

Question Number	Agenda Item Number	Raised By	Question	Answer
1.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	Roger Tichborne	How much does Does Barnet Council expect to pay Capita in all its guises, in fees, gainshare payments, and other payments re agenda item7? (An estimated figure will suffice).	The Council does not expect to pay anything to Capita in respect of the North Finchley SPD
2.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	Roger Tichborne	Will Traders be compensated for loss of business as a result of any disruption caused by agenda item 7?	The draft SPD is a high level strategic document setting the parameters for more detailed masterplanning by any future developer. Subject to the adoption of the SPD and development proposals coming forward we will use planning conditions to keep disruption to a minimum.
3.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	Roger Tichborne	Has any impact assessment study of the plans outlined in agenda item 7, on existing local businesses and residents been undertaken?	The draft SPD has been subject to an Equalities Impact Assessment as well as a Sustainability Appraisal which assesses the social, economic and environmental implications of the document. Comments are invited on these as part of the public consultation.
4.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	Roger Tichborne	In relation to agenda item 7, in total how many more/less parking spaces will there be in North Finchley? How does this relate to the number of new residents and how many of these will get existing car parking spaces?	Subject to detailed masterplanning and future public consultation development will be phased over several years. The Parking Survey that supports the draft SPD highlighted that for future town centre development, the present level of town centre supply used more efficiently, should be expected to provide for any additional development-related parking demand. Efficiency could be improved by introducing measures to discourage those who have viable parking alternatives such as the commuters at West Finchley and Woodside Park stations.

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				The draft SPD highlights that a Town Centre Parking Strategy will be required in order to get the parking balance right for North Finchley residents, traders and visitors.
5.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	Roger Tichborne	Have any discussions taken place to discuss the practicality of proposed new locations for the Lodge Lane market and the operability of the site, in relation to the relocation detailed in agenda item 7.	No discussions have taken place on a new location for the market and we welcome views as part of this draft SPD consultation.
6.	<b>Item 9</b> – LBB’s Response to the Draft Mayor’s Transport Strategy	Richard Logue	The Mill Hill East branch of the Northern Line does not have adequate capacity at peak times already. In 10 years time when the Millbrook Park development is complete the line as it stands will not be able to cope. Would the council consider raising this matter in their response to the Mayor's draft strategy?	The Council regularly engages with Transport for London and will feedback these concerns to TfL Officers. The Council will also consider if it is appropriate to include these concerns as part of the MTS response.
7.	<b>Item 9</b> – LBB’s Response to the Draft Mayor’s Transport Strategy	Jonathan Klaff	Does the committee have evidence, including methods such as flow analysis, for the claim that traffic will divert to the A406 with the ULEZ extension in 2021?	At this stage, specific evidence is yet to be produced in relation to this. However, concerns of a potential risk that Barnet roads outside the ULEZ, particularly the North Circular, will become even more polluted as motorists seek to avoid the charge, have emerged from discussions with both officers and Elected Members. The Council recognises the need for further data to better understand the impacts of the ULEZ 2021 boundary, and will look to TfL and the Mayor to produce such evidence as part of subsequent ULEZ consultation stages (Stage 3b will be a statutory consultation on the proposal to expand the ULEZ boundary beyond central

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				London).
8.	<b>Item 9</b> – LBB’s Response to the Draft Mayor’s Transport Strategy	Jonathan Klaff	Does the committee believe that proposal 54c is for central London only?	54c has been interpreted to be referring to central London only.
9.	<b>Item 9</b> – LBB’s Response to the Draft Mayor’s Transport Strategy	Charles Harvey	The response refers to the cycling strategy discussed in September 2016. Could the policy committee set a date for when it will debate the cycling strategy?	At this stage it is not possible to set a date to present a Cycling Strategy for Barnet to a Committee. It is anticipated that a Cycling Strategy would be discussed next year as part of a larger Long-Term Transport Strategy for Barnet, and is most likely to be first discussed by Environment Committee and then perhaps subsequently by Policy and Resources Committee as well.
10.	<b>Item 9</b> – LBB’s Response to the Draft Mayor’s Transport Strategy	Charles Harvey	The response asks for cycling data to be made available from TfL. Has Barnet sought to obtain other such data directly from providers, or has it merely petitioned TfL for access to data?	The response notes that Barnet would welcome steps to make any cycling data and analysis further available to boroughs – a culture of data sharing and open data already exists between boroughs and TfL. Many data sets, including cycling data held by TfL, is already accessible to boroughs and other bodies, and Council officers regularly interact with TfL to obtain further data and analysis to help inform better transport planning and other decisions. In particular, making advanced TfL datasets and analysis tools, including those relevant to cycling, more available and accessible to boroughs, would be immensely beneficial. The Council does also obtain data on cycling from other sources, however it is difficult to answer whether the Council

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				<p>obtains data directly from providers as it unclear as to what sort of providers are being referred to. However, as providers such as dockless bike schemes are emerging in both Inner and Outer London, the Council will look to obtain data from such operators. The Council also sought data on cyclists' parking requirements from its Geovey engagement tool (<a href="https://barnet.geovey.org/app/barnet/geovey_commercial/">https://barnet.geovey.org/app/barnet/geovey_commercial/</a>) and has used this data to inform the installation of cycle parking facilities.</p>
11.	<p><b>Item 9</b> – LBB's Response to the Draft Mayor's Transport Strategy</p>	Charles Harvey	<p>What does the Council believe is the most effective method of reducing KSIs between motor vehicles and bicycles/pedestrians?</p>	<p>The Council is of the opinion that there is no single best method of reducing KSIs between motor vehicles and bicycles/pedestrians as specific locations require varying solutions. In identifying what solution is best designed to reduce KSIs between motor vehicles and bicycles/pedestrians for a specific location, the Council looks to utilise data and insight to best understand how engineering, education and enforcement (by Police and other authorities, including the Council) might be most appropriate.</p>
12.	<p><b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD</p>	John Dix	<p>Given that the developer, Joseph &amp; Partners, has commissioned and paid for this entire SPD as "it intends to bring forward proposals for the comprehensive regeneration of North Finchley Town Centre through the redevelopment of a number of sites", how can the public have any confidence that this is in the best interests of residents and traders rather than the developer?</p>	<p>The draft SPD is the Council's planning document. It sets out the Council's approach for revitalising one of the largest town centres in the Borough. Local stakeholders including residents associations, local businesses, religious groups, schools and the Finchley Society have been engaged in the production of the draft SPD and now there is a statutory period of public consultation where residents and traders can make their views known.</p>

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13.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	John Dix	How many of the 6 mini sites are owned by Barnet Council and how much does Barnet Council stand to receive in capital receipts should these developments proceed?	The Council owns one of the sites: Lodge Lane Car Park. The draft SPD is a high level strategic document which sets the context for further detailed work. Without more detailed proposals for Lodge Lane we cannot estimate a capital receipt.
14.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	John Dix	At 1.9 in the report it states that “a traffic dominated environment with often poor quality public realm, acting as deterrents to increased footfall and dwell time”. To what extent does the type and mix of outlets have a greater impact on dwell time, and if it does, what ability does the SPD have to create that impact?	A more attractive town centre offer will increase dwell time. By setting out a vision for North Finchley with underpinning objectives the draft SPD provides the context for attracting private investment to the town centre.
15.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	John Dix	Given that some of the newly built residential properties at 931 High Road are on sale for between £600,000 and £940,000 and that 2 bed flats in the Trinity Square development are all for sale at prices over £500,000, who are these proposed new residential developments aimed at and what salary will they require to afford one?	The draft SPD is a high level strategic document that sets the parameters for more detailed masterplanning by any future developer. Future proposals will help address housing need in Barnet and will be required to make contributions to affordable housing in accordance with adopted planning policy.
16.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	John Dix	Policy CS4 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. What reassurances has the developer provided that they can deliver	Future proposals will be required to make contributions to affordable housing in accordance with adopted planning policy.

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			residential schemes that meet this target and how does the SPD ensure it is a specific commitment?	
17.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	Given that Policy CS7 identifies that improved access to open spaces is required in North Finchley which is an area of open space deficiency, what additional open spaces are identified in this SPD?	Improved public realm is a key feature of this draft SPD in making outdoor spaces within the town centre more attractive. As North Finchley is in an area of public open space deficiency we will expect S106 contributions to help improve access to public open space. This will include improvements to existing public open space within North Finchley.
18.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	Who established the vision statement at 4.1, workshop participants or the consultants/officers?	Engagement with local stakeholders including residents associations, local businesses, religious groups, schools and the Finchley Society has helped inform the vision as has our policy approach set out in the Local Plan and Entrepreneurial Barnet.
19.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	The report states that “opportunity will be sought to introduce visitor accommodation within the town centre, to enhance further the area’s visitors and footfall”. Who is this targeted at, business travellers, tourists, VFR and where is the supporting evidence for this demand?	Improving the availability of hotel accommodation is highlighted in the London Plan which sets a target of 40,000 additional hotel rooms by 2036. Town centres, such as North Finchley, with good public transport access to Central London are considered to have the potential to meet this demand.
20.	<b>Item 7 – Draft North Finchley Town Centre Development</b>	John Dix	At 6.4 it states “there is potential for the buses to be relocated onto local streets, releasing the ground floor of the Arts Depot block”. Where on local streets?	During the more detailed masterplanning stage any relocation of buses will be subject to appropriate technical surveys, engagement with Transport for London and London Buses and public consultation. Buses will remain on the High

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	Framework SPD			Road / Ballards Lane and not be relocated onto local residential roads.
21.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	Where will the residents of Barbara Langstone House be relocated to?	Barbara Langstone House is no longer a hostel. It is now private rented studio accommodation.
22.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	At 7.21 in the report it states that the parking survey was carried out on a Thursday and Saturday in July. What specific dates and what was the impact of summer holidays on the accurate assessment of the true parking demand?	The parking survey was undertaken between Thursday 6 <sup>th</sup> July and Saturday 8 <sup>th</sup> July. The results were therefore not influenced by the school summer holiday period.
23.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	At 7.25 it states that “discouraging long-stay parking through tariff changes would release capacity, to the benefit of the local community”. Where are the people who work at North Finchley expected to park?	It is not intended that all long-term parking is displaced. The aim is to discourage commuters who have a viable alternative in terms of parking location, timing, duration of stay or travel mode.
24.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	At the first workshop, the issue of making the A1000 two way was raised but a number of attendees expressed major concerns about this. To what extent have the consultants listened to local traders or have they simply come with their own predetermined ideas?	The proposals for two-way operation will help provide for southbound <i>and</i> northbound pass-by traffic on the High Road. Improving the Ballards Lane street environment will benefit traders and shoppers, without restricting access traffic. Any further development of these proposals will be subject to extensive consultation with all stakeholders,

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				including retailers, as well as comprehensive road network design and operation modelling.
25.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	To what extent will making the A1000 two way enhance the value of KOS 1 & 2 and who stands to benefit most from this enhancement?	The proposed two-way operation is intended to support a range of objectives. This includes addressing the perception of a vehicle dominated streetscape and improving conditions for local people and visitors as they move around the town centre. It also enhances the opportunity to address the generally poor quality public realm along Ballards Lane. Our aim is that residents, traders and visitors benefit most from this enhancement.
26.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	Can you give me an example of where the public interest might be so compelling that the Council would use of its compulsory purchase powers to assemble sites within the SPD area?	The Council will consider the use of its CPO powers where a scheme fits with the planning framework of the area and is likely to contribute to achieving the promotion or improvement of the economic, social or environmental wellbeing of the SPD area. Compulsory purchase is always a last resort and our aim will always be to reach a negotiated agreement with landowners.
27.	<b>Item 7 – Draft North Finchley Town Centre Development Framework SPD</b>	John Dix	Without a phasing strategy what reassurance can you give to residents and traders that North Finchley won't be blighted for the next 10 or 15 years while each phase is developed?	The draft SPD is a high level strategic document setting the parameters for more detailed masterplanning by any future developer. This masterplanning work will set out the phasing of development and will be subject to further public consultation.

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28.	<b>Item 7</b> – Draft North Finchley Town Centre Development Framework SPD	John Dix	To what extent will the expansion of Brent Cross impact on the ability to secure new anchor tenants who can drive footfall?	North Finchley is not competing with Brent Cross. Brent Cross has a greater than sub-regional reach in terms of retail and will be serving a different market. The draft SPD is seeking to reintegrate North Finchley Town Centre with its suburban residential hinterland and provide a revitalised offer within a more attractive town centre setting.
29.	<b>Item 10</b> – Design and creative services procurement	John Dix	Will this procurement trigger a gainshare payment to Capita, yes or no, and if yes what is the estimated value of that payment?	This project is not forecast to create any savings for the council but will enhance quality and improve efficiency. As no savings are forecast, no gainshare would apply

Public Comment and Ward Members (3 minutes per comment)

Item No	Public Comment Request
Item 7 – Draft North Finchley Town Centre Development Framework SPD	David Thompson
Item 9 – LBB’s Response to the Draft Mayor’s Transport Strategy	Jon Klaff
Item 7 – Draft North Finchley Town Centre Development Framework SPD	Maria Jordan
Item 7 – Draft North Finchley Town Centre Development Framework SPD	Roger Tichborne
Item 7 – Draft North Finchley Town Centre Development Framework SPD	Helen Michael