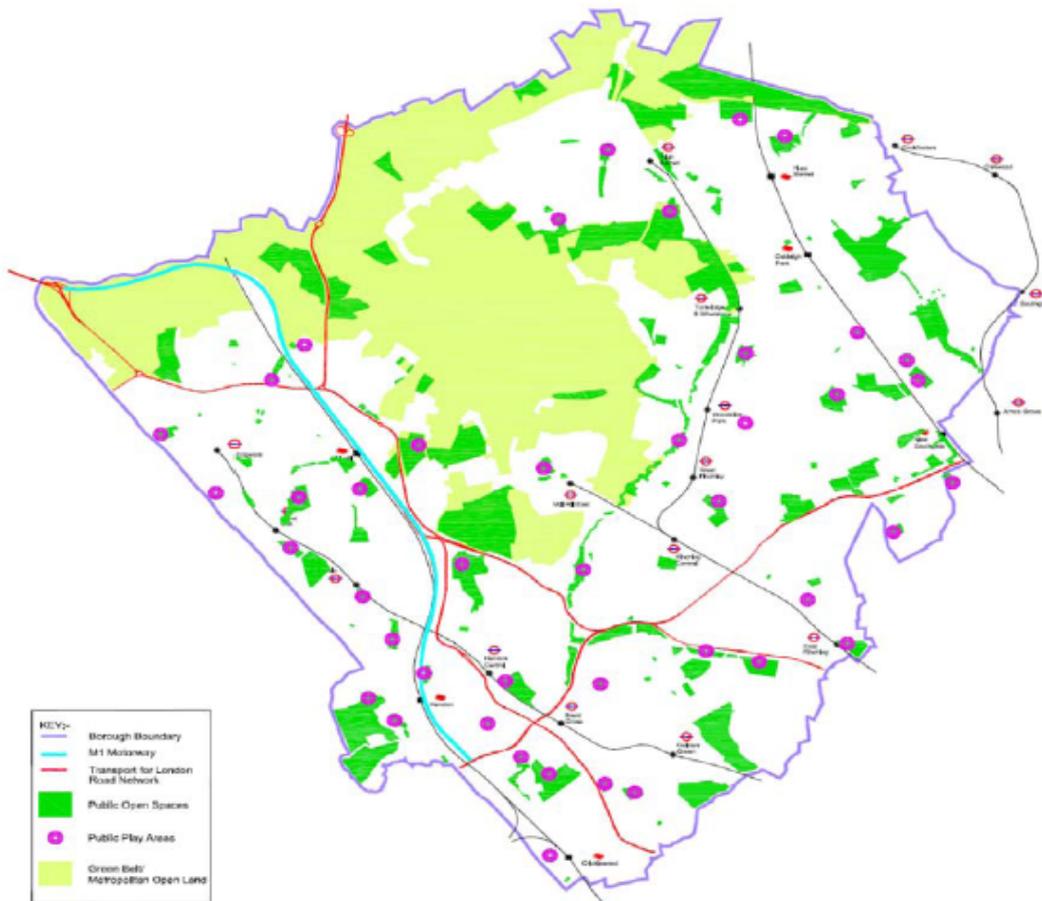
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<sup>61</sup> Planning healthy – weight environments – a TCPA reuniting health with planning project – TCPA & Public England, 2014.

<sup>62</sup> Tackling Obesities: Future Choice. Foresight. Government Office for Science, 2007.

<sup>63</sup> Ibid

<sup>64</sup> <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>



Map 5: Barnet's Green Spaces and Play Areas

- 5.3.8 The Council is working to promote the involvement of residents in the management of open spaces to develop a sense of local ownership. The development of a stronger volunteering culture associated with local parks and open spaces is considered desirable to create a framework to encourage communities to take an active role and thereby develop a feeling of ownership in their local parks and open spaces. This might be facilitated by removing barriers to the planning of local events in parks and enhancing recognition of volunteering.
- 5.3.9 An accessible, attractive outdoor environment is important in encouraging physical activity which in turn improves physical and mental health, thereby reducing the public cost burden. Such health improvements increase productivity as well as allowing health expenditure to be invested elsewhere. There is strong evidence that the quality of the outdoor environment is an important factor in encouraging daily exercise, which improves health. Access to green space also has a positive impact on mental health and stress. Such health improvements lead to increased productivity as well as allowing expenditure on health interventions to be invested elsewhere to support economic growth. With a growing elderly population as people live longer it is becoming increasingly important to provide and maintain appropriate facilities to enable older people to continue to access the open environment and remain physically and socially engaged for as long as possible. In addition to green spaces needing to be easily accessible by public transport or by walking to encourage use, the World Health Organisation's checklist for age-friendly cities advises that parks provide places to stop and rest, adequate shade and shelter, provision of public toilet facilities, and clear labelling of services. The need for public

toilets is more prevalent amongst certain groups such as the elderly, disabled, children and those suffering from bladder or bowel conditions; lack of provision can deter people going out in the community, increasing the risk of social isolation and poor mental health.



5.3.10 Accessibility however is variable across the borough with 61% of children's play space not on or adjacent to the Public Rights of Way Network and 73% not on or adjacent to cycle paths. This significantly reduces the likelihood that a child will access play areas from their home, (even if accompanied by an adult), therefore negatively affecting levels of informal play. Green open spaces provide children opportunities through outdoor play to develop healthy bodies, active imaginations and an enduring love of nature. In terms of the accessibility of green spaces impacting on the health and wellbeing of children, Transport for London found that children burned the most calories through walking and outdoor play. However, increasingly, children who live in urban environments need to be guided and introduced to opportunities for outdoor play.

5.3.11 Research from Play England has shown that only 10 per cent of today's children play in woodland, compared to 40 per cent of their parents' generation, and that 32 per cent of children have never climbed a tree. Research also indicates that outdoor play may be one the best forms of physical activity for children, delivering clear and lasting psychological and social benefits. Outdoor play can also have an important role in developing new generations of visitors to, and champions for, green spaces and natural heritage. Ensuring that we draw in children and young people who may not generally have access to natural outdoor environments will be a priority. Supporting initiatives such as Forest Schools, the Council will explore ways to

provide opportunities for imaginative, physical and educational play in the period ahead.

### i) Sports and Recreation Provision

5.3.12 Physical inactivity is a major preventable health risk; by accessing green spaces for example the benefits of physical activity can be achieved through exercise and sporting activities. Barnet Council therefore strongly supports and encourages the use of GI for public sports and activities, while also seeking to preserve the natural environment for the enjoyment of future generations. Research indicates that generally people tend to be more likely to continue activities in which exercise becomes secondary to environmental or social benefits e.g. gardening, green gym or walking in green spaces, appear to be more sustainable than activities in which exercise remains the primary driver.<sup>65</sup> Some adults, including older people, also enjoy and benefit from outdoor exercise equipment, and the Council will explore options for installing appropriate adult fitness equipment in the period ahead.



5.3.13 Barnet is relatively well provided for in terms of playing pitches having over 270 pitches covering 160ha. The completion and recent adoption of the PPS facilitates the development of individual sport, site and area based development proposals, in partnership with National Governing Bodies of Sport and Sport England. Although having good geographical coverage, (almost the entire Borough being within 1.2km of a playing pitch), there is demand for additional provision arising from the accessibility and quality - mainly due to poor drainage - of some existing pitches. Barnet has a good distribution of tennis courts and bowling greens, mainly within parks, with provision for basketball and netball courts concentrated in the west of the Borough.

5.3.14 Golf courses need to adopt new approaches to ensure their environmental and financial sustainability. The Council will work with golf club management teams to ensure that golfing has a viable future - courses have clubhouses, catering facilities or restaurants and operate a commercial charging policy. While the green spaces provide an open scenic setting, golf courses require careful management and are relatively sterile environments in terms of biodiversity. Traditional management of golf courses involves high levels of fertiliser and pesticides, with the potential to interfere

<sup>65</sup> Natural Fit – Can green space and biodiversity increase levels of physical activity? (2004) Dr William Bird

with trees, plants and wildlife in the surrounding woodland as well as raising health and safety concerns in the case of some pesticides such as glyphosate<sup>66</sup>. Best practice requires using the minimum amount of chemicals to maintain healthy turf and optimum playing conditions. The mown landscapes of golf courses are also popular with walkers which can lead to user conflict.

## ii) Long Term and Current Proposals

5.3.15 Improvement and enhancement of the Brent Cross and West Hendon sites identified below will provide further support to the regeneration of the Borough. Longer term objectives in the POSS include planning the development for the creation of at least one new District park and 13 new local parks in the Borough.

5.3.16 Both the POSS and PPS for Barnet recommended designation of the following sites as Sports Hubs:

- Copthall;
- West Hendon Playing Fields and associated sites, and
- Barnet Playing Fields and associated sites.

All three were assessed within the POSS as being of low quality but high value; consequently considered by the Council as priorities for improvement, and for which the successful development will depend on match funding.

### *Copthall*

5.3.17 The Copthall site constitutes a significant resource which already delivers sports activities and opportunities for residents of, and visitors to, Barnet. The Council has commenced work on the provision of a new leisure centre and greenspaces operational depot within the site and Saracens RFC have received planning consent to develop the West Stand at Allianz Park.

5.3.18 The Council is undertaking an appraisal of the options for the future development and operation of the site and is developing a masterplan for the delivery of the preferred option. The developments at Copthall create a catalyst for a comprehensive review of the facilities and, together with adjoining green spaces such as Arrandene Open Spaces, present an opportunity to link into the ALGG and contribute to other POSS initiatives; including the creation of a new District Park.

### *West Hendon Playing Fields*

5.3.19 The regeneration of the West Hendon Estate will provide a number of contributions for the delivery of off-site improvements to neighbouring parks to provide play and sports facilities including the provision or enhancement of facilities within the Welsh Harp, Woodfield Park and/or West Hendon. The Playing Fields are considered to be a priority for improvement with the intention being to develop a master plan leading to the creation of a sports hub utilising agreed Section 106 contributions.

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<sup>66</sup> <https://ehjournal.biomedcentral.com/articles/10.1186/s12940-016-0117-0>

### *Barnet Playing Fields*

- 5.3.20 It is proposed that section 106 funding contributions received in relation to the Dollis Valley Estate Regeneration and the land off High Road / Chandos Avenue N20 Brethren Meeting Hall and Wellgrove School be used to support the development and improvement of Barnet Playing Fields and proposals for the High Road / Chandos Avenue Public Open Space. To facilitate this a master plan is proposed leading to the creation of a sports hub utilising agreed Section 106 contributions.

### *Victoria Park*

- 5.3.21 Victoria Park, assessed within the POSS as high quality / high value, has a recently formed Friends of Victoria Park Group that is looking to work with the Council on the development of proposals for the park improvements.

### *Brent Cross*

- 5.3.22 Preparatory work has commenced to deliver the approved parks and open spaces improvements planned for Brent Cross; including re-naturalisation of the river corridor, transformation of Clitterhouse Playing Fields, delivery of new town squares and re-landscaping of local parks.

### *Colindale Parks Improvement scheme*

- 5.3.23 The improvement and enhancement of parks in Colindale will deliver significant support to the Council's regeneration initiatives in that area. In support of the Council's regeneration area policies new investment in the parks and open spaces of Colindale and Burnt Oak includes improvements to Montrose Playing Fields, Silkstream Park, Heybourne Park and Colindale Park to be completed by 2021. The application for planning consent for the Silkstream Valley Park project has been submitted and work has commenced on the development of proposals for improvements to Colindale and Rushgrove Parks.

## 5.4 C) Climate Change Resilience and Adaptation

- 5.4.1 Our climate is changing; 2016 was the warmest year on record. Since the early 1900s our climate has changed at a rapid rate due to persistent changes in atmospheric composition and land use, for which humans are responsible. World temperatures hit a record high for the third year in a row in 2016, at around 1.1°C higher than before the Industrial Revolution ushered in wide use of fossil fuels. Many projections indicate that they will likely rise by 3°C or more by 2100 if trends continue. Keeping global warming below 2°C would limit the worst effects of sea-level rise, melting of Arctic sea ice, damage to coral reefs and acidification of oceans, according to the UN's Intergovernmental Panel on Climate Change. Cities are vital to that effort because of the number of people living in them now, and those who will move there in coming decades.
- 5.4.2 At present, it is difficult to say if the weather events experienced in recent years and starting to become normal, have been caused directly by climate change, or by some other climatic variation. It may be several decades before we know if these changes are temporary or part of a newly established pattern; it is important to distinguish between short-term weather variability and long-term change in atmospheric

conditions. However, recent changes experienced have been extreme and present major challenges, altering the balance and abundance of different species and threatening natural habitats.

- 5.4.3 Climate change is also a major long-term threat to the economy. Areas vulnerable to the effects of climate change include real estate, infrastructure, timber, agriculture and tourism. The Stern Review<sup>67</sup> estimated that the impacts of climate change were equivalent to losing at least 5% of global GDP each year, indefinitely. Greener cities are the most important element in the fight against climate change and sticking to temperature rises agreed upon in the Paris Agreement, according to climate experts. Signed at the end of 2015 and ratified last year, the deal intends to limit global temperature rise to 1.5°C above pre-industrial levels.
- 5.4.4 Greater resilience is needed to protect species and habitats from the effects of climate change. Action is required to make GI better adapted to deal with the high rainfall events, droughts, warmer temperatures and increased storm frequency likely to be associated with global climate change. Additionally, through helping to manage high temperatures green infrastructure can reduce the energy demand for cooling in buildings. Carbon sequestration rates differ for different types of habitats of which there are three main types in Barnet (woodland, amenity grassland and neutral grassland). Land management decisions can either maintain or increase carbon storage or net emissions.
- 5.4.5 Infrastructure should be provided where it will reduce the impact of climate change and retain, enhance or create green corridors that improve, and where necessary create, linkages between rural, urban fringe and urban green spaces. Climate regulation includes reducing greenhouse gas emissions and/or their concentrations in the atmosphere. Mitigation is a vital response to a changing climate and enhancing greenspaces can assist in mitigation through:
- Carbon storage and sequestration in soil and vegetation;
  - Fossil fuel substitutes such as increased biomass resource;
  - Provision of space for local food production; and
  - Reducing the need to travel to access green space.

#### **i) Impacts of Climate Change on the Existing Green Infrastructure**

- 5.4.6 The main climatic changes anticipated are high rainfall across short periods of time, droughts, warmer winters and summers, increased storm events and an increase in temperature of 2 to 3 degrees Celsius above the long-term average. These climatic changes present a range of challenges including: an increase in the incidence and severity of plant pests and diseases; warmer and wetter winters will provide the perfect conditions for the spread of diseases and pests in plants.
- 5.4.7 An increase in non-native invasive species (particularly from mainland Europe), will be encouraged by our increasingly warmer climate. Oak trees seem to be vulnerable to these climatic changes already and it is predicted that the future climate will not be suitable for shallow-rooted Beech trees. Also, restrictions on habitat management may result due to wet soils and warmer temperatures in winter and summer; when

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<sup>67</sup> The Stern Review on the Economics of Climate Change – October 2006 [http://www.hm-treasury.gov.uk/stern\\_review\\_report.htm](http://www.hm-treasury.gov.uk/stern_review_report.htm)

grounds are saturated, machinery cannot access certain parts of the GI for routine management and maintenance.

5.4.8 Increased pressure is placed on the drainage system arising from high rainfall and rising water levels. GI can positively contribute to the resilience, and sustainability, of economic growth through reducing key risks, such as flooding and temperature extremes. Sustainable Drainage Systems (SuDS) and green roofs, for example, bring economic as well as environmental benefits. Not only does GI reduce damage costs, it often provides more cost-effective solutions. These risks, and costs to society, will increase with projected climate change.

5.4.9 Ways that GI can support climate change mitigation and adaptation include:

- Differing land uses can either reduce or increase the rate of carbon emissions and the land's ability to sequester carbon. Planned green infrastructure can maximise land uses which provide carbon mitigation.
- Trees and plants can improve energy efficiency by reducing the need for heating and cooling of buildings.
- Climate change will increase the threat of flooding. Natural environmental interventions can help to reduce this risk, and at less cost than some more 'engineered' solutions.
- Some of the impacts of dangerous heat and air pollution in urban centres may be reduced by investment in the natural environment (particularly trees).

5.4.10 Key habitats that may also be adversely affected include:

#### *Water bodies*

- Higher summer temperatures could lead to oxygen depletion, which would affect aquatic habitats, especially in small ponds.
- Algal blooms.
- Storms could create surges as water runs off the land, which in turn could increase turbidity, reducing light levels below the surface.
- Flooding may lead to aquatic animals becoming stranded when waters subside.
- More frequent droughts would mean that small ponds could dry out.
- Greater pressure on large raised reservoirs.

#### *Grassland*

- Grassland may become less tolerant of cutting when summers are hot, leading to potential grass burn-off.
- Generally warmer, wetter weather in winter and autumn is likely to lead to increased grass growth throughout the year. This will increase the dominant grasses at the expense of the scarcer, slower-growing flowering plants, reducing the biodiversity of the grassland plains.
- Drought periods could enhance an already high category incidence of fire risk.

#### *Heathland*

- Wet heath habitats could dry out and fires could become more prevalent.

- Drier soils could enable different plant species to succeed, meaning that the composition of heathland could change, possibly becoming less species-rich.

### *Woodland*

- Changes in soil moisture may promote different tree species which might out-compete native woodland species, changing the character of the woodland.
- Drought periods could enhance an already high category incidence of fire risk.



## 5.5 D) Economic Regeneration and Social Cohesion

5.5.1 Green infrastructure planning can uphold the environmental and social ‘pillars’ of sustainable development. This helps to ensure that economic growth does not have a negative impact on the environment and society and, ideally, results in improvements. Especially relevant to the housing and economic growth agendas and regeneration areas, effective green infrastructure planning and delivery has an essential role in underpinning sustainable economic growth; it should therefore no longer be viewed as a ‘nice to have’ option. GI is an essential component of building communities where people want to live, in attracting and retaining businesses, in tackling obstacles to economic growth in ways which enhance the environment and quality of life, and in supporting improvements in health and well-being. Green infrastructure planning can also resolve issues which directly impede the delivery of sustainable development and economic growth. For example, playing a positive role in improving traffic congestion or poor transport connections, which costs business, reduces quality of life and causes air quality issues; or water quantity (too little to meet growing demand or too much in the form of flooding).

5.5.2 In his draft Environment Strategy, the Mayor states that there is a significant opportunity to increase the amount of new green infrastructure in parts of London

subject to major regeneration programmes. This can be achieved through improving existing and planning new green infrastructure that is better connected and integrated into the built environment. The Council recognises that investment in GI can be the catalyst for and supporting factor in the wider regeneration of an area. Economic growth resulting from investment in GI can lead to higher levels of employment and lower levels of crime. The economic benefits of green infrastructure are becoming increasingly known with a growing body of evidence demonstrating the links between sustained economic growth and green infrastructure. GI projects that are integrated with other projects or strategies, such as urban regeneration, are likely to provide more benefits, faster, in addition to being more likely to be well maintained in the future. Well-designed and maintained green space or GI can add to the aesthetic setting of an area impacting on its attractiveness and local distinctiveness to prospective residents and businesses. This in turn leads to more inward investment, as well as attracting employees and customers. This is vital for the health of Barnet's many District and Local Centres and contributes to the economic prosperity of the wider area.

- 5.5.3 The NPPF<sup>68</sup> states that LPAs should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being. With the rapid growth of regeneration areas and some of Barnet's town centres it is important that economic success does not have an adverse impact on the health of residents. Undertaking Health Impact Assessments (HIAs) as advocated in the London Plan, Policy 3A.20<sup>69</sup> provides the policy context to ensure appropriate dialogue and engagement is undertaken between developers, the planning process and health providers. The proactive engagement of Barnet Council Public Health in planning proposals is therefore important in helping justify the inclusion, and ensure effective implementation of, policies that give the best chance of negotiating development that promotes the population's health and wellbeing.
- 5.5.4 The requirement for a standalone or integrated HIA to be undertaken by developers for large and complex proposals, can determine whether the physical infrastructure of regeneration work is contributing to healthier places. The Healthy Urban Development Checklist (London Healthy Urban Development Unit, 2015) also provides guidance for HIAs.
- 5.5.5 The 'Place-Making' function of the Council includes approval of building and landscaping designs as well as the commissioning and design of proposed streetscape improvements, town centre regeneration projects and proposals linked to the design and management of quality open spaces. The experience of being on the street should also provide pedestrians with things to see and do. For example, their journey needs to be interesting and stimulating with attractive views, buildings, planting and street art. By prioritising the pedestrian travel experience this will benefit the environment, the economy and provide increased opportunities for increased physical activity, which is central to the 10 healthy street indicators. Social infrastructure also influences health through the types of services available. According to the Royal Society of Public Health's 'Health on the High Street Report', Barnet has 3 of the healthiest high streets in London with Whetstone receiving the overall healthiest high street award.

<sup>68</sup> National Planning Policy Framework (2012) – paragraph 171

<sup>69</sup> <https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-3/policy-32-improving-health>

- 5.5.6 The potential to design in healthier environments is particularly significant in growth and development locations; good design can improve the accessibility of services which promote health. Active design strategies provide guidelines for architects and builders, ensuring that health promotion is considered in their developments. Active design is environmental design which helps to create environments which integrate physical activity into everyday life. This includes, clearly labelling stairwells to increase stair use among the able bodied, making them safe and visually pleasing, providing office cycle bays and the provision of showers within office buildings, active recreation and healthy eating facilities.
- 5.5.7 In building new communities people need access to nature and the benefits of a green environment. Learning from public health research into the benefits of regeneration activities and specific successful regeneration scheme such as Kings Cross, the role of ‘meanwhile uses’ (the temporary use of space, buildings or retail facilities for community led activities, such as community led food growing projects) or engagement, within areas that are the focus of regeneration, short term and temporary uses of space particularly where this promotes healthier living and positive health outcomes.



- 5.5.8 The provision of open spaces and other GI can provide significant value in terms of property premiums within a local area. Proximity of populations is a key driver of the value provided by urban greenspace. Higher density development not only allows more homes to be delivered on less land but also if designed well can result in walkable neighbourhoods that can sustain public transport and local shops.

**i) What is Needed?**

5.5.9 Section 6 of this SPD provides guidance on effective ways to factor in GI at the initial planning stages of individual schemes. In terms of wider considerations, the Council is committed to working towards:

- Providing more greenspace in areas of deficit, especially those areas which are also suffering from poorer health or higher levels of deprivation;
- As an absolute, avoid creating further disadvantage in areas already lacking in greenspace where there is also social and economic need;
- Ensuring that new housing development adequately contributes to the provision of greenspace (at a scale appropriate to the development) to build communities not just housing;
- Increasing the benefits and quality of existing greenspaces in areas of deficit, for example by seeking access to additional land to make better use of urban fringe land, incorporating more wildlife interest, improving paths, increasing play space, and ensuring high levels of maintenance;
- Bringing nature into the urban areas – more wildlife in existing parks and greenspaces, better urban connections, naturalising and de-culverting rivers and streams;
- Using GI in a planned way to combat environmental detractors – to reduce noise pollution and improve air quality;
- Encouraging the public to walk, cycle and horse ride more often;
- Providing attractive, mainly circular, routes of varying lengths suitable for families and other users of varying abilities for leisure and recreational purposes;
- Better linking urban areas to the countryside;
- Providing areas, or links to areas, to facilitate enjoyment of the countryside for other activities such as fishing, bird watching; and
- Helping Watling Chase Community Forest reach its full potential as a readily accessible ‘green lung’ for Barnet’s residents.

## 5.6 E) Green Transport and Access

### i) Promoting Green Transport

5.6.1 Given the importance of creating healthier places and the need to protect natural habitats and green spaces, the Council strongly promotes sustainable transport to protect the environment - alleviating congestion, pollution and pressure on car parking facilities whilst increasing public awareness of accessibility. An important part of this is ensuring all people are encouraged to walk or cycle. This includes children, the elderly, people with mental health issues and people with disabilities. The Department for Transport published a Cycling and Walking Investment Strategy in April 2017 with the aim to make walking and cycling the natural choice for shorter journeys by 2040. Identifying improvements required at the local level, it is recommended that plans are prepared that ideally cover a ten-year period, reviewed and updated periodically, providing guidance to assist a wide range of organisations involved in creating, modifying and managing the built environment. The key output should be a walking and cycling network plan that identifies preferred routes and core areas for further development and a prioritised programme of infrastructure improvements for future investment. In his draft Transport Strategy<sup>70</sup> the Mayor seeks to change London’s transport mix and advances the Healthy Streets Approach

<sup>70</sup> Mayor’s Transport Strategy – Draft for public consultation June 2017, <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

that prioritises walking, cycling and public transport which will improve air quality and create a greener and better public realm.

- 5.6.2 Within Barnet the Council is working to promote the interconnectedness of the Borough’s parks and open spaces; as an alternative to the car identifying opportunities to develop and promote the Borough’s walking and cycling network, including school travel. The Capital Ring is a key green route that encircles London with sections 10 (South Kenton to Hendon Park) and 11 (Hendon Park to Highgate) running respectively east-west and north-south through Barnet. The Dollis Valley Green Walk and the London Loop strategic walking routes cross Barnet. The 17km Dollis Valley Green Walk incorporating Brent Park, Hendon, Windsor Open Space Finchley, Riverside Walk / Gardens, North Finchley and Brook Farm / Wyatts Farm Whetstone, provides an important green corridor for wildlife and recreational use through the heart of Barnet. To provide legal protection and the widest publicity for the network of routes, it is important that all historic and new connections are properly recorded. Therefore, working with local organisations, the Council will seek to improve the Definitive Map of Rights of Way to ensure that footpaths throughout the Borough are appropriately recorded as public rights of way. Appearing on Ordnance Survey maps and illustrating the interconnectedness of the Borough’s footpath network will encourage greater use of footpaths and GI across the Borough.



- 5.6.3 While it is not possible to easily reach all the GI destinations via public transport, a large portion of the Borough is within fifteen minutes’ walking distance of either underground or over-ground stations, as well as benefiting from numerous bus routes. It is anticipated that the Borough’s Transport Strategy, when it is produced in 2018, will consider the need to balance provision of access by car and public transport. Prioritising pedestrians requires a reduction in the volume and dominance of motor traffic, (currently, 49% of journeys in Barnet are made by private vehicle). Walking and cycling for just 10 minutes a day can contribute towards the 150 minutes of physical activity for adults per week, as recommended by the UK Chief Medical

Officers. To facilitate an increase in walking and cycling as alternatives to private car use the Council is working to promote the interconnectedness of the Borough's parks and open spaces. Opportunities will therefore be sought to develop and promote the Borough's walking and cycling network including school travel.

- 5.6.4 Local networks connect people to the places they need to get to, be it parks, schools or shops; and attractive and safe routes can encourage a modal shift from cars to more sustainable and healthy forms of transport. Establishing a 'green travel' network that prioritises pedestrians and cyclists can bring positive economic impact. It is hoped that people will be more inclined to leave their cars at home, therefore reducing congestion and pollution and walking or cycling more. Properly planned, and building on the routes that already exist, an enhanced network will provide a safer and healthier alternative way of getting about for people of all abilities, be it for a leisurely outing into the countryside, jogging / running or for getting to school, work or the shops. Access networks can provide primary routes connected to secondary networks, linking into local communities, to railway stations and 'visitor hubs'.

**ii) Addressing Access and Accessibility Issues**

- 5.6.5 In terms of access and accessibility there are two distinct aspects to be considered. Firstly, to enhance the ability of all sections of the community to benefit from green open spaces, irrespective of age or any physical or mental disability or impairment. The second aspect relates more to working with landowners to remove any physical barriers and, through improved design and signage, enhance access to open spaces. It is recognised however that even if it were possible to achieve, it will often not be appropriate or desirable to open up access to many areas of green open space that are in private ownership. Whilst not open to the public these areas, including private gardens, do of course provide a wide range of GI benefits as identified elsewhere in this SPD.
- 5.6.6 The Council is committed to ensuring that everyone - including individuals who may have disabilities, older people, children and families, and disadvantaged groups - can enjoy access to the GI that is in public domain. This commitment to 'access for all' is at the heart of the Council's vision and the objective is to interpret the heritage, ecology and wildlife and amenities of the Borough's GI so that everyone can enjoy them. This might be achieved by, for example, constructing easy access paths for wheelchairs and buggies in readily accessible sites with seating and resting places. A current example of a scheme within the Borough is the Welsh Harp SSSI where access is being improved as part of the West Hendon regeneration proposals with the creation of a footpath around the Reservoir including the provision of two new footbridges.
- 5.6.7 Ensuring car parks have designated disabled and family parking is an easy and practical way to make parts of the GI more accessible for wheelchairs and buggies, together with the construction of fully accessible trails with seating and resting places, surfaced shared-use and waymarked trails. In providing accessible routes and signage it is very important to be mindful of the need to maintain the natural aspects of the GI. Whilst many paths across GI are 'desire lines', part of a dynamic network, it is also necessary to recognise that some areas cannot be readily adapted and will therefore always remain inaccessible for some users; as well as being mindful about the impact on the natural environment, it is also necessary to be practical about visitor safety in decision making about access.

- 5.6.8 Green infrastructure, appropriately planned, can create a connected network which is essential for both people and wildlife. Promoting non-motorised transport and accessing wider areas, routes must have a purpose if they are to be used. To increase physical activity levels the route / space should be accessible, (within 2 km of home), have a good surface with no obstructions such as stiles and crucially be safe. Wear and erosion also requires that, particularly for well-used multi-accessible routes, regular inspection and resurfacing is needed; also with in many cases overhanging vegetation cut back as well as drains and culverts being kept clear and repaired when necessary.
- 5.6.9 Routes will need to be perceived as safe to ensure use, particularly for families, the elderly, people with disabilities and novice cyclists and riders. There is a need for imaginative ways to promote a wildlife-rich green space, and for it to be marketed to different age groups. The green space should appear attractive; being natural, but access routes and facilities must be well maintained. It is possible to have sensitive wildlife-rich areas visible from smaller well-kept areas, without promoting physical access to them, as the view of nature is a main motivator. The objective therefore is to create routes for travel and for recreation where the local community needs them; including routes for users of all abilities for all sections of the community to access routes are used.



- 5.6.10 Town centres and regeneration areas should be fully compliant with the social model of disability. For example, physical barriers such as narrow or uneven pavements, gradients sloped at greater than 8%, insufficient or inappropriately positioned dropped kerbs / pedestrian refuge islands / controlled and uncontrolled crossing points, street furniture and heavy traffic can all make streets difficult to cross and manoeuvre. The Street Mobility Toolkit from UCL can be used to measure the barrier effect of busy roads. To implement appropriate physical infrastructure, data on the travel habits of Barnet residents needs to be routinely collected. Additionally, the

World Health Organisation's (WHO) HEAT tool, the London PTAL model, and access to opportunities and services (ATOS) tool can all be used to identify areas of high priority. Not only will these tools ensure that developments are targeting those most in need, they can also maximise economic return.

- 5.6.11 Accessibility to open space can be improved through provision of cycle parking in car parks, pedestrian and cycle links as well as bus routes where practicable. Without a map, it can be sometimes be challenging to find GI assets from stations and bus stops when there is limited signage. The installation of legible London interpretation panels is therefore encouraged.

### iii) Reconciling Tensions Between Different Users

- 5.6.12 A balance needs to be struck between encouraging visitors to the GI and preventing habitat damage and the disturbance of wildlife. Whilst committed to enhancing the visitor experience, it is also necessary to monitor the impacts that activities such as horse riding, mountain biking and dog walking might be having in causing ecological change in some areas. It is difficult to properly understand the carrying capacity of individual sites. A site's threshold depends on the wildlife it supports, its soil type, hydrology, topography and vegetation, and the type of visitor activity taking place. It is not only the activity at any one time but rather the cumulative effects that can be damaging. Consequently, it can be difficult to gauge the amount of activity an area can withstand before it starts to deteriorate and therefore to have a defined policy or process for dealing with sites once they start to become damaged.



- 5.6.13 The Council is supportive of cycling as a fun and sustainable activity which is valued by many and affords significant health benefits. It can also be a great social activity and good way to discover the GI. However, cycling can also damage the landscape and sometimes creates tensions with other visitors. It is necessary to review the impacts of cycling so that we can develop a balanced and sustainable approach to its future management. In general, considerate cyclists who respect the fragility of some parts of the GI, keep to designated trails, and minimise potential disruption to walkers, horses and wildlife, are viewed positively by other users of the GI. Some routes through the GI particularly popular to mountain bikers attract higher cycling speeds. To reduce potential conflicts with other users the Council seeks to promote considerate cycling, similar to that used on London's South Bank.

5.6.14 In terms of walkers the various footpaths, trails and areas of woodland across the Borough entice walkers, ramblers and dog walkers. The Council seeks to develop a more responsive and strategic approach to meeting the needs of different types of walkers; maintaining easy access whilst protecting unspoiled habitats and improving signage and publicity about walking routes and events. Also, investment into online resources, (e.g. maps and route planners showing facilities available), is likely to increase awareness of GI opportunities, further complimenting infrastructure changes. In this regard it is noted that at the national level the Government has funded a project with Ordnance Survey that will provide free online maps of greenspace with the intention of making it much easier for people to locate and access greenspaces for people to locate and access greenspaces<sup>71</sup>.

#### **iv) Range of Measures to Enhance Network of Green Transport Routes**

5.6.15 The Mayor's Draft Transport Strategy<sup>72</sup> states that for people making local trips, particularly in outer London where car use is high and public transport links relatively poor, the provision of new and better public transport services is required. Providing reliable bus services and improving rail services are seen as essential to avoid reliance on cars. Working with partner organisations, including Transport for London, neighbouring authorities and local organisations, the Council seeks to enhance public transport linkages and improved signage as part of increasing awareness and visitor access to the GI. Projects delivering access improvements can help to:

- Improve access and choice of means of getting about other than by private car; promoting the use of sustainable and public transport options integrating as appropriate with other forms of transport.
- Ensure that the GI landscape is considered when transport developments are planned with the aim to reduce fragmentation for visitors and wildlife.
- Create distinctive gateways to welcome visitors and make drivers aware that they are entering GI areas of open space.
- Improve air quality - excessive air pollution from traffic around most roads is damaging native trees and plants, likely to adversely impact on the health of soil, vegetation and water, with potential knock on effects on wildlife.
- Vehicle speed and road noise impacting on tranquillity that, together with air pollution, reduce the enjoyment and easy access to the GI for visitors on foot, bicycle or horse, as well as presenting a safety risk to visitors and wildlife alike.
- Reduce the impact of traffic through lowering speeds and controlling access of HGVs along minor roads.
- Develop and maintain a range of routes that cater for the needs of a range of purposes and users. (Whilst most routes are likely to fulfil more than one journey purpose, circular routes for example are likely to be more favoured for leisure and direct linear routes for commuting).
- Provide routes to a variety of destinations including work, school, sports and leisure facilities, shops, bus stops, train stations and to access social and community facilities.
- Facilitate shared use of off-road routes, 'quiet roads/lanes' and busier roads, where appropriate, by non-motorised traffic.
- Provide highway and personal safe routes into/out of urban areas.

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<sup>71</sup> Government Response to CLG Select Committee Report: The Future of Public Parks – recommendation 6 refers

<sup>72</sup> Mayor of London – Mayor's Transport Strategy Draft for public consultation – June 2017

- Work in partnership with others who have similar aims or who can benefit from improvements to existing and establishment of new green transport routes.
- Establish links to existing GI networks beyond Barnet, for example bridleway and cycle networks in Hertsmere and Watling Chase Community Forest.
- Assist with the improvement, more effective use and extension of the current provision of the rights of way network, (ensuring footpaths are added to the Definitive Map), and the safe use of suitable parts of the road network.
- Link towns with the countryside and vice versa, creating a continuous ‘connected’ network with routes that are in harmony with different types of land use.
- Clarify responsibility for tree safety and vegetation maintenance obligations in relation to highway structures and carriageways



5.6.16 In order that routes are used to their full potential they need to be developed to an agreed consistent standard, recognising that this will vary according to location. It is important that the materials used on routes maintain a balance between ensuring usability and preserving the natural environment. Routes in urban areas, for example, being more likely to be surfaced with tarmac such as Whetstone Stray – part of a green corridor Dollis Valley Green Walk comprising meadows and a brook - which would not generally be appropriate for a route in a more rural setting. Shared-use trails, way-marked trails and easy access paths create a network within and between areas of GI for visitors, but to maintain them in good condition, they require upkeep at significant cost. Footpaths that are designated rights of way need to provide safe access for walkers and be protected from deterioration with softer surfaces and good drainage. Wear and tear on the trails, especially in wet conditions, can demand that the surfaces require frequent maintenance at significant cost. Alongside these trails,

there will be a need to retain more remote paths, often formed by people and wildlife exploring the GI that as a result are dynamic and ever-shifting but not requiring the resources to maintain these to the same level as trails. Signage for trails also varies across the Borough and in places the designation of trails for shared use by walkers, cyclists and riders is unclear. Additionally, consideration might be given for Public Health to work with officers responsible for rights of way to improve existing walking routes and networks, including funding the creation of any missing links e.g. footbridges to help form more contiguous walking networks in the more rural parts of the Borough.

5.6.17 In terms of cost, it is recognised that routes will vary in the amount of funding needed to develop, improve and maintain them. Some may be more expensive than others and not demonstrate as good value for money in terms of satisfying the criteria for selection. Consideration of the materials used should be agreed with engineers to ensure that maintenance costs can be kept to a minimum, to avoid the routes falling into disrepair. The aim is to encompass the needs of all users (including pedestrians, cyclists, horse riders and those with impaired mobility), whilst recognising their needs are not necessarily the same and that it may therefore not always be possible, or desirable, to try to meet all their needs on the same stretch of pathway. Calculating on-going maintenance costs for each element of the GI is required so that any improvements can be secured long-term and maintained to a good standard.

5.6.18 Factors and considerations important to quality of provision are likely to include providing:

- A surface and gradient that is appropriate to the surroundings and likely use;
- Adequate width to minimize conflict between users;
- Consistent and continuous signage;
- Enhanced network facilities, e.g. crossings, lighting, gates, seating, public toilets, picnic areas and secure storage for bicycles as appropriate;
- An attractive environment through landscaping and planting;
- Good information with leaflets, route information, maps etc, and on site via interpretation boards; and
- Ensuring arrangements for the on-going maintenance of the route;
- Introduction at appropriate locations of traffic calming measures and segregated traffic.

## 5.7 F) Improving Air & Water Quality

### i) Air Quality

5.7.1 The air quality of urban areas has a significant impact on people's health. The Marmot Review<sup>73</sup> report found that "poorer communities tend to experience higher concentrations of pollution and have a higher prevalence of cardio-respiratory and other diseases. Sixty-six per cent of carcinogenic chemicals emitted into the air are released in the 10 per cent most deprived wards." Earlier this year the Government consulted on and then published a UK plan for tackling roadside nitrogen dioxide

<sup>73</sup> <http://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review/fair-society-healthy-lives-full-report-pdf.pdf> - page 80

concentrations<sup>74</sup> outlining a range of measures and proposed actions to be taken to improve air quality by reducing nitrogen dioxide levels in towns and cities.

5.7.2 Improving air quality is also an objective in the Mayor of London's consultation Draft Health Inequalities Strategy<sup>75</sup>. Objective 3.1 states that: "Poor air quality has been associated with many health problems including lung and heart diseases. It affects the health of all Londoners but some parts of the city and certain groups are affected more than others. People in the lowest socioeconomic groups are more likely to be exposed to poor air quality and that exposure is more likely to result in poor health." Although air quality has improved significantly over recent decades through action taken and newer technologies, levels of pollution - particularly in urban centres - are still too high. The principal sources of air pollution are:

- Traffic emissions from vehicles;
- Air pollutants arising from industrial activities;
- Emissions from boiler and mechanical plant within buildings;
- Dust emissions from demolition and construction activities; and
- Emissions from construction traffic and plant supporting construction activities.

5.7.3 Local authorities already have the powers to implement Clean Air Zones and the Government's plan states that, where the evidence shows persistent air quality exceedances, local authorities must develop plans to achieve compliance within the shortest time possible.

5.7.4 Poor air quality is a major public health issue in London with the Capital suffering disproportionately from poorer air quality compared to other parts of the country. It is critical that the exposure of the public to air pollutants is minimised and the contribution to atmospheric pollution from activities within the built environment reduced. A GLA commissioned report estimated that over 9000 Londoners are dying prematurely from long-term exposure to air pollution and the London Health Commission stated that 7% of all adult deaths in London being attributable to poor air quality. Over 440 schools and 360 other educational institutions in London are located in areas currently exceeding safe legal pollution levels.

5.7.5 Since the Clean Air Acts of the 1960s, sulphur pollution has been replaced by nitrogen pollution resulting from increased traffic levels. Within Barnet, emissions from traffic have by far the most severe and pervasive impact on the reduction of local air quality. Busy main roads creating traffic pollution leads to noise, fumes and dirt being generated that are highly detrimental to the GI and its wildlife. Concentrations in the air at roadside locations often exceed the internationally recommended limits above which both human and plant health is threatened.

5.7.6 The major pollutants affecting London are particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO<sub>2</sub>), for which London along with a number of other UK and European cities, is failing to meet the legal limit. An excess amount of nitrogen can alter soil chemistry, plant nutrition and biology as well as encouraging pests and pathogens. Although meeting the limits for particulate matter this pollutant is damaging to health at any level. Therefore Barnet, together with the other London boroughs, has an important role to play in addressing pollution at the local level by implementing targeted measures at pollution hotspots, reducing pollution from new

<sup>74</sup><http://www.airqualitynews.com/2017/07/26/air-quality-plan-published/>

<sup>75</sup> <https://www.london.gov.uk/talk-london/healthstrategy> - p.63

developments, developing an infrastructure that encourages walking and cycling along with ultra-low emission vehicles (ULEVs) and working with communities to increase awareness and resilience.

5.7.7 The Council is updating its Air Quality Action Plan 2017-2022, a draft of which was consulted on over the summer. Building on the previous plan, the new plan outlines the steps the Council will take from 2017 to 2022 to improve air quality across the Borough. The plan gives details on how the Council will:

- Continue to meet its statutory obligations for managing air quality;
- Work across many Council services and with partners to minimise emissions from transport, existing buildings, and new developments, including Brent Cross and other regeneration projects within the Borough;
- Continue to raise awareness of air quality issues to the public and encourage residents to do their bit to reduce levels of pollution and raise awareness of the importance to reduce their exposure to poor air quality; and
- Work in partnership with others to press for more action to be taken at all levels of government.

The consultation responses received are currently being analysed with the intention of providing feedback and producing the final plan before the end of this year.

5.7.8 The Council is committed to working to ensure that Barnet's growth will be met by minimising and mitigating any adverse impacts upon air quality; reducing the number of people, especially the vulnerable and school children, exposed to pollutants. London Plan standards for cycle parking and electric vehicle charging points are applied to increase the uptake of vehicles that are zero emission. Also sought is an increase in hydrogen refuelling infrastructure and ensuring that energy (heat and power) generation meets air quality and zero carbon commitments.

5.7.9 Helping to address NO<sub>2</sub> pollution the Council actively encourages tree and hedge planting adjacent to major roads. Trees can make a significant contribution to improving air quality by reducing air temperature, (thereby lowering ozone levels), directly removing pollutants from the air by absorbing them through the leaf surfaces and intercepting particulate matter such as smoke, pollen, ash and dust. Trees can also indirectly help in reduce energy demand in buildings leading to reductions in emissions from gas and oil-fired burners, excess heat from air conditioning units and demand from power plants. Targeted street tree planting has been in place for several years and a five year plan specifically addressing areas with pollution levels forms a major part of the Tree Policy. Cooling strategies, in particular the planting of trees and other vegetation, can be very effective in reducing the urban heat island effect. By providing immediate shade locations during the day and restricting direct sunlight on road and building surfaces they reduce the raised temperatures experienced during the night. Initiatives to increase the planting of green barriers and vegetation have included in January 2017, £80,000 of LIP funding being used to plant 216 trees in areas affected by poor air quality. Prior to that, (planted in 2015 and 2016), £80,000 was secured from the Mayor's Air Quality Fund to plant 220 trees. The Council also secured funding to install a 40m "green wall" made of ivy along a school playground close to the A41

5.7.10 The Sustainable Design and Construction SPD outlines air quality principles relating to the location, siting and design of new development. These include consideration as to how new or existing trees and planting can be used to help provide a barrier to

air pollutants. Improvements to air and noise quality are sought by requiring Air Quality Assessments and Noise Impact Assessments from development in line with the Sustainable Design and Construction. In addition, developers are required to design schemes to meet the air quality neutral emission benchmarks for buildings and transport set out in appendix 5 and appendix 6 of the Mayor of London’s Sustainable Design and Construction SPG. There is also a need for requirements for revenue measures to fund on-going monitoring / equipment needed to measure air and water quality

**ii) Water Quality and Retention**

5.7.11 Water is an essential and precious resource the quality for which is a key measure of the overall quality of the local environment. The water quality in London’s rivers and lakes mostly ranges from ‘moderate’ to ‘poor’ with only a handful classed as ‘good’<sup>76</sup>. Surface water run off can result in sewers over flowing and untreated sewage going straight into the Thames and its tributaries. Climate change predictions indicate more intense rainfall events during summer months, and generally wetter conditions through winter months which will intensify these problems. Urban areas are particularly at risk because the coverage of impermeable surfaces such as buildings, roads and the paving over of front gardens for car parking areas prevents rainwater being able to permeate into the ground, absorbed by plants and trees or stored in ditches and ponds. This runoff can quickly become polluted as the rain effectively washes urban streets and buildings carrying high concentrations of hydrocarbons, metals, dust, litter and organic materials into local streams and rivers where the concentration can cause serious pollution to those watercourses.



<sup>76</sup> Valuing London’s Urban Forest Results of the London i-Tree Eco Project 2015

5.7.12 The Council intends working with partners to:

- Identify opportunities to address water quality in Barnet’s river valleys and develop a programme of targeted activities and investments;
- Assess opportunities for flood risk management in Barnet’s river valleys - discussions have commenced with the Environment Agency; and
- Enhance bio-diversity in river valleys as well as other parks and open spaces to improve awareness education and recreation.

5.7.13 The Welsh Harp suffers from eutrophication from poor water quality. To address this, the nutrient and pollutant loading entering the reservoir via the Silk Stream and the River Brent needs to be reduced. The Council is therefore working with the Environment Agency and Thames Water to investigate and correct misconceptions, polluting incidents and poor practices along the waterways that feed into the reservoir.

5.7.14 National standards for SuDs<sup>77</sup> require the Council as Lead Local Flood Authority (LLFA) to be satisfied that major development meets the minimum standards of operation and that there are clear arrangements in place for on-going maintenance over the lifetime of the development. Rather than conventional methods of drainage, SuDs aim to use drainage methods which mimic the natural environment to slow down the rate at which water flows from a site by absorbing, filtering and slowing the flow of water when it rains. Through different shapes and sizes, they need to adapt to the topography and conditions where they are located. Simple but well thought-out systems can provide diverse benefits, such as reducing floods, improving biodiversity, improving the water quality going into the drains, and ultimately providing the community with green spaces they can enjoy. SuDS can also bring educational benefits, an example of this in Barnet being the SuDS for Schools project run in partnership by the Wildfowl & Wetlands Trust, Environment Agency and Thames Water. Working with schools in the Pymmes Brook catchment this project aimed to improve the quality of water reaching the brook and the River Lea that it flows into. In addition, the project provides participating schools with a learning resource and demonstrates how sustainable drainage can be applied in a variety of retro-fit settings.

5.7.15 It is very important that new development uses water efficiently, seeking wherever possible to reduce consumption. Section 2 of the Council’s 2016 Sustainable Design and Construction SPD outlines the design principles that should be considered for water consumption, storage and recycling.

5.7.16 Retaining or incorporating existing biodiversity on a site, in particular trees, can also help regulate the rate rainfall reaches the ground. Table 2.15.1 within the Sustainable Design and Construction provides details for the following range of GI examples of SuDS: soakaways, swales, detention basins, pervious surfaces, ponds and green roofs.

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<sup>77</sup> Non statutory technical standards for Sustainable Drainage Systems were published in March 2015 and apply to major developments of 10 units or more <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

5.7.17 The establishment and retention of riparian buffer habitats is important. For a designated river, the Environment Agency requests an 8 metre buffer zone (taken from the top of the riverbank) that is free from built development including lighting, domestic gardens and formal landscaping. Riparian buffers provide many benefits in helping to maintain natural stream functions, significantly contributing towards the improvement of the water body.



## 5.8 G) Cultural Heritage

5.8.1 This section outlines the importance the Council places on preserving the historic environment which includes parks, gardens, monuments and buildings. Historic England defines the historic environment as everything around us resulting from the interaction between people and places through time. This includes surviving remains of past human activity, whether visible or buried; as well as deliberately planted or managed flora. Many landscape features such as ancient woodlands, hedgerows, trees and water features can be identified (or contain) undesignated heritage assets. It means that the whole landscape can be considered of historical significance with a key issue being the balance struck between growth and development on one hand and safeguarding ecology and conservation interests on the other.



- 5.8.2 Cultural heritage refers to how humans have been influenced by and interacted with the landscape. It includes the aesthetic, historic, scientific, social or spiritual value of a place for past, present and future generations. Whilst natural heritage relates to the ecological and environmental value of green spaces, cultural significance can be sustained by enabling people to access and enjoy GI and find out more about green spaces, thereby making them more inclined to look after those regularly visited. An example being The Battle of Barnet fought on 14<sup>th</sup> April 1471. This was an important and decisive battle in the Wars of the Roses between Edward IV and the Earl of Warwick (called the King-maker and who lost the battle and was killed). The armies of Edward and Warwick met for the last time in Barnet at a place called Gladmore Heath. Whilst there is uncertainty where Gladmore Heath was, as the name has long ceased to be used, it is commonly believed that the battle was in and around Hadley.
- 5.8.3 Many heritage assets are protected by designations including Statutory and Locally Listed Buildings, Scheduled Ancient Monuments, Conservation Areas and Registered Parks and Gardens of Special Historic Interest. Welsh Harp SSSI also lies within the Borough. Over 100 formal green spaces including public parks, cemeteries and graveyards in Barnet are considered to have historical significance and are listed by the London Parks and Garden Trust in the London Inventory of Historic Green Spaces. It is important to ensure that the appropriate requisite notification and consultation is undertaken in respect of proposed works affecting designated heritage assets.
- 5.8.4 However, lists of protected sites are not the totality of what we consider important about the past. Heritage should be valued as a key component of character and sustainable place-making. Many heritage assets remain undesignated and others, such as archaeological remains, may yet be discovered. The London-wide review of Archaeological Priority Areas (APAs) by the Greater London Archaeological Advisory Service presents an opportunity to better recognise the potential that undesignated assets can contribute to GI objectives. The 19 APAs in the Borough enable local groups to engage in archaeological and historical research, building on the work started by the London Parks & Garden Trust. In some cases, in order to protect cultural significance, further research may assist in defining and understanding a GI asset. Where there is believed to be archaeological evidence that might otherwise be lost this should be drawn to the attention of applicants at the planning application stage and, if necessary, an archaeological condition attached to any planning approval subsequently granted. There is also an economic dimension to cultural significance; heritage is fundamental to creating a sense of place and significant amounts are required annually in order to manage and maintain GI assets.
- 5.8.5 In relation to non-designated heritage assets, a comprehensive review is underway of Barnet Council's Local List of Buildings of Historic or Architectural interest. The Local List is a schedule of historic buildings and other structures in Barnet which have been formally recognised as having local architectural or historic merit. There are presently over 1600 heritage assets on the list, which are widely distributed

across the Borough. Local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment. They formally recognise the importance placed on the historic environment and its role in contributing to our sense of place. A review of the current Local List and updating the selection criteria will help strengthen the role of local heritage assets, which are a material consideration in the planning process. Undertaking the review will ensure that the special character and historic significance of buildings of local importance is protected and enhanced. It also provides an opportunity to consider the merits of any additional buildings that make a contribution to Barnet's historic character.

#### 5.8.6 Major issues and challenges include:

- Maintaining the character of the Borough whilst enabling growth entailing new development.
- Ensuring the preservation, restoration of, and improved access to, heritage assets – finding innovative ways to fund the maintenance of the Borough's areas of natural and cultural heritage.
- Improving energy efficiency whilst maintaining the character of our historic buildings.
- Pressures from maintaining heritage assets in a public environment, including the risk of vandalism, age-deterioration.
- The need for more research to improve our understanding of the historic structures.
- Evaluating the impact that taller buildings and developments within the Borough can have on the skyline and long range views.

#### 5.8.7 Possible actions include:

- Developing conservation management plans for sites.
- Conservation Statements.
- Improved interpretation signage at and access to heritage sites.

## Section 6: Green Infrastructure Delivery and Guidance for Developers

### 6.1 National Guidance

6.1.1 With increasing development pressure it is inevitable that in Barnet, as in much of the South East of England, an increasing number of housing schemes will be in close proximity to protected habitats. In such cases developers are required to provide mitigation to offset the impact of development. The NPPF<sup>78</sup> advises that when determining planning applications LPAs should aim to conserve and enhance biodiversity by applying the following principles:

- Refuse permission if significant harm resulting from a development cannot be avoided, adequately mitigated or compensated for;
- Not normally permit proposed development on land within or outside a SSSI likely to have an adverse effect;
- Permit proposals where the primary objective is to conserve or enhance biodiversity;
- Encourage opportunities to incorporate biodiversity in an around developments;
- Refuse development resulting in loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees unless the development clearly outweighs the loss.

### 6.2 Existing Green Infrastructure Local Plan Policies and Guidance

6.2.1 This SPD, based on the Development Management Policies of the Local Plan, takes account of the latest national and regional planning policy and guidance relating to biodiversity. Noting that access to nature can be an important contributor to people's health, better access to both existing and new wildlife habitats is sought in the London Plan.<sup>79</sup> The creation of new biodiversity should be encouraged wherever possible; the extent to which the guidance in this SPD applies is likely to be dependent on the type of development, its scale and location. New developments and re-development of an existing site should therefore seek opportunities to improve existing, or create new links or corridors between, habitats. The Council recognises the importance to the GI network of private gardens, land owned by utility companies and small areas of publicly accessible open space like verges adjacent to highways. Such areas, although not classified as heritage assets, cumulatively are invaluable to wildlife and biodiversity interests. Buildings can also provide new opportunities to enhance biodiversity too with the provision of green roofs, living walls / facades and bird or bat boxes.

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<sup>78</sup> NPPF para 118

<sup>79</sup> London Plan 2016 – paragraph 7.61

Local Plan Policy	Summary of GI Policy Content	Development Questions / Requirements / Considerations
<p><i>Core Strategy</i></p> <p><i>Policy CS7:</i></p> <p><i>Enhancing and protecting Barnet's open spaces</i></p>	<ul style="list-style-type: none"> <li>• Work with partners to maximise benefits open space can deliver and create a greener Barnet.</li> <li>• Protect open spaces.</li> <li>• Enhance open spaces.</li> <li>• Ensure positive management to provide improvements in quality and accessibility.</li> <li>• Ensure character of green spaces of historical significance is protected.</li> <li>• Meet increased demand for access to open space and opportunities for physical activity by tackling deficiencies and under provision.</li> <li>• Secure additional on-site open space / open space improvements at Brent Cross – Cricklewood, Mill Hill East and Colindale.</li> <li>• Improve access to open spaces, particularly in areas of public open space deficiency.</li>   <li>• Secure improvements to open spaces including children's play, sports facilities and better access arrangements.</li> <li>• Protect incidental greenspace, trees, hedgerows and watercourses.</li> <li>• Enable green corridors to link Barnet's rural, urban fringe and urban green spaces.</li>   <li>• Protect existing Sites of Importance for Nature Conservation (SINC).</li> <li>• Ensuring development protects existing site ecology and makes the fullest contribution to enhancing biodiversity.</li> <li>• Enhancing local food production through protecting allotments and supporting community food growing.</li> </ul>	<p>Will the proposal serve to advance the Council's objectives in creating a greener Barnet?</p> <p>Does the proposal impact on existing open space? If yes, how does it seek to protect or enhance open space?</p> <p>Are opportunities taken to improve the quality of and access to open spaces?</p> <p>Does the proposal impact on an area of green space with historical significance?</p> <p>Is the proposal in an area recognised as having an existing under provision of open space? If yes, how does the proposal seek to address identified deficiencies?</p> <p>Is the proposal within one of the named regeneration areas? If yes how does the proposal ensure additional and/or open spaces improvement?</p> <p>Will the proposal improve access to district and local parks?</p> <p>For developments creating additional demand for open space will improvements be secured including in respect of children's play, sports facilities and access?</p> <p>Will greenspace, trees, hedgerows or water courses be affected?</p> <p>Will the proposal result in an overall net loss of public or private green space?</p> <p>Will the proposal impact on linkages of the green corridor network? Is it likely to enhance or harm existing linkages?</p> <p>Will any existing SINC's be affected?</p> <p>Does the proposal protect existing site ecology?</p> <p>Is the opportunity taken to make the fullest contribution to enhance biodiversity?</p> <p>Will the proposal impact on existing allotments?</p> <p>Are there opportunities to include in the design community food growing spaces?</p>
<p><i>Development Management DPD</i></p>	<ul style="list-style-type: none"> <li>• Development should retain outdoor amenity space having regard to its character.</li> <li>• Requires development proposals to</li> </ul>	<p>Will the proposal impact on existing outdoor amenity space?</p> <p>Does the proposal retain existing wildlife</p>

<p><i>Policy DM01: (parts g, j &amp; k)</i></p> <p><i>Protecting Barnet's character and amenity</i></p>	<p>retain existing wildlife habitat, including trees and hedges and provide an appropriate level of new habitat including tree and shrub planting.</p> <ul style="list-style-type: none"> <li>Proposals should adequately protect existing trees and their root systems</li> <li>In addition to amenity value these GI features provide biodiversity value.</li> <li>In some cases, a survey is required to determine the significance of any biodiversity interest.</li> <li>Trees should be safeguarded.</li> <li>When protected trees are felled they should be replaced with suitable size and species of tree as advised by Planning.</li> </ul>	<p>habitat?</p> <p>Will any existing trees or hedges be affected?</p> <p>Is creation of new habitat (tree and shrub planting) included as part of the proposal?</p> <p>Is the proposal likely to impact on the health of any existing trees?</p> <p>Is the biodiversity value of the GI features appropriately recognised and taken account of?</p> <p>Is a survey needed to determine the significance of biodiversity interest?</p> <p>Are all existing trees safeguarded?</p> <p>Are any protected trees to be felled? If so, are they to be replaced with an appropriate size and species of tree?</p>
<p><i>Policy DM15: (part a)</i></p> <p><i>Green Belt / Metropolitan Open Land (MOL)</i></p>	<ul style="list-style-type: none"> <li>Development in Green Belt / MOL will be refused except in very special circumstances.</li> <li>Construction of new buildings within Green Belt / MOL deemed inappropriate except for a limited range of uses and circumstances as set out in parts iii) to iv) of DM16a.</li> <li>Replacement or re-use of buildings should not adversely impact on openness of the area or purposes for including land in Green Belt / MOL.</li> <li>Development on land adjacent to Green Belt / MOL should respect surrounding character and not detrimentally impact on visual amenity.</li> </ul>	<p>In support of the proposal has a case been advanced for very special circumstances?</p> <p>Where it has is the potential harm to the Green Belt / MOL by reason of inappropriateness and any other harm outweighed by other considerations?</p> <p>Does the proposal fall into any of the categories of uses set out in paragraphs 89 and 90 of the NPPF identified as being not inappropriate development?</p> <p>If the development proposal is on land adjacent to Green Belt / MOL does it respect the surrounding character and not impact detrimentally on the visual amenity and openness?</p>
<p><i>Policy DM15: (part b)</i></p> <p><i>Open spaces</i></p>	<ul style="list-style-type: none"> <li>Protects open space from development.</li> <li>In exceptional circumstances loss of open spaces may be acceptable if the development proposal: <ul style="list-style-type: none"> <li>i) Is a small scale ancillary use that supports use of the open space, or</li> <li>ii) Equivalent or better quality open space provision can be made.</li> </ul> </li> <li>Any exception does not create further public open space deficiency and has no significant impact on biodiversity.</li> <li>On-site provision expected in areas of public open space deficiency as</li> </ul>	<p>Will the proposal impact on open space? If yes, has a case been advanced for exceptional circumstances?</p> <p>Are the exceptional circumstances provided sufficient to justify the loss of open space?</p> <p>Is the development proposed on the open space small scale and ancillary to use of the open space?</p> <p>Will the proposal compliment the function of the open space?</p> <p>Will the proposal respect or harm the open character?</p> <p>Is equivalent or better quality open space to be provided?</p> <p>Will an existing open space deficiency</p>

	defined and identified in the plan policy.	be exacerbated? Will there be a significant impact on biodiversity?
<p><i>Policy DM16:</i></p> <p><i>Biodiversity</i></p>	<ul style="list-style-type: none"> <li>Retention and enhancement or creation of biodiversity sought.</li> <li>Proposals which may affect a site of importance for nature conservation (SINC) should avoid adverse impact on the nature conservation value of a site.</li> <li>Where this is not possible minimise impact, and seek mitigation of any residual impacts.</li> <li>Exceptionally, where harm to nature conservation is judged to be outweighed by the benefits of the proposal, and development therefore allowed, appropriate compensation should be sought.</li> <li>Development adjacent to or within areas identified as part of the Green Grid Framework is required to contribute to the enhancement of the Green Grid</li> </ul>	<p>Will the proposal retain, enhance or create biodiversity?</p> <p>Is the proposal likely to affect a SINC? If yes, is there likely to be adverse impact on the nature conservation value of the site?</p> <p>Does the proposal seek to minimise any impacts on the SINC?</p> <p>Are mitigation measures outlined to address any residual impacts?</p> <p>Has a compelling case been made to demonstrate that harm to nature conservation interests are outweighed by the benefits that the proposal would bring?</p> <p>In respect of any harm, is appropriate compensation proposed?</p> <p>Is the proposal within or adjacent to areas included within the All London Green Grid Framework?</p> <p>If yes, are measures proposed to enhance the Green Grid?</p>

Table 5: Local Plan Policies – GI requirements and considerations

6.2.2 As stated in earlier sections, this SPD should also be read alongside the other Council SPDs for Sustainable Design and Construction and Residential Design Guidance, both adopted in 2016.

6.2.3 In implementing Local Plan Policy DM16 the Council undertakes to do the following:

- Protect and enhance Welsh Harp SSSI and all sites of Metropolitan, Borough or Local Importance for Nature Conservation. Planning permission for development that adversely affects any of these sites will not be granted unless the economic or social benefits of the proposals clearly outweigh the nature conservation importance of the site, and only then if adequate mitigation can be provided and no alternative site is available;
- Not grant planning permissions which would adversely affect priority species / habitats identified in either the UK or London Biodiversity Action Plans unless the economic or social benefits of the proposals clearly outweigh the nature conservation importance of the site, and only then if adequate mitigation measures to secure the protection of the species / habitat can be provided and no alternative site is available;
- Protect and actively promote the linking of habitats via wildlife corridors;
- Protect the individual quality and character of, and promote access to, areas of GI;
- Protect and enhance the biodiversity of the Blue Ribbon Network within Barnet including rivers and their associated corridors; and

- Seek enhancements to biodiversity in line with UK and London BAP targets as an integral part of new development.

## 6.3 Green Infrastructure Considerations in Preparing and Determining Applications

### *Statutory Green Infrastructure Protections*

- 6.3.1 Developers and the Council need to have regard to additional species and habitats that are identified at the national, London or local level as priorities for protection and enhancement. This includes species which are of a particular conservation priority in London.
- 6.3.2 Certain development activities within the vicinity of protected species and their habitats require a licence from Natural England. It is the developer's responsibility to establish the likelihood of the presence of any protected and priority species either on, or within the vicinity of, their site. The detail and length of the survey period will depend on the suspected likelihood of the presence of protected species and what the species is. The site may only be used for part of the year by a protected species. It is also the developer's responsibility to ensure that they have complied with all legislation with regards to protected species when developing their site. The protected species most likely to be encountered on development sites in London are bats, badgers, hedgehogs, water vole, great crested newt and reptiles (grass snake, common lizard and slow-worm). Specialist advice on how to manage and protect specific species can be found on Natural England's web-site and from the London Wildlife Trust or from specialist conservation bodies for individual species such as the Royal Society for the Protection of Birds (RSPB), Buglife and the Bat Conservation Trust.
- 6.3.3 In addition to its duties with regard the protection and planting of trees in considering development proposals, the Council is empowered to make Tree Preservation Orders when expedient to do so in the interests of amenity. It will therefore use this power where it considers there to be a clear benefit to public amenity through bringing trees and woodland under planning control.

### *Green Infrastructure considerations included as part of a proposal*

- 6.3.4 There is now a wealth of evidence on the many benefits of accessible woodland and high canopy cover including, as outlined in the SPD, improving: physical and mental health; air quality; water quality; water management (reducing flooding); shading; cooling through evapotranspiration as well as the more obvious benefit of improving biodiversity. Background research and evidence for this, together with guidance on the retention and planting of trees in new development, can be found in the report Residential Development and Trees published by the Woodland Trust.<sup>80</sup>
- 6.3.5 The Council will support proposals which enhance and manage natural green space, protect important species, and promote public access to nature. Measures to enhance biodiversity will be sought as part of development schemes. Developers should incorporate GI into their scheme at the initial design stage to ensure that the full consideration can be given to the type of vegetation that would be appropriate in the proposed location, including allowing sufficient space to enable the vegetation to

<sup>80</sup> <https://www.woodlandtrust.org.uk/publications/2015/07/residential-developments-and-trees/>

reach maturity and whether there are any watering and daylight requirements. The Council will give particular attention to the use of landscaping and tree planting to enhance the public areas of a development and how the proposed landscaping relates to the immediately surrounding area. To maximise the environmental benefits of GI the preference is that it is provided in the form of vegetated landscaping (including trees and rain gardens) at ground level or as a vegetated green roof. Green roofs should meet the standards set out in GLA (2008) guidance provided in the 'Living Roofs and Walls' report<sup>81</sup>.

- 6.3.6 People are most likely to be influenced by their environment when moving to a new home but often the design elements to help them maintain or achieve a healthy weight are missing when they move into new developments. Therefore, in new schemes to influence behaviour of residents from the outset it is important to ensure that the elements of a healthy-weight environment – such as parks, safe and legible walking routes, provision of community facilities etc are in place. However, in practice the phasing of larger scale development schemes is often designed to ensure that these elements are installed only once a prescribed percentage of the homes are already built, meaning that people can have lived in an area for a length of time before the infrastructure and services that might influence their lifestyle habits are provided.
- 6.3.7 If local healthy-weight impacts of planning policy and development schemes are systematically evaluated it is possible to demonstrate that design details can have a cumulative impact for creating healthy-weight environments. Often relatively minor design elements included as part of a scheme such as secure bike storage, direction signage, benches and ensuring sufficient space to sit and eat at home, gardens and spaces for communal food growing can influence a person's propensity to be active and eat healthily.

### *Supporting Green Infrastructure Information*

- 6.3.8 Major and large-scale development proposals should provide an ecological statement which demonstrates how protection of biodiversity and habitat quality will be achieved. The statement should provide recommendations on where enhancements to biodiversity can be made. Developers are expected to provide a comprehensive site survey identifying the trees and other natural and landscape features of the site as part of the information provided in support of the planning application. Accurate site plans indicating the true positions and sizes of trees, hedges and other vegetation as well as physical features such as changes of level, ponds, streams, ditches, mounds etc are essential. Information provided must clearly distinguish trees or other features to be removed from those to be retained.
- 6.3.9 The Council expects development proposals to make adequate provision for the retention of GI features which it considers to be of significant or of potential amenity value. Although trees may be visually dominant, other vegetation can be of equal or greater importance ecologically as well as contributing visually to the landscape. In cases where applications are in respect of highly visible sites or have a potentially significant impact, the Council will expect submission of a landscape, ecological or heritage appraisal and assessment and may also require the provision of arboricultural, landscape or ecological impact studies. Even where no additional open space is being created development should replace, and seek to enhance,

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<sup>81</sup> <https://www.london.gov.uk/sites/default/files/living-roofs.pdf>

biodiversity for example through the provision of green roofs and green walls / facades.

- 6.3.10 Having regard to soil conditions, all new developments need to clearly show and include descriptions of the soft landscaping at the planning application stage and also address assumptions made with regard to future maintenance responsibilities. The terms of any transfer of responsibility and/or funding from one party to another are to be outlined in Section 106 Agreements.
- 6.3.11 Section 2.16 of the Sustainable Design & Construction SPD sets out biodiversity design and construction principles in relation to the following:
- Replacement and enhancement of natural environmental features;
  - Green roofs, trees and green façades and rainwater gardens – ensuring that the built form of the development can contribute to the ecological environment;
  - Low maintenance, indigenous landscaping;
  - Good site management to ensure the avoidance of pollution incidents;
  - Preservation of valuable habitat features; and
  - Protected wildlife species that receive statutory protection.
- 6.3.12 Landowners have an important role in enabling the creation of connected walking and cycling networks. Access to the countryside and rural walking / cycling networks can sometimes be disrupted by landowners who, often for understandable and justifiable reasons, refuse permission for members of the public to access and cross their land. This is likely to lead to longer less direct routes that can discourage their use. Design and Access Statements prepared by developers in support of planning applications evaluated at an early stage can be used to ascertain whether the walking and cycling distances in a proposed scheme meet thresholds suggested in good practice.
- 6.3.13 As noted in the Sustainable Design & Construction SPD, outdoor amenity space is highly valued and suitable provision will help to protect and improve the living standards of residents as well as contribute to maintaining and enhancing the wider character of the Borough. New development should make a positive contribution to the character and functions of the surrounding landscape through sensitive siting and good design, avoiding unacceptable impacts. Gardens make a significant contribution to local character, biodiversity, tranquillity and sense of space. Residential units with insufficient garden or amenity space are unlikely to provide good living conditions for future occupiers. For houses, amenity space should be provided in the form of individual rear gardens. For flats, options include provision communally around buildings or on roofs or as balconies. Whatever option is chosen it must be usable space. Table 2.3 of the Sustainable Design & Construction SPD and section 8 of the Residential Design Guidance SPD set out the outdoor amenity space standard requirements and principles in terms of size and design.
- 6.3.14 Development can impact the biodiversity or habitat value of gardens and these factors will be considered when making decisions on development which affects residential gardens. For example, it is short sighted to allow insufficient space for trees in relation to a development. New trees should be of a species capable of growth that is appropriate to their location and setting. Where mature trees are retained on site consideration should be given to succession planting so that new trees can become well established by the time that the mature tree dies. If mature trees need to be cut back or younger trees have insufficient room to grow the full

extent of the existing or potential value will be lost. In designing new developments the relationship of trees to buildings must therefore take full account of the potential interception of sun / daylight, the shading of habitable rooms and gardens, the existing and potential height and spread of particular tree species and potential safety and structural concerns. Developments will be expected to adhere to relevant British Standards in respect of retaining existing, and the planting of new, trees.<sup>82</sup>

- 6.3.15 In relation to the consideration given to trees when constructing basement extensions, the Residential Design Guidance SPD (paragraph 14.45) states that nearby trees roots on or adjoining the site should not be damaged. Building operations involving basements beneath an existing garden should therefore ensure that adequate precautions are taken that existing trees and their root systems and other landscape features are protected and not damaged. The design of a basement should also take careful account of any constraints posed by nearby trees. Potential impacts on existing trees in adjoining properties or on the street should therefore be carefully considered. Where it is considered that basement development is likely to affect any tree, whether on the site itself or outside, the applicant may be requested to provide a tree survey and also submit an Arboricultural Impact Assessment in accordance with BS 5837 2012<sup>83</sup>.

*Promoting the creation of additional habitat*

- 6.3.16 Whilst habitat provided on a building can benefit some species it cannot fully replace habitat lost at ground level. New habitat provision should however be provided as part of a development's urban greening measures. This can include ecologically sensitive landscaping, comprising water features or new habitat provided on buildings, such as in the form of green roofs and walls and roof gardens, ponds and wetlands potentially incorporated with SuDs and bird and bat boxes and insect habitats. There are numerous web-sites that provide information on how to include and enhance biodiversity on development sites.
- 6.3.17 The potential to increase biodiversity in public realm improvements should be maximised. The ecological enhancement of urban greening measures in the public realm can in particular increase the connectivity between existing areas of urban habitat. The Mayor of London's All London Green Grid identifies opportunities for improving the connectivity of green infrastructure that the Council is committed to progressing whenever opportunities arise, including the creation of corridors for nature conservation across London.
- 6.3.18 Development management engagement with urban designers, landscape architects and developers is encouraged through pre-application discussions.

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<sup>82</sup> BS 5837: 2012 Trees in relation to design, demolition and construction and BS 8545: 2014 Trees: from nursery to independence in the landscape

BS 8545:2014 *Trees: from nursery to independence in the landscape*  
(<http://shop.bsigroup.com/ProductDetail/?pid=00000000030219672>)

<sup>83</sup> Ibid

# Contacts and Additional Information

## *Organisations*

Department for Environment, Food and Rural Affairs (DEFRA): Nobel House, 17 Smith Square, London, SW1P 3JR. (UK Biodiversity Action Plan)

Environment Agency: Apollo Court, 2 Bishops Square Business Park, St Albans Road West, Hatfield, Herts, AL10 9EX.

Greater London Authority: City Hall, The Queen's Walk, More London, London SE1 2AA.

London Wildlife Trust: Skyline House, 200 Union Street, London SE1 0LX.

Natural England: Northminster House, Peterborough, PE1 1UA.  
Green Infrastructure Guidance 2009

Transport for London: Palestra 197 Blackfriars Road, London SE1 8NJ

## *Additional Information Sources*

Advice, research and promotion of green roof systems for environmental urban regeneration see [livingroofs.org](http://livingroofs.org) and [www.greenroofs.org](http://www.greenroofs.org)

Biodiversity by Design: A guide for sustainable communities, Town and Country Planning Association 2004 [http://www.tcpa.org.uk/data/files/bd\\_biodiversity.pdf](http://www.tcpa.org.uk/data/files/bd_biodiversity.pdf)

Design for Biodiversity: c/o London Wildlife Trust

Environment Agency advice on Biodiversity, flora and fauna - <http://www.environment-agency.gov.uk/research/policy/40131.aspx>

[London Environment Strategy - Draft for Public Consultation, August 2017, Greater London Authority - https://www.london.gov.uk/sites/default/files/les\\_full\\_version.pdf](https://www.london.gov.uk/sites/default/files/les_full_version.pdf)

London Borough of Barnet (2015). Barnet's joint strategic needs assessment: 2015-2020. <https://www.barnet.gov.uk/jsna-home/demography.html>

London Biodiversity Action Plan Strategy priorities - <http://www.lbp.org.uk/londonhabspp.html>

Mayor's Transport Strategy - Draft for Public Consultation, June 2017, Greater London Authority, [https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user\\_uploads/pub16\\_001\\_mts\\_online-2.pdf](https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf)

New York City Departments of Design and Construction. (2010). Active design guidelines: Promoting physical activity and health in design. <https://centerforactivedesign.org/dl/guidelines.pdf>

Planning for a Healthy Environment: Good practice for green infrastructure and biodiversity; July 2012 <http://www.tcpa.org.uk/pages/planning-for-a-healthy-environment-good-practice-for-green-infrastructure-and-biodiversity.html>

Rain Garden Guide, Bob Bray, Dusty Gedge, Gary Grant & Lani Leuthvilay, 2013  
<http://raingardens.info/wp-content/uploads/2012/07/UK-Rain-Garden-Guide.pdf>

Ross, A. and Chang, M. (2013) 'Planning healthier places – report from reuniting health with planning project'. Town and Country Planning Association.  
<https://www.tcpa.org.uk/healthyplanning>

Spatial Planning for Health – An evidence resource for planning and designing healthier places, Public Health England, June 2017

The Economic Benefits of Woodland, Europe economics, March 2015  
<http://www.woodlandtrust.org.uk/publications/2015/03/the-economic-benefits-of-woodland/>

Trees in the townscape: A guide for decision makers, Trees and Design Action Group  
November 2012 <http://www.tdag.org.uk/trees-in-the-townscape.html>

Trees in the Hard Landscape: A Guide for Delivery, Trees and Design Action Group 2014  
<http://www.tdag.org.uk/trees-in-hard-landscapes.html>

World Health Organisation (2014). WHO/European Health Economic Assessment tool (HEAT), <http://www.heatwalkingcycling.org/>

## Appendix A - Glossary

Term	Definition
Accessible transport	Transport services and vehicles designed and operated to be useable by people with disabilities and other transport disadvantaged people: such as the elderly, parents with prams and children and wheelchair users.
All London Green Grid	A green infrastructure policy framework identifying the functions and benefits of green infrastructure set out in Supplementary Planning Guidance to the London Plan.
Air Quality Management Area (AQMA)	Areas where air quality objectives are not being met are normally designated as Air Quality Management Areas. It is then a requirement that affected Local Authorities implement a plan to improve air quality – a local Air Quality Action Plan.
Ambient Noise	On-going sound in the environment such as from transport and industry, as distinct from individual events, such as a concert. Unless stated otherwise, noise includes vibration.
Amenity	Element of a location or neighbourhood that helps to make it more attractive or enjoyable for residents and visitors.
Ancient Woodlands	Woodland that is believed to have existed from at least medieval times and as such probably been continuously wooded since 1600.
Authorities Monitoring Report (AMR)	A report produced each financial year to indicate the progress of production of planning policy documents, and monitor the effectiveness of policies contained within the adopted plan. The report will outline action that may need to be taken to meet targets or if policies need to be replaced. Changes will be implemented through a revised Local Development Scheme.
Biodiversity	The variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and

	economic value for human society.
Biomass	The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as forestry and agricultural residues.
Blue Ribbon Network	A spatial policy identified in the London Plan covering London's waterways and water spaces and adjacent land.
Brownfield Land or Site	Both land and premises are included in this term which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.
Brown Roofs	Roofs which have a layer of soil or other material which provides a habitat or growing medium for plants or wildlife.
Carbon dioxide (CO <sub>2</sub> )	Carbon dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide and has increased its concentration in the atmosphere. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.
Carbon neutral	Contributing net zero carbon dioxide emissions to the atmosphere. (See also zero carbon)
Combined Heat & Power (CHP)	The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water which would otherwise be rejected when electricity alone is produced, is used for space or process heating.
Community food growing	The cultivation of land by groups based on residential estates, faith premises, places of employment, schools or within neighbourhoods.

Community Infrastructure Levy (CIL)	CIL is a levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhood want.
Conservation Area	An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance it is desirable to preserve or enhance. There are special rules on some development in conservation areas.
Decarbonise	To remove or reduce the potential carbon dioxide emissions to the atmosphere from a process or structure.
Decentralised Energy Network	A Decentralised Energy (DE) network produces heat as well as electricity at or near the point of consumption.
Definitive Map	The legal record of public rights of way, the map shows the status and route.
Development Management Policies DPD	A Development Plan Document setting out the detailed borough-wide implementation planning policies for development and forms the basis for local planning authority decision making.
Development Plan Documents (DPDs)	Statutory planning documents that currently form part of the Barnet Local Plan including the Core Strategy, Development Management and Area Action Plans.
Environment Agency (EA)	Responsible for preventing or minimising the effects of pollution on the environment. It also provides guidance and information on matters such as waste management, water quality and flood protection.
Environmental Assessments	Assessments providing information about the environmental effects of a project that has been collected, assessed and taken account of in deciding whether a project should go ahead.
Environmental Statement	A statement setting out a developer's assessment of a project's likely environmental effects, submitted with the application for consent for the purposes of

	the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
Environmental Impact Assessment (EIA)	Predicts the effects on the environment of a development proposal, either for an individual project or a higher-level strategy (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
Equality Impact Assessment (EQIA)	An equality impact assessment involves assessing the likely or actual effects of policies or services on people in respect of disability, gender and racial equality.
Flood Risk Assessment (FRA)	Planning applications for development proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development located in Flood Zones 2(Medium Probability) 3a (High Probability) and 3b (The Functional Floodplain) should be accompanied by a FRA. This should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding.
Flood Zones	Flood Zones are the starting point for the sequential approach. Flood Zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences.
Garden Land	Including back gardens and private residential gardens, is the area within a defined dwelling curtilage used for amenity purposes from which the public is excluded.
Greater London Authority (GLA)	A strategic body constituted under the Greater London Authority Act 1999, consisting of the Mayor of London, the London Assembly and staff, which has responsibility for producing regional strategic policy in a number of areas, including transport, economic development, planning, and the environment for London.

Green Belt	A national policy designation that helps to contain development, protect the countryside and promote brownfield development. Development is strictly controlled in the Green Belt with a presumption against inappropriate development.
Green Chain / Link	These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.
Green corridors	Relatively continuous areas of open space threading through the built environment which whilst linked are not always publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.
Green Grid	The Green Grid is a strategic framework for creating a network of interlinked, multi-purpose open spaces connecting the Green Belt, Metropolitan Open Land and open space to places where people live and work.
Green Infrastructure (GI)	The multifunctional, interdependent network of open and green spaces and green features. This network includes urban areas, the urban fringe and the countryside. It provides multiple benefits for people and wildlife. (See Section 1.3 for a fuller descriptive definition.)
Green Roofs / Walls	Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.
Health	Defined by World Health Organisation as “a state of complete physical, mental and social well-being, not merely the absence of disease or infirmity.
Health Impact Assessment (HIA)	An assessment undertaken where a development or plan is anticipated to have significant implications for people’s health and wellbeing. The purpose on an HIA is to identify opportunities for minimising harms (including unequal impacts) and maximising potential health gains.

Health Inequalities	Defined by the Government as inequalities in respect of life expectancy or general state of health which are wholly or partly a result of differences in respect of general health determinants.
Landscape	All that can be seen when looking across an area of land, including hills, rivers, buildings, trees, and plants.
Lifetime Neighbourhoods	Are designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for all people to enjoy a fulfilling life and take part in the economic, civic and social life of the community.
Listed Building	A building or other structure recorded on a statutory list of Special Architectural or Historic Interest. The grades of listing are Grade I, II* or II with Grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures within the curtilage. A listed building is a heritage asset.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
London Plan	The Mayor's London Plan sets out an integrated economic, environmental and social framework for the development of the capital over the next 20-25 years. London boroughs Local Plans are required to be in general conformity with the London Plan. Policies in the London Plan guide decisions on planning applications by councils and the Mayor.
Major Development (applications decided by the London Boroughs)	Major Developments are defined as these: <ul style="list-style-type: none"> <li>• for dwellings: where 10 or more are</li> </ul>

	<p>to be constructed (or if number not given, area is more than 0.5 hectares).</p> <ul style="list-style-type: none"> <li>• for all other uses: where the floor space will be 1000 m<sup>2</sup> or more (or the site area is 1 hectare or more).</li> </ul>
Mixed Use (or Mixed Use Development)	Provision of a variety of activities and uses, such as residential, community and leisure uses, on a site or within a particular area.
National Planning Policy Framework (NPPF)	<p>Sets out the Government's planning policies for England that Local Planning Authorities need to take into account when drawing up their Local Plan and other documents and how they are expected to be applied making decisions on planning applications.</p> <p>Published by the Department of Communities and Local Government, the NPPF replaced planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously comprised Government policy with respect to planning.</p>
Natural Capital	Describes the economic benefits to people provided by the services the environment provides for free. These include cleaner air, cleaner water, better health, pollination of crops, contact with nature and attractive landscapes.
Nature Conservation	Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.
Nature Reserve	An area designated to protect and conserve important areas of wildlife habitat and geological formations and to promote scientific research.
Outdoor amenity space	Those open areas within a development which are used exclusively by the occupants for their recreation. These could be private gardens or communal open spaces.

Protected Species	Plants and animal species afforded protection under certain Acts of Law and Regulations.
Public Transport Accessibility Level (PTAL)	<p>A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. PTALs reflect :</p> <ul style="list-style-type: none"> <li>• walking time from the point of interest to the public transport access points;</li> <li>• the reliability of the service modes available;</li> <li>• the number of services available within the catchment; and</li> <li>• the level of service at the public transport access points – ie average waiting time.</li> </ul>
Renewable Energy	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.
Retrofitting	The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.
Right of Way	A path that anyone has the legal right to use on foot, and sometimes using other modes of transport.
Runoff	Runoff is the flow of water from rain or other sources over land. Greenfield run off rates are a requirement set out in the London Plan and relate to the speed of run off from an undeveloped site ie a greenfield.
Secure by Design	The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
Sites of Importance for Nature Conservation (SINC)	SINCs are areas protected through the planning process having been designated for their high biodiversity value. SINCs are classified into sites of metropolitan importance, borough and local importance for nature conservation.

Site of Special Scientific Interest (SSSI)	A SSSI is an area identified by Natural England as of special interest by reason of its fauna, flora, geological or physiographic (landform) features. Classification notified under Section 28 of the Wildlife and Countryside Act (1981 as amended).
Supplementary Planning Document (SPD)	Document providing supplementary information in respect of the policies in development plan documents and not forming part of the development plan nor subject to independent examination. Must be subject to public consultation if it is to be accorded any weight in decisions on development proposals. SPDs can be taken into account as a material planning consideration.
Sustainable Development	This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS) also referred to as Sustainable Urban Drainage Systems (SUDS)	SuDS can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
Transport for London (TfL)	One of the GLA groups of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Tree Preservation Order (TPO)	Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation. A tree subject to an order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Urban Greening	Urban greening describes the green infrastructure elements that are most applicable. Due to the density of the built environment green roofs, street trees and soft landscaping techniques are appropriate elements of green infrastructure.
Zero Carbon	A zero carbon development is one whose net carbon dioxide emissions, taking account of emissions associated with all energy use, is equal to zero or negative across the year.

## Appendix B - Local Plan Policies

### Policy DM15: Green Belt and open spaces

- a) Green Belt/Metropolitan Open Land
  - i. Development proposals in Green Belt are required to comply with the NPPF (paras 79 to 92). In line with the London Plan the same level of protection given to Green Belt land will be given to Metropolitan Open Land (MOL).
  - ii. Except in very special circumstances, the council will refuse any development in the Green Belt or MOL which is not compatible with their purposes and objectives and does not maintain their openness.
  - iii. The construction of new buildings within the Green Belt or Metropolitan Open Land, unless there are very special circumstances, will be inappropriate, except for the following purposes:
    - a. Agriculture, horticulture and woodland;
    - b. Nature conservation and wildlife use; or
    - c. Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of Green Belt or MOL.
  - iv. Extensions to buildings in Green Belt or MOL will only be acceptable where they do not result in a disproportionate addition over and above the size of the original building or an over intensification of the use of the site.
  - v. The replacement or re-use of buildings will not be permitted where they would have an adverse impact on the openness of the area or the purposes of including land in Green Belt or MOL.
  - vi. Development adjacent to Green Belt/MOL should not have a detrimental impact on visual amenity and respect the character of its surroundings.
- b) Open Spaces
  - Open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:
    - a. The development proposal is a small scale ancillary use which supports the use of the open space or
    - b. Equivalent or better quality open space provision can be made.

Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity

- In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect on site provision in line with the standards set out in the supporting text (para 16.3.6).

### Policy DM16: Biodiversity

- a. When considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity.
- b. Where development will affect a Site of Importance for Nature Conservation and/or species of importance the council will expect the proposal to meet the requirements of London Plan Policy 7.19E.
- c. Development adjacent to or within areas identified as part of the Green Grid Framework will be required to make a contribution to the enhancement of the Green Grid.

### **Policy CS7: Enhancing and protecting Barnet's open spaces**

In order to maximise the benefits that open spaces can deliver and create a greener Barnet we will work with our partners to improve Barnet's Green Infrastructure.

We will create a greener Barnet by:

Protecting open spaces, including Green Belt and Metropolitan Open Land;

Enhancing open spaces, ensuring positive management of Green Belt and Metropolitan Open Land to provide improvements in overall quality and accessibility;

Ensuring that the character of green spaces of historic significance is protected;

Meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through:

- securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale
- improving access to open spaces particularly in North and East Finchley and other areas of public open space deficiency identified by Map 10. We will seek to improve provision in these areas of deficiency with the objective of increasing the area of the borough that has access to district and local parks in accordance with the London Plan criteria
- securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space. Standards for new provision are set out in DM15 – Green Belt and Open Spaces
- maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses enabling green corridors to link Barnet's rural, urban fringe and urban green spaces
- protecting existing Sites of Importance for Nature Conservation and working with our partners including the London Wildlife Trust to improve protection and enhancement of biodiversity in Barnet
- ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements; and
- enhancing local food production through the protection of allotments and support for community food growing including the Mayor's Capital Growth Initiative.

In supporting new Green Infrastructure we will:

- set out an approach to improving the network of green spaces within the Green Infrastructure SPD
- as part of the All London Green Grid work with neighbouring authorities to establish Area Frameworks as the basis for identification, creation and management of new green spaces as part of:
  - a. Lea Valley and Finchley Ridge Green Grid Area
  - b. Brent Valley and Barnet Plateau Green Grid Area
- reflect the policies and objectives in the Watling Chase Forest Plan when assessing development proposals in the area covered by the Community Forest.

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## **APPENDIX C**

### **Strategic Environmental Assessment (SEA) Screening Statement**

#### **Green Infrastructure Supplementary Planning Document (SPD) – September 2017**

##### **Introduction**

1. The Responsible Authority (Barnet Council) must determine whether the plan or programme under assessment is likely to have significant environmental effects. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 (see Appendix 1), and in consultation with the Environment Agency, Historic England and Natural England. Prior to SPD adoption each statutory consultees will have been consulted and their responses recorded.
2. This screening assessment helps determine whether the contents of the draft Green Infrastructure SPD requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004. SEA is a process for evaluating, at the earliest appropriate stage, the environmental effects of a plan before it is made.
3. The assessment in this report is based on the Council's understanding of the current scope of the draft SPD. SPDs cover a range of issues, which generally provide guidance on the implementation of policies in the Local Plan. If a SPD is considered unlikely to have significant environmental effects through the screening process, then the conclusion will be that the SEA is not necessary.
4. The legislative background set out below outlines the requirement for undertaking this screening exercise as well as the process for undertaking a screening assessment of the likely significant environmental effects of the draft SPD and whether there is a need for a full SEA. The Council consulted the prescribed statutory bodies<sup>1</sup> on its initial screening assessment of the Draft SPD. The initial screening determination has been reviewed and updated to reflect the outcome of that consultation.

##### **Legislative Background**

5. Section 19 of the Planning and Compulsory Purchase Act 2004 requires that local planning authorities carry out a sustainability appraisal of each of the proposals in a Local Plan during its preparation. Sustainability Appraisal (SA) is a systematic process that must be carried out during the preparation of a local plan. SA ensures

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<sup>1</sup> Regulation 12 of the Town & Country Planning (Local Development) (England) Regulations 2012 and Regulation 11 of the Environmental Assessment of Plans and Programmes Regulations 2004

that potential environmental effects are given full consideration alongside social and economic issues. SA and SEA are tools used at the plan-making stage; used to promote sustainable development, the SA assesses the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. This process provides an opportunity to consider ways by which the plan can contribute to improvements in environmental, social and economic conditions, as well as a means of identifying and mitigating any potential adverse effects that the plan might otherwise have.

6. The basis for SEA and SA legislation is European Directive 2001/42/EC, (the 'Strategic Environmental Assessment Directive'), on the assessment of the effects of certain plans and programmes on the environment which was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, (commonly referred to as the 'Strategic Environmental Assessment Regulations'). Integrated into the SA are the requirements of the Strategic Environmental Assessment (SEA) Directive so a separate SEA should not be required. However, SA covers wider social and economic effects of plans, as well as the more environmentally-focused considerations in the SEA Directive.
7. Clause (10) of the SEA Directive requires SEA for plans which "determine the use of small areas at a local level" or, which are, "minor modifications" to plans, only when these are determined to be likely to cause significant environmental effects. This is transposed into the 2004 Regulations. Where the Council can demonstrate that any land-use or spatial plan is unlikely to have significant environmental effects (Regulation 9(3)), or where the proposed development is less than 0.5 hectares in area, a SEA will not be required.
8. The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009 (Regulations 2(5) and (6)) removed the automatic need for a SA of SPDs. This is because SPDs do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal. The Office of Public Sector Information (2009) Explanatory Memorandum to The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009 however, confirms that an SA will still be required if an SPD requires an SEA. The note states: "LPAs will still need to screen their SPDs to ensure that legal requirements for SA are met where their impacts that have not been covered in the appraisal of the parent DPD or where an assessment is required by the SEA Directive."
9. The Government's online Planning Practice Guidance also advises that SPDs do not require a SA but may in exceptional circumstances require a SEA if they are likely to have significant environmental effects that have not already have been assessed during the preparation of the Local Plan. This is usually only where either

neighbourhood plans or SPDs could have significant environmental effects<sup>2</sup>. The Council must therefore still determine whether the SPD is likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 and in consultation with the Environment Agency, English Heritage and Natural England. The results of this screening assessment process for the draft SPD are set out in this statement.

### **Content and Purpose of the Green Infrastructure SPD**

10. The Green Infrastructure SPD outlines the capacity of green infrastructure to deliver a wide range of benefits and how these might be promoted and delivered through Barnet Council's existing policies and processes. In accordance and consistent with existing policy and guidance, the SPD seeks to provide a clear vision for delivering a range of benefits including:

- enhancing the physical, social wellbeing and mental health of residents;
- making Barnet a better place to live, work, invest, learn and play;
- joining communities together by creating new green links between different parts of the borough;
- preparing the Borough for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures;
- making rivers more hydro-morphologically diverse, natural and of value to wildlife and people in a recreational and aesthetic way; and
- protecting and enhancing the Borough's trees and their contribution to cultural and natural heritage.

11. The purpose of this SPD is to provide advice and guidance to the public and developers regarding implementation of and compliance with the policies relating to green infrastructure contained in the Core Strategy and the Development Management Policies DPDs (both adopted September 2012); also the Mill Hill East Area Action Plan (January 2009) and Colindale Area Action Plan (March 2010) DPDs. As stated above, these documents – and therefore the policies within them relating to green infrastructure – have already been subject to SA. The application of the guidance contained in the SPD will, once adopted, neither add to or change statutory policy set out in the above mentioned DPDs, nor will the SPD guidance change the sustainability and environmental significant effects already identified through the SAs undertaken in respect of the DPDs.

12. Whilst not containing policies, the Green Infrastructure SPD sets out the current situation in terms of the provision of various types of green infrastructure across the

<sup>2</sup>Paragraph: 001 Reference ID: 11-001-20140306

Borough. The SPD provides the context for elaborating and adding greater detail to the parent policies to ensure the satisfactory provision of green infrastructure and offset the relevant adverse impacts on the environment, local economic conditions, education, health, social, recreational and community facilities that may arise from development. It provides a vision and objectives to ensure open spaces and features are protected, and wherever possible enhanced, for the benefit of the environment, residents and visitors to the Borough.

### **Screening Assessment Outcome**

13. The SEA Directive requires an SEA for plans which (i) “determine the use of small areas at a local level” or which are (ii) “minor modifications” to plans, only when these are determined to be likely to cause significant environmental effects. The Draft Green Infrastructure SPD has not been subject to a SA because the SPD does not introduce new policies, nor is it site specific in the allocation of land.
14. The SPD provides guidance on policies contained in the Core Strategy, Development Management and Area Action Plan policies that relate to green infrastructure. These policies have been sufficiently appraised in the SAs of the relevant DPDs. The SPD does not determine the use of land or constitute a minor modification to a plan. It is therefore unlikely there will be any significant environmental effects arising from the SPD not already covered in the SAs of the parent DPDs.
15. Based on the assessment in Appendix 1, the Council considers that the green infrastructure initiatives promoted through the SPD would not have a significant negative impact on the environment but would in fact see significant improvements to both informal and formal open space and green infrastructure features across the Borough. Further, that the SPD does not give rise to any significant environmental effects additional to those already identified. Consequently, the Council concludes that it is not necessary to carry out a SEA on the basis that the Green Infrastructure SPD provides guidance to existing plan policies which have been subject to a full SA and is unlikely to have significant effects on the environment to those already assessed through the SAs previously undertaken for the higher-level adopted Local Plan documents.
16. Before finalising its screening determination the Council consulted the prescribed statutory organisations on its initial screening assessment.
  - Natural England, in their letter of 18<sup>th</sup> August responding to the consultation Draft Green Infrastructure SPD, stated that “Natural England does not feel that an SEA is necessary at this time”.
  - The Environment Agency, in an email dated 18<sup>th</sup> September stated, “The only comment they had regarding the SEA Screening Assessment

Statement was that they would like to see reference under 'Content and Purpose of the Green Infrastructure SPD - Page 3, paragraph 10' to the borough's Blue infrastructure, with mention of making the rivers more hydro-morphologically diverse, natural and of value to wildlife and people in a recreational/aesthetic way. With regards to whether a Strategic Environmental Assessment is required, I am informed that we are not in a position to agree/disagree on this."

- Historic England in an email dated 19<sup>th</sup> September stated, "Having now considered the SEA assessment I confirm that we have no reason to disagree with your opinion that SEA is not required for the Green Infrastructure SPD."

17. This SEA Screening Statement will be published on the Council's website alongside the Green Infrastructure SPD once adopted.

**Appendix 1: Criteria for determining the likely significance of effects on the environment**

<b>SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004</b>	<b>London Borough of Barnet Response</b>
<b>1. Characteristics of the Green Infrastructure SPD</b>	
<p>a) The degree to which the SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.</p>	<p>Green Infrastructure relates to a network of green spaces, and features such as street trees and green roofs, that is planned, designed and managed to provide a range of benefits, including: recreation and amenity, healthy living, helping to control and manage flood risk, cooling the urban environment and thereby mitigate the risk of climate change, improving air quality, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.</p> <p>The SPD provides supplementary guidance on the provision of green infrastructure giving more detail to the policies and principles established and contained in adopted Development Plan Documents which have been subject to full SA incorporating SEA. Whilst citing examples, this SPD does not seek to set a prescriptive framework for projects and other activities with regards to the specific location, nature, size and operating conditions. Although not allocating resources, the SPD promotes sustainable development through obtaining contributions and provisions from developers via planning obligations to fund green infrastructure projects and related positive activities.</p>
<p>b) The degree to which the SPD influences other plans and programmes including those in a hierarchy.</p>	<p>The document does not influence any other plans or programmes; the guidance it provides helps support the delivery of the Council’s policies as well as the delivery of infrastructure for the Council and other service providers. The guidance given in this SPD will be supplementary to the Core Strategy, Development Management</p>

	Policies DPDs and to the Colindale and Mill Hill East Area Action Plan Local Plan documents.
c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development.	<p>Green infrastructure plays a vital role in improving people's quality of life. The green infrastructure network is a multi-functional resource that includes a range of types number of open spaces including Green Belt and Metropolitan Open Land, Sites of Importance for Nature Conservation, parks, paths, walkways, waterways and SuDS features. It links places within and beyond the Borough and encourages walking, cycling and access to nature whilst also providing biodiversity benefits.</p> <p>Aligned to adopted environmental, sustainability and heritage policies set out within the Local Plan documents identified above, in promoting sustainable development the SPD provides guidance on the implementation of, and compliance with, Local Plan policies. This will help ensure that new developments provide the appropriate level and type of green infrastructure needed across the Borough.</p>
d) Environmental problems relevant to the SPD.	The SPD will not introduce or exacerbate any environmental problems. Rather, it will have a positive impact helping to address environmental problems by ensuring developer participation in, or contributions towards, positive schemes that for example seek to improve air quality and mitigate adverse effects of climate change.
e) The relevance of the SPD for the implementation of community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	Through the provision of supplementary guidance, the SPD will help support the implementation of other plans and programmes related to community legislation on the environment through the delivery of the Local Plan policies.
<b>2. Characteristics of the effects, and of the area likely to be affected, having particular regard to:</b>	
a) The probability, duration, frequency and reversibility of the effects.	The SPD provides guidance on the implementation of adopted Development Plan policies whose potential effects have

	previously been subject to full Sustainability Appraisal. It is therefore likely to have a positive effect on environmental quality by helping to deliver the Local Plan policies, and through promoting efforts and behaviors which seek to avoid, minimise or offset negative environmental impacts.
b) The cumulative nature of the effects of the SPD.	The SPD has borough-wide application, providing guidance to support the implementation of adopted Local Plan policies regarding how the provision of green infrastructure is addressed through the planning process. The effect of this SPD will be beneficial – therefore any cumulative impacts will also be beneficial.
c) The trans-boundary nature of the effects of the SPD.	The direct effects of this SPD are limited to land and developments within Barnet. Therefore, the effects of the SPD are unlikely to result in any significant environmental effects of a transboundary nature.
d) The risks to human health or the environment (e.g. due to accidents)	It is not envisaged that there will be any risks to human health or the environment arising from the implementation of this SPD. Rather, that the provision of green infrastructure promoted through this SPD will improve levels of human health.
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected) by the SPD.	The SPD will be applicable borough-wide to developments within Barnet. Similarly, the size of population that may potentially be affected by the SPD would be the population of the borough. Green infrastructure provision could have positive effects on communities in specific parts of the Borough. However, the benefits could also be felt more widely across the borough.
f) The value and vulnerability of the area likely to be affected by the SPD due to: <ul style="list-style-type: none"> <li>• Special natural characteristics or cultural heritage;</li> <li>• Exceeded environmental quality standards or limit values; or</li> <li>• Intensive land use.</li> </ul>	Comprising a mix of urban and rural areas, Barnet has a high population density, with areas of intensive land use, exceeded air pollution targets as well as having a rich nature conservation, biodiversity and historic environment. The SPD is applicable to the whole Borough which contains a number of protect areas with special natural characteristics and cultural heritage. Policies in the adopted Local Plan seek to ensure

	<p>the sustainable development of the Borough through the provision of green infrastructure, environmental measures and the protection and enhancement of natural and historic assets. The SPD supports this protection.</p>
<p>g) The effects of the SPD on areas or landscapes which have recognised national, community or international protection status.</p>	<p>Policies in the adopted Local Plan seek to protect areas and landscapes with recognised protection status (e.g. heritage assets). The SPD assists with implementation of these policies through ensuring that appropriate consideration is given to green infrastructure provision during the planning application process. The SPD supports these policies by helping to guide and secure enhancements to open space/green infrastructure, biodiversity and flood risk. In some instances, this could have a positive impact on protected areas. However, the SPD does not set out the policy framework for protecting and enhancing these areas; it provides guidance on delivery mechanisms.</p>

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	<p><b>Policy and Resources Committee</b></p> <p><b>10<sup>th</sup> October 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>London Borough of Barnet’s Consultation Response to the draft Mayor’s Transport Strategy 2017</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director, Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A: London Borough of Barnet’s Consultation Response to the draft Mayor’s Transport Strategy 2017</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Cooke, <a href="mailto:jamie.cooke@barnet.gov.uk">jamie.cooke@barnet.gov.uk</a>, 0208 3592275                  Oscar Nowlan, <a href="mailto:oscar.nowlan@barnet.gov.uk">oscar.nowlan@barnet.gov.uk</a> 0208 3595226</p>

<h3>Summary</h3>
<p>This report contains the London Borough of Barnet’s response to the Draft Mayor’s Transport Strategy (MTS) 2017 consultation. The consultation period ended on October 2<sup>nd</sup> 2017, but the Council has agreed with the MTS Consultation Team to formally submit its final response following approval from Policy and Resources Committee. Input from Environment Committee has been sought and has been incorporated into this draft response.</p>

<h3>Recommendations</h3>
<p><b>1. That Policy and Resources Committee agree the response (see Appendix A) from the London Borough of Barnet to the draft MTS consultation ahead of submission to the Mayor for London’s Office.</b></p>

**1. WHY THIS REPORT IS NEEDED**

1.1 In June 2017 the Mayor of London issued the draft Mayor’s Transport Strategy 2017 for consultation. This is a significant document which outlines

the Mayor's intended long-term approach towards transport in London up until 2041. As such this is an important consultation for Barnet and the Authority's forthcoming Long-Term Transport Strategy.

- 1.2 The Mayor's Transport Strategy Draft 2017, will, when finished, form the third Mayor's Transport Strategy. The strategy seeks to support a significant shift in how Londoners travel, and foster a transport system that is sustainable, efficient and can deliver positive health outcomes.
- 1.3 The Mayor's Transport Strategy Draft 2017 document seeks to create a step-change in the way people move around London as a whole, with the focus being on policy change rather than on hard measures and infrastructure schemes.
- 1.4 The document focuses heavily on reducing car-use, and the reasons for this in relation to improving health and facilitating growth are strongly argued.
- 1.5 The document requires boroughs to provide traffic reduction strategies to meet targets, and TfL will monitor progress through the LIP (Local Implementation Plan) process.
- 1.6 The council's draft response incorporates feedback from the Environment Committee which provided comments at its meeting on 11 September.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Appendix A is the London Borough of Barnet's formal consultation response to the draft MTS.
- 2.2 The London Borough of Barnet's response has been formulated through consultation with various departments and teams within the Council, and we believe that the response addresses all concerns, challenges and positive remarks made during this internal consultation process. A paper outlining the key themes and comments of Barnet's final response was agreed by Environment Committee on September 11<sup>th</sup> 2017.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The Authority could choose to not respond to the consultation, but this would not be appropriate considering the strategic importance of the Mayor's Transport Strategy and its likely links with the London Borough of Barnet's own forthcoming Long-Term Transport Strategy.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Following the approval of this committee, the final response will then be formally submitted to the Mayor's office.
- 4.2 A consultation response document will be provided by the Mayor of London once all responses have been reviewed, outlining key themes, further work

required by the Mayor, likely amendments to the document and a date for the final document to be published.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

The London Borough of Barnet's response to the consultation supports our position in terms of transport and regeneration objectives for the Borough and are written to support the corporate and performance objectives of the authority in the following areas

- **Fairness:** By seeking to balance the needs of different groups of residents and providing various modes of transport that provide access to essential services, education and employment.
- **Responsibility:** By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- **Opportunity:** By making multiple travel modes accessible and practical to all resident groups.

#### **5.1.1 Health and Wellbeing Strategy**

The response will also complement the Health and Wellbeing Strategy by promoting and expanding healthy sustainable travel modes, such as walking and cycling.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

#### **5.2.1 Implications are summarised below:**

- The need to prepare a Local Implementation Plan (LIP) 3 document next year is estimated to cost up to £10k however this is included within the Re output spec.
- LIP projects' funding, for capital and revenue transport projects within the borough, could be potentially reduced if we do not accord with the strategy outcomes and objectives required by the emerging Mayor's Transport Strategy. This currently amounts to approximately £4.5-5m per annum.

### **5.3 Social Value**

#### **5.3.1 The Public Services (Social Value) Act 2012 is not relevant in the context of this report.**

### **5.4 Legal and Constitutional References**

5.4.1 Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London.

5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards) provides that the Policy and Resources Committee has specific responsibilities: 'To be the principal means by which advice on strategic policy and plans is given and co-ordinated' and 'To represent Barnet's strategic interests in dealings with sub-regional, regional and national Government and influence relevant tiers of Government'.

## 5.5 Risk Management

5.5.1 The key risk relating to the Mayor's Transport Strategy is that failure to sufficiently comply with the document, and satisfy TfL, would put significant future transport funding at risk.

## 5.6 Equalities and Diversity

5.6.1 The consultation draft Mayor's Transport Strategy has been subject to an integrated impacts assessment which includes assessment of equalities impacts. In terms of equalities and inclusion the draft was assessed as having a minor to moderate positive effect.

## 5.7 Consultation and Engagement

5.7.1 Various teams have been consulted in the development of a proposed response to the Mayor's Transport Strategy. This report includes comments from:

- Regeneration
- Public Health
- Environmental Services
- Highways

5.7.2 The draft response has also been shared with Family & Adult Services, and Education for comments and insights.

## 5.8 Insight

5.8.1 The consultation response sets out information gathered from various departments within the Council, to ensure that there is a corporate response that represents the issues arising for the overall organisation.

## 6. BACKGROUND PAPERS

- 6.1 A copy of the draft Mayor's Transport Strategy 2017 can be found at the following link: [https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user\\_uploads/pub16\\_001\\_mts\\_online-2.pdf](https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf)
- 6.2 A copy of the paper presented to Environment Committee on September 11<sup>th</sup> 2017 can be found at the following link: <https://barnet.moderngov.co.uk/documents/s42013/Appendix%20A%20-%20Enclosure%20Mayors%20Transport%20Strategy%20LBB%20Main%20Themes%20Summary%20Discussion%20Paper%20for%20publis.pdf>

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## **Draft Mayor's Transport Strategy 2017**

### **London Borough of Barnet Consultation Response**

Thank you for the opportunity to comment on the draft Mayor's Transport Strategy (MTS). The publication of the draft MTS comes at a time when the London Borough of Barnet is concentrating on the future of transport policy in Barnet and is developing plans for the Council's own Long-term Transport Strategy. The Council is already working on several sustainable and inclusive travel initiatives, including improving local electric vehicle charging infrastructure and expanding the availability of car club services. This progress, and the proposals, policies and strategic direction of the final MTS, will be important considerations for the development of the Council's Long-term Transport Strategy and its alignment with the future Local Implementation Plan.

The draft MTS outlines a positive vision of London being a city where more people choose active travel and public transport over cars when travelling. However, it is the London Borough of Barnet's view that the draft strategy does not adequately distinguish the specific character and needs of outer London and Barnet in particular. Instead, the draft MTS seems more focused on delivering a transport system and infrastructure that is best suited to inner and central London. One obvious example is the lack of recognition in the draft MTS of the need for improved orbital connectivity on public transport, particularly for buses.

Moreover, the Implementation Plan in the draft MTS remains too broad, and divides the delivery of the strategy into three time periods: 2017-2020, 2020-2030, and 2030-2041. The draft MTS lacks a clearly articulated path to achieving that ambition and the final version needs to do more to identify and clarify the short term actions by the Mayor, TfL and the boroughs, and the contribution of these in progressing to the overall ambition.

The London Borough of Barnet shares many of the same goals articulated in the draft MTS, including improving air quality, reducing car dependency, and enabling more Londoners to walk and cycle, but achieving them in Barnet presents unique challenges that may require alternative solutions. With all of this in mind, the London Borough of Barnet has the following comments that we would like to be considered and incorporated into the final strategy.

#### **Transport Mode Share**

The draft MTS is explicit in that "the success of London's future transport system relies on reducing Londoner's dependency on cars in favour of walking, cycling and public transport use (p. 17)." Therefore, the headline aim within the draft MTS is that, by 2041, 80% of Londoner's trips are to be made on foot, by cycle or public transport. The London Borough of Barnet is supportive of the realisation of this aim, as it will help reduce health and economic inequalities across London.

However, this target is arguably somewhat misleading and obscures the task at hand, particularly for a largely outer London borough like Barnet. Data included in the draft MTS (p. 277, figure 57) shows that journeys within both central and inner London already meet or exceed the 80% target. All journeys between central and inner London, central and outer London, and central London and outside of London, also exceed the 80% target. The key areas for trips that require improvement to meet this target are only those within outer London, between inner and outer London, and between either outer or inner London to outside of London. In fact, by 2041, according to the draft MTS, trips within outer London and between outer London and outside of London will still not meet the 80% target. The headline target in the draft MTS is one that has already been broadly achieved in inner and central London, and the reduction of car dependency and a shift to walking, cycling and public transport remains a more pressing challenge for outer London and boroughs like Barnet. The final MTS should better reflect this and adopt headline targets for outer London trips, and for travel between inner and outer London, as well as outer London and outside of London.

Furthermore, it could be argued that this target of 80% is perhaps unachievable in Barnet without corresponding improvements in public transport for orbital travel routes for which some would argue the private car is currently the only viable means of transport.

### **Public Transport and Orbital Movements**

The draft MTS partially recognises the public transport challenges facing outer London, in particular the need for more reliable, accessible, affordable and demand-responsive bus services. The commitment to extending the Hopper fare to include unlimited bus and tram journeys within the hour (p. 121) is positive for outer London and Barnet, as bus remains the only way to make certain journeys on public transport. Research into travel affordability by London Councils has already highlighted the reliance on buses in outer London, particularly amongst low-paid Londoners working in the region. From this perspective, the commitment by the Mayor to freeze fares across the TfL operated transport network and extension of the Hopper fare by the end of 2018 is also welcome.

However, orbital routes are not sufficiently identified, discussed or tackled in the document. More emphasis is needed as to how orbital routes will contribute towards a significant mode transfer, and what support and initiatives will be required to deliver the improvements. In the draft MTS, the vision for Outer London, as outlined on p. 31, makes no reference to orbital routes. Barnet remains underserved by orbital public transport routes and without them the car will remain the most reliable and effective means of travelling across the Borough. Improved orbital connectivity also has a deep impact on economic growth and the overall success of the Borough's many town centres.

Bus is the only real option for many orbital public transport journeys in this part of outer London and too many destinations in adjacent counties. However, proposal 54d (p. 137) seeks to improve bus priority on key radial routes only. Whilst this is important, rapid orbital bus routes are desperately needed in Barnet, with improved frequencies and capacities. Greater prioritisation of such routes is necessary, and the Council has already advocated strongly for improvements to orbital bus routes, including for the extension of the 125 TfL bus route to Colindale.

There are also no proposals for any orbital rail links going through Barnet (the potential Crossrail 2 and Brent Cross / Cricklewood London Overground extensions will only provide orbital links heading both east and west out of Barnet). Barnet needs to seek a stronger and more detailed commitment from the Mayor to improve orbital transport links.

If potential orbital rail links such as a London Overground extension into Barnet via Brent Cross or Cricklewood were approved or considered further, the Council believes TfL and the Mayor should also explore the fare model behind these services to ensure they are financially sustainable and equitable. In the north-sub region and Barnet in particular, there is a risk that orbital rail services will cross zone boundaries less frequently, resulting in lower fare charges when compared to radial rail journeys of equivalent distances.

## **Education**

The Borough has large numbers of diverse schools, particularly faith schools with extended catchment areas – school travel planning doesn't adequately tackle the challenges in this situation and further measures may be needed. The final MTS should provide more of a focus on the needs of educational based trips.

The draft MTS (proposal 25, p. 91) makes a clear commitment to tackling air pollution hotspots, including those around schools by using the Mayor's Air Quality Fund and other funding. The London Borough of Barnet's Environment Committee has already reminded the Mayor that a study commissioned by the City Hall found the air around 15 Barnet schools to be polluted with NO<sub>2</sub> above the legal limit of 40 µg/m<sup>3</sup>. Notably, all schools but one were sited either on or around five TfL administered roads.

## **Ultra Low Emission Zone (ULEZ)**

In common with other London boroughs and areas near to the busy roads of outer London, Barnet continues to exceed national targets for air pollution. The stated intention to extend the ULEZ to almost all of Greater London for heavy diesel vehicles is encouraging as it would undoubtedly reduce NO<sub>x</sub> levels by some degree, particularly on polluting TfL roads. The London Borough of Barnet's Environment Committee has already written to the Mayor to request that City Hall undertake an

assessment of the impact the ULEZ is likely to have on Barnet generally and on the areas surrounding the 15 above mentioned schools specifically.

Much of Barnet would not benefit from the proposed ULEZ extension for light vehicles in 2021, owing to the currently proposed area reaching up to, but not including, the North Circular, therefore excluding a large part of the Borough. It also presents the risk that Barnet roads outside the ULEZ, particularly the North Circular, will become even more polluted as motorists seek to avoid the charge.

### **Traffic Reduction, Car Use and Parking Restraint**

The draft MTS plans for a 15% reduction in car mode share for journeys within outer London, including Barnet, by 2041.

Although there is no new London wide parking standard set out in the document it is clear that the next version of the London Plan due out for consultation November / December 2017 will seek to again tighten parking policy across London, as a result of the information and objectives presented within the draft MTS.

The London Borough of Barnet has its own parking standards which represent higher provision of parking than the existing London Plan. These standards are currently being reviewed, and the revised standards are expected to be available for discussion and adoption during October / November 2017. It is likely that the next iteration of the London Plan will further reduce parking standards for Outer London, which may not align with the Council's intentions.

The ambitions in the draft MTS in relation to reduced car use are only realistically deliverable in the context of introducing road user charging, yet the draft document does not provide enough explicit detail into the likely introduction of such a scheme. The draft MTS (proposals 19 and 21, p. 83) states that: "The Mayor will give consideration to the development of the next generation of road user charging systems", and that "TfL will work with those boroughs who wish to develop appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy scheme." However, these proposals need greater clarification given the fundamental role this will need to play in delivery. The evidence base for the MTS requires road user charging to be introduced in order to achieve the mode shift that will enable the target of 80 per cent of all trips by 2041 to be made by walking, cycling or public transport. In terms of delivery, the Implementation Plan (pp. 271-275) schedules "Work with boroughs to develop traffic reduction strategies, including traffic reduction strategies" to run over the 2017-2020 and 2020-2030 periods. However, road user charging is not mentioned specifically in the Implementation Plan. Moreover, there is no clarity as to whether TfL will seek to introduce road user charging on the Transport for London Road Network (TLRN).

This relates to another a key point. Barnet does not have direct control of key through routes in the borough, such as the A1, M1, A41, and A406, and the final MTS must place adequate responsibility on those who administer such roads (TfL and Highways England) to help contribute to car reduction targets on their networks in Barnet. These are key strategic routes that would benefit from greater consideration in the final MTS. Equally, the origins and destinations of traffic on these routes are not necessarily within Barnet and, while the draft MTS correctly recognises that borough traffic reduction strategies enable different approaches to reducing vehicle demand to operate in different parts of London (pp. 83-85), the final MTS must also acknowledge that traffic reduction strategies will require cross-borough collaboration and greater input from TfL.

Overall, the final MTS must instigate a process by which TfL takes a greater lead on policy changes and exercises levers to reduce car usage, such as road pricing strategies, in consultation with London boroughs. The final MTS will require a more detailed outline of its intentions and delivery plan for the introduction of road user charging.

### **Healthy Streets**

The Healthy Streets Approach demonstrates positive and ambitious thinking from a public health perspective, recognising the important connection between transport and improved health. However, more guidance is needed than is otherwise provided in the draft MTS from the Mayor and TfL on what the Healthy Streets Approach looks like in day to day practice and how it can be delivered. How will the Healthy Streets Approach actually shape local delivery, planning and development?

Barnet is also a diverse borough with differing street environments, and areas of dense and sparse housing settlement. Therefore, the Healthy Streets approach is unlikely to become a “one size fits all” approach for Barnet. The final MTS would benefit from outlining expectations as to how the Healthy Streets approach can be interpreted locally so that it is appropriate for specific environments in Barnet.

### **Walking and Cycling (Active Travel)**

The draft MTS envisages London as a city where people choose to walk and cycle. Barnet has historically seen lower levels of walking and cycling recorded in the borough and needs to encourage more residents to undertake more active travel. At last September’s Environment Committee, the Committee resolved, amongst other items, that a Cycling Strategy for Barnet should be formulated as part of the overall Transport Strategy for the Borough and agreed to further steps to install more cycle infrastructure in Barnet.

The London Borough of Barnet recognises that the application of the Healthy Streets Approach to the design and management of street environments intends to make cycling and walking more attractive, safer and more accessible.

Considering the range of urban, sub-urban and semi-rural settings within Barnet, it is difficult to picture how such an approach would work in practice across the whole of Barnet. Barnet would benefit if the final MTS outlined in greater detail what sort of street environments best encourage higher levels of active travel in various urban settings, and the sort of cycle infrastructure and cycle lane engineering solutions that are best suited.

As Barnet currently has fewer on-road cycle lanes, but a good number of routes available to cyclists through parks and signed links on quieter roads, the final MTS should consider in greater detail the potential of green and open spaces to help deliver attractive and accessible cycle routes, in addition to town centres and residential streets. Barnet would also benefit from hearing further detail in the final MTS about what cycle improvements are to be expected on TfL roads.

The draft MTS proposes (Proposal 3, p. 51) the expansion and improvement of cycle networks in London so that 70% of Londoners will live within 400 metres of a high-quality and safe cycle route by 2041. However, the proposed new cycle routes (p. 53) partially reinforce the current radial bias of London's transport system, despite it being well-recognised that London lacks good orbital routes that offer an alternative to car travel. This is most certainly the case in Barnet. It is of greater benefit to Barnet if the future cycle network in 2041 covers far more of outer London and introduces more orbital routes. Otherwise trips by car will remain the primary mode of transport for journeys between Barnet's town centres, and the borough will struggle to best contribute to overall car reduction targets.

The draft MTS also proposes (Proposal 6, p. 57) to increase the use of TfL's Cycle Hire Scheme as well as future models of cycle hire (dockless bikes etc.). So far, such schemes have largely benefited inner and central boroughs, and are yet to expand to or see widespread adoption in Barnet. Barnet would welcome a commitment in the final MTS to extend TfL's cycle hire into the southern parts of the Borough, including Childs Hill and Golders Green.

The draft MTS also mentions the increasing levels of data TfL is now collecting on cycling and walking patterns, which will enable increasingly tailored navigation and improved planning. It is the London Borough of Barnet's understanding that, in its current state, the London Travel Demand Survey (LTDS) measures trips rather than journey stages, which results in only the dominant transport mode being recorded for a trip. For instance if an individual travelling to work cycled or walked to a station, and then spent the majority of the remainder of their trip travelling by train, the LTDS would record the mode of that trip as train, ignoring the journey time spent cycling.

The LTDS is a valuable data source, but it may be of further benefit if these additional journeys could also be captured, to help provide a fuller picture. More broadly, Barnet recognises the wealth of cycling analysis and data held by TfL, and would welcome steps to make it further available to boroughs.

## **Corridors and Scale of Growth**

Barnet has some significant areas of growth, aiming for 28,000 new homes, which are likely to put additional pressure on available highway space. The table below illustrates Barnet’s housing growth in terms of the increasing number of households in the period 2011-2039.

<b>2011 Census</b>	<b>2015</b>	<b>2021</b>	<b>2031</b>	<b>2039</b>
136,000	150,000	162,000	181,000	189,000

The table below illustrates Barnet’s population growth

<b>2011 Census</b>	<b>2015</b>	<b>2021</b>	<b>2031</b>	<b>2039</b>
356,000	393,000	415,000	448,000	469,000

At Environment Committee on July 11th 2016, the report titled “*Moving Around Barnet – a Direction of Travel*” identified the redevelopment and regeneration projects in Colindale, Brent Cross Cricklewood, West Hendon, Mill Hill East and Stonegrove/Spur Road Estate, as key sites where housing growth must be considered alongside future transport development. The draft MTS places considerable emphasis on ensuring such projects incorporate the Healthy Streets Approach. In addition, there is a central assumption within the draft MTS that, with the growth of high-density development in the capital, people will become less reliant on cars for their journeys and the Healthy Streets Approach will plan for a more active lifestyle within an increasingly compact environment. Increasing mode share within these developments by walking, cycling and public transport can assist in avoiding gridlock on a highway network which is already under stress from volumes of vehicular traffic. The Council will further explore this in the development of its own transport strategy. Over the coming decades, this pattern of development will take place in considerable parts of Barnet; however, much of the borough is likely to remain low-density, particularly within the central and northern reaches of the borough.

The draft MTS is clear that it wants to unlock further growth potential and intensification through new rail links, including Crossrail 2, the Bakerloo line extension, the Elizabeth line extension, and expansion of the London Overground network through the devolution of suburban rail services. Within the draft MTS, there are two particular rail schemes of significance for Barnet that might unlock further growth potential in the Borough. However, both schemes need firmer commitment and clarification from the Mayor in the final MTS.

**1) London Overground extension from Old Oak to Cricklewood / Brent Cross (Dudding Hill Railway Line)**

This is included in the draft MTS as a possible route to be reopened, and commits the Mayor, TfL and relevant London boroughs to involvement in a feasibility study for the scheme (proposal 83, p. 209), however the core route is

seen as Hounslow to Old Oak with a possible section to Cricklewood. The draft MTS also includes a map (p. 239) detailing a potential London Overground extension from Old Oak to Brent Cross. Barnet's agenda is for this route to be reopened to support sustainable and convenient orbital movements and town centre growth, and reduce demand on the North Circular.

At present, options for a route to Cricklewood or northwards via Brent Cross into the core of the borough are being tested for initial feasibility by the West London Alliance, and the commitment towards this scheme from the Mayor should be tightened and more detailed in the final MTS.

## **2) Crossrail 2 (New Southgate branch)**

The inclusion of New Southgate station in the draft MTS as a station on Crossrail 2 is positive for Barnet. Crossrail 2 can play a key role in unlocking further growth in eastern Barnet and support reduced car-dependency development within certain ward areas of Barnet.

However, the draft MTS and Implementation Plan insufficiently clarify the phases by which branches such as New Southgate to Seven Sisters are to be expected as part of the overall delivery of Crossrail 2. The draft MTS (p.149) mentions the unequivocal endorsement of Crossrail 2 by the National Infrastructure Commission in 2016, but fails to mention that a report by the Commission in the same year titled "*Transport for a world city*" stated that the Commission suggested the delivery of the New Southgate to Seven Sister branch should be deferred to a later phase, considering the high costs of the proposals. While the Council recognises the need for effective and responsible financial management of Crossrail 2, it is of great benefit to Barnet if the New Southgate extension is not deferred. At the very least, the final MTS should give greater indication as to the phases and dates by which specific parts of Crossrail 2 are expected to be delivered. The Council would also welcome a commitment from the Mayor and TfL to retain the New Southgate to Seven Sisters branch in the earliest possible phase of Crossrail 2 delivery.

The draft MTS only briefly mentions the importance of the Thameslink Programme in also driving growth in London. The Brent Cross Cricklewood development is Barnet's most significant growth and regeneration programme and is underpinned by the construction of a new Thameslink railway station, delivered by the Council with Network Rail, which will link the Brent Cross Cricklewood development to King's Cross St Pancras in under 15 minutes. However, this is largely overlooked within the draft MTS when compared with other new rail projects. The final MTS must do more to recognise the importance of this specific Thameslink project in driving growth.

## **Injury Accidents**

In Barnet, the number of collisions involving vulnerable road users is among the highest level in London. Barnet, in absolute numbers, also has the highest number of Killed and Seriously Injured collisions in London. Barnet is a TfL priority borough, with initiatives such as community speedwatch in place.

The MTS proposes a zero-accident environment from 2041 onwards for serious and fatal accidents. With the challenges Barnet faces, this is a most welcome ambition. However, the practicality of this target is questionable. The draft MTS also provides insufficient direct support to boroughs to help realise this target, and lacks specific targets over time for the period between 2017/18 and 2041.

The Healthy Streets Approach encourages reducing speed limits to 20mph and designing streets to keep speeds low. The Council would welcome a commitment from the Mayor to support more 20mph speed limits in Barnet in locations where residents think they are needed.

### **Interaction with areas outside of London**

There is minimal reference in the draft MTS about how London should connect and integrate transport with neighbouring counties beyond Greater London. This is of particular relevance for Barnet, as the Borough has considerable interplay with the Hertfordshire region and Hertfordshire County Councils Highways and Transportation function, which do not enjoy transportation systems as sophisticated as London's and are not well integrated with it. Without co-ordinated improvements with adjacent counties, outer London boroughs like Barnet will struggle to realise the car reduction targets of the MTS, particularly for those journeys between outer London and outside of London.

### **Funding**

The draft MTS recognises that achieving a transport system that meets London's needs and can successfully deliver the policies and proposals of the strategy requires additional funding that is both stable and secure (p. 265). This, according to the draft MTS, necessitates a new approach to funding and delivering the transport network, and highlights road user charging, land value capture and greater devolution of financial powers as possible measures. More detail in the final MTS on when new approaches might be introduced and how they will enable the Mayor, TfL and boroughs to better fund infrastructure projects would be beneficial.

### **Equalities, Inclusion and Accessibility**

Barnet Council's Strategic Equalities Objective (SEO) is that citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer. The draft MTS makes repeated reference to how proposals and policies can make travelling in London more accessible and inclusive, which is positive. So too is the inclusion of an Accessibility

Implementation Plan, staged in five year intervals. The London Borough of Barnet welcomes proposals which aim to improve the experience of public transport to provide choice for people with disabilities and carers and enable them to travel independently and with confidence. For example, improved physical access to public transport, as with the proposed step free access at Mill Hill Broadway Railway Station, and improved signage both on vehicle place signage and vehicle destination announcements.

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Thank you again for the opportunity to comment on the draft MTS. The London Borough of Barnet hopes the final iteration of the document reflects the comments made in this response, so that the MTS can enable Barnet and all other boroughs to best deliver the aims of the strategy.

	<p><b>Policy and Resources Committee</b></p> <p><b>10 October 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Design and Creative Services Procurement</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Assistant Chief Executive</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>All</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>None</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Katie Mayers, Head of Communications, Marketing and Engagement, <a href="mailto:katie.mayers@barnet.gov.uk">katie.mayers@barnet.gov.uk</a>                  Johnathan Schroder, Internal Communications and Engagement Manager, <a href="mailto:johnathan.schroder@barnet.gov.uk">johnathan.schroder@barnet.gov.uk</a></p>

<p><b>Summary</b></p>
<p>This report sets out a proposal to procure the council’s graphic design and creative services externally, aimed at improving the quality and range of design and creative services that can be delivered, while reducing financial risk to the council. The report sets out a proposal to launch a procurement process and award a contract to a new provider for the next three years, with the option to extend for a further year.</p>

<p><b>Recommendations</b></p>
<p><b>1. Approval be given to officers to proceed with procurement activity to seek a new provider for design and creative services.</b></p>
<p><b>2. Note that following tender the acceptance of contract will be approved by the Assistant Chief Executive, in consultation with the Chairman of Policy and Resources Committee, in accordance with Contract Procedure Rules.</b></p>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 To comply with the council's Contract Procedure Rules, any proposed procurement action over the threshold of £164,176 and which is not included in this financial year's Annual Procurement Forward Plan (APFP) must come to the relevant theme committee for approval.
- 1.2 This report sets out the rationale for pursuing an externally procured model for delivery of graphic design and creative services. The proposal is for the term of the contract to last for three years plus one year.
- 1.3 The service is currently delivered internally, operating as a traded service whereby it charges other delivery units for commissioned design work. The model is such that the team's income should cover its costs. Analysis of management information has shown that the income into the design service and the number of jobs for the service has reduced over the last two years leading to a shortfall in income in 2016/17.
- 1.4 The proposal to procure externally has been taken in order to provide a professional end to end service and minimise any risk of financial loss to the council (see section 2). Further information relating to finances can be found in section 5.
- 1.5 If approved, a procurement process will begin shortly under the OJEU regulations with the intention of awarding a contract and mobilising with the new supplier in late 2017/early 2018.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 **Provision of a professional end to end service** – Through market testing it has been identified that there are a number of expert providers in the market that are able to offer a full provision of design and creative services to meet the council's needs. To deliver this service provision through the existing team would require significant service development and investment to make the current service fit for purpose for the council's requirements. This includes development of operational process, staff recruitment, skills development, investment in technology, procurement and management of a framework of specialist providers, business development to increase income generation and quality improvement.
- 2.2 **Reduced income** – The current design service operates on a cost recovery model, meaning that income into the service should cover its running costs. Analysis of management information has shown that the income into the design service and the number of jobs for the service has reduced over the last two years leading to a shortfall in income. This is a result of a number of factors including the council's diversified operating models, which has meant delivery partners are accessing alternative design service provision. In addition, the communications team has altered how it operates and there is greater focus on delivering campaigns and digital communications, which is

not within the current design service's remit. As a result external providers are commissioned more frequently. This has also had an impact on income levels.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Continuing with the current arrangement supported by a framework of suppliers was considered. However, this was rejected for the reasons outlined above.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 If approved, the procurement process will start immediately and a mobilisation plan will be put in place with the winning bidder.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

This decision supports the delivery of the Corporate Plan 2015-2020 as the design and creative services will play a key role in supporting and communicating effectively the programme of change over the next two years.

#### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

**5.2.1 Finance** - income to the design service by internal and partner customers in 2016/17 was £90,490, with a further spend of approximately £30,000 with external creative agencies.

- 5.2.1.1 The proposed value of the contract is up to £200,000 per year. This value has been reached due to a number of factors:
- the broader range of design and creative services delivered through the appointed provider
  - the fact that the contract will be open for our delivery partners to utilise
  - a potential increase in hourly rate (see further detail below).

- 5.2.1.2 There will be no minimum spend threshold on this contract due to the discretionary nature of utilising design and creative services and the contract value does not represent guaranteed spend.

- 5.2.1.3 The design service operating model is such that it should 'pay for itself' and from 16/17 also make a small contribution to the wider running costs of the communications team. By removing the costs of running the service the need to generate income will also be removed. The contribution to the running costs of the wider service will now be achieved through wider service efficiencies and increased income from a range of advertising channels and filming services

5.2.1.4 Market testing has indicated that there may be an increase in the hourly design rate from the current provision of £30 per hour which is considered below the broader market rate. Initial investigations with some providers suggest that the hourly cost may increase to £40-60 per hour which is in line with market rates; this should, however, be viewed within the context of the expected improvement in the quality of the service provision. In addition, an increase in hourly rate does not necessarily indicate an increase in overall spend by the council as there will be a greater drive towards efficiency and use of templates to enable customers to self-serve and digital communications.

**5.2.2** Staffing – the proposed changes impact upon a casual worker who works between 14 and 21 hours per week, and an agency worker. The establishment consists of a Design Manager post, which has been held vacant, and a Designer post, which is currently covered by the agency worker. It has been determined that the casual worker should transfer to the new provider under the Transfer of Undertakings (Protection of Employment) (TUPE) Regulations. Legal advice has been sought and provided in reaching this view.

**5.2.3** IT, Property – the design service currently has a number of assets (Mac computers and storage servers) which would be offered at a nominal cost to the winning bidder to enable them to carry on offering an immediate on-site presence. It would revert to the council on completion of the three-year contract.

### **5.3 Social Value**

5.3.1 The requirements on the council under the Public Services (Social Value) Act 2012 have been considered and will continue to be considered during the upcoming procurement process, in balance with the council's aims to maximise the value for money that can be achieved.

### **5.4 Legal and Constitutional References**

5.4.1 Constitution Responsibilities for Functions Annex A sets out the terms of reference of the Policy and Resources Committee including:

- To be responsible for the overall strategic direction of the Council including Corporate Procurement (including agreement of the Procurement Forward Plan and agreeing exceptions to CPRs)

5.4.2 The Council's Constitution (Contract Procedure Rules) sets out the authorisation process for entering contractual commitments. Appropriate approval is required before quotations or tenders for supplies, services or works may be sought in accordance with Appendix 1 Table A.

5.4.3 The overall value of the services proposed exceeds the Public Contract Regulations 2015 threshold and so the contract will be subject to the full EU tendering rules.

5.4.4 Where the Transfer of Undertakings (Protection of Employment) Regulations

(TUPE) apply in the circumstances identified in paragraph 5.2.2 above, the contract with the new provider will therefore include appropriate obligations in respect of the provider's responsibilities under TUPE. The council will fulfil its duty to facilitate and oversee the supply of relevant information during the procurement process and following contract award.

## **5.5 Risk Management**

- There is a risk that delays to the implementation of this decision could impact on delivering the benefits set out in Section 2
- Legal, Procurement and HR advice has been sought to minimise risk related to the procurement of this contract.

## **5.6 Equalities and Diversity**

5.6.1. Barnet is proud of the rich diversity of our residents and a key communications objective is to ensure that this is reflected in the work provided by our design and creative service partner. The ability to celebrate borough diversity and to reflect our staff and residents in positive, inclusive, non-stereotypical and aspirational images will be included in the procurement exercise.

5.6.2. As part of contemplating the impact these proposed changes will have upon the staff in scope we evaluated the practicality of completing an Equality Impact Assessment to review the impact upon the workforce. As the proposed changes impact upon one casual worker the view was taken that it was not appropriate to compare the equality information of this individual against the wider workforce as doing so had the potential to identify sensitive personal information relating to this employee in a public document, and furthermore the fact that only one individual was involved made meaningful equality impact assessments impossible. We will however ensure that the individual receives appropriate support during this process, and if any additional considerations need to be put in place to support them during this process, we will seek to facilitate this.

## **5.7 Consultation and Engagement**

5.7.1 Informal engagement with affected staff has taken place. The staff in the wider communications service have also been briefed. A formal TUPE consultation process of 15 days will take place with the one affected member of staff once the winning bidder has been chosen and a mobilisation plan has been put in place.

## **5.8 Insight**

5.8.1 Not applicable for this procurement contract.

## **6. BACKGROUND PAPERS**

6.1 N/A

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**London Borough of Barnet  
Policy and Resources  
Committee Work programme  
2017-18  
September 2017 - January 2018**

Contact: Kirstin Lambert; 02083592177 [kirstin.lambert@barnet.gov.uk](mailto:kirstin.lambert@barnet.gov.uk)

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>10 October 2017</b>			
Draft North Finchley Town Centre Development Framework SPD	To approve the draft Supplementary Planning Document for consultation.	Deputy Chief Executive	<b>Non-key</b>
Green Infrastructure SPD - Adoption	To approve the SPD following consultation	Deputy Chief Executive	<b>Key</b>
London Borough of Barnet's response to 2017 Draft Mayor's Transport Strategy	To approve the Council's draft response to the 2017 Draft Mayor's Transport Strategy consultation.	Strategic Director of Environment	<b>Non-key</b>
Design and Creative Services Procurement	Authorisation to procure the council's graphic design and creative services.	Assistant Chief Executive	<b>Non-key</b>
<b>5 December 2017</b>			
Business Planning	To approve the Business Planning priorities for the period 2017/18 to 2020/21.	Director of Resources (Deputy Section 151 Officer)	<b>Non-key</b>
Procurement Forward Plan 2018-19	To approve the plan	Deputy Chief Executive	<b>Key</b>

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Brownfield Land Register	<p>LPAs are required under the Town &amp; Country Planning (Brownfield Land Register) Regulations 2017 to publish initial registers by 31<sup>st</sup> December 2017 and thereafter update them at least once a year.</p> <p>Registers are to provide up to date publicly available information on brownfield land considered suitable for housing.</p>	Deputy Chief Executive	<b>Key</b>
Business rates discretionary rate relief scheme - progress report	To receive a progress report following implementation in July 2017.	Director of Resources (Section 151 Officer and Chief Finance Officer)	<b>Key</b>
Tendering for a local voluntary and community sector development partner	Authorise procurement of a local voluntary and community sector development partner, up to a maximum of 4 years.	Strategic Lead, Safer Communities	<b>Non-key</b>
<b>13 February 2018</b>			
North Finchley Town Centre Development Framework SPD (adoption)	Adoption of the SPD following consultation.	Deputy Chief Executive	<b>Key</b>

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Business Planning	The report revises the Medium Term Financial Strategy (MTFS) in line with the publication, sets out the corporate plan indicators, savings proposals, capital programme for the period 2018-21 and council tax for 2018/19.	Director of Resources (Deputy Section 151 Officer)	<b>Key</b>
Policy and Resources Committee - Draft Corporate Plan 2018/19 Addendum		Assistant Chief Executive	<b>Non-key</b>
20 March 2018			
15 May 2018			
Items to be allocated			
Monitoring the Impact of Brexit on Barnet		Assistant Chief Executive	<b>Key</b>
Update - Funding for fire safety work			<b>Key</b>
The Local Plan	To approve Barnet's Local Plan for consultation.	Deputy Chief Executive	<b>Key</b>

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
Draft Affordable Housing Supplementary Planning Document	To approve the draft Supplementary Planning Document for Affordable Housing for consultation.	Deputy Chief Executive	<b>Non-key</b>
North London Waste Plan (Reg 19 stage)	To approve the North London Waste Plan (NLWP) for public consultation.	Deputy Chief Executive	<b>Non-key</b>
Affordable Housing Supplementary Planning Document - Adoption	To adopt the Supplementary Planning Document for Affordable Housing.	Deputy Chief Executive	<b>Key</b>

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