

Local Plan

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

**Consultation Representations Report
to the Draft SPD of Oct 2017**

February 2018

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1. Introduction

- 1.1 The Draft North Finchley Town Centre Framework Supplementary Planning Document (SPD) was open for consultation for a period of 6 weeks from 16th October to 27th November 2017. The Council adopted a pragmatic approach to late submissions and accepted representation after the formal consultation period closed. This report outlines the key consultation activities, provides a summary of the main issues raised and how these issues have been addressed in the SPD and response to individual submissions received via emails and letters (Section 5 of this document). Initial stakeholder engagement which took place prior to the formal consultation period is outlined in the Consultation Statement Draft in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 No 767, (Regulation 12a), including who was consulted, how they were consulted, a summary of the main comments received and how those have been addressed in the Draft SPD.

2. Consultation Summary

2.1 Statutory Consultation Activities

- 2.1.1 Statutory consultation requirements for a supplementary planning document as outlined in The Town and Country Planning (Local Planning) (England) Regulations 2012 No 767, Regulation 12 and 13.

These requirements include making the Draft SPD available for inspection at Barnet Council's principle office and other appropriate places and publishing the document on the council website.

- 2.1.2 Hard copies of the Draft SPD were made available at Barnet House Planning Reception, North Finchley Library and online at <http://engage.barnet.gov.uk>, for a period of six weeks from 16th October to 27th November 2017. A public notice advertising the Draft SPD was published in the Hendon and Finchley Times series newspaper on 19th October 2017 and a press release was issued by the Council on the 30th October 2017.

2.2 Additional Consultation Activities

- 2.2.1 A number of additional consultation activities have also taken place during the statutory consultation period including:

- 11,500 leaflets distributed by LBB to properties within the N12 postcode advertising the Draft SPD consultation and drop-in events;
- 270+ letters hand delivered to businesses along the High Road;
- Contacts on the LBB Local Plan database received notification of the publication of the Draft SPD;
- 64 letters/ emails sent to key stakeholders who had been involved in the initial consultation;
- Letters and emails sent to all ward members, local organisations and statutory consultees; and
- Posters advertising the events and documents distributed for display in local venues including Waitrose, Tesco, Aldi, Sainsbury's, The Bohemia, The Tally Ho Pub and a number of other retailers and independent businesses along the High Road.

Events in connection with the Draft SPD

Three drop-in events took place at the North Finchley Library:

- 1) 2-5pm Saturday 4th November with around 100 attendees;
- 2) 2-5pm Saturday 11th November with around 100 attendees; and
- 3) 4-8pm Tuesday 14th of November with around 80 attendees.

- 2.2.2 Visitors to the sessions had the opportunity to discuss the proposals and the way of responding to them with the Council and its consultant team. Exhibition boards outlining the Draft SPD proposals were on display at the events and were also uploaded to the council website.

- 2.2.3 A breakfast meeting was held at Café Buzz with LBB officers, members of the consultant team and the North Finchley Traders Association from 8.30-9.30am on 21st November in order to explain proposals and answer any queries from local business representatives. Around 25 local business representatives attended the meeting.

- 2.2.3 A series of questions had been received from local residents via LBB's RE Member queries contact, FOIs and Barnet's general queries. Re officers attended a meeting on North Finchley SPD at MP Mike Freer's offices at Westminster. A number of queries were made by local Councillors on behalf of their constituents. A query had also been received through local MP Theresa Villiers, from High Barnet residents who visit North Finchley for shopping. .
- 2.2.4 A public meeting was also arranged by Friern Barnet Residents Association and Finchley Society at Trinity Church from 7.30pm on 23rd November with over 100 attendees. LBB officers and members of the consultant team were invited to provide a presentation and participate in a Q&A session on the Draft SPD.
- 2.2.5 LBB officers also attended meetings from all requested parties including the MET Police Designing Out Crime team, the Arts Depot and local landowners interested in the proposals.

3. Summary of Responses

3.1 Response to SPD Consultation

- 3.1.1 Barnet's engage consultation page for the SPD received 2,100 visitors (includes some repeat visitors if viewed on different days), with the SPD downloaded 246 times and exhibition boards downloaded 141+ times. In addition to this, the Barnet Communications team advertised the Draft SPD and all drop-in events on social media platforms including Barnet Q&A Website, Facebook received posts 788 clicks, 30 likes, 9 comments, 11 shares and the 5 Tweets received 20 Re-Tweets.
- 3.1.2 A questionnaire produced with the LBB consultation team was provided online and at the drop-in events for the public to comment on the Draft SPD. In total, 196 questionnaire responses were received in either hard copy or via the Engage Barnet website.
- 3.1.3 In addition to the questionnaire responses, LBB also received 62 emails and 10 letter responses. These comprise seven responses from statutory consultees, nine responses from local organisations, five responses from local businesses and 51 responses from local residents.

3.2 Analysis of Responses

- 3.2.1 All comments, whether they are completed questionnaires or written responses sent direct to the council, have been considered with equal weight. Multiple choice question responses have been presented in pie chart form to provide a snapshot of the results, however it is important to note that these pie charts do not include the 72 letter and email responses. However the specific comments in the letters and emails have been analysed and considered within the responses to the various topics within this report. The analysis is presented by question on a topic by topic basis and makes reference to both questionnaire comments and written responses, with LBB responses and proposed amendments outlined at the end of each section. In addition detailed responses to emails and letters are provided in Section 5 of this document.

3.3 Statutory Consultees

- 3.3.1 The following section summarises the comments from the statutory consultees who provided specific written responses on the Draft SPD. A response to the matters raised is provided within the relevant topic responses in Section 4 of this report.
- 3.3.2 TfL responded to the SPD stating that they believed that the vision for North Finchley could be aligned with Vision Zero and the Healthy Streets approach, but that the SPD should be updated to acknowledge that the bus station facilities either on street or off street are safeguarded facilities and that any changes will need to retain the operational transport uses within or adjacent to the town centre. TfL further state that they are open to discuss improvements of the bus station and would only consider moving it if there was a clear operational and passenger benefit, and there is now a working group set up to investigate this. The response also noted that the SPD objectives should include improving bus priority and enhancing bus reliability. Finally, TfL provided support in principle for the approach to reviewing on street parking.

- 3.3.3 Historic England raised concerns for the allocation of sites, stating that this is not a suitable SPD task and should be covered in the preparation of the Local Plan. They also commented on a few buildings suggesting that they be identified as buildings of merit including the Grand Arcade, Kidz Escape, terraces to the south of Finchley House on High Road and Victorian terraces at 744-758 High Road. Historic England requested a more in-depth analysis of urban and historic character of North Finchley, and that the Strategic Environmental Assessment / Sustainability Appraisal does not adequately assess sites or heritage issues.
- 3.3.4 Natural England did not provide any specific comments on the SPD, but highlighted that the following could be considered or mentioned within the document: making provision for Green Infrastructure, providing guidance on biodiversity enhancement and providing opportunities to enhance the landscape character and local distinctiveness of the surrounding natural and built environment.
- 3.3.5 Two of the statutory consultees including the Environment Agency and Highways England stated that they had no comments to make on the Draft SPD. The GLA provided a limited response identifying that the SPD generally is supportive of growth, which the GLA support.

3.4 Community & Local Interest Groups

- 3.4.1 The following section outlines comments from community and local interest groups who provided responses on the Draft SPD. A response to the matters raised is provided within the relevant topic responses in Section 4 of this report.
- 3.4.2 The War Memorials Trust commented that the war memorial situated outside of the United Services Club have “high historic and communal value” and that whilst they are pleased to see that the Draft SPD states that development must be sensitive to the Finchley war memorial, they would further advise that particular reference is made to its prominent setting on Ballards Lane. The War Memorials Trust concluded that while the Finchley United Services Club is not in itself a war memorial, it does play an important role in the history of Finchley. However, they state that ultimately the architectural and historic interest of the building is limited in that it was not purpose built for the use of ex-servicemen, but instead purchased and altered.
- 3.4.3 The Finchley United Services Club Ltd objected to the inclusion of the building within KOS3, stating that the Club is of historic value, is culturally significant and offers communal value to North Finchley. The response was supported by a 228 person petition for the retention of not only the Clubs facilities but the building itself. The petition states the following:
- “We, the undersigned, are concerned citizens who urge Barnet Council to act now to reconsider their development proposals for Ballards Lane, in order that Finchley United Services Club and its war memorial can remain standing in their rightful place as they have been for over 90 years.”*
- 3.4.4 Torrington Park Residents Association (RA) commented on the urgent need to improve the North Finchley town centre, with support for a new town square area, more landscaped public realm and the elimination of vacant retail units on the High Road, perhaps by CPO measures. It was suggested that the SPD consider the impact of further development on parking and social infrastructure including schools, GPs and hospitals. Tall buildings were noted as an area of concern with potential impacts on wind, sunlight and daylight, and town centre amenity. In addition, the pedestrianisation of Ballards Lane raised concerns of further traffic congestion, air pollution and issues of drivers rat-running through local side streets.
- 3.4.5 Ravensdale Residents Association (RA) also suggested further input on the provision of social infrastructure to support the proposed additional residential development in the North Finchley area. Other comments included concerns for the increase in building heights and a desire to maintain the existing skyline, the provision of affordable housing, the suggestion of further traffic studies, and safety concerns for the close proximity of the decked car park to Northside Primary School.
- 3.4.6 Friern Barnet & Whetstone Residents’ Association (RA) and the Finchley Society provided a joint response on the Draft SPD and suggested that further clarification of the market location and its secured provision within the town centre be identified. They would like to see a further study undertaken on the closure of the bus station and the

presentation of a realistic alternative, acknowledgement of cycling infrastructure and the support of a traffic management study to ensure that there is no loss in capacity of traffic volume for the High Road / Ballards Lane as a result of the transport and movement principles. With regards to parking, the groups note a current undersupply in parking for the town centre, and would like to see realistic temporary parking solutions for the development programme. The groups raised concerns for the further introduction of tall buildings and the impact that these may have on the wind tunnel effect, stating that the SPD should encourage new development proposals to not merely mitigate but to eliminate these issues. The groups would also like to see the retention of the Finchley United Services Club. Further comments on the clarification of the numbers of proposed residential units and the social infrastructure requirements associated with these were also noted. The groups also noted that the following should be considered as part of the SPD delivery process: a further technical traffic study; the acknowledgement of the need for a phasing strategy; need to identify areas where CPO powers may be used and a time-limit for exercising those powers; and unacceptability for all planning applications to be accompanied by a masterplan.

- 3.4.7 Northside Primary School provided a response to the SPD with concerns including the potential requirement for expansion of the school, the implications of a decked car park on the safety of children travelling to and from school, overlooking of the school playground from the new development and input/ access to the proposed new community space on Lodge lane.
- 3.4.8 Woodhouse Ward Branch of Finchley and Golders Green Conservatives provided a response stating the main concern of constituents were the potential changes to the road systems, with current issues of traffic congestion and pressure on parking in surrounding residential roads. Suggestions were to retain the Lodge Lane car park and other car parks surrounding the High Road.
- 3.4.9 Member of the former North Finchley Town Team has objected and opposed to any building works that the council have planned for North Finchley.
- 3.4.10 Member of Barnet Healthwatch, Barnet Cyclists and North London Outdoor Group agrees with some of the ideas in the SPD but would like the council to consider sustainability and healthy lifestyle options when consider any applications. They feel the future population is one that will be more inclined to walk, cycle or use public transport to access their local community.

3.5 Local Businesses

- 3.5.1 In addition to the community and local interest groups, a number of local businesses provided comment on the Draft SPD. A response to the matters raised is provided within the relevant topic responses in Section 4 of this report.
- 3.5.2 Homebase would like to see an acknowledgement of its important contribution to the town centre retail similar to that of Waitrose. They would also like to see an acknowledgement for the jobs provided by Homebase, the local contribution that they intend to make through activities arranged by the store and fundraising events. Ultimately, Homebase would like to see the building and provision identified as an important town centre asset to be retained.
- 3.5.3 Supporting comments were received from the artsdepot in terms of the SPD's recognition of a North Finchley cultural zone and that this would act as a gateway into the greater offer of the High Street. Artsdepot highlighted that they have the skills and technical ability to develop the culture offer of North Finchley beyond their venue and support the opportunity to develop the outside spaces and curate a programme of engaging and participative outdoor arts and culture activity. They have also highlighted the restrictive covenant on showing films at artsdepot and requested Council support to lift the restriction so that arthouse films could be screened in future.
- 3.5.4 Camani Oscar Ltd object to the pedestrianisation of Ballards Lane due to car park entrances issues for the company's buildings at 313 and 319 Ballards Lane. The proposed car park entrance for the KOS2 on Nether Street poses problems for the added traffic impact for residents on Nether Street. Camani Oscar Ltd also stated concerns over the consultation process, and suggested further consultation with landowners.

- 3.5.5 Garland Electronics Ltd and SOBEK Ltd objected to the proposed development of North Finchley town centre, with the cost of parking was noted as too expensive and suggestions for at least a few hours of free parking to help the town centre thrive.
- 3.5.6 A number of businesses from Ballards Lane submitted a joint response, stating the desire for the building south of the Tally Ho Pub to be retained as over 20 small, local businesses are located within the building. The response urges LBB to consider the impact of the town centre development on creative SME’s. They further note their concern for the removal of the bus station and the risk of safety issues as a result.
- 3.5.7 The Ari Food Centre, located at 16-19 Grand Arcade would like to see this building in KOS1 retained, in order to maintain the business and retain local jobs.

4. Analysis of SPD Consultation Topics from all Responses

4.0 The analysis of the SPD consultation results presented in this section of the report is structured around the key topic areas within the consultation questionnaire. The pie charts displayed reflect the questionnaire responses only and relate to the tick box questions on the key topics. The analysis text both analysis the pie charts on the tick box questions, the more detailed questionnaire written responses and the letter/email written responses to provide an overview of the main messages on each of the consultation topics. It is therefore important that the pie charts are not read in isolation as to understand the consultation results the detail of the comments must also be taken into account. In describing the pie chart results, where more respondents ticked strongly/tend to support than ticked strongly/tend to oppose this is described as “general support”. Conversely where more ticked strongly/tend to oppose this is described as “general opposition”.

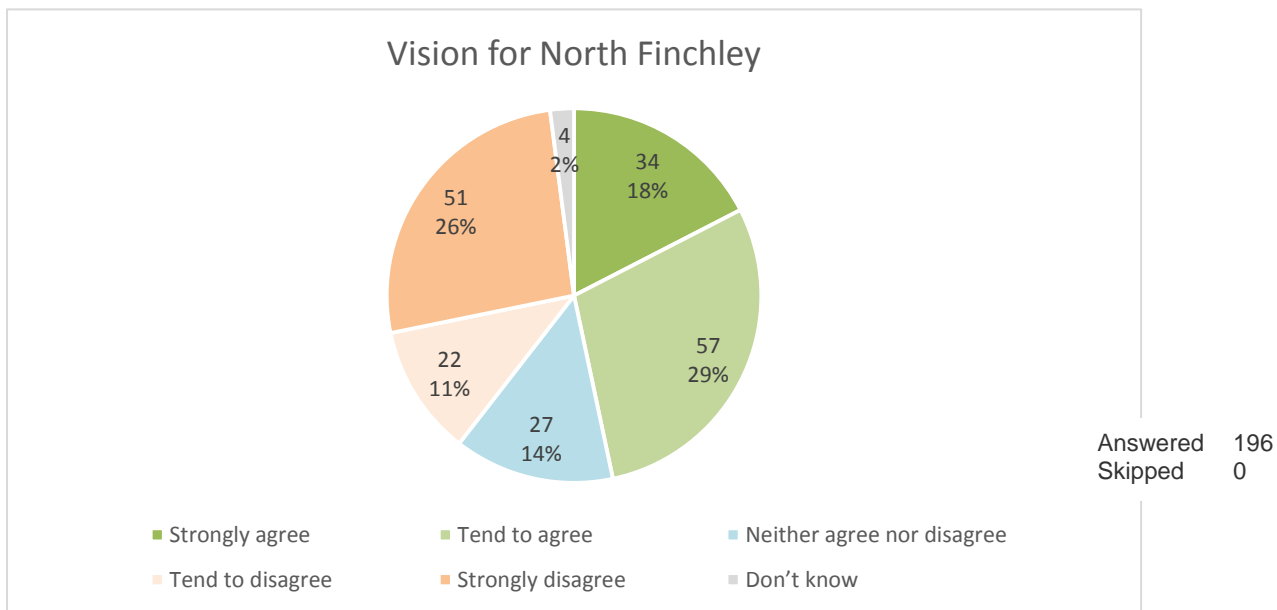
4.1 North Finchley Town Centre Vision

4.1.1 The results of the two town centre vision questions along with additional written responses are summarised below.

Question 1: To what extent do you agree or disagree with the vision for North Finchley Town Centre?

Question 2: Give reasons for your answer.

Answered 159
Skipped 37



NB: Number on graphic indicates number of responses and percentage

4.1.2 The response to question 1 shows general agreement with the North Finchley town centre vision. Where further reasons were given these tended to be in relation to other issues and not specifically related to the vision. Some people expressed support for the vision with particular appreciation for cycling provision and improvements to the

pedestrian environment. There were a number of concerns raised in relation to noise from the leisure hub area impacting on residential neighbouring areas, increased air pollution from traffic, and major concerns over the potential new road layout. There were comments on the provision of social infrastructure such as schools and GPs in conjunction with the new proposed residential uses.

4.1.3 Of those who strongly disagreed with the vision only two comments were in relation to the vision. The other comments expressed by those who strongly disagreed were related to traffic, parking, consultation processes, local character, tall buildings and intensified residential and office uses.

Response and Proposed Amendments

4.1.4 The majority of feedback showed general support for the vision. Comments refer to a broad range of matters that are largely unrelated to the vision itself and are therefore considered on a more specific topic or site related basis. This includes a specific response and guidance on tall buildings (Q19), detailed considerations on parking (Q23) and transport (Q21) and a response on social infrastructure (Q28).

4.1.5 Given the general support for the vision and few comments referring specifically to the vision text no amendments are proposed.

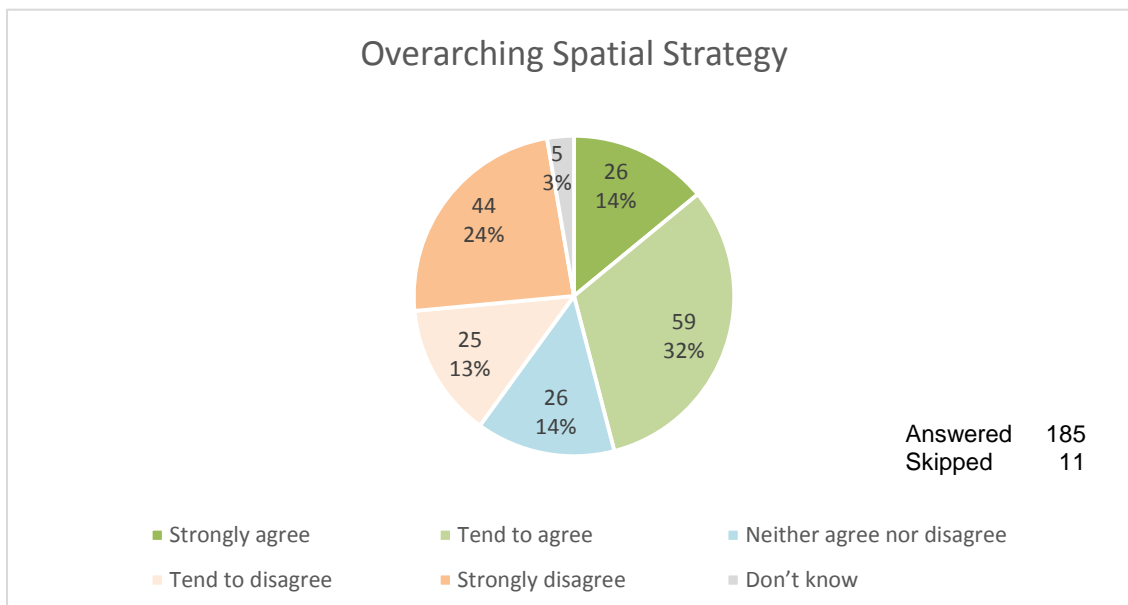
4.2 The Overarching Spatial Strategy

4.2.1 The results of the two overarching spatial strategy questions along with additional written responses are summarised below.

Question 3: To what extent do you agree or disagree with the overarching spatial strategy for North Finchley Town Centre?

Question 4: Give reasons for your answer.

Answered 112
 Skipped 84



NB: Number on graphic indicates number of responses and percentage

4.2.2 The response to question 3 shows general agreement with the overarching spatial strategy. Those who raised concerns commented on the need to clarify the intention of the overarching spatial strategy, with issues raised over a 'zoning' approach. Respondents supported the shorter, more compact High Road albeit with a desire for less 'zoned' uses and spaces. There was concern raised by residents of nearby streets for the impact of the proposed leisure hub, in terms of noise, mess and anti-social behaviour. Some respondents expressed desire for leisure uses for all ages, not just for students. Other respondents were concerned that the increase in residential uses will not be

supported by an uplift in social infrastructure provision, and others commented on the desire to keep building heights to six storeys and below.

4.2.3 Of those who strongly disagreed a large number of comments were not related to the spatial strategy and instead made general comments on the SPD, including six people who raised concerns for the development of tall buildings and two people who would like to see a greater provision of social infrastructure. Four respondents were concerned that the spatial strategy would become the equivalent of a zoning plan for North Finchley. Other respondents suggested that the spatial strategy may give advantage to planning applications for the development in the northern residential hub and southern mixed-use hub, whilst leaving the two central hubs lacking in value, provision and amenity. There were also concerns that the amount of demolition required on the High Road would result in North Finchley becoming a construction site for many years.

Response and Proposed Amendments

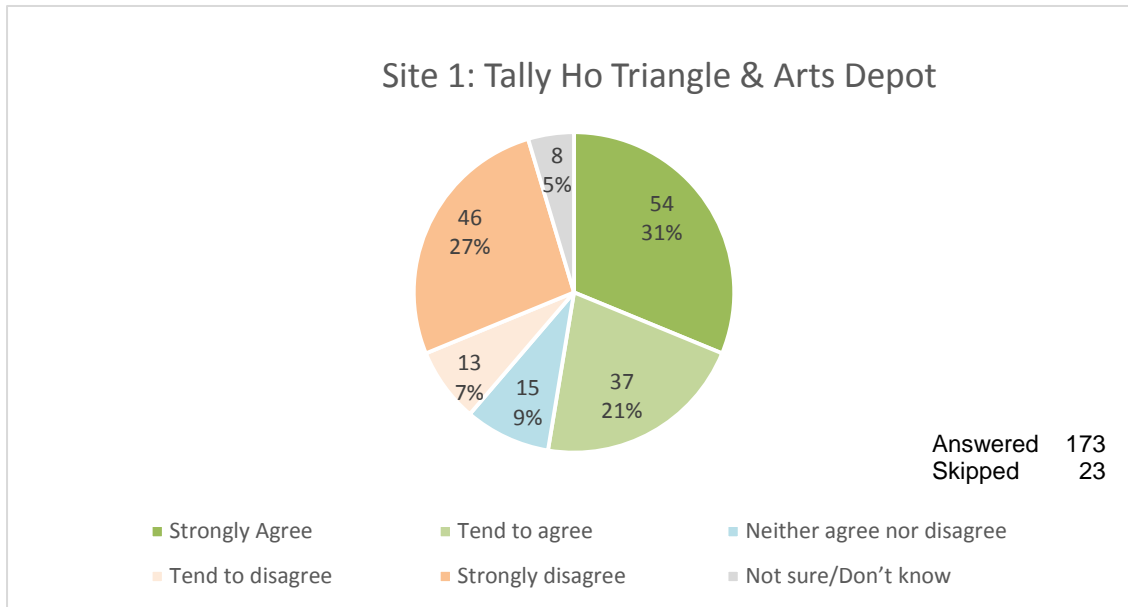
4.2.4 Given the general support for the spatial strategy no overall change is proposed. The use of activity areas in the SPD (referred to as ‘zones’ by consultees) seeks to encourage a general focus and concentration of activities which are mutually beneficial and supportive. Concerns regarding antisocial behaviour have been considered in Q28 including reference to enhanced town centre management as part of the regeneration of North Finchley.

4.2.5 SPD revised at paragraph 5.2 to clarify that the activity areas reflect the broad focus of an area and are not exclusive in terms of land use planning or general activities.

4.3 Key Opportunity Site 1: Tally Ho Triangle & Arts Depot

4.3.1 The results of the three questions related to KOS1 along with additional written responses are summarised below.

Question 5: To what extent do you agree or disagree with the identified Key Opportunity Site 1?

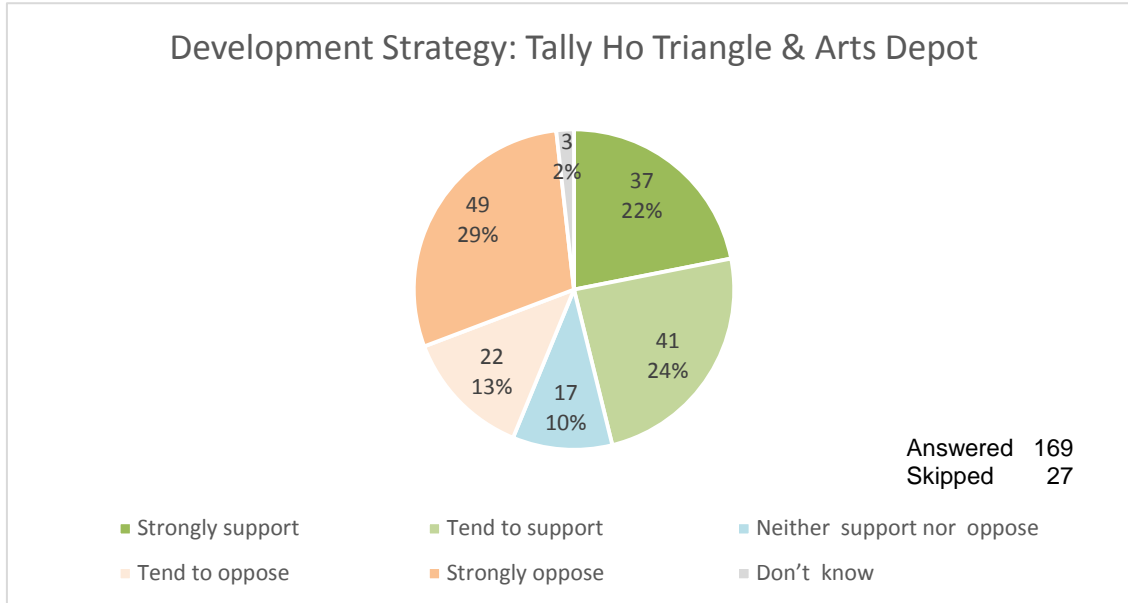


NB: Number on graphic indicates number of responses and percentage

Question 6: To what extent do you support or oppose the Development Strategy for Site 1?

Question 7: KOS 1 Tall Ho Triangle & Arts Depot. Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape

Answered 119
 Skipped 77



NB: Number on graphic indicates number of responses and percentage

- 4.3.2 There was general support for the regeneration of KOS1, with many respondents stating desire for improved public realm, café society, landscape and planting. Responses were mixed in relation to the relocation of the bus station, with a number of people commenting on the poor state of the existing station and the acknowledgement of the need for shelters outside if buses were to move to the streets. There were many concerns for the road layout and the placement of buses on streets, particularly the impact that this may have on aesthetics, traffic and the potential for deliveries to increase congestion. There was concern that the width of pavements would not accommodate bus stops on the streets and mention of existing difficulties with manoeuvring crowds. There is a strong objection to tall buildings, particularly the proposal of 12 storeys opposite the Arts Depot, due to the wind impact and townscape character. Respondents expressed mixed views with regards to the Grand Arcade, with some stating that the building adds to the local character of the area and others supporting the SPD's proposals to remove the building stating the need for regeneration of the area.
- 4.3.3 Some respondents including Torrington Park RA, Friern Barnet & Whetstone RA and the Finchley Society expressed concern for the proposal of intensified residential uses in the town centre and beyond, and the resultant parking implications, with much desire to see this resolved with further parking facilities. The increase in residential also raises concerns of social infrastructure improvements. There is also desire for further clarification and confirmation on the placement of the market.
- 4.3.4 Of the 49 people who strongly opposed, 40 people provided further comments. Eighteen respondents who ticked strongly disagreed were in opposition of tall buildings, many stated the impact on surrounding area particularly with regards to the wind tunnel effect and in some cases impact on local character. Three of those respondents would like to see the bus station retained, one person suggested the bus station move instead to Woodhouse Road, and another four people were concerned that there is no space on the streets for buses particularly with the two-way system re-instated. Another respondent agreed with removal of the bus station but would like to see some indoor pedestrian waiting space allocated within the building. Three respondents suggested retaining the Grand Arcade.
- 4.3.5 Historic England suggested that the Grand Arcade be recognised in the main body SPD text as contributing to local character alongside the Victorian building housing the 'Kidz Escape', and that both should be considered for retention within any proposed development. Comments were also raised on the potential impact of tall building in this KOS, with suggested buildings heights of 'up to 12 storeys' noted as undesirable. There was also desire for retention of the Grand Arcade and buildings to the south of the Tally Ho from local businesses including Ari Food Centre.

- 4.3.6 TfL stated that the SPD should acknowledge that the bus station, off street and on street bus facilities are safeguarded land uses and TfL would only consider its relocation if there was a clear operational and passenger benefit. It was agreed that a transport working group be set up with TfL and LBB to address the transport and movement issues in North Finchley. They further state that improving bus priority and enhancing bus reliability would help the SPD objective of encouraging bus use and should be added to the SPD objectives.

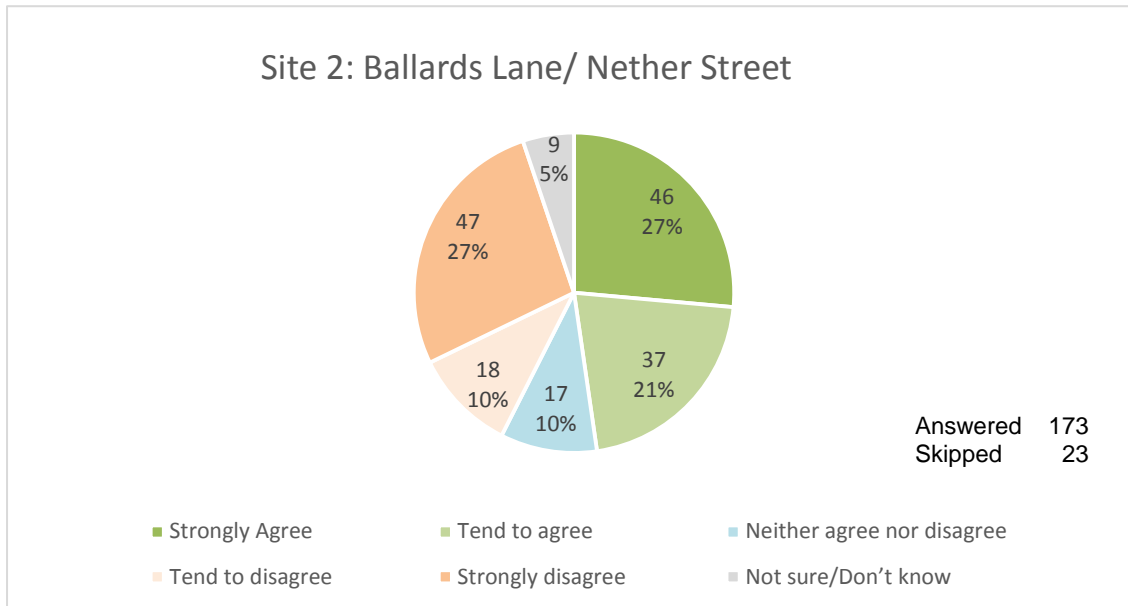
Response and Proposed Amendments

- 4.3.7 Given the general support for the regeneration of the site limited amendments are proposed.
- 4.3.8 In terms of concerns raised regarding the proposed building heights both at this site and across the SPD boundary, a broader response is provided under Q19 'local character' which identifies that a new section will be added to the SPD on tall building design covering guidance on quality and micro climate effects and management. Of note, North Finchley is identified in the LB Barnet Core Strategy as an appropriate location for tall buildings (policy CS5). The proposed opportunity site includes the existing Arts Depot building which rises to approximately 16 storeys. It is suggested in the SPD that buildings directly to the north of this should be no higher than 12 storeys and step down to 4 storeys adjacent to the Tally Ho, responding to the local character.
- 4.3.9 Historic England highlighted the historic value of the Grand Arcade and potentially the 'Kidz Escape' site due to historic value which form part of the site. The SPD acknowledges the contribution of the Grand Arcade to local character within the baseline analysis. However the retention of the Grand Arcade in the site development strategy is not considered appropriate as it has continued to underperform in terms of its retail offer and retention would restrict the necessary comprehensive development of the site and associated benefits in delivering a new leisure hub, public realm and residential units. The local community has been consulted regarding the benefit of the site's redevelopment and a consensus clearly supports comprehensive redevelopment and the associated benefits.
- 4.3.10 In terms of the bus station, the SPD aims to contribute to improved bus services and facilities within the town centre helping to encourage greater bus use. The traffic management initiative related to the Ballards Lane public realm improvement, being two-way operation on the High Road and limited one-way operation on Ballards Lane, will assist in achieving this aim, offering greater routeing flexibility, and offering potential bus journey time savings. Delivering the traffic management alteration would then mean that few services would need or benefit from the bus station which could then be put to an alternative use. However, achieving the wider traffic and public realm change does not rely on the removal of the bus station which could remain for either transitional or permanent bus operational use.
- 4.3.11 Matters in relation to parking (Q23), the North Finchley market (Q27) and social infrastructure (Q28) are considered elsewhere in this report.
- 4.3.12 In response to comments regarding the bus station, including those from TfL, the SPD text has been amended to acknowledge that the bus station, off street and on street bus facilities are safeguarded land uses and that any changes will need to retain the operational transport uses within or adjacent to the town centre to support the existing bus network and meet increased bus demand. The SPD acknowledges that TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit. A TfL / LB Barnet Working Group has been established to explore the use of the bus station and wider transport proposals in more detail.
- 4.3.13 As stated above a new section has been added to the SPD on tall building design covering guidance on quality, micro climate effects and management.

4.4 Key Opportunity Site 2: Ballards Lane / Nether Street

4.4.1 The results of the three questions related to KOS2 along with additional written responses are summarised below.

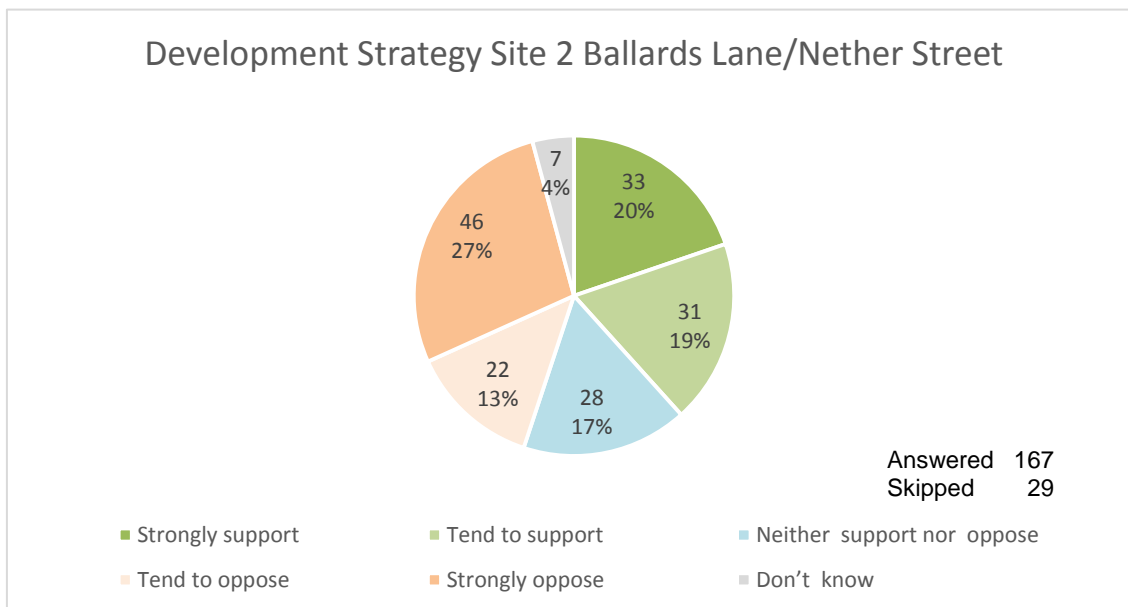
To what extent do you agree or disagree with the identified Key Opportunity Sites 2?



NB: Number on graphic indicates number of responses and percentage

Question 8: To what extent do you support or oppose the Development Strategy for Site 2?

Question 9: KOS 2 Ballards Lane/ Nether Street. Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape



NB: Number on graphic indicates number of responses and percentage

4.4.2 The responses show that there was general support for the site being identified as a key opportunity site and some support for the development strategy for KOS2. However there was general opposition to the specific development strategy for the site, with many believing that the SPD proposed to remove the war memorial, and a large number of respondents would like to see the United Services building retained. The text was conflicting in the Draft SPD stating up to 12 storeys in the text and up to 8 on the diagrams which caused confusion at the consultation. Some respondents suggested a maximum height of 6 storeys on this site, with many concerned over the prospect of tall buildings in general. There was some support for cycle lanes on Ballards Lane and improved public and pedestrianised areas with green space.

- 4.4.3 Of the 46 respondents who strongly opposed the development strategy for Site 2 Ballards Lane/Nether Street, 32 provided additional comments. Thirteen respondents opposed the development of tall buildings in this area with a further five respondents concerned that the extension of the building line at this site would increase the impact of the wind tunnel. Eleven respondents would like to see the Finchley Services United Club retained due to the positive contribution to local character and the provision of facilities. Five respondents were concerned for the impacts of re-routing traffic and pedestrianising Ballards Lane due to traffic congestion and a further three people were concerned for the potential parking issues created on local streets. Two people mentioned the requirement for affordable housing and office space within North Finchley, and others commented on the lack of social infrastructure. There were additional concerns for bus queues on the High Road, pollution and gentrification.
- 4.4.4 In addition to the questionnaire responses, LBB received a written response from the War Memorials Trust which stated that although the Services Club is not a protected war memorial in itself, the building (St Kildas) holds local historic and community interest and as such, negotiations with the community should be considered in the first instance. A 228 signature petition was also sent to LBB by the Finchley United Services Club Ltd in support of the retaining the building and use of the Finchley United Services Club, with Friern Barnet and Whetstone Residents Association, Finchley Society, one local business and a further seven residents writing to support the retention of the building.

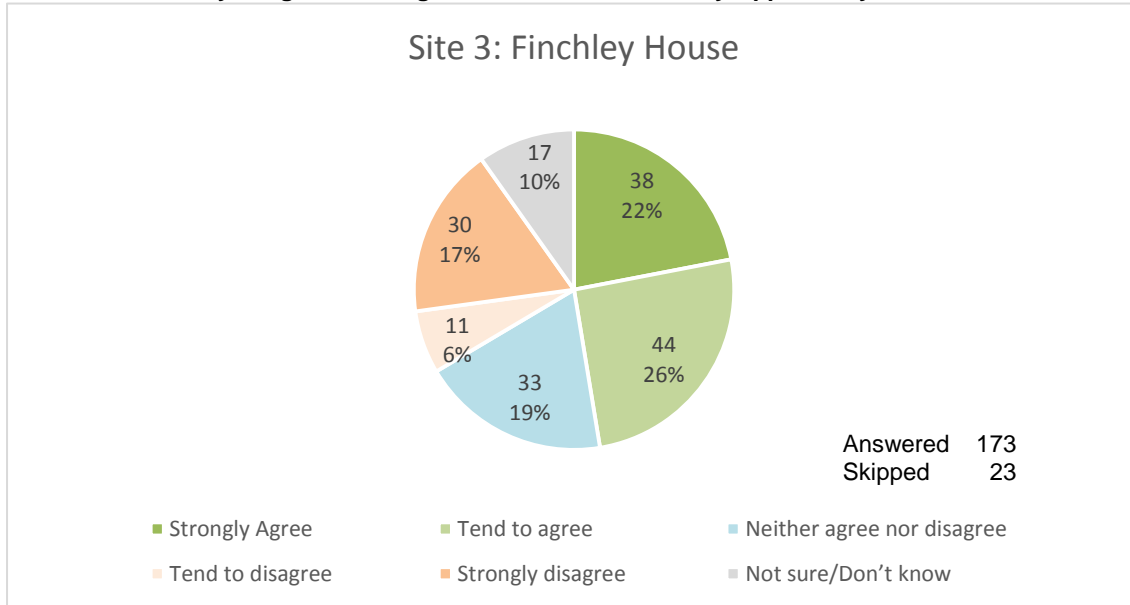
Response and Proposed Amendments

- 4.4.5 Taking into account concerns and strong community feedback over the potential redevelopment of the United Services Club building, together with the expected nomination as a locally listed building St Kilda's will no longer be included in the site boundary red line. The comprehensive redevelopment of the remaining area continues to be a core objective of the site which is a key gateway to the town centre and will benefit from an enhanced design quality and public realm. It is also considered to be an appropriate tall building location. Clarification is provided in terms of appropriate height, considered to be up to 8 storeys. This is an increase from the existing 6 storey building heights but a significant step down from the Arts Depot of 16 storeys which is directly opposite. As noted, further guidance on tall building design quality and micro climate management will be included in the SPD.
- 4.4.6 The text has been amended to align with the diagram which indicates that a height of up to 8 storeys would be acceptable for any redevelopment of KOS2.
- 4.4.7 The red line boundary for KOS2 has been amended to exclude the United Services Club. The text has been amended to reflect this and to continue to emphasise the importance of comprehensive redevelopment of the gateway site. Height of up to 8 storeys at this location is proposed in the SPD.
- 4.4.8 The text and diagram have been amended to clarify that the building line extension is to be improved and mitigated by any future development.

4.5 Key Opportunity Site 3: Finchley House

4.5.1 The results of the three questions related to KOS3 along with additional written responses are summarised below.

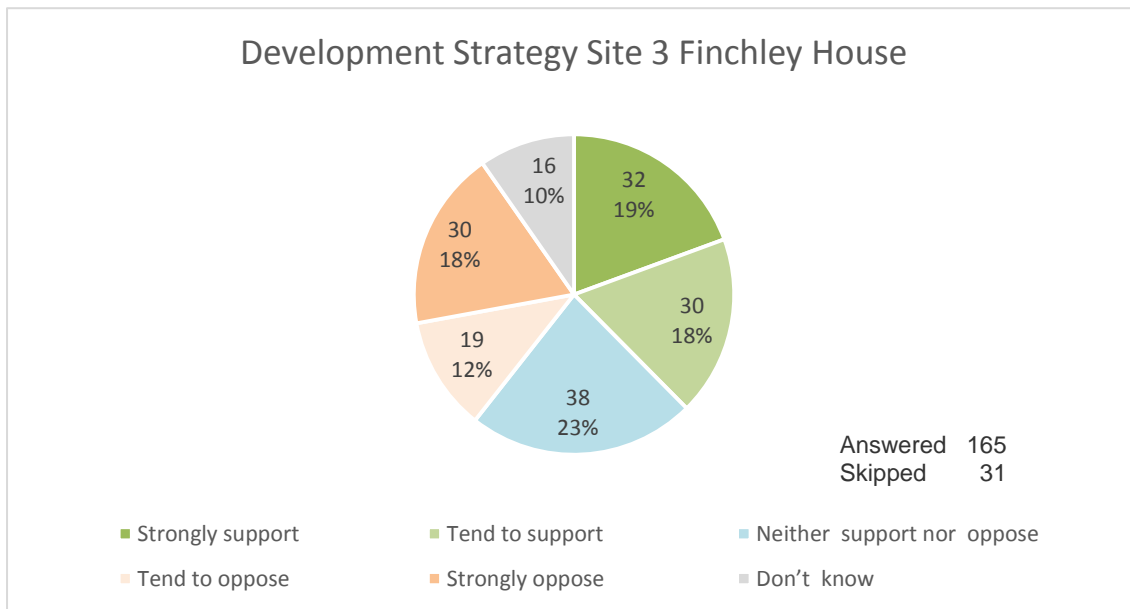
To what extent do you agree or disagree with the identified Key Opportunity Site 3?



NB: Number on graphic indicates number of responses and percentage

Question 10: To what extent do you support or oppose the Development Strategy for Site 3?

Question 11: KOS 3 Finchley House. Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape



NB: Number on graphic indicates number of responses and percentage

4.5.2 The responses show that there is general support for the identification and development strategy for KOS3. Many respondents agreed that Finchley House is not aesthetically pleasing and should be demolished. A number of respondents supported the land use proposals for the site as residential and/ or office space. Some respondents supported the building line being pushed back in order to enhance the pedestrian experience. Others expressed concern that the building had recently been purchased to be converted to flats, and therefore questioned the implementation and feasibility of the proposal. There was also concern for the ability of the site to accommodate sufficient parking. Comments were in support of development which was in keeping with traditional architectural styles of the area, and would like to see buildings of no taller than 6 storeys in height. Others stated concern for the wind impact of tall buildings in this position. Respondents including Friern Barnet and Whetstone RA, Finchley Society and Torrington Park RA would like to see sufficient parking and social infrastructure for any new residential development. One respondent supported the proposals however stated that the area would still be blighted by the very busy junction at Kingsway and High Road.

4.5.3 Historic England raised concerns over the inclusion of 695-705 High Road within KOS3 stating that the terraces are representative of the victorian heart of North Finchley and the ability of a tall development to respond to the terrace.

Response and Proposed Amendments

4.5.4 Given the general support for the redevelopment of the site no overall changes are proposed.

4.5.5 Historic England raised concerns over the inclusion of 744-758 High Road and the ability of a tall development to respond to the terrace. The SPD notes that the development may come forward in two phases, initially not including the terraces, subject to achieving a viable and comprehensive development.

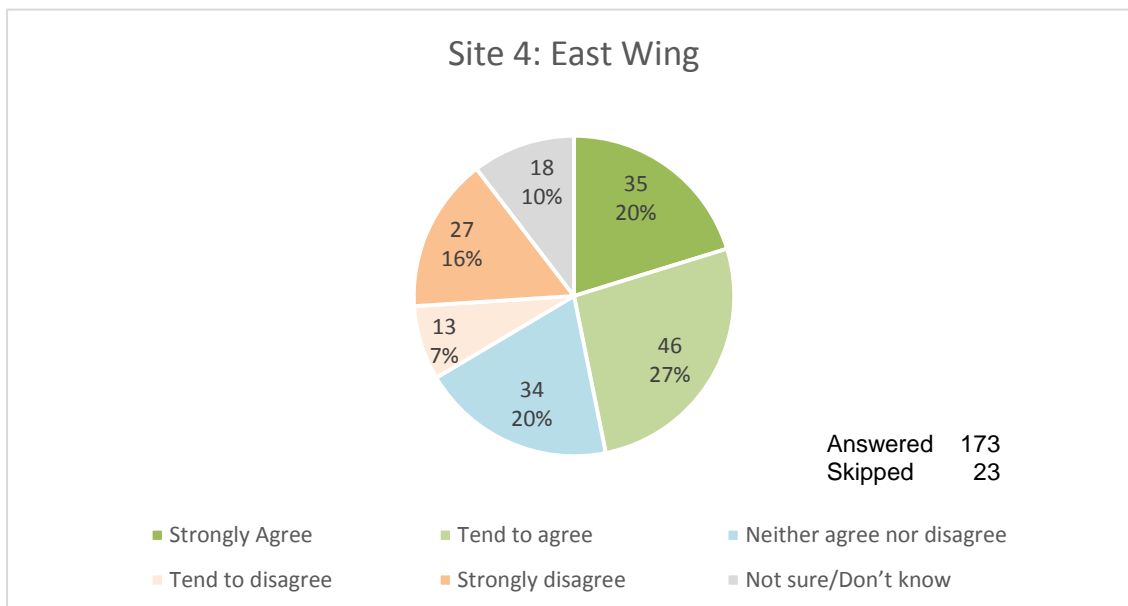
4.5.6 The proposed height limit of the site has not been amended (up to 12 storeys) this allows for flexibility in the building design and the opportunity to maximise site viability and deliverability. It also responds to the 16 storey height of the Arts Deport and the existing building height of 9 storeys. Any tall buildings will be expected to align with the tall buildings guidance which has been additionally included in the SPD.

4.5.7 The SPD text has been amended to reinforce the importance of any development suitably responding to the immediate context.

4.6 Key Opportunity Site 4: East Wing

4.6.1 The results of the three questions related to KOS4 along with additional written responses are summarised below.

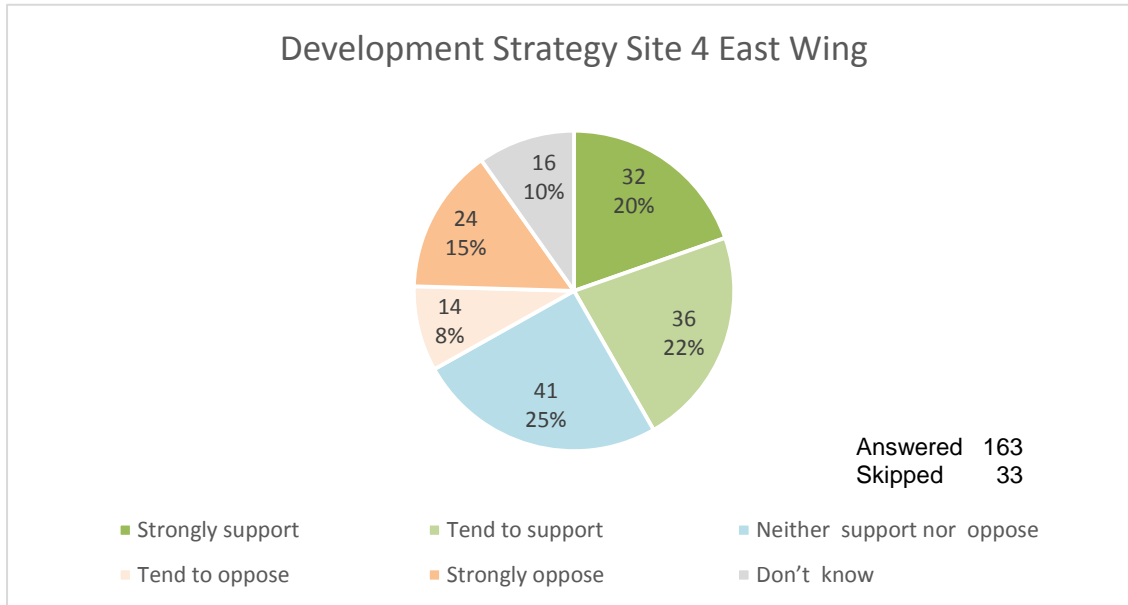
To what extent do you agree or disagree with the identified Key Opportunity Site 4?



NB: Number on graphic indicates number of responses and percentage

Question 12: To what extent do you support or oppose the Development Strategy for Site 4?

Question 13: KOS 4 East Wing. Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape



NB: Number on graphic indicates number of responses and percentage

4.6.2 In general the response is in support of the regeneration of KOS4, with respondents expressing support for the retention of terraces that create a positive contribution to the character of the area and others supporting development of 4-6 storeys in this area in-keeping with the existing character and others commented on the need to respond to local character in both traditional façade appearance and high quality materials. Some respondents were unclear as to the meaning of upper storeys to be ‘set-back’ from the building line. Retention of the Owen Owen/ Argos building is supported due to character and community history. Concerns were raised for the impact of 2-way traffic in this area, with many people stating current issues of congestion at the junction between High Road and Kingsway. A few respondents commented on the potential to include Lambert Way to the east of this site, due to the poor state of the road and the desire to see it become safer and more attractive. There is support for a more pedestrian friendly environment in this area, but concern for impact of the buses on streets causing traffic on pavements.

Response and Proposed Amendments

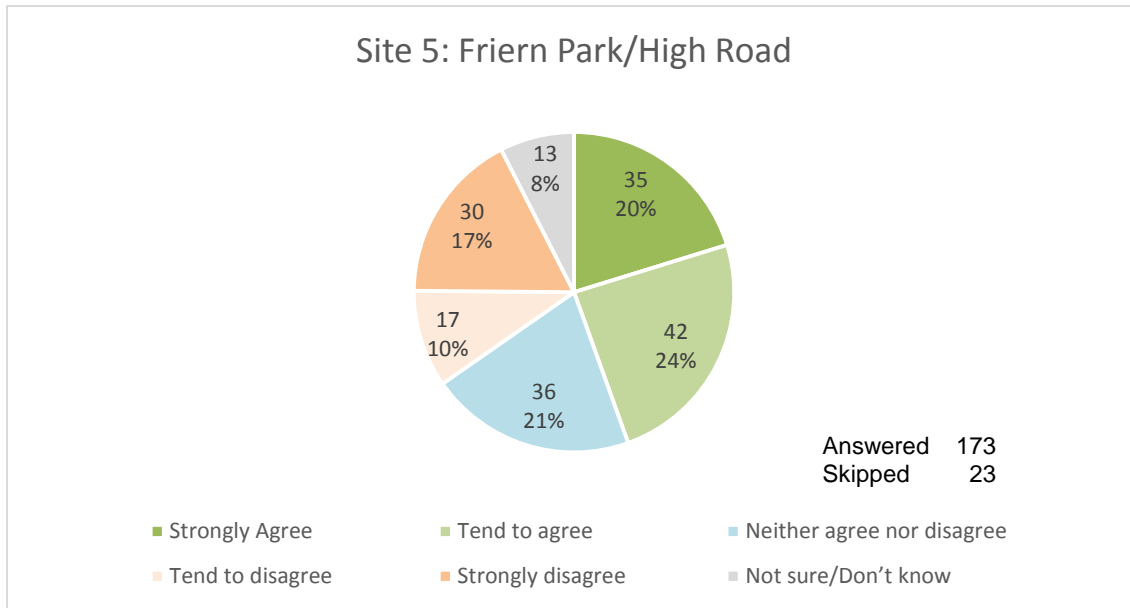
4.6.3 Given the general positive support for the opportunity site, no overall change is proposed to the SPD. Further exploration of transport matters is covered in Q21.

4.6.4 Taking into account feedback, wording supporting the site will change the emphasis from ‘development should consider’ to ‘development must be sensitive to existing and retained buildings’, in line with good practice.

4.7 Key Opportunity Site 5: Friern Park/ High Road

4.7.1 The results of the three questions related to KOS5 along with additional written responses are summarised below.

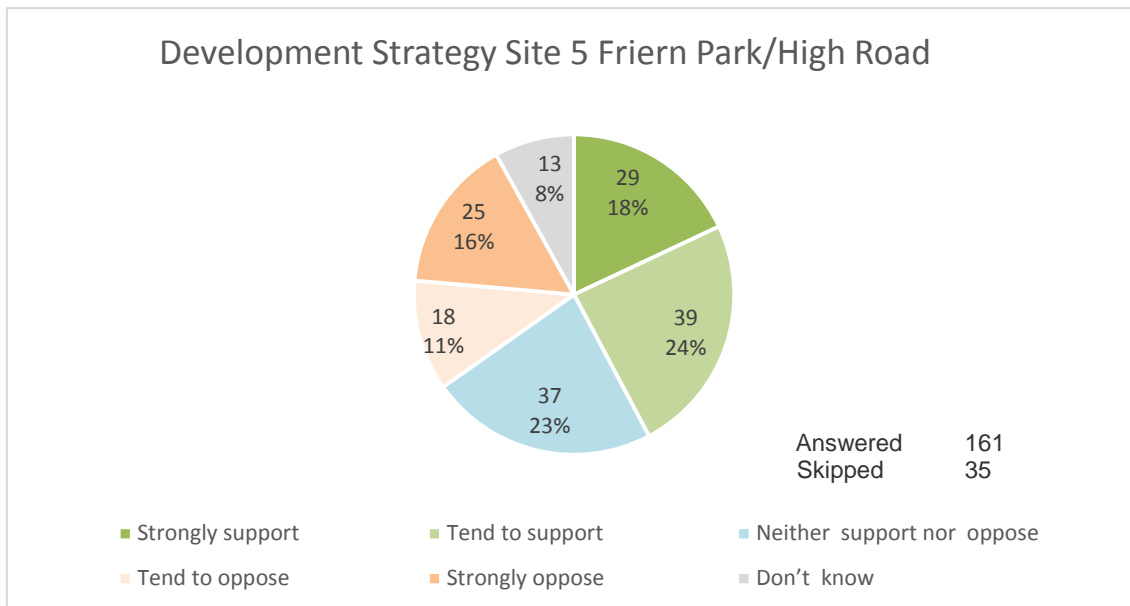
To what extent do you agree or disagree with the identified Key Opportunity Site 5?



NB: Number on graphic indicates number of responses and percentage

Question 14: To what extent do you support or oppose the Development Strategy for Site 5?

Question 15: KOS 5 Friern Park/ High Road. Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape



NB: Number on graphic indicates number of responses and percentage

4.7.2 Respondents were in general support of the regeneration of KOS5. There was large support for the retention of the Bohemia and Santander buildings due to the positive contribution that the buildings make to the local character of other area. Suggestions were put forward that this area should also include retention of some terraces to south – particularly the one on corner of Stanhope Road, in order to maintain the Victorian/ Edwardian character of the area. Some respondents would like to see heights of only four storeys as in keeping with current townscape, and there was additional concern that heights above this may impact visually on the townscape and environmentally on the surrounding areas. Respondents were in support of more greenery and landscape features in this area. One

respondent commented on the potential for CPO at Resham restaurant on the corner as it has been empty for close to 10 years. In addition, Historic England raised concerns over the inclusion of 744-758 High Road and would like to see these buildings recognised for their contribution to local character.

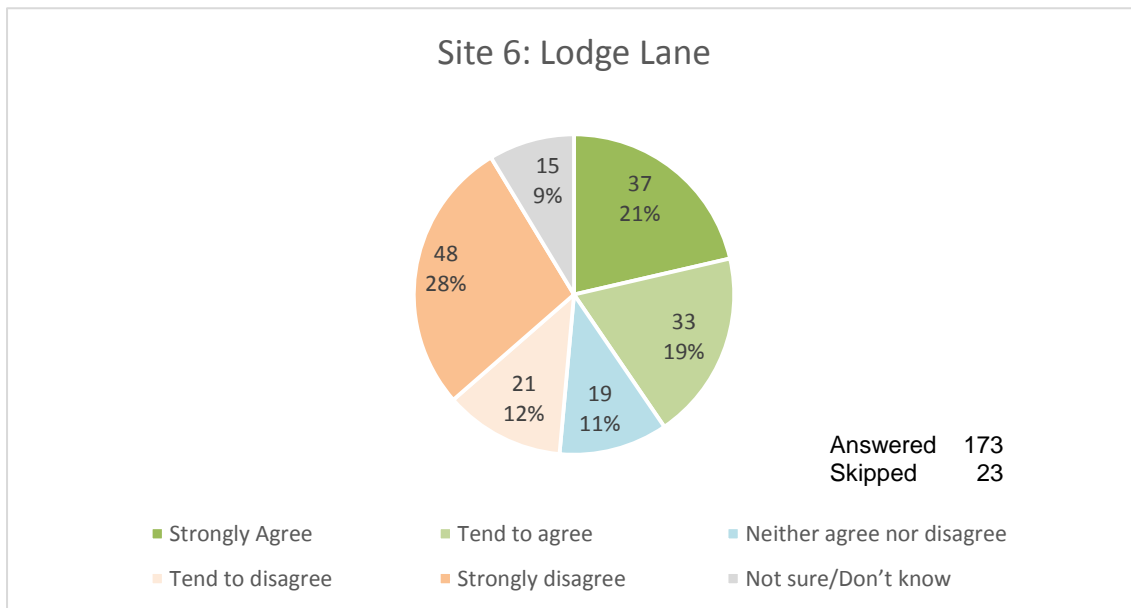
Response and Proposed Amendments

- 4.7.3 Given the general support for the site no overall change is proposed to the SPD.
- 4.7.4 The development strategy including heights of up to 6 storeys is retained within the SPD. This allows for an intensification of the residential offer and supports the viable redevelopment of the site. There are existing areas of the High Road which have heights of 5-6 storeys.
- 4.7.5 Historic England raised concerns over the inclusion of 744-758 High Road due to the historic merit of the buildings. Whilst a requirement to retain these is not stipulated, the retention of existing facades of historic merit is encouraged in the SPD.
- 4.7.5 Taking into account feedback, wording supporting the site will change the emphasis from ‘development should consider’ to ‘development

4.8 Key Opportunity Site 6: Lodge Lane

4.8.1 The results of the three questions related to KOS6 along with additional written responses are summarised below.

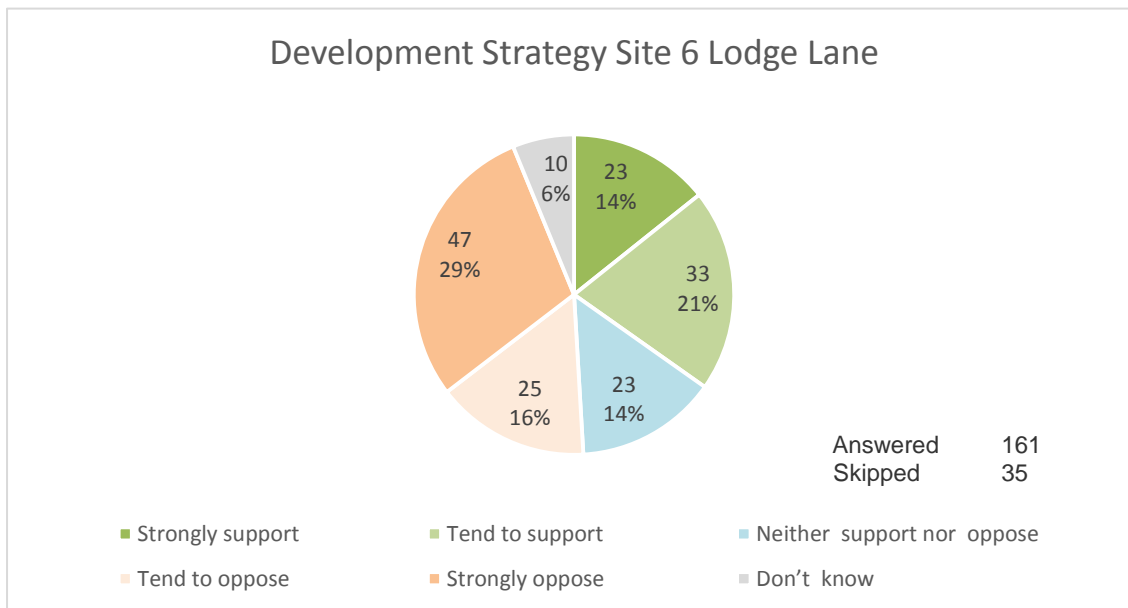
To what extent do you agree or disagree with the identified Key Opportunity Site 6?



NB: Number on graphic indicates number of responses and percentage

Question 16: To what extent do you support or oppose the Development Strategy for Site 6?

Question 17: KOS 6 Lodge Lane Please provide any comments on the following: Movement & Parking; Land Use; Scale and Massing; Design Quality & Character; and Public Realm & Streetscape



NB: Number on graphic indicates number of responses and percentage

- 4.8.2 There was equal support and opposition to the identification of KOS6 as a development site by respondents. However there was general opposition to the development strategy for the KOS6, particularly when considering the emails and letters received. In reviewing the comments there were a wide range of comments with some of those opposing the development strategy due to a perceived reduction in parking spaces on the site, however the SPD proposed to retain the same number of parking spaces. There was support from some for more landscaping, greenery and improved health and safety for school children. With regards to aesthetics, a few respondents commented on the negative contribution which YVA House currently makes to the High Road, and supported its redevelopment. Respondents were also in support of enhancing the signage to the station.
- 4.8.3 A number of concerns were expressed for the safety of the car park area, and described this area as a location for crime and anti-social behaviour. A large number of respondents (around 20) stated that they support the retention of car parking facilities on Lodge Lane, with some suggesting that more parking was required in this area. Some suggested that the use of an underground car park might offer increased space on ground level for a landscaped retail courtyard.
- 4.8.4 Of the 47 respondents who strongly opposed the development strategy for Site 6 Lodge Lane, 37 provided additional comments and in addition there were 19 emails/letters from residents which opposed the development. Six respondents stated the importance of Lodge Lane as one of North Finchley's historic roads, with sixteen people raising concern for the increase in traffic and parking on the road, five people raised concern for the capacity of the narrow road at Lodge Lane, and a further five commented on the impact on the health and safety of school children. Fifteen respondents would like to see the current level of parking retained, and four people would like to see the surface car parking maintained as opposed to the introduction of multi-storey parking solutions, which seven people suggested would destroy the character of the area. With regards to open space, six people were concerned that there was no realistic market relocation option presented in the Draft SPD (please see Q27 on public realm) and five people suggested the space be used as a town square. It was noted that pedestrian access should be maintained through to Percy Lane as this is a walking route to school. The decked car park raised issues for respondents with concerns of overlooking, sunlight and daylight loss and potential for increased crime. A number of respondents were concerned that the proposals for KOS6 did not reflect the local character of the area in particular with regards to building heights and car parking use. Some of those respondents who strongly opposed the development strategy suggested that there should be no uplift in car parking spaces from the current level at Lodge Lane, in the understanding that increased car parking provision ultimately leads to increased traffic.

4.8.5 In addition to the questionnaires, LBB also received written responses from Northside Primary School, Torrington Park RA and the Finchley Society & Friern Barnet and Whetstone RA. Northside Primary stated current issues of cars parked on zig zag lines, cars mounting the pavement in order to manoeuvre traffic and problems of rat racing. This raises concern for the safety of children travelling to and from school in this area, and the school would like to see a pedestrian crossing and traffic calming measures put in place. Additionally, Northside Primary would like LBB to ensure that overlooking is not possible from the new decked car park. There was also concern that any pedestrian route that is maintained between Lodge Lane and Percy Road should not by its nature encourage anti-social behaviour and should therefore be open and safe for children to use. Friern Barnet and Whetstone RA and the Finchley Society further commented on the current undersupply of town centre parking and stated need for the SPD to consider temporary solutions to parking whilst Lodge Lane car park is under development. Torrington Park RA would like to see the Lodge Lane car park retained.

Response and Proposed Amendments

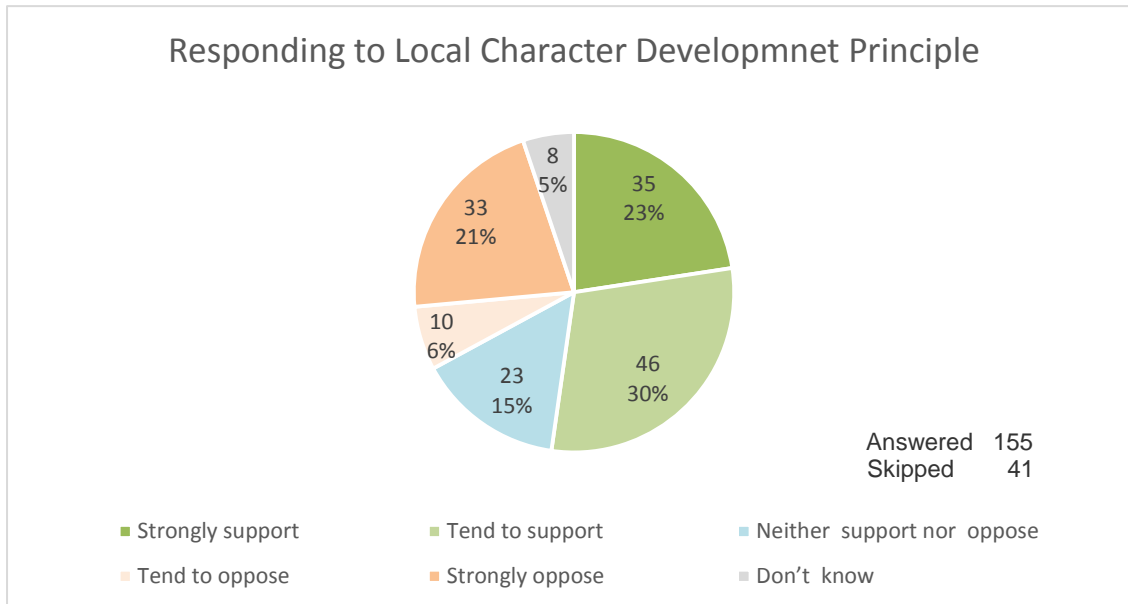
- 4.8.6 A number of considerations and amendments to the SPD have been made in relation to Lodge Lane taking into account consultation feedback. The importance of Lodge Lane as a car park to North Finchley town centre is recognised and its role and function are retained.
- 4.8.7 The proposals for the creation of a decked or multistorey car park of up to two levels will retain a similar number of parking spaces to the existing car park, and therefore any change in traffic and vehicle movements along Lodge Lane would be negligible. A full transport assessment would be made with any planning application to determine transport effects and mitigations, including relating to air pollution. In terms of the safety of Lodge Lane crossing, the SPD has been amended to encourage the provision of a clear and safe pedestrian crossing.
- 4.8.8 Northside School raised concerns regarding traffic, pollution and safety – including overlooking. Taking into account these comments the SPD reinforces the importance of a sensitive edge and treatment of the school adjacency as well as identifying the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application. Opportunities of school collaboration with the new community space will also be promoted.
- 4.8.9 The diagram and text have also been amended to include and identify the Percy Road Playground and connection through the site from Lodge Lane to the playground, recognising the value of this route as a north south connection.
- 4.8.10 In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.
- 4.8.11 The delivery of the community facility is considered to be a significant benefit as part of the overall town centre strategy which can be guaranteed due to existing council land ownership of the site.
- 4.8.12 Amendments to the SPD:
- Encourage the provision of a clear and safe pedestrian crossing at Lodge Lane.
 - Reinforce the importance of a sensitive edge and treatment of the school adjacency.
 - Identify that matters of safety, overlooking, surveillance and secure design will be of high importance in relation to the primary school.
 - Identify the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application.
 - Promote opportunities of school collaboration with the new community space.
 - Amended the text and diagram to include and identify the Percy Road Playground and connection through the site from Lodge Lane to the playground.

4.9 Development Principle: Responding to Local Character

4.9.1 The results of the two questions related to the ‘responding to local character’ development principle along with additional written responses are summarised below.

Question 18: To what extent do you support or oppose the development principle ‘Responding to local character’?

Question 19: Please give reasons for your answer.



NB: Number on graphic indicates number of responses and percentage

4.9.2 The results show that there was overall support for the ‘responding to local character’ development principle. Respondents were pleased that the Bohemia and Santander Building are to be retained and would like to see this building type and character encouraged. Respondents were largely concerned that the introduction of tall buildings in North Finchley is not in-keeping with the character of the area, with many people suggesting that the SPD do more to enhance the heritage and historic character. There was particular reference to the historic significance of Lodge Lane and suggestions for its enhancement. Others commented on the need to balance traditional styles with new modern architecture which responds to the townscape. Again, many respondents expressed desire to retain the Finchley United Services Club and War Memorial.

4.9.3 Of the 33 respondents who strongly opposed the development principle ‘responding to local character’, 21 provided additional comments. Fourteen of these comments raised concerns that the Draft SPD in itself is a negative impact on the local character of the area instead of responding to it, with particular regards to the introduction of tall buildings.

4.9.4 In addition to the questionnaire, Historic England stated that a more in-depth analysis of urban and historic character of North Finchley should be included in the SPD. They also suggested that the Victorian terrace at the corner of Stanhope Road/ High Road in KOS5 should be retained as it contributes positively to the character, and suggested that the Victorian detached building housing ‘Kidz Escape’ in KOS1 should be assessed for its historic interest. It is also noted that the Grand Arcade is noted as contributing positively to the character in paragraph A11, whilst the terraces south of Finchley House now used as small businesses should be highlighted as contributing to the local character and retained.

Response and Proposed Amendments

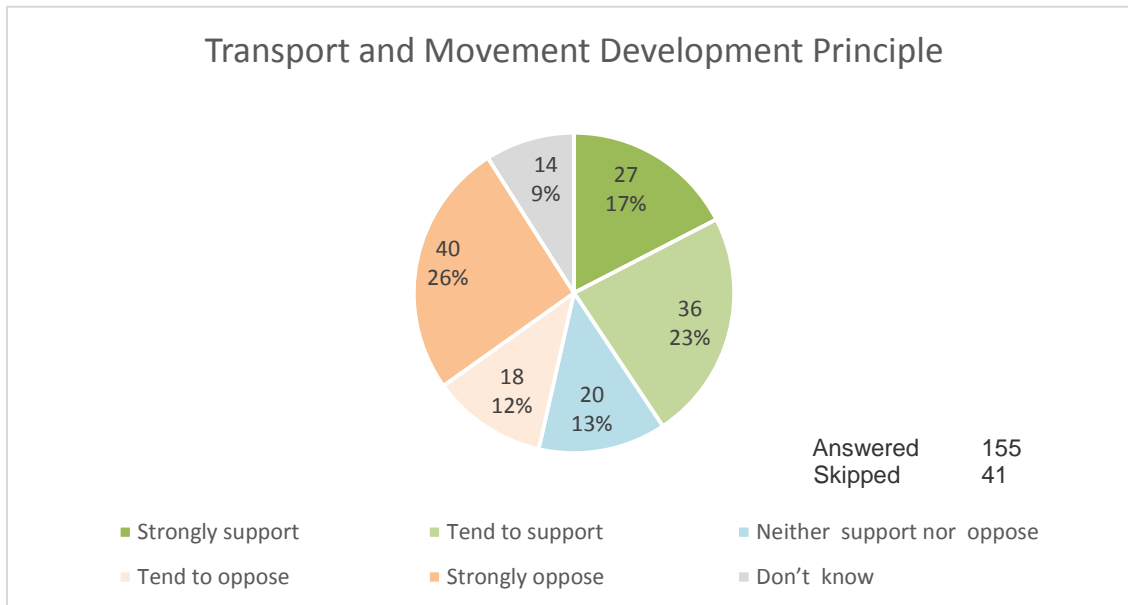
- 4.9.5 In response to concerns raised regarding tall buildings proposed within the SPD, more detailed guidance on tall building design and development has been included as a separate section in the document in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling). Barnet Core Strategy Policy CS5 provides an existing policy framework for tall buildings which includes identifying North Finchley as a suitable location for tall buildings.
- 4.9.6 Historic England suggested a more in-depth urban character and historic analysis of the SPD study area. The existing analysis, set out in the SPD baseline and appendices to the SPD, is considered proportionate to the document. This includes reference to the London Borough of Barnet’s Characterisation Study 2010. The latter was part of the evidence base for the Local Plan and on that basis we consider that the level of background assessment is sufficient and robust as a basis for the production of the SPD. No Conservation Areas or statutory Listed Buildings exist in the SPD area.
- 4.9.7 Matters relating to individual sites have been addressed as points specifically in relation to site specific feedback in this report.
- 4.9.8 More detailed guidance is provided on tall building design and development in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling).

4.10 Development Principle: Transport and Movement

4.10.1 The results of the two questions related to the ‘transport and movement’ development principle along with additional written responses are summarised below.

Question 20 To what extent do you support or oppose the development principle ‘Transport and Movement’?

Question 21: Please give reasons for your answer



NB: Number on graphic indicates number of responses and percentage

4.10.2 The results show a similar number of people supporting and opposing the principle. A large number of comments agreed with the proposals to reclaim the road space for pedestrian and shared surfaces and the use of this space to provide new bus shelters at bus stops. Many respondents suggested the requirement for an increase in pedestrian crossings on the High Road and for two-way cycling to be reinstated. There were a number of concerns that the transport proposals are not implementable, and would result in an increase in traffic on the High Road and greater inconveniences for locals. There was extra concern for the likely use of residential side streets for cars trying to skip traffic on the High Road. The relocation of the bus station received a mixed response though overall more people agreed with the principle of removing the bus station. Other key objections related to concerns regarding the increase in traffic, pollution and query of how deliveries will be managed on the High Road.

- 4.10.3 Of the 40 respondents who strongly opposed the development principle on parking, 29 provided additional comments. Nine respondents expressed concern that the proposals would increase congestion in North Finchley due to the wider pavements and narrower carriageway, with a further three people stating that proposals would increase traffic and pollution. Eight respondents would like to see the bus station retained with four people commenting on the potential issues of having buses standing on the street. Others suggested further traffic surveys be undertaken prior to proposals in the SPD being implemented, including the response from the Friern Barnet & Whetstone Residents' Association and the Finchley Society. Other respondents suggested the need for pockets of pedestrianised landscape spaces along high street for café society, the need to encourage more people to walk frequently in North Finchley and the need for more bus stops along the High Road.
- 4.10.4 TfL commented that the redevelopment of the town centre should contribute to the improved reliability and resilience of the local bus network, whilst providing an enhanced passenger experience and improved accessibility to bus services. They further acknowledge that in order to do this, changes to the operation of the road network within the town centre and on adjacent parts of the road network.

Response and Proposed Amendments

- 4.10.5 Although there is general support for the transport proposals, further work is being undertaken to progress the deliverability and feasibility of the strategy. The core aim of the SPD is to establish the principles for change, with the detailed design and implementation to follow in the long term in partnership with TfL.
- 4.10.6 A number of minor amendments have been made to the SPD in order to take into account specific comments made by TfL, including the need for safeguarding transport land and that the bus station would only close or move based on operational and passenger benefit.
- 4.10.7 Taking into account the range of comments on transport and movement, including from TfL as well as residents, LB Barnet commissioned an additional transport study, the North Finchley High Level Transport Review to support the SPD proposals. This re-visits the principle of reducing traffic flow along Ballards Lane and making the High Road to the east of the Tally Ho a two way road. A Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.
- 4.10.8 The initial motive for the traffic management proposal to have two-way traffic flow on the High Road and limited 'local access only' one-way northbound traffic on Ballards Lane was to provide a substantially improved public realm environment on Ballards Lane. In contrast, the High Road is considerably wider. The proposal makes fuller use of that carriageway by combining southbound and northbound movements, relieving the less suited Ballards Lane which can then deliver the substantial public realm improvements. Local motorists will benefit from increased access flexibility with two-way flow on the High Road reducing needed diversions and journey distances for many. This route flexibility is anticipated to minimise local rat-running with motorists more readily able to travel on direct and convenient routes to/from their destinations. Similar benefits will accrue to those on buses, no longer required to solely travel via Ballards Lane for northbound movement.
- 4.10.9 Along with motorised traffic considerations, the proposals intend to provide better for pedestrians in terms of road crossings for cyclists with two northbound routes offered (i.e. Ballards Lane and High Road) and specific on-carriageway cycling facilities. The proposal provides an improved public realm environment for the High Road with planting, benches and improved footways.
- 4.10.10 A number of minor amendments have been made to the SPD in order to take into account specific comments made by TfL being:
- To acknowledge that the bus station, off street and on street bus facilities are safeguarded land uses and that any changes will need to retain the operational transport uses within or adjacent to the town centre to support the existing bus network and meet increased bus demand.
 - In relation to the Bus Station the SPD acknowledges that TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit.
 - Clarification that there is no desire to remove bus stops from the street.

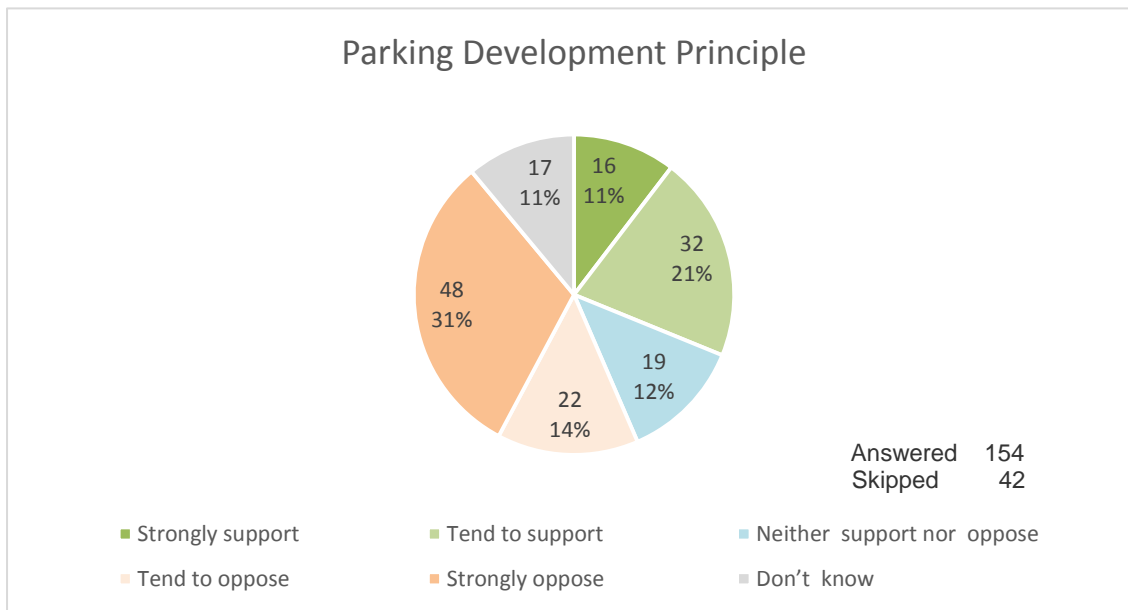
- Further emphasise the objectives of improving bus priority and enhancing bus reliability to encourage bus use as well as wider TfL objectives include Vision Zero and Healthy Streets.

4.11 Development Principle: Parking

4.11.1 The results of the two questions related to the ‘parking’ development principle along with additional written responses are summarised below.

Question 22 To what extent do you support or oppose the development principle ‘Parking’?

Question 23: Please give reasons for your answer



NB: Number on graphic indicates number of responses and percentage

- 4.11.2 There was general opposition to the parking development principle. Though in reviewing the comments some opposed the principle as they thought there was too much car parking in North Finchley and that more should be done to encourage walking and cycling. Of those who opposed the principle, numerous concerns were raised for the introduction of additional residential uses and the impact of this on parking. Respondents suggested a free period of parking 30 minutes to an hour to attract visitors. Some respondents suggested the CPZ be extended on residential side streets to 8-9pm at night. Concerns included the introduction of decked car park in Lodge Lane, the historical impact on the road and potential impact on neighbouring properties. Others expressed support for encouraging more walking, cycling and use of public transport, suggesting that there are too many instances of locals driving very short distances into the town centre.
- 4.11.3 Of the 48 respondents who strongly opposed the development principle on parking, 35 provided additional comments. Thirteen comments stated their concern over the increase in residential properties intensifying the demand for parking, resulting in a future undersupply of parking facilities. Two people suggested that the parking situation has not been sufficiently considered, whilst a further five people expressed opposition for the Lodge lane multi-storey car park. A few people commented that the area has too much car parking provision when compared to other local high streets, and suggested that the SPD do more to encourage people to use public transport, cycle and walk within the town centre. Other respondents commented on the price and duration of car parking in North Finchley, with four people stating that parking prices are too high to attract shoppers and three people suggesting a one-hour free parking allowance for shoppers. Additional single respondent comments included the suggestion of putting car parking underground, consider the temporary car parking whilst Lodge Lane is under construction and further concern for the return to cash payments for parking.
- 4.11.4 TfL stated that the approach to refining on street parking appears reasonable, commenting that any kerbside parking and loading should only cater for short stay use.

Response and Proposed Amendments

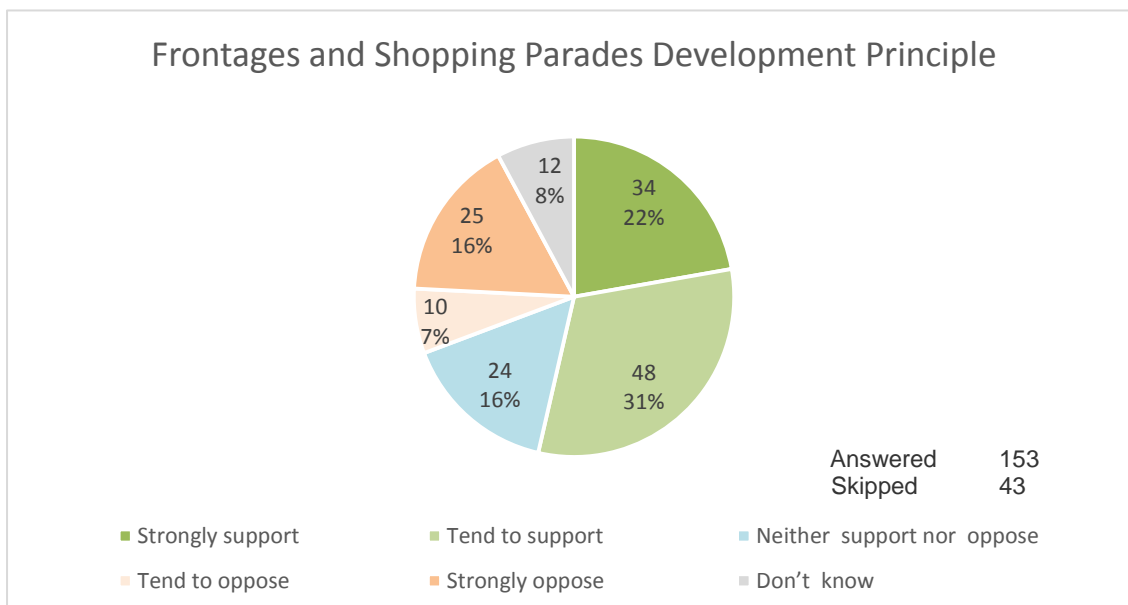
- 4.11.5 In preparing the SPD the council commissioned a related parking survey to inform the parking assessment and the SPD’s approach to future town centre parking provision.
- 4.11.6 The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels. The SPD does identify the opportunity for a local parking strategy for North Finchley, building on parking surveys undertaken, in order to enhance the efficiency and management through a review of pricing, timing and availability. In terms of changes to car parking levels during any redevelopment process, including that of Lodge Lane, the SPD has been amended to identify that a clear strategy will be required to ensure minimum disruption to town centre parking during the redevelopment of the car park.
- 4.11.7 In terms of additional parking for new residential developments, this will be sought on site. Each of the key opportunity sites presents an opportunity for an element of on-site parking to be provided at ground, part basement or underground level. This will be defined through the planning application process.
- 4.11.8 More broadly the SPD seeks to reduce vehicle demand and support sustainable travel modes, including walking, cycling, bus and rail use through a comprehensive range of initiatives, thereby encouraging people to stay local and for visitors to the town centre to do so by sustainable travel modes where practicable. The public realm improvements will make the town centre more attractive to local people and visitors and in raising the quality of the town centre environment, support local businesses. The improved walking and cycling environment will encourage local people to access and use their town centre for day to day needs. The improvements to bus services will encourage local people and others from further afield travel to / from the town centre without recourse to car use in the first instance. Raising awareness of the Northern line tube service through street wayfinding information and walk, cycle and bus access improvements will make fuller use of this considerable asset.
- 4.11.9 The transport strategy will be amended to provide further information on the focus of the proposed parking strategy, including a review of pricing, timing and availability.

4.12 Development Principle: Frontages and Shopping Parades

4.12.1 The results of the two questions related to the ‘frontages and shopping parades’ development principle along with additional written responses are summarised below.

Question 24: To what extent do you support or oppose the development principle ‘Frontages and shopping parades’?

Question 25: Please give reasons for your answer



NB: Number on graphic indicates number of responses and percentage

4.12.2 The results indicate overall support for this development principle. There was general agreement that frontages should be cleaned and enhanced, with support for principles. Respondents would like to see historic frontages retained. There is some concern that the tidying of frontages and street areas used for displays in front is an attempt at removing diversity on the High Road, respondents would like to see unique and creative shop frontages. Some respondents suggested that awnings could be used with pavement seating areas outside, whilst others would like less of the pavement space used by shops to enhance the pedestrian experience.

Response and Proposed Amendments

4.12.3 The SPD contains existing guidance on shop fronts. There is an opportunity to refine this to take into account comments from consultees including on diverse and creative frontages and outdoor seating.

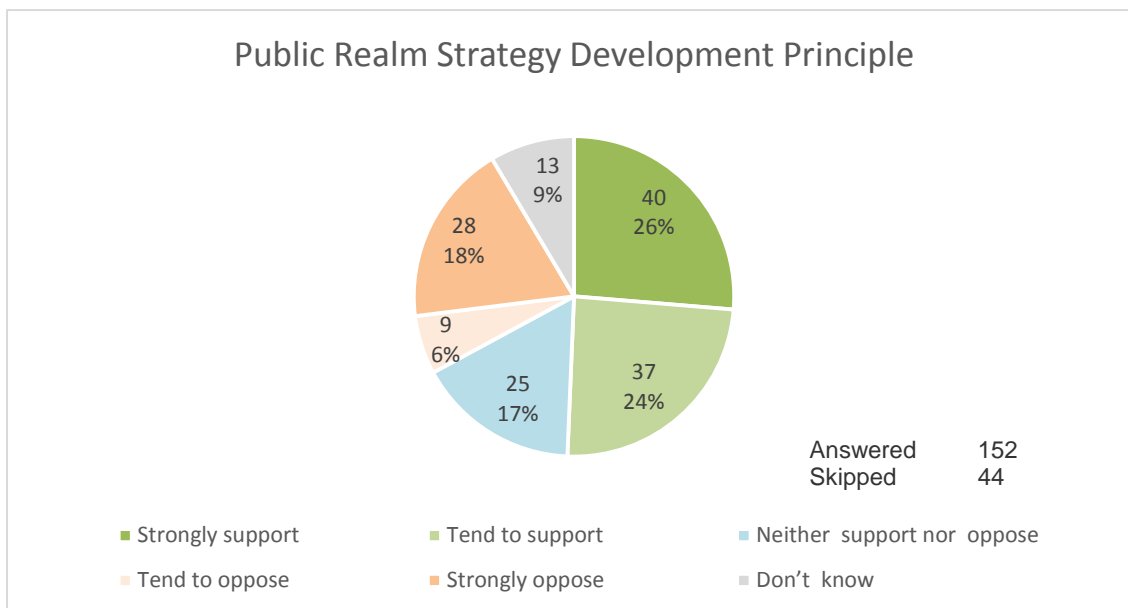
4.12.4 There is an opportunity to refine this to take into account comments from consultees including on diverse and creative frontages, subject to overall quality, including pavement seating and awnings.

4.13 Development Principle: Public Realm Strategy

4.13.1 The results of the two questions related to the ‘public realm strategy’ development principle along with additional written responses are summarised below.

Question 26: To what extent do you support or oppose the development principle ‘Public Realm Strategy’ referring to the way the streets, pavements and squares’ should be improved?

Question 27: Please give reasons for your answer



NB: Number on graphic indicates number of responses and percentage

4.13.2 The results show that there is overall support for the public realm strategy. Responses identified support for additional green landscaped space and places for people to linger. Many are in support of outdoor event spaces particularly the market, and others would like to see more creative use of the public realm with planting zones. However, additional concern for the functionality of these spaces with issues of the wind tunnel effect and pollution presented as key obstacles. A few respondents suggested greater lighting along the High Road to enhance safety of the area.

4.13.3 A number of respondents, residents and community groups including Friern Barnet and Whetstone RA and Finchley Society expressed concerns for the continuation of the local market on Lodge Lane and would like to see proposals for its realistic relocation allocated within the SPD.

4.13.4 Many respondents commented on the introduction of tall buildings in North Finchley, expressing concerns for the potential increase in the wind tunnel effect experienced in the town centre and the negative impacts that this will

have on the public realm. Friern Barnet and Whetstone RA and Finchley Society in particular suggested that the SPD ensures that development not only mitigates any potential negative effects of wind on the public realm, but actually makes a provision to eliminate the existing wind tunnel effect experienced as a result of the Arts Depot building.

Response and Proposed Amendments

- 4.13.5 Overall there has been a positive response to the public realm principles. Comments will be taken into account in refining the SPD wording. This includes greater clarity around the approach to the relocation of the North Finchley Market. As noted previously, further guidance has been included in the SPD in relation to tall building design and management.
- 4.13.6 The SPD wording has been updated to reinforce the commitment to the North Finchley Market.

4.14 Other comments

- 4.14.1 A number of the comments were in concern for the length of the consultation process, and suggested that LBB is in a rush to approve the SPD with no concern for the local community. A large number of comments related to objections to tall buildings due to the wind tunnel effect and lack of respect for the character of the area. A few comments suggested the importance of having a car-free focal point, with the area outside the Arts Depot recognised as an opportunity space. Again, the transport and parking strategy raised much concern among respondents. There were some comments in support of affordable housing and question of how the SPD could include this.
- 4.14.2 A large number of questionnaire responses commented on the lack of infrastructure provision for the North Finchley area including social infrastructure, with many people commenting on the need for schools, GPs, hospitals and community spaces. Torrington Park RA, Ravensdale RA, Friern Barnet & Whetstone RA and Finchley Society all provided additional comments on the demands for social infrastructure, with particular regards to the SPD's newly proposed residential development. Related points raised sought to clarify any phasing strategy for the development of sites and related infrastructure.
- 4.14.3 Thames Water would like to see a section on 'Infrastructure and Utilities' stating the requirement for developers to consider the net increase in water and waste water demand and the impact of this further down the network.
- 4.14.4 A number of comments captured throughout the questionnaire responses, and particularly noted in questions related to the vision and spatial strategy, stated a general issues with current town centre management. Respondents commented on existing litter, pollution and the general untidiness of the North Finchley town centre area with particular regards to the waste from fast food restaurants. Safety issues were also noted in relation to the impact of the proposed leisure hub in the south, with respondents concerned for noise and anti-social behaviour.

Response and Proposed Amendments

- 4.14.5 A broad range of comments are considered under this general heading. In terms of SPD consultation activities these are set out at paragraphs 2 and 2.2.
- 4.14.6 Historic England raised concern about the process of allocating sites in the SPD rather than in the Local Plan. Whilst the SPD identifies opportunity sites, it does not make formal site allocations, which is considered appropriate for this type of document. Historic England also commented on the SEA process and suggested the need for the inclusion of the opportunity site's as part of the assessment. The SEA has been prepared in line with the relevant regulations and at the Council's discretion, which clearly contains the descriptions of those sites and covers the key impacts identified.
- 4.14.7 In relation to social infrastructure, notably schools, doctors and other community uses, more information will be provided in the Delivery & Implementation section of the SPD in terms of the LB Barnet approach to delivering new services. The expectation is that as new dwellings and population arise, they will be recorded and an ongoing assessment made for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.

- 4.14.8 Thames water requested further information on utilities in the document. The SPD is a high level strategy for North Finchley and reference is made to other SPDs including Barnet's Sustainable Design & Construction as well as London Plan requirements. Most of the infrastructure items listed will be defined through planning applications as and when they come forward. The SPD has been updated to highlight that the council does recognise and identify the importance of engagement with utility providers at an early stage in the development of any proposals associated with any planning application/s.
- 4.14.9 In terms of managing the process of change and regeneration, including how a new leisure hub might integrate with local residents, proposals will be included for a greater level of town centre management. This could include a local town centre manager as a point of contact for information and local concerns between businesses and residents..
- 4.14.10 The SPD includes more detail in the Delivery & Implementation section on the delivery of additional services in relation to social infrastructure, notably schools, doctors and other community uses. This includes specific reference to LB Barnet's 'Infrastructure Delivery Plan' and the processes for funding and identifying the requirements for individual social infrastructure elements within the borough. The SPD also refers to the importance of town centre management.
- 4.14.11 The Delivery and Implementation section of the SPD has also been amended to provide an overview of the preferred phasing of sites within the SPD.

5. Response to Individual Submissions to the Consultation

Respondent	Representation Response	Council Reply	Action
Highways England	<p>Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN. In terms of North Finchley Town Centre, we would be concerned with any proposals that could impact the M1 in particular Junction 1, A1, M25 in particular Junction 23 and A1(M) in particular Junction 1.</p> <p>After looking through the documents provided, at this time Highways England do not have any comments to make on this draft SPD.</p>	Noted.	No change
Historic England	The proposals in the framework are significant. While we note that the document helpfully identifies the policies in Local Plan documents which the SPD seeks to take forward, the nature of the proposals are such as we would normally expect in a site allocations plan. We note that the new local plan for Barnet is planned to be consulted on this year, and consider that this will be the appropriate document to bring forward any specific site proposals.	Whilst the SPD identifies opportunity sites, it does not make formal site allocations. The Local Plan is the appropriate document for making such allocations and we plan to consult on site proposals as part of our Reg 18 Local Plan in Autumn 2018. Key Opportunity Sites identified in this SPD will therefore be reflected in the Local Plan,	No change
Historic England	<p>North Finchley has considerable integrity and historic interest in its townscape, reflecting its predominant phase of development in the Victorian period. By the 1890s the urban settlement was fully formed. Its heritage, while not designated as a conservation area, has much coherence and quality and pre-dates much of the townscape within the rest of the Borough. Careful consideration of the Victorian and Edwardian buildings lining the High Road and the adjoining areas, and other distinctive features of the town centre is an essential foundation for achieving enhancements to the benefit of the local area, and the vitality of the town centre in the long term.</p> <p>We are pleased to see the analysis contained in Appendix A (Baseline Report). However, it is evident that there is much that is missing in terms of both the positive elements of local character and the elements that detract. In our view, there is more work needed to ensure that there is an appropriate level of understanding of the existing townscape character, its evolution and heritage interest. Only with a robust baseline will you be able to achieve the best outcome for development and enhancement within North Finchley town centre.</p>	The existing analysis, set out in the SPD baseline and appendices, is considered proportionate to the document. This includes to the London Borough of Barnet's Characterisation Study 2010. The latter was part of the evidence base for the Local Plan and we consider that the level of background assessment is sufficient and robust as a basis for the production of the SPD. No Conservation Areas or statutory Listed Buildings exist in the SPD area apart from one locally listed building – the Tally Ho public house.	No change

Historic England	Part a) Vision: The reference to local character being enhanced is helpful. There is a clear opportunity in North Finchley to promote its future vibrancy and vitality through enhancement of its heritage.	Noted	No change
Historic England	Part b) Objectives Theme 1 - The statements relating to local character and history are welcome, although there should be explicit reference to conserving and enhancing existing townscape and heritage.	Noted	No change
Historic England	When referring to 'gateways' it should be clear that these are not required to be tall buildings but could, for instance, be marked by different street surfaces, or pavement widths to bring about different traffic behaviour, or attractive building form such as the Tally-Ho pub.	The SPD reflects that North Finchley is identified in the Local Plan as an appropriate location for tall buildings. The SPD makes numerous references to public realm improvements and the use of high quality materials at such locations	No change
Historic England	Tall buildings are difficult to integrate into townscapes of 2, 3 and 4 storeys. The tall buildings that do exist – The Arts Depot and Kingsway House - are both discordant with the surrounding local character. Since the latter building is 9 storeys, and yet clearly over-dominant, we suggest further consideration is given to the appropriate definition of heights for North Finchley. Perhaps 6 to 7 storeys is an appropriate maximum height in taller developments of the southern area.	With regard to tall buildings the SPD has been revised. It states that In locations where the adjacent context is of a lower scale and is not anticipated to change we will expect proposals for tall buildings to provide a transition in the base building height down to the lower-scale neighbours and set back from the base, This will help to retain the streetscape character.	New text has been added to Para 7.7 of the SPD with regard to tall buildings.
Historic England	Key Opportunity Sites As discussed above we consider that a supplementary planning document should only providing detailed advice on sites already allocated. The Opportunity Sites have yet to go through the local plan process and, in our view, it is not appropriate to bring these forward in this document. The following comments should be considered with that caveat.	Whilst the SPD identifies opportunity sites, it does not make formal site allocations, which is considered appropriate for this type of document.	No change
Historic England	Site 1 Tally Ho Triangle and Arts Depot The Grand Arcade is identified in Appendix A (A11) as contributing to local character. Its Art Deco style and domestic scale make it one of the highlights of the town centre, its qualities brought to the fore by recent investment from the Outer London Commission funding. This should be retained in any development proposals. Likewise, we recommend assessment of the early Victorian detached building 'Kidz Escape' which appears to be of some historic interest. The lack of assessment of these buildings and their potential future contribution is concerning. We note one reason given in the	The retention of the Grand Arcade is not considered appropriate as it has continued to underperform in terms of its retail offer and retention would restrict the necessary comprehensive development of the site and associated benefits for which there is support. Figure 24 within the SPD identifies buildings contributing to local character. This was based on an assessment of buildings in North Finchley, The	Reference added in terms of the contribution of the Grand Arcade to local character. In the section on responding to local character new text has

	<p>Appendix for retail viability problems in the Grand Arcade is difficulty of access. Could the proposed exclusion of traffic from Ballards Lane potentially overcome this issue? Further thought should be given to this.</p> <p>The buildings between the Grand Arcade and the Tally Ho pub have no evident townscape value although care will be needed to ensure building heights do not dominate the pub as a locally listed 'gateway' building. In the context of the above comments, and Figure 10, we consider 4-6 storeys could be appropriate to the north of the Grand Arcade. The proposal for 'up to 12' storeys appears undesirable taking account not only of the retention of existing buildings of interest, but also in the context of nearby townscape. When considering the effect of, for instance, Kingsway House (9 storeys) on adjoining townscape the impact of building tall here should not be underestimated. The Arts Depot at 16 storeys clearly is a discordant element, and every effort should be made to improve this area.</p>	<p>Kidz Escape' building was not identified through this assessment and local respondents to the SPD consultation have not highlighted the building as of historic value.</p> <p>There are no designated heritage assets within the SPD boundary and only one locally listed building, the Tally Ho</p> <p>The SPD highlights that the northern part of the KOS 1 site should respond to the local townscape, with particular reference to the neighbouring Tally Ho as a landmark building.</p> <p>We refer to our previous comments on tall buildings</p>	<p>been added to the SPD with regard to tall buildings</p>
Historic England	<p>Site 3 Finchley House</p> <p>The redevelopment of Finchley House offers considerable scope for enhancement. The Council's Tall Buildings Study (2010) identifies this as having an unfortunate juxtaposition with the 2-storey terrace to the south. The townscape merit of the Edwardian style properties to the south should be taken into account, as these are of a quality commensurate with other residential developments in conservation areas. We recommend that consideration is given to the retention of nos. 695-705 High Road, with development taking place on the Kingsway frontage only. Bearing in mind the need to avoid the existing 'cliff-edge' effect with the adjoining low-rise townscape, up to 7 or 8 storeys would appear a more appropriate scale as a maximum.</p>	<p>The SPD notes that the development may come forward in two phases, initially not including the terraces, subject to achieving a viable and comprehensive development.</p>	<p>No change</p>
Historic England	<p>Site 4 East Wing</p> <p>We welcome the commitment to retaining the significance of the former Owen Owen department store (presently Argos) and to retaining the facades of the properties in the terrace south of 684 High Road.</p>	<p>The support is welcomed.</p>	<p>No change</p>
Historic England	<p>Site 5 Friern Park/High Road</p> <p>We welcome the recognition of the contribution of the buildings occupied by Bohemia and Santander to character of the High Road.</p> <p>The terrace comprised of 744-758 High Road is representative of the Victorian heart of North Finchley and thus has considerable townscape significance. We strongly recommend that these are retained, enhanced, and their upper floors converted for residential</p>	<p>The support is welcomed.</p> <p>With regards to concerns over the inclusion of 744-758 High Road due to the historic merit of the buildings - whilst a requirement to retain these is not</p>	<p>No change</p> <p>No change</p>

	use, where appropriate. Figure 24 and Appendix A should identify the importance of this terrace in the history of North Finchley and their positive contribution to the High Road townscape.	stipulated, the retention of existing facades of historic merit is encouraged in the SPD.	
Historic England	<p>Section 7 Development Principles</p> <p>a) Responding to local character</p> <p>As discussed above, the starting point for the town centre framework is the existing fabric of the town centre. In our view, the local character and many positive features of the centre are not fully addressed in respect of Appendix A (Area Character and Townscape) and Figure 24. There are also negative features in the existing townscape that should be identified, both in the character assessment and in Figure 24.</p> <p>- The Victorian terrace between the junction with Stanhope Road/High Road and Santander has considerable character and exemplifies the Victorian development of N Finchley town centre. We consider this terrace contributes positively to its distinctiveness and should be shown as retained in Figure 24.</p>	We refer to our previous comments on the assessment of North Finchley's character.	No change
Historic England	- The Grand Arcade and the former Owen Owen department store (Argos) are both noted as contributing to the character of the area (Para A11), but in the case of the Grand Arcade this is not discussed or identified in Figure 24.	We refer to our previous comments on the Grand Arcade.	As mentioned above, the SPD will be updated to include identifying the Grand Arcade as contributing to local character.
Historic England	The former residential properties (now small businesses) south of Finchley House Business Centre contribute positively to the townscape and should be identified in Figure 24, with the intention that they are retained.	They are outside of the town centre or SPD boundary and therefore will be dealt with by the Local Plan policies.	No change
Historic England	- The negative impact of the Arts Depot (16 storeys) and Finchley House business centre on the opposite side of Kingsway (9-storeys) should be identified more clearly. This impact demonstrates the need for greater sensitivity and moderation of heights in future developments in the town centre. Other buildings which detract from the local townscape should also be shown in Figure 24.	We refer to our previous comments on tall buildings	See above
Historic England	<p>e) Public Realm Strategy</p> <p>Improvements in the public realm could be highly influential in raising the quality of the town centre, the way it functions and how it is experienced. Historic England's advice 'Streets for All' contains useful information on public realm enhancement schemes and can be accessed on our website.</p>	SPD revised to refer to Streets for All	Reference added at para 7.53
Historic England	<p>Draft Sustainability Appraisal/Strategic Environmental Assessment</p> <p>The need for Strategic Environmental Assessment (SEA) arises for plans and programmes where there may be significant</p>	We refer to our previous comments on site allocations. The SA has been prepared in line with the relevant regulations which clearly contains the descriptions of those sites and covers the key	No change

	<p>environmental effects, and is required because the effects have not been assessed through the local plan. The draft report does not address the individual site allocations or Opportunity Sites, or identify any potential adverse effects for townscape and heritage. The SA report is, in our view, inadequate in terms of the SPD proposals and lacks the necessary robust evidence base.</p> <p>Site allocations are properly addressed through the statutory development plan and the SPD should not pre-judge the local plan process in relation to these sites. A thorough character assessment of the town centre is needed so that this can be used within the SA/SEA for the local plan site allocations to inform the most appropriate parameters for each development site. This will then de-risk the eventual adoption of the local plan site allocations.</p>	<p>impacts identified.</p>	
<p>Natural England</p>	<p>The SPD is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues:</p> <p>Green Infrastructure</p> <p>This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should plan '<i>positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure</i>'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p> <p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none"> <input type="checkbox"/> green roof systems and roof gardens; <input type="checkbox"/> green walls to provide insulation or shading and cooling; <input type="checkbox"/> new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity). 	<p>The Council adopted a Green Infrastructure SPD in October 2017 which identifies for protection and enhancement a connected network of green and blue (water) open spaces within Barnet. The North Finchley SPD has been updated to make cross reference to it.</p> <p>This SPD is a high level strategy for North Finchley. Most of the items listed below will be defined through the planning application/s as and when they come forward and the council does recognise and Identify the importance of engagement with statutory authorities such as Natural England at an early stage in the development of any proposals associated with any planning application/s.</p>	<p>Cross-reference to adopted Gi SPD</p>

	<p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity". Biodiversity enhancement</p> <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 Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p> <p>Landscape enhancement</p> <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 makes a positive contribution to the character and functions of the 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>Other design considerations</p> <p>The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 125).</p> <p>Strategic Environmental Assessment/Habitats Regulations Assessment</p> <p>A SPD requires a Strategic Environmental Assessment only in</p>		
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	<p>exceptional circumstances as set out in the Planning Practice Guidance. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>		
Transport for London	<p>The following comments are made by TfL City Planning officers on a 'without prejudice' basis and are intended to ensure that this policy document is in line with relevant London Plan policies and reflects the draft Mayor's Transport Strategy. You should not interpret them as indicating any subsequent Mayoral decision and these comments do not necessarily represent the views of the GLA.</p> <p>TfL is the strategic transport authority for London and responsible for delivery of the transport policies in the London Plan and the Mayor's Transport Strategy. Policies such as Vision Zero on reducing road danger and the Healthy Streets approach that promotes public transport use and active travel are particularly relevant, given concerns identified in paragraphs 1.9 that North Finchley suffers from a traffic dominated environment.</p>	SPD recognises that as part of the Healthy Streets new approach, North Finchley has the potential to reduce the use of the private car and increase the number of people walking, cycling and using public transport. This would result in a healthier, more sustainable, safer and more connected town centre providing an improved experience for people visiting the area.	References to Healthy Streets and Vision Zero at para 7.14 and A41
Transport for London	<p>TfL operates (under a long lease) the North Finchley Bus Station, the separate bus stands are also on a long lease (from Barnet Council) on Woodhouse Road and those on the High Road south of the Tally Ho pub. We are also responsible for the bus stops, traffic signal junctions and crossings in the town centre. The High Road and Ballard's Lane form part of London's Strategic Road Network (SRN), for which TfL has oversight responsibility. We have responsibility for taxi regulation in London, and we run night buses within North Finchley, as well as the Night Tube on Friday and Saturday nights on the Northern Line. The SPD should consider its approach to the evening economy and transport.</p>	<p>The SPD has been revised to highlight that TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit.</p> <p>As existing transport land, the bus station is safeguarded by TfL and any changes will need to ensure that operational transport uses are retained within or adjacent to the town centre in order to support the bus network and meet bus demand, as explored in more detail in the transport strategy of the SPD.</p>	New text added at movement and parking section of KOS 1 with regard to the bus station
Transport for London	<p>Planning Policy Context</p> <p>The London Plan and the draft Mayor's Transport Strategy set out the latest policy from the Mayor that TfL will need to follow in exercising our duties.</p> <p>TfL believe the Vision for North Finchley can be aligned with Vision</p>	<p>The concept proposals presented by this draft SPD respond to these objectives along with other wider TfL objectives including Healthy Streets and Vision Zero.</p> <p>As part of the Mayor's Healthy Streets Approach,</p>	SPD paras 7.14 and A.41 are revised to reflect these changes.

	Zero and the Healthy Streets approach. The Healthy Streets indicators should be used to inform street design approach as suggested in the SPD.	<p>Transport for London are developing a plan for a coherent cycle network across London that will complement walking and public transport priorities.</p> <p>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.</p>	
Transport for London	<p>The bus station and bus facilities</p> <p>The London Plan Policy 6.2 references the need to safeguard existing transport land. In this case, TfL would need the SPD amended and updated to acknowledge that the bus station, off street and on street bus facilities are safeguarded land uses and that any changes will need to retain the operational transport uses within or adjacent to the town centre to support the existing bus network and meet increased bus demand.</p>	Agreed	New text added at movement and parking section of KOS 1 with regard to the bus station
Transport for London	<p>Theme 4 Town Centre Movement</p> <p>The redevelopment of the town centre should contribute to the improved reliability and resilience of the local bus network and will need to provide an enhanced passenger experience and improved accessibility to bus services. This includes reducing bus journey times and increasing the reliability of local buses. This will require changes to the operation of the road network within the town centre and on adjacent parts of the road network.</p>	See previous comments on buses and movements	
Transport for London	<p>Site 1: Tally Ho Triangle and Arts Depot</p> <p>TfL has not agreed to close down North Finchley bus station – the SPD should acknowledge TfL advice on this aspect. TfL is open to discuss improvements to the bus station on its current site and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit.</p> <p>The technical work to assess this option includes a variety of factors and the scope of that assessment should be agreed as a joint study between Barnet Council and TfL with clear and measurable objectives. The final choice about the future of the existing bus station will be for TfL.</p>	See previous comments on buses and movements.	See above
Transport for London	<p>Encouraging Bus Use</p> <p>TfL welcome the opportunity to improve facilities for bus passengers. TfL would note that all the buses that serve the bus</p>	See previous comments on buses and movements.	See above

	<p>station also stop on street and still many passengers use the stops in the bus station to board or alight or change buses. Any changes to these services will need to start from the bus passengers' viewpoint, particularly those with specific mobility needs. Whilst TfL provides bus stops on street, they do need kerb space that is currently allocated to other uses and sufficient footway width. TfL has developed tools to assess bus stop design and pedestrian comfort levels which should be used. Bus stands are very important to reliable operation of the bus network. They need to be located at the end of bus routes, as well as elsewhere to allow for bus recovery time, buses need to be able to enter and leave them safely, and drivers need access to facilities at the end of their run. Bus stands as suggested by the SPD can deaden street frontage. However, if they are removed from the street and the bus station is allocated to another use this would lead to unacceptable operational constraints that would undermine the objective of enhancing bus use. Improving bus priority and enhancing bus reliability would help the SPD objective of encouraging bus use. This needs to be part of the SPD objectives.</p>		
Transport for London	<p>Parking and Loading The approach to refining on street parking appears reasonable to TfL TfL's view is that kerbside parking and loading should only cater for short stay use. It is important that its design and enforcement takes account of the need to allow movement of traffic through the town centre and allows buses access to bus stops. To deploy ramps for pushchairs and wheelchair users, bus drivers need unobstructed access to the kerb at all times, so car drivers and freight operators need space to meet their requirements away from bus stops. For freight and deliveries, TfL advice would seek to look at consolidation of deliveries where possible and would encourage out of hours and off peak deliveries, ideally a booking system for the town centre or co-operation between retailers. Therefore, TfL strongly recommends that before you adopt the SPD it is amended and updated to reflect TfL comments. We also recommend that we set up a transport working group to develop the ideas set out in the SPD. TfL technical input is likely to require funding.</p>	<p>In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes. The SPD will reflect that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p>	Reference to Joint Working Group added to the SPD
Thames Water Planning Policy	<p>New development should be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure. Reference is made to Paragraphs 156 and 162 of the National Planning Policy Framework (NPPF), March 2012 and National Planning Practice Guidance (NPPG) published in March 2014 which includes a section on 'water supply, wastewater and</p>	Noted	No change

	water quality' It also sets out that: "Adequate water and wastewater infrastructure is needed to support sustainable development" (Paragraph: 001, Reference ID: 34-001-20140306).		
Thames Water	<p>In light of the above we consider that it is important that there should be a section on 'Infrastructure and Utilities' in the North Finchley Town Centre Framework Supplementary Planning Document which should make reference to the following:</p> <p>Developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided. Thames Water therefore recommend that developers engage with them at the earliest opportunity to establish the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The developments demand for water supply and network infrastructure both on and off site and can it be met <input type="checkbox"/> The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met <input type="checkbox"/> The surface water drainage requirements and flood risk of the development both on and off site and can it be met <p>Thames Water should also be consulted regarding proposals involving building over or close to a public sewer. If building over or close to a public sewer is agreed by Thames Water it will need to be regulated by an Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers or water mains to be moved at a developer's request so as to accommodate development in accordance with Section 185 of the Water Act 1989. Further information for Developers on sewerage and water infrastructure can be found on Thames Water's website at: https://developers.thameswater.co.uk/</p> <p>Contact can be made with Thames Water Developer Services;</p> <p>by post at: Thames Water Developer Services, Reading Mailroom, Rose Kiln Court, Rose Kiln Lane, Reading RG2 0BY;</p> <p>by telephone on: 0800 009 3921; or</p> <p>by email: developer.services@thameswater.co.uk"</p> <p>or</p> <p>In a section on 'Infrastructure and Utilities' a statement similar to that set out below:</p> <p>As per policy [insert as appropriate] of the Barnet Local Plan, Developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off site further down the network, if no/low</p>	<p>This SPD is a high level strategy for North Finchley. Cross reference is made to other SPDs including Sustainable Design & Construction.</p> <p>Most of the items listed will be defined through the planning application/s as and when they come forward and the council does recognise and Identify the importance of engagement with utility providers at an early stage in the development of any proposals associated with any planning application/s.</p>	No change

	water pressure and internal/external sewage flooding of property is to be avoided.		
Thames Water	<p>Site Specific Comments</p> <p>In order to make a detailed site assessment further information including proposed numbers and phasing will need to be known. At a high level, from a sewage treatment perspective, we don't anticipate capacity concerns at Deephams Sewage Treatment Works as it has recently been upgraded. However, to make a more detailed assessment and ensure these sites are included in our growth plans, we will require the further details mentioned above</p>	This will be a matter for any future planning proposals	No change.
War Memorials Trust	<p>History of Finchley War Memorial</p> <p>The construction of Finchley war memorial has a complicated history which provides some context to Site 2 (Ballards Lane/Nether Street) of the draft SPD.</p> <p>Following the end of the First World War, the original proposal for Finchley was for 'a monumental memorial to be erected in a prominent position and to bear the names of all Finchley men who had made the great sacrifice' and for the remaining funding to 'be divided between the extension of the Cottage Hospital and a hostel for the discharged and demobilised men of the Forces' (Hendon and Finchley Times 9th May 1919). However, owing to the number of former servicemen who attended the meeting the decision was made to solely provide funding for a soldiers' institute. The War Memorial Committee described this proposal as one for all the inhabitants of the district which would 'provide a large hall, recreation rooms, committee rooms and a large entrance hall where a memorial to the fallen can be placed' (Hendon and Finchley Times 13th June 1919). Having turned down the proposals for providing funding for a monument or hospital it was commented at the time that the former servicemen had 'alienated much of the sympathy previously felt for them, and their scheme is handicapped' (Hendon and Finchley Times 9th May 1919). While funding continued to be raised for the hospital extension the plan for an institute was not as successful and had only raised £500 by 1922 (Hendon and Finchley Times 10th February 1922). By this time, the Royal British Legion Finchley branch had purchased St Kilda, the current United Services Club, in Ballards Lane and the Chairman of the War Memorial Committee proposed offering the funds raised to help equip the club. This was formally opened in May 1922 and aimed to offer improved social facilities for ex-servicemen (Hendon and Finchley Times 5th May 1922). At the annual dinner for the Finchley United Services Club in May 1925, the secretary noted that while Finchley</p>	<p>We welcome these comments from the War Memorials Trust on the Finchley War Memorial and it's relationship with the Finchley United Services Club.</p> <p>This site has been removed from KOS 2</p>	The boundary of KOS 2 has been revised to remove the Finchley United Services Club.

	<p>had 'a splendid war memorial at Finchley in the hospital, he felt that they, as ex-Service men, would like some alternative' (The Hendon, Finchley, Edgware and Mill Hill Times and Golders Green Guardian 15th May 1925). He suggested that the space in front of the club could be used for creating the war memorial and that it would be simple in design. Further details of the memorial were provided in August that year and it was noted that it would be of a 'somewhat unusual character, very simple and dignified in design... upon the face of the granite is set in fine bronze the central figure, consisting of a cruciform shaped panel on which figures are modelled representing the Navy, Army and Air Force' (The Hendon, Finchley, Edgware and Mill Hill Times and Golders Green Guardian 14th August 1925). It was reported in the press that the war memorial was unveiled on the 8th November 1925 by Lord Lascelles (The Hendon, Finchley, Edgware and Mill Hill Times and Golders Green Guardian 13th November 1925). Following the construction of Finchley war memorial two further war memorials have been placed next to it, dedicated to those from Hendon Garage and The Metropolitan Electric Tramways Finchley Depot who lost their lives during the First World War. These were relocated from former buildings which have since either closed or been demolished. The United Services Club appears to have retained much of the building's original Victorian exterior, although there have been alterations such as the replacement of the windows. The remainder of Site 2 has been redeveloped since the opening the club.</p> <p>The three war memorials situated outside of the United Services Club have high historic and communal value as they are a witness to the ways in which the people of Finchley and Hendon commemorated those who lost their lives during the First World War. Although it has not been possible to identify the architect or sculptor for Finchley war memorial, this also has a high degree of architectural significance and the Trust will be applying for it to be listed shortly. It is difficult to assess how much the setting of these war memorials has on their significance. Both the Hendon Garage and The Metropolitan Electric Tramways Finchley Depot war memorials were previously erected at other locations and have been reinstated outside the United Services Club. These would most likely have been displayed on a wall originally and are not suited to laying on the ground as this has caused them to become stained.</p> <p>By contrast, Finchley war memorial has a historic connection to the United Services Club which must be considered as part of any</p>		
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	<p>proposals to redevelop the site. Compared the two tablets, it is also particularly prominent on Ballards Lane which will also need to be considered as part of its setting. Wreaths are currently laid on the war memorial as part of a Remembrance service which must be taken into account as part of its function. The United Services Club also forms an important part of Finchley's experience during the First World War. However, unlike the war memorials on Ballards Road it was not constructed as a new building for looking after ex-servicemen, but instead was purchased and altered. Furthermore, whilst it received funding from the War Memorial Committee, this was not because the building is a war memorial, but because the committee was unable to fund the original club it proposed. Ultimately, this limits the architectural and historic interest of the building.</p>		
War Memorials Trust	<p>Comments on proposals</p> <p>The draft SPD seeks to redevelop Site 2 between Dale Grove and Nether Street to create a 'high-quality frontage and gateway' for south Finchley. As part of plan, the brief states the development should be sensitive to Finchley War Memorial. Whilst we are pleased that the brief advises that any development should be sensitive to the war memorial, we would advise that particular reference is made to its prominent setting on Ballards Lane. This will ensure the war memorial continues to be a strong reminder of those who lost their lives from Finchley during the First World War. Ideally, the war memorial should not be moved as this may risk damage. Discussion will also need to take place with the United Services Club over any proposals for the war memorial, as it was originally erected by the club rather than by a local committee which means they may own the site and the memorial. With regard to the Hendon Garage and The Metropolitan Electric Tramways Finchley Depot war memorials, consideration may be given to relocating these as part of the development. If the war memorials were to be located on the side of a building this would will lessen the impact of any further staining on the war memorials. Ideally, any proposed location should be nearby Finchley war memorial as this is the focus of Remembrance Day services. The cost of relocation and any cleaning or repairs should be borne by the developer and again discussions should be held with the United Services Club who are most likely the custodians of these war memorials. Thought may also need to be given as to how wreaths could be displayed as part of Remembrance services. Based on the above historic newspaper articles, Finchley United Services Club is not in itself a war memorial, it plays an important part in the history of Finchley. While</p>	<p>The SPD has been revised at KOS 2 to make reference to the prominent location of the Finchley War Memorial on Ballards Lane and the need for new development to be sensitive to it's setting.</p>	<p>The text at KOS 2 with regard to Development Strategy Overview has been revised to reflect sensitivity of the War Memorial.</p>

		<p>it is not in our remit to provide advice on assets which are not war memorials, we would strongly advise the council engage with the club as part of any development proposals. In particular, they may be able to comment on any plans to alter the site around the war memorial, in particular to consider how this may impact Remembrance Day services. I have attached copies of the newspaper articles for your interest.</p>		
Northside Primary School's Governing Body		<p>Northside Primary School N12 shares a border with Lodge Lane Car Park and has entrances on both Lodge Lane and Percy Rd. We were very interested and excited to see the planning framework. It is great to see a commitment to future proofing North Finchley's town centre. An area close to our hearts...we in the business of laying the foundations from which local children can build a great future for themselves. As a result we are keen to work with you/future developers to ensure that the regeneration of Lodge Lane Car Park has a positive impact on our school community and the formative education of generations to come.</p>	We welcome this support.	The text at KOS 6 with regard to land use has been revised to make reference to opportunities for Northside Primary School.
Northside Primary School's Governing Body		<p>Whilst we are supportive of positive change there are a number of areas that we wish to flag up as potentially concerning or worthy of further discussion and thought. These are listed below, in no particular order. Effect on any expansion potential for Northside; we are currently a single form entry school, however there is increasing pressure on primary school places in the area. As the only Primary in the town centre we may need to expand. In the past we have discussed expansion plans with Barnet Council by building on the Albert Street arm of the Car Park. However current plans remove this as an option.</p>	The SPD has been revised to highlight that the community space proposed as part of the Lodge Lane redevelopment should consider co-location opportunities with Northside Primary School	The text at KOS 6 with regard to land use has been revised to make reference to opportunities for Northside Primary School.
Northside Primary School's Governing Body		<p>Staff parking implications during and after any proposed build; a number of our staff use Lodge Lane as an overspill car park. We would like to discuss a parking area for school staff during the school week. Requirement of traffic calming measures and a pedestrian crossing on Lodge Lane Impact of traffic on Lodge Lane and Percy Rd both during and after the redevelopment; there are currently traffic issues on both Lodge Lane and Percy Road. We regularly have cars parked on the yellow zigzags, cars using Lodge Lane as a rat-run to the station often mount the pavement and road rage is increasing. Therefore we are concerned about children's safety getting to and from school, especially if more traffic will be directed down Lodge Lane. We would like to see traffic calming measures put in place and a pedestrian crossing.</p>	A full transport assessment would be made with any planning application to determine transport effects and mitigations, including relating to air pollution. In terms of the safety of Lodge Lane crossing, the SPD will be amended to encourage the provision of a clear and safe pedestrian crossing.	<p>The text at KOS 6 with regard to parking strategy has been revised to :</p> <ul style="list-style-type: none"> •Encourage the provision of a clear and safe pedestrian crossing at Lodge Lane. •Identify the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application.

Northside Primary School's Governing Body	Pressure point at drop-off and pick up times during and after the redevelopment; Barnet currently give parents parking permits for 15 min at both drop-off and pick up times in Lodge Lane car park. Would this still be the case? During the build can they park on-St with their permits? Can we explore a turning circle/drop-off system?	This is a detailed matter best addressed through any planning application that comes forward at Lodge Lane	No change
Northside Primary School's Governing Body	Admissions implications; any residential development on the site will have an impact of our already small catchment area.	See previous comments on potential for school expansion	See above
Northside Primary School's Governing Body	<p>Existing Pollution levels and effect on school playground Pollution: 2013 GLA and TFL research shows that the area was failing clean-air targets even then, we are concerned that with a multi-level car park that comes right to the school playground levels will be increased.</p> <p>Noise and safety levels during the construction period Noise/safety/mess/inconvenience/ whilst works are carried out; it is vital that our children have the best learning environment possible. Safeguarding families and lone travellers on the way to and from school; with the current plans potentially there will be an enclosed alleyway/pathway around the school boundary into the car park and through to Percy Rd as well as Percy Rd Playground. We fear that this may encourage anti-social behaviour and be intimidating or unsafe.</p> <p>Safeguarding and Child Protection during and after the redevelopment; with a new structure so close to the school boundary as well as being multi-story this is potentially a safeguarding issue as the school will be overlooked. Also we must have complete assurance that the safety of the children of Northside, some of whom are barely three and might possibly break free from their mother/carer when approaching the school, will never be put in a position of danger.</p> <p>Don't want to lose boundary trees and greenery Boundary trees/path and keeping greenery and privacy; some of the large conifers are on the council car park side but we do not want to lose them.</p> <p>Input into and access to the community-space; this would be a great opportunity to bring the school, community and developers together</p>	<p>The SPD reinforces the importance of a sensitive edge and treatment of the school adjacency as well as identifying the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application. Opportunities of school collaboration with the new community space will also be promoted.</p> <p>The diagram and text have been amended to include and identify the Percy Road Playground and connection through the site from Lodge Lane to the playground, recognising the value of this route as a north south connection.</p> <p>Matters of safety, overlooking, surveillance and secure design will be of high importance in relation to the primary school which is already included in the SPD.</p> <p>In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.</p> <p>The delivery of the community facility is considered to be a significant benefit as part of the overall town centre strategy which can be guaranteed due to</p>	<p>SPD revised to :</p> <ul style="list-style-type: none"> • Encourage the provision of a clear and safe pedestrian crossing at Lodge Lane. • Reinforce the importance of a sensitive edge and treatment of the school adjacency. • Identify the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application. • Promote opportunities of school collaboration with the new community space. • Amended the text and diagram to include and identify the Percy Road Playground and connection through the site from Lodge Lane to the playground. <p>Ref at para 8.26 to considerate construction scheme compliance.</p>

	<p>to create a space fit for all.</p> <p>Future partnership working In short we would like you to consider the above points and work with us during any further development so we can ensure the best possible outcome.</p>	existing council land ownership of the site	
Artsdepot, Tally Ho Corner North Finchley	<p>We are delighted that a cultural zone is recognised in the North Finchley plan and a gateway into the greater offer of the High Street. As the only professional art centre in the town, and in fact the entire borough, artsdepot prides itself on presenting a high quality and broad array of over 500 events of arts and culture to the population of North London every year; as well as recognising the joy, fun and positive impact we have on our local community through engagement and participation activities ranging from over 40 course and classes a week, to our free softplay area, café with healthy lunches and building-wide family fun days such as Big Draw. We are also very supportive of new and emerging artists offering space and time to develop and create new performances, many of which engage our local community. Increasingly we are also working with the vulnerable and isolated in the local community - most recently our local Food Banks, Syrian Refugee kitchen, young homeless, young learning disabled and also our extensive programme for 75+ addressing concerns about social isolation and loneliness. We also have in residence with us London Studio Centre – over 330 under graduate dance students all of whom have had a significant impact on the area. They are all moving to North Finchley and surrounding area, are renting/buying properties, shopping/eating/taking their leisure time locally. Anecdotally we hear that as most students are seeking a career on the London stage, when they graduate after 3 years a high proportion remain in the area as they audition for London roles. All of which is having significant impact on the local area.</p> <p>Together, our economic impact for 2016-17 is estimated at £3.23m.</p> <p>With particular reference to the scheme artsdepot would be very keen to be acknowledged as having the skills and technical ability to develop the culture offer of North Finchley beyond our venue-walls. Certainly we would very much support the opportunity to develop the outside spaces and curate a programme of engaging and participative outdoor arts and culture activity.</p>	<p>We welcome these supporting comments and look forward to working with the artsdepot in the future revitalisation of North Finchley. Further recognition of the contribution of the artsdepot as a cultural attraction as well as the home to the London Dance Studio is made in the SPD.</p> <p>In terms of the restrictive covenant we have highlighted that issue in the Committee Report and there may be an opportunity for the Council to revisit this as part of the work towards revitalising North Finchley.</p>	See changes to para 6.2

	<p>We would also like to see much greater digital animation & signage of our outside walls, not least to promote the activity inside the building and opportunities for the community to join us. Our biggest weakness is that the architecture of the Tally Ho site does not allow us the opportunity to promote the energy and vitality inside the building to those outside. One suggestion we have been keen to pursue for a long while now is the commissioning of public art for our fly-tower – along lines of the recent Lumiere Festival – which would immediately create a gateway/focal point for the town centre.</p> <p>Finally, I know there has been talk of a cinema. There is a covenant on the land, owned by Odeon (following on from when the Gaumont existed). As I explained we have been asking Barnet to lift this since 2008, the paperwork is ready to be signed. Odeon have agreed as long as its arthouse film only (fine with us, and there is Vue Cinema down the road with the commercial offer already). We are very keen to take forward conversations we have already had with Curzon, National Theatre Live etc to show live screenings, and have offered an indemnity letter to Barnet Council to reduce any risk to them but we are at impasse on this issue. If this scheme can help get the covenant lifted, artsdepot is very keen to lead on a cinema offer as we have the facilities and arthouse cinema fits our ethos.</p>		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>North Finchley is the local town centre for our members and accordingly its future development and vitality is important to them. During the public consultation period FBWRA and the Finchley Society have worked together to review the draft SPD in detail and we have also included articles discussing the SPD proposals in Newsletters circulated to all our members and together we have held a joint members' meeting to discuss the proposals, which was attended by representatives of the Council's consultants (BDP) and the Council (Re). The meeting attracted an audience of more than 100.</p> <p>Whilst FBWRA and the Finchley Society both recognise the need to revitalise the North Finchley Town Centre, and for an appropriate town planning environment to facilitate the process, and thus give the SPD a cautious welcome, we have significant concerns about many of the SPD proposals and we consider that the existing document requires substantial changes in order to be acceptable. The current draft SPD is inadequate in many respects, and should be seen as merely a starting point, not as a destination. The enclosed document sets out our concerns and comments in detail</p>	We welcome the contribution that FBWRA and the Finchley Society have made to publicising the SPD consultation.	No change

	<p>but we believe that it is appropriate to highlight the following-</p> <p>See our comments in detail below but we believe that it is appropriate to highlight the Development Proposals for market, bus station, traffic management, cycling, parking supply during redevelopment, parking supply general, height of buildings, wind tunnel effects, lack of precision, residential units, social infrastructure, war memorial, process for traffic study and phasing, planning blight issues i.e. CPO, masterplan should be open to anyone to submit a planning application.</p>		
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>Page 17 Para 4.1 a Vision</p> <p>The SPD is silent as to the anticipated numbers of new residential units that would arise from the developments contemplated in the document. Whilst it is appreciated that it is not possible to be definitive on this in a high-level document such as this, an indication of anticipated /target numbers for each KOS, and in the aggregate would be appropriate to assist in forming an appreciation of the scale of change that may come to North Finchley.</p> <p>Upon this figure depends the demand that will be created for new health and education facilities; which if there were anything like 2,000 new units (perhaps 6,000 new residents) would be large. However the SPD makes no specific provision for new health or educational facilities. Whilst it is accepted that a new school would be difficult to accommodate in the town centre (although expansion on existing school sites may be practicable), this is not the case with a health centre and the SPD should make specific provision for a new health centre on a specific site. The Council argues that the provision of such facilities is not its responsibility, but rather that of the NHS. However, in a town planning context it is the Council, not the NHS which is responsible.</p> <p>The reference on page 41, to potential uses of part of Lodge Lane car park as including "for example health or similar uses" is unacceptably weak. The revisions to the SPD should identify a specific location for a new health centre.</p>	<p>The SPD is not a site allocations document so it would not be appropriate to specify densities or housing numbers. More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding.</p> <p>The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.</p>	<p>Delivery & Implementation section of SPD revised.</p>
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>Theme 3 - Town Centre People 2</p> <p>See above. "will be supported" is unacceptably weak, as it leaves the initiative to others – and such a proposal might not be forthcoming</p>	<p>As highlighted above more information is set out in the Delivery & Implementation section of the SPD</p>	<p>See previous comments</p>

Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>Theme 4- Town Centre Movement 15</p> <p>If “the vision” is realised and North Finchley plays an enhanced role in serving North London with more local people coming to North Finchley rather than going e.g. to Brent Cross, this will surely increase parking demand. The SPD does not adequately address this.</p>	<p>In preparing the SPD the council commissioned a parking survey to inform the SPD’s approach to future town centre parking provision.</p> <p>The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels. The SPD requires a local parking strategy for North Finchley in order to enhance the efficiency and management of spaces through a review of pricing, timing and availability. The SPD seeks to reduce vehicle demand and support sustainable travel modes, including walking, cycling, bus and rail use through a comprehensive range of initiatives, thereby encouraging people to stay local and for visitors to the town centre to do so by sustainable travel modes where practicable.</p>	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>Theme 4- Town Centre Movement 17</p> <p>In order to re-assure local residents, drivers and other stakeholders, the SPD requires the addition of a policy statement that, as an overriding priority, no roadspace reallocation or other proposal impacting on traffic flows through North Finchley will be put into effect where it would reduce the volume of through traffic the High Road /Ballards Lane are able to accommodate at any time throughout the day,</p>	<p>In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p> <p>The SPD reflects that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL’s satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p>	Reference to Joint Working Group added to the SPD
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>Page 23 (6.2) KOS 1 Tally Ho triangle and Arts Depot</p> <p>Wind conditions are a very important consideration and are not given adequate weight in the SPD. We held a joint members’ meeting for members of FBWRA and the Finchley Society, to discuss the SPD, and which was attended by representatives of BDP and the Council (Re). The issue of wind conditions around the Arts Depot and elsewhere was one that was frequently and forcefully raised by speakers from the floor of the meeting.</p>	<p>More detailed guidance on tall building design and development has been included as a separate section in the document in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling).</p>	New section on more detailed guidance is provided in the SPD on tall building design and development in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling).

Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 25, 6.5) There is a potential conflict between leisure uses and adjacent residential occupiers.</p> <p>In addition to the proposed new courtyard space, consideration should be given to the formation of a new/ expanded public space to the north of the Tally Ho pub, and perhaps incorporating part of what has fairly recently been made an enclosed and apparently private garden area.</p>	<p>The SPD cross- refers to the Mayor's Culture and the Night-time Economy SPG which addresses such conflicts. The Draft London Plan introduces the Agent of Change principle which places the responsibility for mitigating impacts from noise-generating development or uses on the proposed new noise-sensitive development.</p> <p>Although not in KOS 1 this could be considered as part of the public realm improvements in North Finchley</p>	Cross reference added to Mayor's SPG
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 26, 6.6) Greater certainty is required with regard to building height. What does "approximately 12 storeys "mean? 14, 16, 18? Developers will inevitably seek to maximise the amount of floor space/residential units on the site and yet a key role of the SPD should be to eliminate costly planning delays by providing certainty as to what will be acceptable. Para 6.6 should be amended to read " to reach up to not more than 6 storeys....sloping down to 3 storeys in the more sensitive northern part of the site and along the whole of the frontage to Ballards Lane" . This would mean the Council deciding what maximum height is appropriate and specifying this in the SPD- and as to which see below.</p> <p>The proposal for a tall building (or buildings) on KOS1 is unacceptable. Any tall building would exacerbate the issues arising from the height of the Arts Depot building and, in its own right, would also be overbearing by virtue of its height and bulk, out of keeping with the typology of neighbouring buildings and would be likely to introduce unacceptable levels of shading to neighbouring roads and buildings. The proposal for a tall building on KOS1 fails to recognise that this section of Ballards Lane is narrow – another tall building would introduce an unacceptable sense of enclosure.</p> <p>Buildings on KOS 1 should be no greater than 6 storeys in height (and that subject to no material adverse effects on neighbouring buldings or the amenity of their occupiers arising), sloping down to 3 storeys in the northern part of the site and along the whole of the frontage to Ballards Lane</p>	<p>North Finchley is identified in the Local Plan as a location for tall buildings. In Barnet a tall building is defined as 8 stories or more.</p> <p>The proposed opportunity site includes the existing Arts Depot building which rises to 16 storeys. It is highlighted in the SPD that buildings directly to the north of this should be no higher than 12 storeys and step down to 4 storeys adjacent to the Tally Ho, responding to the local character.</p> <p>More guidance added on tall buildings</p>	<p>KOS 1 revised to clarify building heights</p> <p>New section on tall building design covering guidance on quality and micro climate effects and management.</p>
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 26, 6.7) It should be made clear that potential wind tunnel effects (and taking into account possible schemes of development for KOS 2) must, as far as possible, be eliminated , not merely mitigated .</p>	<p>As highlighted above there is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning</p>	See previous revisions

		guidance requires new buildings not to make it worse.	
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 26, 6.7) The required design standard should be "exceptional high quality"- refer to page 18, Objectives Theme 1, para 5	Agreed	SPD revised at para 6.11
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 26, 6.8) Greater precision is required as to the intended new location of the market (to be relocated from Lodge Lane car park). Further, are the "occasional speciality outdoor market stalls" that this paragraph contemplates similar in scale to the current weekly market, or larger, or smaller, and does "occasional" mean "weekly" or a lesser frequency- and if so, what? If the intention is that the new market would be a "speciality market" only then this should be expressly stated in the SPD- and equally if it is not the intention. The quality of the current market appears to have declined in recent years. The SPD should establish an objective of reversing this decline, improving quality and making the market an attractive feature of the streetscene. Further precision is required as regards the market, including as to the size of the courtyard space. The SPD should specify the size of the area occupied by the current market (including parking for traders' vehicles), and the size of the area required be provided as a substitute location for it. It is our belief that the proposed new courtyard space as shown on the plans included in the draft SPD is too small to be an adequate replacement. It should also be noted that the "Development principles – Public Realm Strategy" in the SPD identifies alternative/ additional locations for the market near the Tally Ho Pub, near the War Memorial and "along Ballards Lane" (Page 50 and Fig. 28). The lack of precision will be relevant to the consideration of phasing of the various proposals in the SPD. In addition to the Ballards Lane focussed new locations for the market, proposed by the SPD, relocating it to another car park should also be considered. The sentence beginning "The design of the space should be considered together with the transformation of Ballards Lane ..." requires clarification.</p> <p>In view of the implications of the "wind tunnel effect" for any courtyard or other open area in this location, it should be stipulated in the SPD that the design of any such courtyard or other open area must be such that any potential wind tunnel effects (and taking into account possible schemes of development for KOS 1) must, as far as possible, be eliminated. We believe that the form of the redeveloped KOS1 should be focussed on the proposed new courtyard area, with shops and restaurants fronting the open space,</p>	<p>The SPD now states that a new strategy and location for the North Finchley Market will be required prior to the redevelopment of the site. The Market is expected to move to the new public realm space at Ballards Lane. A new location with a higher profile and better quality environment is proposed. Another car park location is not considered appropriate.</p> <p>A new section has been added to the SPD on tall building design covering guidance on quality and micro climate effects and management as well as the need to respond to character.</p>	The SPD has been revised at KOS 6 with regard to the relocation of North Finchley Market. See previous revisions with regard to tall buildings and microclimate

	<p>with flats above. The width of the site is not great and might not be able to accommodate a separate parade of units fronting the High Road. In order to avoid dead frontage along the High Road we suggest that some shops/restaurants would be twin –aspect, opening on to both the courtyard and the High Road. It would be important to ensure that the scale and design of the upper floors was such that the courtyard was not oppressed by them, so height should be limited as discussed at para. 3.3. The courtyard should be light, not unduly shaded by the buildings, but sheltered by them.</p>		
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>(page 29, 6.12) KOS 2 Ballards Lane/Nether Street The War Memorial stands in front of the United Services Club building, "St Kilda's", a 19th century house, acquired by the USC in 1921, and which as currently proposed, would be demolished, along with the offices to the north of the memorial. We strongly object to the proposal for two reasons-</p> <ol style="list-style-type: none"> 1. The current proposal in the SPD would mean the Memorial would lose its current historic and contemporary setting and would have a large and alien new building of up to 12 storeys as its "backdrop". Such a new building would be insensitive to the Memorial. 2. During the course of our enquiries in connection with the SPD, it became apparent that the building "St Kilda's" is in fact the original War Memorial at this location. It was purchased in 1921 by the USC with the object that it should be used as an institute or club as a war memorial for the use of servicemen, ex-servicemen and others. As the original Finchley War Memorial St Kilda's is an important monument to the sacrifice of the men of Finchley in the Great War and so it should be retained. It is a part of the collective memory and social history of the people of Finchley. <p>The location of St Kilda's, at the southern end of KOS2 means that it can be excluded from the site without impairing the integrity of the remainder of the site. The proposal for KOS2 should be changed so that-</p> <ol style="list-style-type: none"> A. "St Kilda's" is retained and excluded from KOS2 and from any compulsory purchase; and B. any new building constructed to the north of it is of a design so that its height reduces towards "St Kilda's", so that the new building is not overbearing in relation to either the Memorial or "St Kilda's" and so that an "urban canyon" is not created at this gateway site. <p>In addition to the above (although perhaps outside the scope of the SPD), St Kilda's, should be designated as a locally listed building on account of its historic interest and perhaps also as an "Asset of</p>	<p>Agreed. We have removed the Club from KOS 2. The SPD has been revised at KOS 2 to make reference to the prominent location of the Finchley War Memorial on Ballards Lane and the need for new development to be sensitive to its setting.</p> <p>Between July and October 2017 the Council consulted with local residents, national and local heritage organisations, amenity groups and interested individuals to identify assets of Architectural or Historic Interest. St Kilda's has been nominated as a Building of Local Interest</p> <p>There is also an opportunity to nominate it as an Asset of Community Value through the process set out on the Council's website</p>	<p>The SPD has been revised to remove the Club from KOS 2. Further text has been added to highlight the need for redevelopment to respond sensitively to the Club building.</p>

	Community Value”.		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 29, 6.12) Paragraphs 6.12 and 6.14 are inconsistent/ lacking clarity as regards residential use. It is unclear whether the policy for the proposed redevelopment requires residential on upper floors, or whether it is merely permissive. This should be resolved.	Residential development is generally encouraged in planning policy as part of mixed use proposals. Within town centres this should be at upper floors.	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 26, 6.15) Figure 15, on page 28 identifies a building of up to 8 storeys, not 12. The discrepancy must be eliminated. Building height should also decrease towards the War Memorial so that the new building is not overbearing. Notwithstanding the above, the proposal for a tall building (or buildings) or up to 8 (or 12) storeys on KOS2 is unacceptable. Any tall building would be overbearing by virtue of its height and bulk, out of keeping with the typology of neighbouring buildings and would be likely to introduce unacceptable levels of shading to neighbouring roads and buildings. The proposal for a tall building on KOS2 fails to recognise that this section of Ballards Lane approaching the Arts Depot is narrow – another tall building would introduce an unacceptable sense of enclosure. Buildings on KOS 2 should be no greater than 6 -7 storeys in height (and that subject to no material adverse effects on neighbouring buildings or the amenity of their occupiers arising), sloping down to 3 storeys in the southern part of the site, so that they are in keeping with the scale of the retained St. Kilda's part of the site, and (as currently proposed), to the north, gradually decreasing to 4 storeys towards the traditional shopping parades on Ballards Lane. As with the proposed tall building on KOS 1, it should be stipulated in relation to KOS2 that any potential wind tunnel effects (and taking into account possible schemes of development for KOS 1) must be eliminated	A height of up to 8 storeys at KOS 2 rising from 4 storeys at Premier House is set out in the SPD. The appropriate height for KOS 2 is considered to be up to 8 storeys. This is an increase from the existing 6 storey building heights but a significant step down from the Arts Depot of 16 storeys which is directly opposite. As previously highlighted further guidance on tall building design quality and micro climate management will be included in the SPD.	Height of up to 8 storeys at KOS 2 rising from 4 storeys at Premier House is set out in the SPD. The text and diagram have been amended to clarify that the building line extension is to be improved and mitigated by any future development.
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 29, 6.16) This is a “gateway” site and potentially a tall building. Accordingly, the required design should be an “example of outstanding and distinctive architecture” and the standard should be “exceptional high quality”- refer to page 18, Objectives Theme 1, paras 4 and 5. It should be stated that advancing the building line will only be acceptable if the design is such that any potential wind tunnel effects (and taking into account possible schemes of development for KOS 1) are, as far as possible, eliminated	see previous comments	see previous revisions
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 32, 6.21) KOS 3 Finchley House Paragraphs 6.21 and 6.23 are inconsistent/ lacking clarity as regards residential use. It is unclear whether the policy for the proposed redevelopment requires employment use on the first floor or just the ground floor. This should be resolved.	Residential development is generally encouraged in planning policy as part of mixed use proposals. Within town centres this should be at upper floors. Active uses are encouraged on lower floors.	No change

Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 32, 6.24) Greater certainty is required with regard to building height. What does "approximately 12 storeys " mean? 14, 16, 18? Developers will inevitably seek to maximise the amount of floor space/residential units on the site and yet a key role of the SPD should be to eliminate costly planning delays by providing certainty as to what will be acceptable. Para 6.24 should be amended to read " to reach up to not more than 9 storeys" This would mean the Council deciding what maximum height is appropriate and specifying this in the SPD- as to which see below. Buildings on KOS 3 should be no greater than 9 storeys in height (as at present, as a "tower" which should be set in a lower podium of not more than 6 storeys), (and that subject to no material adverse effects on neighbouring buldings or the amenity of their occupiers arising), sloping down to 4 storeys in the southern and western parts of the site, so that they are in keeping with the scale of the retained neighbouring houses and flats	The proposed height limit of the site has not been amended (up to 12 storeys) which allows for flexibility in the building design and the opportunity to maximise site viability and deliverability. It also responds to the 16 storey height of the Arts Depot and the existing building height of 9 storeys. Any tall buildings will be expected to align with the tall buildings guidance which has been additionally included in the SPD.	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 32, 6.25) What does "consider" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest that the appropriate language is that "New development must be consistent with and complementary to surrounding roofscapes, active frontages, details and proportions and must use high quality building materials throughout its design." This is a "gateway" site and potentially a tall building. Accordingly, the required design should be an "example of outstanding and distinctive architecture" and the standard should be "exceptional high quality"- refer to page 18, Objectives Theme 1, paras 4 and 5	Agreed SPD revised to state 'New development must be sensitive to the surrounding context of roofscapes, active frontages, details and proportions and must use high quality building materials throughout its design. As a gateway building to the town centre it should deliver exceptionally high quality architecture.	See revision to para 6.30
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 32, 6.25) It should be made clear that potential wind tunnel effects must, as far as possible, be eliminated, not merely mitigated.	As highlighted above there is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.	see previous revisions
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 35, 6.33) KOS 4 East Wing What does "consider" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest that the appropriate language is that "Development must be consistent with and complementary to existing and retained buildings....." The concepts of matching the height of the retained buildings on the High Road and yet simultaneously adding floors above this level are inconsistent. The inconsistency should be eliminated so that additional floors will not	We have replaced 'consider' with 'sensitive and be consistent with' in order to clarify	See revision to para 6.39

	be permitted, in order to protect local character of this part of the town centre		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 35, 6.34) What does "respond to" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest that the appropriate language is that "facades must be consistent with and complementary to the colour, details and materials...."	We have replaced 'regard' with 'must be sensitive to' in order to clarify	See revision to para 6.40
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 26, 6.40) KOS 5 Friern Park/High Road It should be expressly stated that that any retained or re-provided car park shall be exclusively for public use.	A car parking strategy will look at provision across the town centre. In optimising spaces this is likely to involve physical changes to car parks	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 38, 6.42) The concepts of matching the height of the retained buildings on the High Road and yet simultaneously adding floors above this level are inconsistent. The inconsistency should be eliminated so that additional floors will not be permitted, where they would be overbearing or otherwise detrimental to local character of this part of the town centre. What does "consider" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest that the appropriate language is that "Development of the sensitive edges on the eastern part of the site should comprise heights of up to no more than three storeys (or less according to the precise context)".	This has been revised to state that development should respond to the sensitive edges on the eastern part of the site, where heights should not exceed three storeys.	See change to scale and massing wording for KOS 5
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 39, 6.48) KOS 6 Lodge Lane See comments above at para. 3.6 (relating to SPD para. 6.8) concerning the market. It should be specified that relocation of the market to a new permanent site is to be a precondition to development of KOS 6	see previous comments	See previous revisions
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 41, 6.50) Subject to our comments below it should be expressly stated in the SPD that in any re-provided or retained car park, at a minimum a number of spaces equal to the number of existing car parking spaces on the site shall be exclusively for public use and available at the Council's usual charging tariff (i.e. not at premium rates). Any spaces for use of occupiers or residents should be new, additional spaces. However, we believe that the opportunity that would be afforded by the redevelopment of Lodge Lane car park as a multi-level car park, as proposed in the SPD, should be used to re-provide a car park which is significantly larger in terms of the number of public parking spaces that it contains. A low-rise multi-level car park, partly constructed below ground level, could provide a significant number of additional car parking spaces whilst still permitting some other development on the site, for example low rise- flats (see para 8.3) . The car park serving_ "The Spires" shopping centre in Barnet would be a useful starting point in terms	The North Finchley Parking Strategy will look at tariffs and the management of spaces. The new development should re-provide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements. The SPD highlights sensitivities in terms of adjacent properties including Northside School and seeks an appropriate solution. A decked car park is an option if it can respond to such sensitivities.	See changes to KOS 6

	of external design and , like that car park, we envisage the structure being surrounded by trees and other planting to screen it and to soften its appearance. See also 10.1 , 11.1 and 11.2 below		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 41, 6.53) It should be stated that the height of buildings throughout the site should not exceed 2- 3 storeys in order to ensure that none of the existing 2 storey houses along both sides of Lodge Lane (down to the sorting office) is overpowered by new development (and there should be variation between 2 and 3 storeys to avoid creation of a slab-like street scene).	The SPD has been revised to reflect that development will need to appropriately respond to immediate sensitivities including the Victorian terraces on Lodge Lane, the adjacent Northside Primary School and back gardens of Percy Road	See changes to KOS 6
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 41, 6.54) Add " and utilise high quality materials" What do "consider" and "respond" mean in this context? They lack precision and it is unclear whether they are mandatory or merely advisory. They should be amended. We suggest "and must be consistent with and complementary to the character of the nearby properties in Lodge Lane. Any new development must not detract from sensitive views from existing private residential gardens."	Reference added to 'high quality materials'. We have replaced 'respond' with 'being sensitive to' in order to clarify	See revision to para 6.65
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 42, 7.2) Development Principles- Responding to local character What does "consider" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest that the appropriate language is that "Development must be consistent with and complementary to existing roofscapes, details and proportions and must use high quality building materials throughout its design." (page 42, 7.3) What does "demonstrate" mean in this context? It lacks precision and it is unclear whether it is mandatory or merely advisory. It should be amended. We suggest "New development must enhance the townscape and shall utilise high quality materials, roofscape and design". (page 42, 7.4) How are such buildings to be protected? Will a new Conservation Area be created to encompass such buildings to prevent their demolition without approval? The SPD must explain how such buildings will be protected. Perhaps an appropriate Article 4 direction could be made.	Revised to say central zone is the most sensitive area' We consider that wording is appropriate As part of a boroughwide exercise there was an opportunity to nominate such buildings as of Historic Interest in 2017. Identification in the SPD as being of merit affords these buildings more protection in planning decisions	See revision to para 7.2
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 44, 7.5) Development Principles- Transport and movement The proposition that privately operated retail car parks offer spare capacity waiting to be brought into use is utter rubbish. Shopping trips are not undertaken at a uniform rate throughout the day. Consequently it is to be expected that at some times there will be spare capacity- that capacity arises because, at that particular time, demand is lower. If the car parks were always fully occupied that	The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels. The SPD does identify the opportunity for a local parking strategy for North Finchley, building on parking surveys undertaken, in	No change.

	<p>would indicate a lack of capacity at times of high demand. Further any parking strategy must be structured so that pricing is not so high as to drive away potential customers for the town centre. The principle that car parking charges should be set as low as is consistent with maintaining adequate availability and turnover of users should be expressly recognised in the SPD and in any parking strategy.</p> <p>(page 44, 7.7) It must be recognised that with wide roads accommodating two-way traffic, central refuges may be necessary to permit adequate traffic flows, as otherwise the duration of periods when traffic is halted may be excessive.</p>	<p>order to enhance the efficiency and management through a review of pricing, timing and availability.</p> <p>We refer to the High Level Transport Review in clarifying how reallocation of roadspace can be done.</p>	
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>(page 44, 7.9) Arguably, in comparison to other town centres... North Finchley appears to be required to accommodate a greater volume of traffic due to the merger of traffic flows from Ballards Lane and the High Road. The draft is deficient in that it contains no objective justification for the principle of re-allocation. In order to reassure local residents, drivers and other stakeholders, the SPD requires the addition of a policy statement that, as an over-riding priority, no roadspace reallocation or other proposal impacting on traffic flows through North Finchley will be put into effect where it would reduce the volume of through traffic the High Road /Ballards Lane are able to accommodate at any time throughout the day, and that any proposals must avoid measures which contribute to "rat-running" on alternative roads. Further, the SPD fails to give due recognition to the role of the High Road (A1000) as a key corridor for the movement of emergency vehicles – particularly ambulances. The existing "allocation" of roadspace to traffic, by offering an effective carriageway width of, at many points, more than just two lanes, frequently offers emergency vehicles the opportunity of manoeuvring around congestion and also the possibility for stationary traffic to move aside to permit the emergency vehicle to pass. This flexibility would be impaired or eliminated if roadspace were to be "reallocated to..footway widening...narrower road crossings, street planting, bus waiting facilities and cycle lanes."</p>	<p>The High Level Transport Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes. A full appraisal was made of the existing situation, identified issues and opportunities drawing on traffic engineering expertise, professional judgement, local insight and through benchmarking the town centre with similar locations elsewhere. Such investigations are more typical of actions related to the early stages of schemes for planned implementation. With the North Finchley SPD the Review is intended to provide assurance regarding the feasibility of the proposals given the nature and scale of change implied. The Review looks at :</p> <ul style="list-style-type: none"> o Conversion of the High Road south of the Tally Ho pub to 2-way flow o Limiting of Ballards Lane northbound movement to Access Only (i.e. buses, servicing and local residents) to the benefit of pedestrians, cyclist and public realm enhancement o Improved access flexibility of the two-way system to relocate bus facilities on-street to encourage bus use o Likely traffic flow effects for motorists resulting from the one-way to two-way flow conversion o Merits of changes to bus facilities and services, including the closure of the present bus 	<p>No change</p>

		<p>station for possible re-use (subject to TfL agreement).</p> <p>The Review highlights next steps for implementing the SPD's transport proposals. This includes a comprehensive feasibility study for North Finchley which covers traffic modelling and assessment and provides prioritised, costed concept designs. Recognising the complexity and potential costs to implement change in North Finchley schemes and projects should be prioritised and costed, and where possible, funding identified to ensure projects continue to come forward to support the SPD.</p>	
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>(page 45, 7.10) As recognised in the SPD, a detailed technical study is required. The lack of such a study has the consequence that the successful deliverability of the Ballards Lane proposals and of other proposals which may affect traffic flows is a matter of speculation. The lack of a technical traffic study and the lack of a demonstrably workable traffic scheme constitute a major challenge to, and undermine the credibility and validity of, the SPD proposals. We believe that, for the SPD to be acceptable, it must contain a clear and short - timetable for the completion of a full traffic study and the subsequent formulation (including public consultation) of a highway plan (including specific and practicable proposals for buses, including replacement of the bus station if necessary). The availability of the highway plan would then assist the formulation of redevelopment proposals for areas within the SPD. In the absence of a workable highway plan the formulation of redevelopment proposals will take place in a policy vacuum as regards highways and will require an unacceptable element of guesswork. The timetable for, and commissioning of, the traffic study and preparation of the highway plan should be led by the Council, not by developers. We suggest that the study, including analysis of the data obtained, should be completed by no later than autumn 2018 and the highway plan finalised by no later than spring 2019. It is important that these things are completed without delay as the adoption of an SPD which is neither credible nor valid due to the lack of a demonstrably deliverable highways plan will exacerbate the "planning blight" that, in the short term at least, will engulf North Finchley town centre if the SPD is adopted. The execution of the traffic study and the formulation of a highways plan must be the first steps of any phasing/delivery plans. The lack of a demonstrably workable highways plan conflicts with the Council's desire, set out at</p>	<p>The core aim of the SPD is to establish the principles for change, with the detailed design and implementation to follow in the long term in partnership with TfL.</p> <p>As highlighted above a High Level Transport Review has been produced to support the SPD</p> <p>A phasing strategy has been added to the SPD with respect to the delivery of the 6 Key Opportunity Sites.</p> <p>The SPD reflects that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts</p>	<p>Phasing added to the Delivery and Implementation section</p> <p>Reference added to Joint working Group with TfL</p>

	<p>paragraph 8.7 of the draft SPD (see 14.2 below), that development “proposals are part of a comprehensive approach in order to avoid piecemeal proposals that are prejudicial to the overall vision”. Even if technical (and of necessity, theoretical) studies indicate that the proposals set out in para. 7.10 of the SPD are potentially achievable, we believe their practical efficacy will be highly questionable. However, in this connection we recognise that there is potentially a significant difference between the consequences of a “simple” re-routing, as shown in Figure 25 of the SPD, if implemented in isolation, and the consequences of such a re-routing if combined with roadspace reallocation as proposed in para. 7.9 of the document. We believe that a priority of any proposals should be to ease traffic congestion, not to increase it.</p>		
<p>Friern Barnet and Whetstone Residents’ Association and the Finchley Society</p>	<p>(page 45, 7.10) The need for continued servicing of the Arts Depot, the Aldi and for servicing of new buildings (commercial and residential) on the redeveloped KOS1 and also for parking of vehicles used by traders at a relocated market must be adequately accommodated. Consideration should be given to measures to restrict “rat-running” by north bound through traffic seeking to enter Nether Street. Subject to the above, the proposals for Ballards Lane in the SPD arguably constitute an insufficiently ambitious vision. That vision could be enhanced, so that the northern part of Ballards Lane may be more fully pedestrianised, rather than being a “shared street” by-</p> <ol style="list-style-type: none"> 1. excluding buses, which would be re-routed along Kingsway and up the 2-way High Road and 2. having service vehicles and vehicles exiting the Arts Depot car park turn south, into Kingsway, rather than north. <p>The intended traffic study should consider both scenarios and, to anticipate the results of that study, the revised SPD should provide for both contingencies i.e. “shared street” and “pedestrianised street” and also for the contingency of maintaining the status quo in Ballards Lane. A more fully pedestrianised street could be more attractive for users of the proposed open space on KOS1 as it would be less exposed to traffic fumes and noise, although we recognise that there are also arguments against any change in the status quo, whether to shared-street or a fuller pedestrianisation.</p>	<p>See previous responses on the High Level Transport Review and working with Transport for London</p>	<p>No change</p>
<p>Friern Barnet and Whetstone Residents’ Association and the Finchley Society</p>	<p>(page 45, 7.11) This is wrong. The central focus of the SPD should be the delivery of the “vision” set out at para 4 of the SPD, which requires that ease of access is maintained for all. Thus whilst the encouragement of cyclists is a valid highways objective it must be</p>	<p>The SPD seeks to reduce vehicle demand and support sustainable travel modes, including walking, cycling, bus and rail use. Further technical work on</p>	<p>No change</p>

	<p>balanced with the reasonable needs and expectations of others. Thus, for example, a serious issue arising with cycle lanes is that they "squeeze" buses- and buses are used by the elderly and disabled while cycle lanes are not. Further, the SPD contains no specific proposals for cyclists. This is understandable, given the overall lack of detail in the document, but what is lacking is a realistic evaluation of whether or not the provision of features such as cycle lanes is both desirable and practicable in the context of the crowded space comprising the town centre. We suggest that the behaviour of some cyclists constitutes a danger to pedestrians and that, for example, it would be unwise to encourage cyclists to mingle with pedestrians. The SPD should expressly recognise this. We doubt whether widespread provision of cycle lanes will prove to be practicable.</p>	<p>cycling infrastructure will be required as part of the future masterplanning of North Finchley</p>	
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>(page 45, 7.17) This is a policy objective. However, no indication is given as to where the on-street bus stands would be placed. Para 7.15 recognises that the presence of buses in the town centre can be negative, with kerbside layovers creating a "bus wall". Further detail is required to demonstrate that the policy of closing the bus station is actually realistic. The lack of proper proposals for either a relocated bus station or for an alternative- presumably for buses "simply" to stand on the streets (and staff rest facilities and passenger waiting facilities would still be required, but where?) -is a major challenge to, and undermines the credibility and validity of, the SPD proposals.</p>	<p>See previous responses on the High Level Transport Review and working with Transport for London</p>	<p>No change</p>
<p>Friern Barnet and Whetstone Residents' Association and the Finchley Society</p>	<p>(page 46, 7.25) Development Principles- Parking See objection raised in page 44, 7.5 above.</p> <p>(page 47, 7.26) Lack of readily available car parking is a major issue for both local residents and visitors to the town centre (whether workers, shoppers or those pursuing leisure and cultural activities). Whilst the proposals for encouraging more efficient use of existing car parking spaces are welcome, we believe that the opportunity should be taken to seek ways to expand the number of parking spaces by modifying the proposals for the development of Lodge Lane car park (KOS6) to provide for a significant increase in the number of public parking spaces at that location- maintaining the status quo is not enough. See para 11.2 above. At our members' meeting to discuss the SPD (see para. 3.1) the lack of available car parking in North Finchley was a major concern and there was a demand for action by the Council to increase supply. There is a widespread perception that lack of easily available parking is a major cause of the decline of the town centre and that immediate</p>	<p>The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels. The SPD requires a parking strategy for North Finchley, building on parking surveys undertaken, in order to enhance the efficiency and management through a review of pricing, timing and availability. This will look further at car parking levels associated with events in the town centre.</p> <p>In terms of additional parking for new residential developments, this will be sought on site. Each of the key opportunity site's presents an opportunity for an element of on site parking to be provided at ground, part basement or underground level. This will be defined through the planning application</p>	

	<p>action should be taken by the Council to deal with this. In relation to parking, the SPD team should urgently consider the implications for parking demand of the proposed expansion of North Finchley Mosque. The SPD makes no mention of the mosque and yet even now, prior to any expansion, those using the mosque at Friday prayer times and major festivals “flood” neighbouring car parks (not just that on the Homebase site- Waitrose as well) to the inconvenience of others wishing to use the car parks for the purpose for which they were intended- as shoppers’ car parks. (page 47, 7.28) The SPD should be clearer on the strategy to be adopted for rebalancing parking provision. (page 47, 7.30) Whilst increased turnover and reduced stay duration should be encouraged there are non- tariff issues which must also to be addressed- in particular there are significant payment issues with the current arrangements. Pay-by-phone is a major deterrent for many people, particularly the elderly. More card payment machines are required at kerbside locations. In relation to tariffs and turnover free parking of 30 minute or 1 hour duration should be introduced, in car parks and also for kerbside locations. It is important that the competitive position of the town centre, as a “destination” for shopping, leisure and as business centre is not undermined by parking policies and tariff structures which are out of line with those applying in competing centres. Policies and tariffs should be framed accordingly. (page 47, 7.31) See objection raised in page 44, 7.5 above It should be stated in each of the Development Briefs for the KOS whether new residential use is to be “car free” (and how this will be achieved) and, if not “car free”, where the vehicles generated by the residential will be accommodated. If “car free development” is intended to be achieved by denial of residents’ parking permits in neighbouring CPZs there is a substantial risk that this device will merely result in residents’ cars being displaced (parked elsewhere). The SPD should allay concerns on this issue by setting out the evidential basis to demonstrate that displacement of vehicles is not a significant occurrence. Further, the promotion of car free developments discriminates against people who are, for example, plumbers and other tradesmen, who require the use of vehicles. The SPD should explain how parking provision for disabled people will be provided in relation to car free developments.</p>	<p>process. Parking for disabled people will be in accordance with Local Plan policy</p>	
<p>Friern Barnet and Whetstone Residents’ Association and the</p>	<p>(page 48, 7.36) Development Principles- Frontages and shopping parades The SPD should make clear the requirements that will apply to</p>	<p>SPD revised to state that shutter security should utilise lattice or grid grills that enable light and display visibility, rather than solid roller shutters.</p>	<p>See revisions at para 7.46</p>

Finchley Society	redevelopment of existing parades and units in them , such as emulating historic examples and traditional building typologies (see para 7.2 on page 42). Otherwise there is something of a lacuna in the drafting of this part of the SPD The street scene can be further enhanced outside shopping hours by the use of security shutters that allow the window displays to be seen whilst still preserving security. The design of many existing shutters sends out a message that the Town Centre "is closed for business" outside shop operating hours and detract from the growing evening economy. This can be addressed by the introduction of an "Article 4 Direction" or other appropriate planning control combined with Design Guidance on shop front security that is specific to the North Finchley Town Centre	Shop fronts are not expected to be uniform, individual and creative shop fronts are encouraged where they meet high quality design criteria.	
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 49, 7.39 and 7.40) It should be recognised that there is a conflict between residential and leisure- especially the evening economy- in town centres. Residents will try to curb noise and close music venues down. The SPD should more fully address this issue.	The SPD cross- refers to the Mayor's Culture and the Night-time Economy SPG which addresses such conflicts. The Draft London Plan introduces the Agent of Change principle which places the responsibility for mitigating impacts from noise-generating development or uses on the proposed new noise-sensitive development.	SPD refers to the Mayor's Culture and the Night-time Economy SPG
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 50, 7.44) Development Principles- Public Realm Strategy Whilst seating outside cafes and the like is to be welcomed, "uncurated" seating which may encourage "undesirables" should be designed so as to discourage more than short stays. (page 51, 7.50) Raised tables should not be included as they give rise to increased exhaust fumes, potentially cause damage to vehicles, and injury to those suffering from brittle bone disease. Additionally, these particular proposals are inappropriate in the context of a shared street as is proposed for Ballards Lane. (page 54, 7.54) What is "pedestrian legibility"? This, and other, jargon should be replaced with plain English. (page 55, 7.59) What is a "legible street furniture palette"? Again, to be replaced with plain English	SPD revised to state that outdoor seating with appropriate awnings and canopies can also add to the quality of the high street. We note the comment about raised tables It also states 'wayfinding signage will be included to enhance pedestrian movement and connections. And it also states 'a consistent street furniture palette	See revisions at para 7.46, 7.65 and 7.70
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 56, 8.4) Delivery & Implementation The SPD fails to specify sites for new infrastructure provision. Such sites should be specifically identified. Further, the SPD should set out the policies that will be followed with regard to funding, including how CIL and s.106 receipts generated from the SPD area will be applied. Such receipts should ideally be ring-fenced for use within the SPD and its immediate locality. A "coordinated and comprehensive approach" will include the implementation of measures to offset the loss of more than 45% of the total town	See previous comments on infrastructure delivery and car parking at Lodge Lane and throughout the town centre Ring-fencing is not legally permitted beyond 5 sites.	See previous revisions

	<p>centre off-street car park capacity whilst Lodge Lane car park is redeveloped (KOS6)- see para 7.19. The draft SPD is silent as to what these measures might be. This is unsatisfactory- it suggests the issue has not been addressed. The SPD must be revised to include a clear policy statement and explanation of how car parking will be managed during the entire redevelopment process (not merely that of KOS6). This is necessary in order to re-assure local residents, drivers, businesses and other stakeholders, that the town centre will not be strangled by a major loss of car parking capacity during redevelopment. For example, it might be necessary for the phasing strategy to require that the buildings on another large KOS are cleared, and that KOS used as a temporary public car park, on the Council's usual tariff, whilst KOS6 is redeveloped.</p>		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 56, 8.7) This requirement is likely (and perhaps deliberately) to operate unfairly between different parties as only a party which secures control of key sites will be able to provide a "comprehensive approach" This section of the SPD should be amended to read "The Council recognises that development itself may come forward in a piecemeal manner, and will require that such proposals are not prejudicial to the overall vision."</p>	<p>Wording revised to state that 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.</p>	See revision to para 8.8
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 56, 8.8) Is "will wish" a policy or an aspiration? Again, this requirement is likely (and, again, perhaps deliberately) to operate unfairly between different parties as only a party which secures control of key sites will be able to provide an "overall masterplan". This section of the SPD should be amended to read "Where proposals are for significant developments in the SPD area, these should demonstrate that they are part of and/or contribute to the comprehensive regeneration approach embodied in this SPD"</p>	<p>The wish has been replaced by want</p>	See revision to para 8.9
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 57, 8.18) Further detail is required as this will be a major concern for businesses affected by redevelopment proposals. This is especially important as there are many small businesses based in the SPD area and such businesses are likely to be disproportionately affected, when compared with the impact on, for example, a national retailer</p>	<p>The Council will 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. The details of this support will emerge with more detailed proposals.</p>	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>(page 57, 8.23) Unfortunately, the nature of the SPD proposals requires that at least an element of phasing should be set out in the SPD as mandatory requirements. Thus policy statements should provide that :</p> <ul style="list-style-type: none"> - before the Lodge Lane site (KOS 6) is redeveloped the market must be reprovided at its new permanent location and adequate temporary public parking provided to replace the spaces in Lodge Lane car park until the replacement car park on that site is fully open for 	<p>The Council will work with any future developer in minimising disturbance caused by regeneration. A phasing strategy has been added to the SPD.</p>	Phasing plan added to SPD

	<p>public use</p> <ul style="list-style-type: none"> - if the market is to be relocated to the proposed new public space at the Tally Ho triangle/ Arts Depot site (KOS 1), then KOS 1 must be redeveloped before Lodge Lane (KOS 6) - because of the importance of the proposed new public space that is suggested should be included within the Tally Ho triangle/ Arts Depot site (KOS 1) and the need to retain servicing arrangements for Aldi and the Arts Depot, and access to and from the Arts Depot_car park, and suitable arrangements for traders' vehicles to serve a relocated market ,before redevelopment of KOS1 a workable traffic scheme encompassing the Ballards Lane proposals of the SPD must be fully developed and any preconditions satisfied - before change of use of the bus station will be permitted, satisfactory permanent new arrangements for buses must be put into effect. Additionally, it should be recognised that servicing arrangements for Aldi and the Arts Depot, and access to and from the Arts Depot car park must be retained - in the absence of other suitable and deliverable proposals, a requirement that the buildings on another large KOS are cleared, and that KOS used as a temporary public car park, on the council's usual tariff, whilst KOS6 is redeveloped. 		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	(page 57, 8.26) See Page 17 Para 4.1 a Vision above "where appropriate" is inadequate. The revisions to the SPD should identify a specific location for a new health centre.	The SPD cannot prejudice infrastructure requirements to be separately assessed by LBB / CCG.	No change proposed.
Friern Barnet and Whetstone Residents' Association and the Finchley Society	How will existing local traders and businesses be protected during redevelopment and what will they be offered in terms of new premises where their current premises are to be redeveloped? How will this be "guaranteed"? The SPD should establish a clear source of funding for, and a budget in respect of, compensation (and which should not be limited to statutory compensation for "statutory blight") for traders and businesses blighted by the SPD and development proposals.	The Council will 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. The details of this support will emerge with more detailed proposals.	No change
Friern Barnet and Whetstone Residents' Association and the	Some existing residents would lose their homes, as they would be redeveloped. What would happen to these people? Barbara Langstone House, located on KOS2, used to be a Barnet hostel for	The Council will work with the developer to support existing residents displaced by regeneration	No change

Finchley Society	the vulnerable. It no longer is. It is regrettable that the SPD seems to include nothing specifically directed at helping the homeless, and other more unfortunate members of the community.		
Friern Barnet and Whetstone Residents' Association and the Finchley Society	The redevelopment proposals would result in the loss of much of the current stock of office accommodation in North Finchley. Where will the businesses concerned relocate to, given that many of the buildings in the area which used to be offices have been converted to residential and there is no guarantee that new business accommodation created by the redevelopment will be sufficient to relocate all businesses affected, or that the accommodation will be affordable for them? What is the Council's assessment of future demand for offices and other non-retail employment uses in North Finchley? The SPD policies should be informed by such an assessment. The SPD should be amended so that appropriate minimum office /non- retail business floor space requirements on redevelopment are specified for each KOS to ensure that sufficient replacement space is created. The SPD should consider and justify its position on this re-provision if the replacement space is to be less than the space that will be lost across the KOS's if all the proposals for demolition were implemented. Office and other non-retail/leisure employment in the town centre is an important source of daytime demand for retail and other town centre traders and a reduction in such employment and the replacement of offices and business space with residential use risks reducing such demand (many new residents will work in other areas, not in North Finchley)- this, of course, conflicts with the SPD's vision of a "vibrant town centre" and of protecting and enhancing the primary shopping area (Objectives, Theme 2). Thus it is important that the overall level of office and other non-retail/leisure employment in the town centre is maintained, and, ideally, increased.	The SPD identifies opportunity areas rather than allocate sites. As a high level strategy it is unable to specify housing numbers or requirements for business floorspace. The Council has plans to introduce an Article 4 Direction to protect the loss of office space to residential through permitted development.	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	The Local Plan Policy CS5, concerning creating high quality places, provides that all development should "contribute to people's sense of place...". The SPD should plan to put this into effect by including measures for the provision of enhanced heritage signage throughout the SPD area.	Improving signage / wayfinding and the provision of public art is key to delivering a high quality place in North Finchley	No change
Friern Barnet and Whetstone Residents' Association and the Finchley Society	The site comprising Homebase and the Finchley Mosque forms part of the SPD area and yet the SPD contains no proposals for it. The site lies outside the designated town centre but within the SPD boundary. See Spatial Strategy paras 5.9 and 5.10. It is strange that "no specific sites are identified in these areas" (5.10). By failing to include a discussion of future possibilities for this site in the SPD the Council has, in effect excluded it, and the development principles that might apply to it, from public consultation.	These sites are outside the designated town centre boundary. The focus of the Town Centre Framework is on delivering sites within the town centre. In terms of other sites within the SPD boundary it is clearly stated that Local Plan policies will be applied.	No change

Friern Barnet and Whetstone Residents' Association and the Finchley Society	<p>Local Plan Core Strategy (2012) 2.15 We believe this paragraph incorrectly reflects the provisions of Policy CS4- the affordable homes requirement applies to "sites capable of accommodating ten or more dwellings".</p>	This section reflects the changes from the NPPG in 2016.	No change
Torrington Park Residents Association	Members are mindful of the need for major improvements to North Finchley, an area in decline they have some reservations about the draft SDP. We appreciate that the consultation has been costly but it has been inadequate because many people in our area have not yet been circulated with full details of the proposals. Also, the printed questionnaires people have to fill in, often when home, after seeing the exhibition in the library do not correspond closely to the exhibited plans and are both confusing and difficult to answer, particularly from memory, thus obfuscating the main issues, which are not transparent.	A formal 6 week period of public consultation was undertaken between 16 th October and 27 th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database.	No change
Torrington Park Residents Association	Whilst we appreciate the need for a draft SDP we have several reservations about the detail. Firstly, although new buildings are clearly required in several areas, including Barbara Langstone House, the proposed maximum building heights are far too high - 12 storeys. This will lead to major loss of light (see photo attached) and create potential wind tunnels, as at the Arts Centre. The maximum height should be no more than six storeys but not where valuable cross-light is affected, where the height should be lower. Many of our coffee shops encourage customers to sit outside in the sun. We cannot afford to lose them to yet more closed down shops! The over-development of some sites to the maximum number of permitted storeys will also cause a severe strain on the existing drainage and parking infrastructure.	<p>The comprehensive redevelopment of KOS2 continues to be a core objective of the site which is a key gateway to the town centre and will benefit from an enhanced design quality and public realm. It is also considered to be an appropriate tall building location. Appropriate height is now considered to be up to 8 storeys. This is an increase from the existing 6 storey building heights but a significant step down from the Arts Depot of 16 storeys which is directly opposite.</p> <p>Further guidance on tall building design quality and micro climate management has been added to the SPD.</p>	See revisions to KOS 2 New SPD section on tall building design
Torrington Park Residents Association	There are too many private flats envisaged, and this will further strain existing school and medical provision. No research studies have been carried out on the impact of the increased residential accommodation, and possible ownership by foreign investors affecting the contribution of residents to the area, the phasing of the different zones of the proposal or traffic density and flows.	New homes will include affordable accommodation. In terms of the ownership of the private flats that is outside the remit of planning More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.	Delivery & Implementation section of SPD revised

Torrington Park Residents Association	Secondly, the proposed part-pedestrianisation of Ballards Lane though good in principle is unworkable as it will create traffic chaos in the High Road and force drivers to rat-run through the side streets, causing additional danger to pedestrians and cyclists. It will create more pollution in an already highly-polluted area because traffic will be slowed down even more and diesels emit more particulates. Before any pedestrianisation schemes are considered in future much of the heavy through traffic not requiring access must be removed from the High Road - eg heavy lorries which could use the M1 instead. What is needed most of all is an attractive town square with greenery, possibly adjacent to the Arts Depot but better still in the Lodge Lane area. More green space and flowers are needed in the entire area and particularly in a new town square.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Torrington Park Residents Association	Thirdly, the proposals to close the bus station and at least one of the car parks to build yet more residential units makes no sense. The bus station needs to be revamped and made much more attractive, including boxing in unsightly air conditioning piping - not removing the buses to park on the already congested streets. The Council needs to encourage bus travel as parking and traffic flow becomes increasingly difficult. We need additional bus routes like one to the Royal Free Hospital. The car parks at Stanhope Road and Lodge Lane should be retained, not removed – Lodge Lane could be rebuilt underground so as not to spoil the character of the area of Lodge Lane and the existing area made into an attractive town square with greenery and pedestrian walkways. The existing war memorial and adjacent buildings built to commemorate those who died in the wars must be retained.	<p>In relation to the Bus Station the SPD will acknowledge that TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit.</p> <p>The North Finchley Parking Strategy will look at tariffs and the management of spaces. The new development should re-provide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements.</p> <p>The red line boundary for KOS2 has been amended to exclude the United Services Club. The text has been amended to reflect this and to continue to emphasise the importance of comprehensive redevelopment of the gateway site. Height of up to 8 storeys at this location is proposed in the SPD.</p>	See revisions to KOS 2
Torrington Park Residents Association	Whilst improvement in the area with private funding from reputable developers such as Joseph & Partners is clearly needed there must be clear restrictions on what a developer can do and a much bigger voice for local residents in any proposed planning. The out-of-scale skyscraper that houses the Arts Depot shows what can happen when residents' objections are ignored. It was stated at the planning consultation meeting at the time that a wind tunnel will be created - and this has transpired. If a new town square is made in the restricted space adjacent to the Arts Depot then a lot of screening to alleviate this problem would be required. The need to improve the	<p>The North Finchley Parking Strategy will look at tariffs and the management of spaces.</p> <p>New section provided in the SPD on tall building design and development in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling).</p>	New SPD section on tall building design

	area is urgent – including eliminating the many closed-down shops by CPO perhaps, vastly increasing greenery and planting and modifying the punitive on-street parking restrictions which do not encourage visitors to shop: we need at least 20 minutes' free parking, better still 30 or 1 hour. – otherwise the existing small businesses will not survive. They are already suffering from the restrictive parking regime and high business rates for small businesses and inflated rents.		
Torrington Park Residents Association	We very much hope that the final revised SDP, after consultation, will be widely circulated for final approval by residents before being voted on by councillors. What is worrying that once it is passed, residents will have very little say on developments in the future, and our children and grandchildren will suffer this erosion of democracy!	The SPD represents the first major steps in community engagement. As more details emerge there will be more focused engagement.	No change
Ravensdale Residents Association	As I understand it, if this SPD is adopted, future developments would have to conform to the framework. It will not be a plan which the Council will deliver but one individual developers will need to be part of in order to obtain planning permission. ?	This sets the parameters for more detailed proposals to come forward through the planning system	No change.
Ravensdale Residents Association	The SPD should not be adopted until a traffic study has been carried out to gauge whether the changes are feasible.	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change.
Ravensdale Residents Association	There is no mention of plans for the infrastructure to go along with the planned increase in housing, Even if LBB is not responsible for delivering all of that infrastructure, they should at least be considering it as part of the plan.	More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.	Delivery & Implementation section of SPD revised.
Ravensdale Residents Association	Is the need for affordable housing being considered as part of SPD? It should be.	Yes in accordance with Local Plan policies	No change
Ravensdale Residents Association	We are concerned that there appears to be an overall increase in building height. The skyline should remain at its present height.	North Finchley is identified in the LB Barnet Core Strategy as an appropriate location for tall buildings (policy CS5).	No change

Ravensdale Residents Association	We would argue that Lodge Lane is only a point of arrival to the town centre if you are trying to park there. No mention is made of the point of arrival for underground passengers.	Improving signage to the stations is highlighted in the SPD	No change
Ravensdale Residents Association	The development at Lodge Lane transforms the space from open to built up. Is the car park to remain a Council space? if a decked carpark be built should it not be sited as far away from Northside Primary School playground as possible; perhaps in a different location altogether.	In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.	See revisions to KOS 6
Woodhouse Ward Branch of Finchley and Golders Green Conservatives	There is natural resistance to the idea of intensifying the residential accommodation in the area without details about adjustments to infrastructure and a dislike of a proliferation of high rise development although it is appreciated that the proposals aim to limit this to certain areas where there is already high rise development such as around the Arts Depot.	North Finchley is identified in the LB Barnet Core Strategy as an appropriate location for tall buildings (policy CS5). A new section has been added to the SPD on tall building design covering guidance on quality and micro climate effects and management. More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding.	New section on tall building design Delivery & Implementation section of SPD revised.
Woodhouse Ward Branch of Finchley and Golders Green Conservatives	The main concern about these proposals, however, relates to the changes to the road systems. There is already serious traffic congestion for much of the day along North Finchley High Road and pressure on parking in surrounding residential roads. The plan to make the part of the High Road to the West of the Tally Ho pub currently limited to southbound traffic into a two way highway is widely regarded as a recipe for disaster, particularly in view of the plans to narrow the space for traffic by widening the pavements and relocating the parking for buses as a result of closing the bus station. The resulting traffic congestion in the High Road will be disastrous for the health of the North Finchley shopping centre.	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Woodhouse Ward Branch of Finchley and Golders Green Conservatives	It is also essential for the preservation of the part of the High Road which continues to thrive as a retail centre that there is adequate parking provision. The parking available in Lodge Lane and other car parks off the High Road must be retained as open to the public. It is difficult to see how this can be achieved with the proposed	The SPD is supported by a parking survey and it highlights the need for a future parking strategy which will look at tariffs and the management of spaces.	No change

	increase in residential accommodation abutting the High Road. Very strong local feelings have been aroused by these consultation documents and it is our opinion that the plans cannot command the support of residents without more information and reassurance on the above points	The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels.	
Member of former North Finchley Town Team	I have been on the town team for past 4 years. At no point was I or my colleagues contacted. I read in your proposal that you did contact us. I have checked with other members and they confirmed no contact either. We have been trying for years tried to help regenerate North Finchley. The money that was wasted with the consultation was a disgrace. I am totally opposed to any building work you have planned as north Finchley is becoming soulless and it's losing its identity. There should be no building but improvements if what is there.	This is surprising as the Town Team has not been active since 2015. There has been extensive publicity to encourage engagement as part of 6 weeks of formal consultation on this Town Centre Framework SPD. The production of this SPD has not been at any cost to the Council.	No change
Member of Barnet Healthwatch, Barnet Cyclists and North London Outdoor Group	I agree with some of your ideas but would like you to consider sustainability and healthy lifestyle options when you consider any applications, This includes looking at energy supply and reducing the amount of idling traffic as an attempt to reduce pollution. I am not sure where you can put the buses but preferably as far away from residential accommodation as possible - maybe space generated in Lodge Lane would be a better home for them? At the time of writing the Local Authority is responsible for public health, and this involves encouraging active and healthy lifestyles.	Proposals will come forward within the parameters of the SPD and will be expected to be consistent with Local Plan, London Plan and national policy	No change
Member of Barnet Healthwatch, Barnet Cyclists and North London Outdoor Group	The regeneration of North Finchley should cater for the new generations of Finchley residents. This will be a population who live more sustainably and are less reliant on cars. The future population is one that will be more inclined to walk, cycle or use public transport to access their local community. Cars in use are more likely to be electric in the future, requiring access to recharging points.	Agreed. The advent of driverless cars will have a significant impact on future land use planning	No change
Member of Barnet Healthwatch, Barnet Cyclists and North London Outdoor Group	There may be a need for more one way streets, eg Lodge Lane so that traffic problems are not caused by cars trying to pass in streets that are too narrow, especially when there are parked cars in residential parking. But allow contra flow for cycles and have 20mph speed limits I think if the traffic flow study shows it is possible to part pedestrianise Ballards Lane I think there should be provision for cyclists and that the other pedestrian routes should be accessible for cyclists too.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Member of Barnet	Need more green / plant life. The area needs much more	We welcome this support for the SPDs greening	No change

<p>Healthwatch, Barnet Cyclists and North London Outdoor Group</p>	<p>green/plant life to help mitigate against pollution and wind issues, but these must not obscure vision along the A1000 which is a main arterial road and is used regularly by emergency vehicles. For example you could encourage buildings with green walls and roof gardens. Climate change is resulting in more extreme conditions of wind, rain and sun. Therefore it would be beneficial to users to provide some shelter/covered areas eg for markets, al fresco events and for cycle parking, but ensure that these let in as much natural light as possible and include renewable energy sources as appropriate. Community space should include wi-fi provision and seating.</p>	<p>strategy.</p>	
<p>Local Business Representation (Homebase, 679 High Road)</p>	<p>These representations are submitted on behalf of HHGL Ltd, which trades as Bunnings and Homebase in the UK & Ireland. Bunnings is the leading home improvement and outdoor living retailer in Australia and New Zealand. The home improvement and garden market in the UK & Ireland is growing. Bunnings acquired Homebase as a platform to build the Bunnings brand within the UK & Ireland and have allocated £500 million to launch this over the next 3-5 years. Bunnings' investment has already commenced with the first Bunnings Warehouse store in St Albans Griffiths Way opening February 2017. Since then, a further 10 Bunnings Warehouse stores have opened in St Albans Hatfield Rd, Hemel Hempstead, Milton Keynes, Folkestone, Broadstairs, Basildon, Sittingbourne, Thanet, Worle (Weston Super Mare) and Harlow.</p> <p>Homebase in High Road, North Finchley Bunnings remain fully committed to the North Finchley Homebase store. The store is leasehold, with at least 6 years of tenure remaining. Bunnings will be looking to include this store within its current investment programme and brand launch. This investment will secure new employment, as those Homebase stores already converted to the Bunnings brand have seen, on average, a 50% increase in staff numbers.</p> <p>The draft SPD refers at paragraph 3.6 to the importance of the Waitrose to the convenience offer of North Finchley Town Centre. There is no similar recognition of the importance of the Homebase to the comparison offer of the Town Centre, even though it is in an identical edge-of-centre location to the Waitrose. Paragraph 5.2 also shows the Homebase as falling with a 'Mixed-use Hub', but provides no further details other than to say that this is a location where more intensive residential development could be encouraged that retains</p>	<p>Homebase is on an out of town centre site. Local Plan town centre policies do not support out of centre locations. However it's retail contribution to North Finchley is acknowledged throughout this SPD. As a Town Centre Framework it is right that the SPD which focuses on revitalising the town centre.</p>	<p>No change</p>

	<p>existing commercial uses – the latter is not defined. My clients would request that the draft SPD be amended as follows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Paragraph 3.6 should recognise the important contribution that Homebase makes to the comparison offer of North Finchley Town Centre, in both complementing the Town Centre and offering the opportunity for linked trips <input type="checkbox"/> Paragraph 3.6 should recognise the importance of Homebase as a source of a large number of local jobs, a value that will be enhanced through the planned investment and conversion to a Bunnings Warehouse and the need to protect these jobs and its retail role given the lack of alternative sites for this form of retail use within the Borough <input type="checkbox"/> Paragraph 5.2 should make clear that the important contribution that Homebase makes to North Finchley Town Centre will be protected and that within any redevelopment scheme the existing store will be retained as is or reincorporated within any new development <input type="checkbox"/> In general, the draft SPD should recognise and support the important contribution Bunnings will make to the local community once the store is converted to a Bunnings Warehouse. Local community organisations such as schools, hospices, emergency services and youth groups will be supported through activities arranged by the store, which will include fundraising sausage sizzles, hands-on projects, local fundraising initiatives and product contributions 		
<p>Local Business owner (16-19 Grand Arcade)</p>	<p>I would like to object to the demolition of buildings as I believe that this is unfair. I have been running 5 properties including 5 Nether Street for over 6 years. There are many employees that currently rely on the income that they earn from these properties to</p>	<p>The Council will 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. The</p>	<p>No change</p>

	<p>fund for their everyday lives. I will also be losing my business as a result of your decision. As you may acknowledge, starting and running a business requires a lot of effort, time and expenditure. Specifically in the recent years, our expenditure increased by a vast amount as we carried out many improvements to make our business better in the long term. In addition, when renting this property a lease of 20 years was agreed on. This means that we have an ongoing lease until 2030. I would like to find out what would happen to this lease. Therefore I would like to kindly ask that you reconsider this plan and get back to me with any further information.</p>	<p>details of this support will emerge with more detailed proposals.</p>	
Local Business Owner (759-765 High Road)	<p>My companies are the freehold owners of 759-765 High Road London N12 8LD. I would like to object to the proposed development at North Finchley, (Tally Ho corner). If London Borough of Barnet are interested in creating a proper business environment in North Finchley they better give up their petty interests is making many from side road parking and allow at least a few hours free parking for some limited hours if they so wish so as we can get people to come and shop in this area. Anybody who visits North Finchley on a Sunday he will easily observe how busy it is this area. The only reason for that is because of side road parking. So with minor changes and little loss of income from the unreasonable parking conditions that exist in the area, North Finchley can become desirable and friendly for customers to shop here.</p>	<p>The SPD does identify the opportunity for a local parking strategy for North Finchley in order to enhance the efficiency and management of spaces through a review of pricing, timing and availability.</p>	No change
Local Businesses (South of Tally Ho Pub)	<p>We are a small business in the building south of Tally Ho Pub. Planning information is well received and noted. Unfortunately, we object the development plan of demolishing the building we are in. There are more than 20 different business running in the building. Most of them are small businesses. Behind them are more than 50 different families relying on those hard working people. They surprisingly survived in nowadays strong competition society and continue contributing to the local community. They pay tax and business rates. There are thousands of local residences have been served by their services or products. They are furniture of North Finchley community. If the plan is gone ahead, those families and local people will be affected greatly. Local council should promote and support more on small businesses in more diversity, rather than destroying them and leave the spaces for the big runners. Small business are the future for development and creativity of local economies. In the Barnet council area, we have got too many shopping malls. However, we did not receive fair and fully supports from the council. More supports to the local small business are the keys to boost local economic and employment instead of bringing</p>	<p>This SPD supports Entrepreneurial Barnet 2015-2020, a strategy that 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.</p> <p>The Council will 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. The details of this support will emerge with more detailed proposals.</p>	No change

	<p>more high street brands. Local residences need more small businesses providing different range of products and services, especially in this tough economic environment. People are struggling in their pockets for spending. Secondly, parking the buses on the side road is not an ideal solution for changing the traffic in North Finchley area. Instead, it might cause more congestion and risk of safety issues.</p>		
<p>Local Businesses Owner (313 and 319 Ballards Lane)</p>	<p>Thank you for taking the time to see me earlier and for advising me to email your department. I'm really not sure how many consultations have already taken place on the Town Centre Framework and as we own two of the buildings on the 'South Gateway' you can imagine how thoroughly disappointed we are. We are the owners of 313 and 319 Ballards Lane and to date we have not received any letters whatsoever from the Council regarding the development of North Finchley Town Centre. You had informed me today that Council workers had hand delivered letters to the freeholders. However, and as explained in our meeting, we can categorically confirm that we have not received a single piece of paperwork on this from anyone. Indeed the only thing we received was a leaflet through our office door around 21st October 2017. This was the first time we heard about this. We attended a Drop-In event at North Finchley Library on Tuesday 14th November 2017 when we spoke to a planning officer and got to see some pictures of North Finchley, which included our buildings. We were not informed of any further meetings and what the next steps would be. My colleague even handed over her business card for future correspondence. It only occurred to me to call you today as I saw an alarming sign in front of The Finchley United Services Club stating that the Council is planning to demolish the Club. Our properties are located only a few doors away from this Club. This of course is thoroughly unprofessional and totally unacceptable. A property/land owner bang smack in the middle of your proposal should have been properly informed of this and certainly from the very beginning of the consultation process. A simple land search on the land registry site would have revealed the Landlords Name and Registered address. Just reading the SPD on the Barnet site I gather that there were meetings in May 2017 and subsequent meetings which we were completely unaware of. For future correspondence add these addresses to your consultation database. (addresses removed for data protection purposes). As we are a business that also occupies 313B Ballards Lane I'm surprised that we weren't sent the letter on 09th May 2017. The Crown London Estate and Management are our</p>	<p>There has been extensive publicity and opportunities for engagement on this SPD as set out in Part 1 of this Report including the specific meeting that has been referred to. Proposals in this SPD cannot progress without further engagement between landowners in North Finchley and the Council.</p> <p>This SPD supports Entrepreneurial Barnet 2015-2020, a strategy that 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.</p> <p>The Council will 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. The details of this support will emerge with more detailed proposals.</p>	<p>See revisions to KOS 2</p>

	<p>tenants and they never passed on any letters to us. Irrespective of this, surely letters of such importance should have been sent to the actual Freeholders of the buildings as well as the businesses that occupy them. It is fortunate that we actually occupy an office at 313 Ballards Lane otherwise we would probably still be in the dark about this SPD. I recalled you mentioning to me that the last date for submitting comments was 27th November 2017 and that this has been extended to 01st December 2017. As you can imagine we are utterly shocked to learn this today. Even at the drop in event we attended we were not informed that 27th November 2017 would be the last day. We've not been informed of anything whatsoever and need a lot more time than just 01st December 2017. As already mentioned in my earlier email, we have been left out of all the meetings and events due to lack of communication from the council and as you can imagine we would require all the information and notes on what was discussed in previous meetings. Please can you provide us with these (i.e comments from other freeholders, detailed traffic plans, surveys etc). I would welcome another meeting with everyone as this is not something to take lightly. We are very far behind on this and as a major stake holder we do require every bit of information including the input of other stakeholders. We're not comfortable speaking with other parties other than the council who should be looking out for our interests and the interests of Businesses and residents of North Finchley. So I'm requesting you to arrange another event where the stakeholders can get all the information and have a question and answer session. I am emailing you at 23:12 hours as this has been extremely stressful. Please acknowledge this email and let me know what the next step is.</p> <p>313 and 319 Ballards Lane car parking spaces We will be taking expert advice on this SPD as it can potentially impact our business bearing in mind that we own 3 car parking spaces at the front of 313, 11 car parking spaces at the back of 313, 6 car parking spaces at the front of 319 and 13 car parking spaces in the basement (accessed from Nether Street). In my personal opinion North Finchley is a completely different proposition to what it was just eight to ten years ago. It is far safer and a lot more vibrant now than what it ever was. Having grown up in Finchley I have the seen the transformation with my very own eyes. North Finchley will continue to develop and prosper organically so I am confused as to what the purpose of this plan is? Who really benefits from it? You mentioned that quite a few shops are boarded up and that this</p>	<p>A comprehensive redevelopment of the site at Ballards Lane is proposed to create a new high quality frontage and gateway to the town centre. This should reprovide office at lower floors potentially including some active ground floor retail/leisure uses. Enhanced residential should be provided above. Development should be sensitive to the adjacent United Services Club and Finchley War Memorial.</p> <p>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.</p>	<p>Having a good environment, good transport links and welcoming public realms are also that makes a town centre more welcoming and attractive too businesses.</p>
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	<p>rejuvenation would see a shift away from traditional shops. I agree that online shopping is having an impact but is this the main reason why shops remain untenanted? My personal view is that expensive business rates and poor maintenance of the shops by landlords is what causes a quick turnover of tenants. Traditional independent shops are the bedrock of any town. Surely helping and working with Landlords would be a better plan than spending millions on redeveloping the entire area? So much construction is already taking place on the High Road, in fact one such development is right next to your council building.. This comes back to my point about organic growth and development. This mass erection of properties from Whetstone through to North Finchley is going to have a positive impact, not only in Whetstone, but also on the High Street of North Finchley. I can see why a developer would want to get his hands on vast areas of North Finchley. Expensive new buildings with expensive shops leading to expensive rents thus pushing away the traditional businesses of North Finchley.</p> <p>Ballards Lane pedestrianisation</p> <p>The plan to make the "South Gate" a pedestrian walk way will impact our business. Firstly, and from our own perspective, 313 has a car park which can only be entered from the main road. By making the road pedestrian only how are the residents and offices supposed to park their cars? This would not only affect us but also 309 and 311 Ballards Lane. There are accountants, lawyers and dentists that would be hugely impacted by this. With respect to having the car park entrance from Nether Street, we do not agree with this for many reasons. It is a narrow road which has a school only meters away from the proposed entrance to the car park. How will the added traffic impact on the school and the many residents who live at that end of Nether Street? What about further down Nether Street and closer to Moss Hall School? That entire area will become congested (and unsafe) due to the plans to make the road pedestrian only. As someone who uses those streets regularly on a daily basis, I can see many problems with this proposal. The proposed entrance to the car parking from Nether Street belongs to 319 Ballards Lane, i.e. we own that land. It is an entrance to a basement car park. 319 has been occupied by an insolvency practitioner for some thirty years as well as a law firm for quite a few years. The existing parking is used by these firms. There are so many further points we would like to make and have been deprived of doing so as we were not invited to the consultations. We strongly object to making the street pedestrian only and look forward to</p>	<p>Note the response above.</p> <p>A Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p> <p>There will be an opportunity to make further comments on detailed planning application as and</p>	
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	<p>receiving direct communication from the council on this. We hope the Council will support us and protect our interests.</p>	<p>when it comes forward.</p>	
<p>Local Business Owner (High Road)</p>	<p>I am a Business owner and a resident in north finchley for over 19 years. Looking at the Town centre framework (SPD) and the previous attempts to rejuvenate the area have failed in my opinion therefore can't see how this proposal would work. Encouraging business by Reducing business rates and encouraging footfall is to provide extra off main street parking by non closure of existing car parks and not to pedestrianise and limit the buildings of storey max of 4 to limit the burden to local services. These are only some of the points I've made so please consider.</p>	<p>The Council considers that this more comprehensive approach will help to revitalise North Finchley.</p>	<p>No change</p>
<p>Local Resident1 (Lodge Lane)</p>	<p>Sadly I have no faith in Barnet Council or indeed any developers, as I believe that profit, not the welfare of residents in the area is the prime consideration. The lack of acceptable publicity for the consultation is indicative of a council plan to rush through this development without proper consultation with residents. I myself only discovered about the project by chance and word of mouth.</p>	<p>A formal 6 week period of public consultation was undertaken between 16th October and 27th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications</p>	<p>No change</p>

		<p>sent to contacts on the Council's Local Plan database.</p> <p>More details are set out in the opening section of this report</p>	
Local Resident1 (Lodge Lane)	<p>I do welcome plans to renovate the heart of North Finchley (although in my opinion the proposed "heart" is not accurately situated), much of which around Tally Ho is very grim. It is a vibrant area with much possibility, but I do feel that some of the suggested plans have not really looked into the problems of over congestion, over population, lack of infrastructure and green spaces, and a general lack of "feel good" aspects to the local environment. Previous misguided investment in the N12 Arcade and the Arts Depot illustrates wasted tax payer's funds, and I worry these plans might go the same way.</p>	<p>This is a more comprehensive approach to town centre revitalisation with the support of a High Level Transport Review. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p>	No change
Local Resident1 (Lodge Lane)	<p>I am adamantly against the proposed plans to redevelop the Lodge Lane car park (I am a Lodge Lane resident) as at present our narrow lane cannot support the existing level of traffic, let alone accommodate additional traffic which would arise from an increase in local residents. We have already expressed the historic importance of this road, with which I agree; the High Road end is already blighted with ugly development and the Royal Mail sorting office vans/lorries which thunder up and down the road every day apart from Sundays do not help matters.</p>	<p>Development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.</p>	See revisions to KOS 6
Local Resident 2 (Lodge Lane)	<p>6 week period consultation doesn't give the general residents and traders of North Finchley an adequate chance to respond to it. We wonder how the council plan to respond to issues raised when they have no contact details for the responders?</p>	<p>Consultation involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database. The Council adopted a pragmatic approach to late submissions and accepted representation even after the consultation period closed. More details are set out in the opening section of this report.</p>	No change
Local Resident 2 (Lodge Lane)	<p>Overall I am in favour of regeneration of North Finchley town centre, especially the southern end where the Arts Depot is. The area is uninviting and run down, and badly in need of improving. If a detailed traffic study (essential to establish the viability of the</p>	<p>This is a more comprehensive approach to town centre revitalisation with the support of a High Level Transport Review. Further technical work is required</p>	No change

	majority of the SPD) does show that the plan to make Ballards Lane a shared street is viable, that and the creation of a community space where Rex House currently is would I think be a good thing – provided that the wind tunnel aspects are addressed. The High Street generally could do with a facelift and improvements to the shops and services on offer.	to support the regeneration as proposals progress through the planning stages.	
Local Resident 2 (Lodge Lane)	The SPD is vague on where buses might be relocated to from the current bus station, other than suggesting they take to the (already congested) streets. Rather than do away with the station, would it be better to remodel it and make it a more welcoming and accessible place? It is at least not open to the elements! Releasing the space (presumably for retail) is pointless as there will be little footfall on the more traffic-dominated Kingsway area. Putting more retail space on the south side of Kingsway in the Finchley House redevelopment would be pointless for the same reason, though office space would be viable, with improved pedestrian crossing at Ballards Lane and Woodhouse Road for access to the centre.	TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters As existing transport land, the bus station is safeguarded by TfL and any changes will need to ensure that operational transport uses are retained within or adjacent to the town centre in order to support the bus network and meet bus demand, as explored in more detail in the transport strategy of the SPD. The SPD does not refer to retail uses being provided at KOS 3	See revisions to paras 6.5 and 6.6
Local Resident 2 (Lodge Lane)	The SPD does not give any indication of the scale of housing development, other than references to ‘significant boosting’. This makes quantitative evaluation of the impact of the SPD impossible, however the general emphasis on residential development is far too high. While some new housing is no doubt necessary to bring new people to the town and to bring profit to the developers/ income to the council, what appears to be being encouraged is massive high rise and large scale expansion. This would damage the character of the town and contravene the Residential Design Guidance document para 6.12, where development must “respond to the distinctive local building forms and patterns of development and respect the scale, massing and height of the surrounding physical context.” The Arts Depot flats and Finchley House are the only structures of significant height in the town centre, and they are unsightly aberrations, not the design norm. An increase in usage (and thus trade) will be caused by making the town centre an attractive place to come. Most of the people I talk to would gladly spend more time in North Finchley (rather than say Brent Cross or central London) if there were better shops, better restaurants, a nicer ambience and more to do (e.g. the small cinema idea). The housing targets as set out in the 2015-25 Barnet Housing Strategy surely do not need massive growth in North Finchley, as currently existing and planned developments (Cricklewood, Bittacy Hill,	The SPD is not a site allocations document so it would not be appropriate to specify densities or housing numbers. Figures for housing developments currently completed/ planned are available on the Council’s website under Authorities Monitoring Report. Barnet’s housing target is set out in the London Plan	No change

	Sweets Way and myriad other developments throughout Barnet) should more than meet the target. Does the council have figures for housing developments currently completed/ planned, and will they make them public?		
Local Resident 2 (Lodge Lane)	I am strongly opposed to the planned development of Lodge Lane car park. It would be completely out of character with the majority of the buildings in the Lane, not just 45-63 but the whole row of 1830s and later cottages down its narrow length. The proposed building would not be appropriate in scale or character, would not respect the local context of the whole Lane and would undermine its unique character, in contravention of Local Plan Core Strategies 4, 5 and 6 (see SPD paragraphs 2.15-17). Development would be insensitive to existing housing (including those on Percy Road that any car park building would overlook) and would turn pedestrian access from Winifred Place and Percy Road into overhung, dark, dangerous places, especially by the school and Percy Road playground. Mature trees shielding Northside School would have to be destroyed, contravening paragraph 6.54 of the SPD. Increased movement from new accommodation would choke an already busy road (altercations are common during busy periods) and potentially cause danger to Northside School children and clashes with Sorting Office vans/ existing traffic. The YVA development should retain its current scale to match the buildings opposite, but how to deal with the electricity substation?	In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site. The SPD reinforces the importance of a sensitive edge and treatment of the school adjacency as well as identifying the importance of engagement with the school at an early stage in the development of any proposals associated with a planning application. Opportunities of school collaboration with the new community space will also be promoted. The diagram and text has been revised to include and identify the Percy Road Playground and connection through the site from Lodge Lane to the playground, recognising the value of this route as a north south connection.	See revisions to KOS 6
Local Resident 2 (Lodge Lane)	The SPD is short on detail on the delivery and implementation of the plan. While section 8a talks about "proposals [being] part of a comprehensive approach in order to avoid piecemeal proposals that are prejudicial to the overall vision", it also states that "market trends and viability will influence the ordering of proposals". How will these opposing statements be reconciled?	The SPD has been revised to incorporate a phasing strategy. The Council will expect to see early progress to development in the opportunity sites and will work proactively with relevant stakeholders to achieve the objectives set out in this SPD for the areas. Market forces will influence how sites come forward for redevelopment.	See revisions to Section 8 in particular para 8.24
Local Resident 2 (Lodge Lane)	Where will people be put while rebuilding of their houses/ flats/ shops is taking place? What will happen to the businesses closed down to fit the re-zoning? What about parking provision during development?	The Council will work with the developer to support existing residents displaced by regeneration. The Council will work with partners, to support	See revisions to KOS 6

		<p>businesses in North Finchley to relocate where required where it enables and secures the regeneration objectives set out in the SPD. The details of this support will emerge with more detailed proposals.</p> <p>Car parking levels will be maintained at Lodge Lane during any redevelopment</p>	
Local Resident 3 (Lodge Lane)	<p>Regarding the framework for North Finchley which includes building flats in the car park in Lodge Lane – where I live opposite – I object strongly. I purchased my flat some 35 years ago – and one of the reasons (we do not have a garden), I am on the second floor and overlook the car park – I have large picture windows in all my rooms which are really light and bright – I need natural day light – I have a wonderful exposure of sky and fantastic sunsets – I really need this daylight and sky as I cannot get out so much due to health issues. Building flats and any buildings opposite me will have a massive effect on my health and well-being.</p>	<p>The car park is previously developed land which was once occupied by housing.</p> <p>In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.</p>	No change
Local Resident4 (Lodge Lane)	<p>I feel that the consultation process has not been well publicised or fairly researched as I do not believe that any residents of Lodge Lane, and only two roads off the High Road, were invited to participate in the pre consultation process. As the proposal for a rather large development metres from my home will affect traffic along a tiny, narrow lane, together with the fact that our road is probably historically of significance being the oldest in the area , I feel that we should at least have been invited to contribute.</p>	<p>Consultation involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database. The Council adopted a pragmatic approach to late submissions and accepted representation even after the consultation period closed. More details are set out in the opening section of this report.</p> <p>The historic nature of houses on Lodge Lane is reflected in the SPD</p>	See revisions to KOS 6
Local Resident4 (Lodge Lane)	<p>As the architects seem to imply last Saturday the scheme is already in the hands of the property developers and, seeing and living the impact of the Arts Depot disaster on our High Road, I speak for many residents in North Finchley who do not want to see the same thing happen again. As a designer, I can already see some of the flaws of this scheme. I do hope that we will at least get a chance to</p>	<p>The Arts Depot is a successful arts and culture establishment and certainly not a disaster</p> <p>There will be opportunities for further involvement as more detailed proposals come forward</p>	No change

	properly contribute to the input of this scheme.		
Local Resident 5 (Lodge Lane)	I went along to the North Finchley Library on Saturday November 4 th to view the plans for the town centre Supplementary Planning Document (SPD) and I would like to make the following points. It was particularly disappointing that nobody from the council attended the event on Saturday. The re-generation of North Finchley town centre is described as one of the key projects for the council and I find bewildering that nobody at the council thought that it would be vital to attend the meeting.	The drop-in sessions provided an opportunity to discuss the proposals with the consultant team who produced the SPD.	No change
Local Resident 5 (Lodge Lane)	I truly welcome the aim to re-generate North Finchley, where I have been a resident in Lodge Lane for the last 25 years. The High Road is dominated by congested traffic, empty premises, betting and fast food shops. Streets like the one where I live are constantly full of litter and the overall feeling when you walk through the high road is one of decay and neglect.	Noted	No change
Local Resident 5 (Lodge Lane)	The development around the Arts Depot has been a complete failure and lessons should be learnt from it so that they are not repeated. No more tall buildings please. North Finchley Town centre is already heavily congested and bringing new residential development in its heart will make the congestion much worse. There are several new, tall blocks being proposed; opposite the Arts Depo, along the High Road and in the Lodge Lane car park. These, similarly to the disastrous Arts Depo, will be out of character and will do nothing to either enhance or create a sense of community. A "sense of community" is created by a number of small things but common to them all is first a feeling of pride in living in your neighbourhood. Anonymous tall buildings will instead alienate residents who are desperate for common, safe areas where to enjoy shopping, a meal or a drink or visiting an exhibition not stifled by continuous car traffic.	There is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.	New SPD section on tall building design
Local Resident 5 (Lodge Lane)	I am opposed to the proposed development in the Lodge Lane car park. The congestion in Lodge Lane is already brutal and further development will make life for the Lodge Lane resident even more difficult.	Any proposals will be supported by a transport assessment	See revisions to site KOS6.
Local Resident 1 (Fellow Court Avenue)	I found the Hendon and Finchley Times online. An article was printed on the 25th October about the plans, mentioning three drop in sessions taking place in the North Finchley Library on 4th, 11th and 14th November. The hours were 2-5pm on the first two dates and 4-8pm on the 14th November. Whoever decided this was	A formal 6 week period of public consultation was undertaken between 16 th October and 27 th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters	No change

	<p>adequate provision for people who live in this area to be informed about such radical plans, they need some lessons in how to consult and involve the public. In September barnetfirst was delivered to our house, but there is not one word in there about the regeneration scheme or "drop in sessions". This would have been an ideal place to make people aware well in advance of the deadline of making comments by the end of November. There are advertising boards in the borough where the council puts various bits of news.</p> <p>The latest advert by the London Borough of Barnet is about keeping warm in winter. Why has nothing about all the plans for regeneration been put up for people to read as they walk down the street? I have done my own small survey in Tally Ho and surrounding area since the meeting in Nether Street, including Christchurch North Finchley, Finchley Methodist Church, local solicitors, shops, people in the post office, people coming out of Waitrose and the Nat West Bank and in six days I met about 5 people who knew anything about the plans. I was told there had been a meeting or meetings in The Buzz Café. Is this an adequate venue to discuss such serious changes to our local area? Part of a quote from Cllr .Dan Thomas in "The Hendon and Finchley Times" says, we strongly encourage local residents to share their views with us." He goes on to speak about workshops that were held. Where on earth were the workshops held and again how were people informed about them?No one I spoke to in Fallow Court Avenue this week knew anything about these plans, apart from courtesy of The Finchley Society.</p>	<p>to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database.</p> <p>More details are set out in the opening section of this report</p>	
Local Resident 1 (Fellow Court Avenue)	<p>I would like to ask about the Arcade that is probably going to be demolished if the Council plans are fulfilled. Why was £1.3 million was spent on it not so long ago for regeneration? If one walks into the arcade, it is most probable that you have visited more cheerful funeral directors. Talking to the couple that have run the jewellers shop in the arcade for 17 years, one is left speechless at the complete waste of money that has gone on there for no purpose whatsoever over the years. If it is run down and in poor condition, (page 23 of SPD report) someone should be made to pay back the £1.3 million spent on it.</p>	<p>Unfortunately the Arcade has not been a success story for North Finchley. There is an opportunity for a more comprehensive redevelopment to make the Tally Ho site make a greater contribution to North Finchley</p>	No change
Local Resident 1 (Fellow Court Avenue)	<p>On page 45 of the report 7.16 we are told that the bus station, "although offering shelter, is dark and unwelcoming to passengers, hidden from view and discouraging to bus use." How were the original plans sanctioned if it is all so awful? Everyone hates the monstrosity of the building above the bus station, but at</p>	<p>A joint working group has been established with TfL to explore the future use of the bus station. With advances in technology such as the potential introduction of driverless cars in 20 years time we</p>	No change

	least the bus station serves a purpose. How do we know that in 20 years time people will reverse the decisions the Council now want to put into effect, because everything is rushed through with really no long term thought, as has happened in the past.	will have to review land use planning and it's relationship with vehicular transport.	
Local Resident 1 (Fellow Court Avenue)	Page 44 "The High Road/Ballards Lane is presently arranged generally in favour of Vehicular traffic rather than other users and uses". The A1000 or Great North Road has been a main artery into London for centuries. It's purpose is getting from A-B. Pedestrians throughout all my life have walked on the pavement with no problems. If the hidden agenda is to remove all traffic from our boroughs, people should be warned not to carry on buying cars. The majority of us do not want to ride a bike, however much this is being pushed on every level. So maybe it will be back to horse and cart.	Although no specific reference is made to horse drawn transport the SPD encourages sustainable forms of travel. That does not make it anti-car.	No change
Local Resident 1 (Fellow Court Avenue)	Everyone hates all tall buildings. I have heard the comments from people about Colindale and Graham Park and West Hendon. If depression rates rocket in the coming days, I will not be surprised, if or when North Finchley is blighted by the madness of these plans.	Tall buildings have their supporters and North Finchley is identified in the Local Plan as a location that is appropriate for tall buildings.	No change
Local Resident 1 (Fellow Court Avenue)	The document does not show sufficient assessment of the development's effects on traffic or residents,	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Local Resident 1 (Fellow Court Avenue)	Six weeks is not enough to digest all the information in the draft planning document, which comes in at 69 pages.	A formal 6 week period of public consultation was undertaken between 16 th October and 27 th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database. More details are set out in the opening section of this report	No change

Local Resident 1 (Fellow Court Avenue)	A large block of flats on the car park in Lodge Lane would completely block out light for the little cottages in the road.	In terms of height, the development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.	See changes to KOS 6
Local Resident 1 (Fellow Court Avenue)	Page 6 1.19 speaks about "stakeholders" in the North Finchley area. I am not sure if residents constitute being stakeholders, but we are more like pawns in the game I think. I don't know anyone who was invited to a Stakeholder Surgery or a Vision Workshop held in May and June. (I have only just read this paragraph). If plans were being discussed in the Spring and Summer, why have the residents only been allowed 6 weeks to know about it all and pass on their comments? Most didn't know until very recently.	The list of stakeholders or other attendees that attended workshops and one to one surgeries are listed in the consultation statement linked to the Draft SPD for consultation available on Barnet's website.	No change
Local Resident 1 (Fellow Court Avenue)	Page 10 2.14 says there is a target for 28,000 new homes. There is not enough infrastructure in our borough for 28,000 new homes. There are not the roads or the schools or the GP's. The ghastly apartments which have recently been built north of Sainsbury's North Finchley are concrete eyesores, overbearing and far too expensive for ordinary people. The old B&Q site in Whetsone reminds me of Colditz at present. If I hear anyone else talk about "affordable housing" I shall blow a fuse. THERE IS NO AFFORDABLE NEW HOUSING! And that is how the Council and Government like it as far as I can see.	With the fourth highest housing target in London we need more new homes and town centres are considered to be one of the best locations to deliver these,	No change
Local Resident 1 (Fellow Court Avenue)	Finchley United Services Club built in the early 1800's and is now the official War Memorial for our area didn't get such a good mention in the very lengthy report, and up until it was brought to the attention of the Council at the meeting last week, looked like it could go under the hammer. That is obviously going to have to be reviewed. Especially as it is the 100th anniversary of the ending of The Great War next year. That no one had done their homework about this building, sums up to me the complete mess that Barnet Council are making at the tax payers expense of all these ideas,	We have removed the Club from KOS 2. The cost of producing this SPD has not been at any additional cost to the Council,	See revisions to KOS 2

	which could be turned into a good mystery novel. A whodunnit! Whoever is responsible for some of what is written in the report should take a sabbatical from work.		
Local Resident 1 (Fellow Court Avenue)	No doubt North Finchley needs some improvement. Improvement and not ruination.If these plans go ahead neither me nor my husband will ever vote in any Council elections ever again.	Noted	No change
Local Resident 2 (Fellow Court Avenue)	New,creative architectural design and slowing of traffic at Tally Ho will be most welcome.	We welcome this support	No change
Local Resident2 (Fellow Court Avenue)	In my view the erection of the tall flats above the bus station was a major blunder. It has created a virtual wind tunnel, often making walking in the vicinity difficult and hazardous for the elderly and disabled. In this context I wish to object to any further developments more than two storeys high.	As highlighted above there is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.	A new section has been added to the SPD on tall building design covering guidance on quality and micro climate effects (wind tunnelling) and management.
Local Resident 2 (Fellow Court Avenue)	I also wish to object to the proposed demolition of the British Legion Club which I think provides an attractive period contrast to neighbouring properties. It provides a focal point in the area, as well as housing much-needed leisure accommodation for a number of groups.	There are no proposals to demolish the British Legion Club We have removed the Finchley United Services Club from KOS 2.	See revisions to KOS 2
Local Resident2 (Fellow Court Avenue)	Generally, I consider that further population expansion in the Borough should be curtailed. Life is becoming increasingly uncomfortable as experienced on over-crowded public transport, doctor's surgeries and at Barnet General and associated hospitals.	It is important that growth and change is managed. This SPD is a means of doing that.	No change
Local Resident 2 (Fellow Court Avenue)	I also consider that the Bus Station is an asset which should be retained.	A joint working group has been established with TfL to explore the future use of the bus station.	No change
Local Resident 3 (Fellow Court Avenue)	I do not think that more high-rise blocks of flats or office buildings are in keeping with character of the local area – the ugly block of flats above the Artsdepot is bad enough!	More detailed guidance on tall building design and development has been included as a separate section in the document in order to ensure high quality design and to manage and mitigate local micro climate effects (such as wind tunnelling).	New section on tall building design and development
Local Resident3 (Fellow Court Avenue)	Whilst the idea of pedestrianising part of Ballards Lane appears to be good, the rent and rates have risen so much that there will be few shops worth using. I also question the wisdom of having two way traffic on the High Road as it will lead to congestion, causing	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how	No change

	even more fumes polluting the area.	transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	
Local Resident 3 (Fellow Court Avenue)	I would not like the Arcade – which gives North Finchley character – to be demolished. Overall, I think this proposal is a very bad idea and will spoil the area.	The retention of the Grand Arcade in the site development strategy is not considered appropriate as it has continued to underperform in terms of its retail offer and retention would restrict the necessary comprehensive development of the site and associated benefits in delivering a new leisure hub, public realm and residential units.	No change
Local Resident 1 (Dale Grove)	Paragraph 6.4 “there is potential for the buses to be relocated onto local streets, releasing the ground floor of the Arts Depot block”: I am absolutely horrified by this. This will ruin the surrounding areas of North Finchley. We have paid a premium to buy a house in a quiet residential street, with none of the noise, dirt, queues of people associated with the busy main road. Your proposals would push the buses into what have until now been quiet, leafy suburban streets. These roads are not made to be transport hubs. Your proposal would damage our environment, increase pollution in our road, create noise nuisance in our road, devalue our properties, attract people to use our roads as a bus station. This is absolutely unacceptable and we vehemently object to this.	TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters As existing transport land, the bus station is safeguarded by TfL and any changes will need to ensure that operational transport uses are retained within or adjacent to the town centre in order to support the bus network and meet bus demand, as explored in more detail in the transport strategy of the SPD.	See revisions to paras 6.5 and 6.6
Local Resident 1 (Dale Grove)	Paragraph 6.5 “..additional retail, community and leisure uses could be provided at ground floor and activate the Kingsway and Ballards Lane frontage of the building”: This would only be acceptable if you provide additional car park facilities – we already have people parking in our road (Dale Grove) in order to use Arts Depot and, in particular, Pure Gym. This means that despite having to pay to park outside our own home, we cannot use our car easily in the evening because if we do, we know we won’t be able to park. It is unacceptable now and unfair to make it any worse	The SPD requires a parking strategy for North Finchley, building on parking surveys undertaken, in order to enhance the efficiency and management through a review of pricing, timing and availability. This will look further at car parking levels associated with events and activities in the town centre including Arts Depot.	No change
Local Resident 1 (Dale Grove)	Paragraph 7.5 “•Bus services are convoluted in terms of movement around the gyratory and somewhat hidden from general view in the bus station” and 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.”: With respect, this is absolute nonsense. Have any of the authors ever actually used the bus station? The bus station gives you somewhere sheltered from the weather to wait safely and comfortably for your	See previous bus comments	See revisions to paras 6.5 and 6.6

	<p>bus. The fact that the buses are “hidden” is a good thing, improving the surrounding area – everyone who lives here knows where to look for them, the clue being that it is a BUS STATION... This bus station is important for people in the area who travel by bus through choice or necessarily due to low income. It’s a life line.</p>		
Local Resident 1 (Dale Grove)	<p>Paragraph 6.8 “the transformation of Ballards Lane into a one-way shared street which encourages pedestrian and cycle movement to Nether Street and Castle Road”: I am concerned that if you make Ballards Lane one-way, this will be to the detriment of residents of the side streets off of Ballards Lane, because drivers will use the side streets instead. This area could become a rat run with many more cars and commercial vehicles using the side streets.</p> <p>Paragraph 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”: I object to this. We have paid a premium to buy a house in a quiet residential street and you now are proposing to put an entrance to a car park in it. Car from the commercial premises and other vehicles parking or stopping at the end of Dale Grove already make this a dangerous turning. The entrance to a car park would make it even more dangerous and increase the traffic and congestion in the area, which has increased over the past years.</p> <p>Proposals to pedestrianise: This will push cars and other traffic into the currently quiet, peaceful side streets so ruining the area for the residents who pay handsomely to live here. Your proposal would damage our environment, increase pollution in our road, makes the roads where we live less safe, create noise nuisance in our road and devalue our properties. This is absolutely unacceptable and we vehemently object to this</p> <p>Paragraph 7.10: I don’t know whether this is intentional or not, but this is written in a way that is almost impossible to comprehend. If this is suggesting pedestrianisation and/or one way, please see objections above.</p>	<p>We refer to the High Level Transport Review. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p>	No change
Local Resident 1 (Dale Grove)	<p>Paragraph 6.6 “Buildings to the south-east of the site have the potential to reach up to approximately 12 storeys in height,: I have concerns about the suggestion that you will build what sounds essentially to be tower blocks in an expensive, gentrified area of London, where residents have paid commensurately high prices to live here. We do not wish to end up living somewhere that looks like an inner city. This is not in keeping with the area. Here and elsewhere in the document, you indicate an intention to build multiple new homes (which follows on the mass construction of flats that has already taken place in the area north of Sainsburys and is</p>	<p>The SPD has a new section on tall building design covering guidance on quality and micro climate effects and management.</p>	New section on tall building design

	still ongoing in the approach to Whetstone). The proposed mass building of homes in this area needs to be matched, but of course is not being, by a commensurate increase in infrastructure.		
Local Resident 1 (Dale Grove)	Proposals to build multiple new homes: As noted above, the proposed mass building of homes in this area needs to be matched, but of course is not being, by a commensurate increase in infrastructure. What do you propose to do to increase GP services, school places etc etc etc to deal with the influx of people? What you are currently proposing means that such services which are already over-stretched will be unable to provide an acceptable level of service. And what about all the additional cars that this will bring into the area which is already polluted and suffers from a lack of parking? I have concerns that these changes will increase the rubbish and waste in the area. The streets are often dirty with food waste and rubbish and as we've see rats and mice are on the increase in London.	More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.	Delivery & Implementation section of SPD revised.
Local Resident (Gainsborough Road)	Changes to north Finchley around the tally ho area are being considered including possible non traffic walkway zone. In the past whenever major changes have been made which would increase/alter traffic flow, no consideration has been given to the affect on the surrounding small suburban roads eg. when the theatre and flats were built at tally ho or the mosque- all of which brought massive extra traffic into the area. Particularly affected has been GAINSBOROUGH ROAD- this is already a major rat run for the main high road, even thou it is a small narrow suburban road, with small houses with no front gardens to protect residents from pollution and noise. already altho an emergency service route, emergency vehicles have problems getting thru due to the endless traffic jams at rush hour times in this, I repeat very narrow small suburban road. we think that as part of the new development, Gainsborough Road should be made into a cul de sac, and the emergency service route redirected to another broader road less affected by traffic and should be glad if you would give this very SERIOUS CONSIDERATION.	The SPD requires a parking strategy for North Finchley, building on parking surveys undertaken, in order to enhance the efficiency and management through a review of pricing, timing and availability. This will look further at car parking levels associated with events in the town centre.	No change
High Barnet Resident EN5	I strongly object to the car park being turned into flats Parking in North Finchley is already an issue and the thought of less parking could reduce the high road's vibrancy even further.	The SPD does not propose any net change in town centre parking provision post-development with the current provision, in terms of space availability across the town centre remaining broadly at present-day levels.	No change
Local Resident (Arts Depot)	Pedestrianising areas currently used for traffic will cause a massive increase in anti-social behaviour and noise. placing cafes and so on	Guidance on addressing noise is set out in the Sustainable Design and Construction SPD.	See revisions at para 8.26

	<p>at the heart of this area will also cause constant noise. Relocation of the Lodge Lane market to the pedestrianised area will cause constant noise. As I'm sure you are aware, noise travels in a range of ways and the height of the building provides no relief from this. Having market traders, shoppers, cafe users, and late night drinkers hanging around will literally make the place a hell hole of noise 24/7. All noise from outside the Arts Depot impacts on this building. Having 2 lanes of traffic probably absorbs a lot of the noise, but the proposals here will spoil that. This does not even count the problems of noise of constant development work while all this set up</p>	<p>Cross reference is made to the Mayor's SPG on Culture and the Night Time Economy and reference is made to the Considerate Constructor's Scheme at para 8.26.</p>	
Local Resident (Arts Depot)	<p>I use the bus station as a commuter and it is actually a very sensible place to collect and drop off passengers. The fact it is a large covered area is useful in all weathers and the space helps to manage numbers at busy times. Relocating the buses to stands will make things really unpleasant and I think far from encouraging bus use, will discourage it. The covered bus station is excellent, I cannot understand why anyone wishes to change this. The loading bay for our building also runs through the bus station - what will happen to that if the bus station is used for other things? If only buses and access vehicles are emerging from the road, there will be a lot more problems with standing traffic directly beside the building, emitting fumes etc. The loss of road space generally - I don't know where Barnet council expect road users to go? Also the local impact on traffic will make bus journeys even longer and after 15 years of living in the area without using a car, I would consider buying a car again. The bus journeys, even outside rush hour, are very long already - having another 15 mins added on and knowing I had to wait around in all weathers would be an incentive to return to driving.</p>	<p>Achieving wider traffic and public realm change does not rely on the removal of the bus station which could remain for either transitional or permanent bus operational use. TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters.</p> <p>In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p>	No change
Local Resident (Arts Depot)	<p>The proposal to pack yet more flats into the North Finchley area - the population has grown enormously and the flats will likely be too expensive for locals to live in anyway. The increased demand on healthcare may not worry the council but it certainly is an issue for residents. I don't expect Barnet Council to take on the problems of world overpopulation single handedly but I do expect them to realise when an area has become overly built on and accept that perhaps more flats should not be introduced to the area. The whole plan looks like a golden opportunity for developers to make money with no benefit for local residents. There are plenty of shops, cafes, etc in the High Road already.</p>	<p>Town centres are considered as suitable locations for the delivery of new homes including affordable units.</p> <p>More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.</p> <p>A revitalised town centre where local residents want to shop, rest and play is a benefit for North Finchley</p>	Delivery & Implementation section of SPD revised.

Local Resident (Mayfield Avenue)	There is already a wind tunnel effect in streets adjacent to the existing Arts Depot building. I therefore strongly object to the proposal to build 12 storey buildings on KOS sites 2 and 3. This would only exacerbate the wind tunnel effect. The height of these buildings would dramatically change the appearance of North Finchley detrimentally	The SPD has a new section on tall building design covering guidance on quality and micro climate effects and management.	New section on tall building design covering guidance on quality and micro climate effects (including wind tunnelling) and management.
Local Resident (Mayfield Avenue)	There is mention of preserving the war memorial on KOS site 2. Please note that the Finchley United Services Club building on that site is also a war memorial and must be protected.	This site has been removed from KOS 2	See revisions to KOS 2
Local Resident (Mayfield Avenue)	The proposal for two way traffic to the East of KOS site 1 plus parked busses sounds totally impractical. Will you please carry out a traffic survey to ensure that the proposed plan is a traffic flow efficient one, if that has not been done already.	<p>In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p> <p>The SPD reflects that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p>	Reference to Joint Working Group added to SPD
Local Resident (Barons Close)	As a resident of the London Borough of Barnet often shops in North Finchley or changes buses there, I am writing to object to the Council's plans to change the traffic pattern and redevelop the area around Ballards Lane, Nether Street, and south of the Tally Ho pub. North Finchley bus station is a valuable resource; it protects people waiting for the buses from the weather, and provides helpful information on local transport. (I'm assuming it also contains useful 'back of house' facilities for the bus drivers and the bus company; how and where would alternative facilities be provided? Have you consulted with the bus company about this?) During the recent closure of the bus station, I found waiting for buses in the open air quite a bleak experience and many people were confused due to the large number of different bus stops. The Council should be encouraging people to use public transport; closing the bus station will do the opposite. It will also increase traffic congestion (as cars have to slow down then overtake buses at the re-sited bus stops) and air pollution. North Finchley is already a relatively pedestrian-	<p>Achieving the wider traffic and public realm change does not rely on the removal of the bus station which could remain for either transitional or permanent bus operational use. TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters.</p> <p>In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p>	Reference to Joint Working Group added to SPD

	<p>friendly place, considering it is on a major road route north from London. Further pedestrianisation seems unnecessary.</p> <p>At the same time, making the current one way system into two-way traffic will make crossing the road (which shoppers frequently do, currently) rather more dangerous and reduce the feeling of easy access and relaxation which shoppers experience. Currently, traffic and pedestrians share the same space very successfully; altering this balance will, I fear, be to the detriment of shoppers and other pedestrians. This is likely to have a serious consequent effect on local shops and businesses, as people chose to go elsewhere.</p>	<p>The SPD reflects that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p>	
Local Resident (Barons Close)	<p>The Finchley United Services Club is a historic building which should be preserved. Similarly, the war memorial in front of that building is an important local landmark and for reasons of both heritage and respect to those it commemorates, should not be destroyed or moved.</p>	<p>This site has been removed from KOS 2</p>	<p>See revisions to KOS 2</p>
Local Resident (Barons Close)	<p>North Finchley still retains a feel as a special place with its own character, history and 'feel': this is rooted in the varied mix of buildings, the diverse range of shops and eating establishments, the layout of the streets and the ways shoppers can browse widely in a very compact area. The Council's plans would destroy many old buildings and current businesses which give the place its special character. It was as recently as June 2014 that the Grand Arcade was 'relaunched' with much celebration after a refurbishment and the provision of new community spaces; Barnet Council provided some funding for this, as did the London Mayor's office, and it seems perverse that the Council is now planning to spoil what they've helped to build rather than to reap the longer-term benefits of their modest investment. (What is the opinion of the Mayor's Office about the potential destruction of an area it has so recently invested in?) Given the current economic climate, turning places around from 'languishing' to 'thriving' is bound to take time and the refurbishment/relaunch was less than four years ago. More importantly, a sense of community can't be created overnight but it can be destroyed that quickly. The Grand Arcade itself is an architectural/design treasure which the recent refurbishment has really highlighted. It would be wanton vandalism to demolish it and again, characterful architecture such as the Grand Arcade is what makes North Finchley a 'draw'. To destroy this area would be to seriously damage the heart of North Finchley. I urge the Council to reconsider its plans for North Finchley. The buildings in the triangle formed by the Tally Ho pub and the Arts Depot are all individual, characterful shops which most towns would strenuously try to preserve and cherish. They are, I'm assuming, relatively low-rent</p>	<p>The character of the Grand Arcade is recognised in the SPD. However it's retention in the site development strategy is not considered appropriate as it has continued to underperform in terms of its retail offer and retention would restrict the necessary comprehensive development of the site and associated benefits in delivering a new leisure hub, public realm and residential units.</p> <p>The Tally Ho Triangle (KOS1) can help make a significant step change in the overall town centre offer. It has 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 Ballards Lane and the High Road.</p>	<p>No change</p>

		and there is no way many of these businesses could find similar, centrally-located but affordable premises in the heart of North Finchley; I'm thinking particularly here of the knitting and sewing shop 'Let's Learn', the Green Room, and the various ethnic food shops, cafes and restaurants. Again, these businesses form part of the spirit of the place, and I would have thought that the Council would wish to support and encourage the entrepreneurship shown by their occupants. If these unique shops disappear, what reason do people have to come to North Finchley when they can find Boots, Superdrug, banks and supermarkets on any other high street?		
Local Resident (Kingsway)		I have today been handed the enclosed leaflet re 'Council Plans for Finchley'. As a resident I am concerned that I have had no communication from the council about this matter. Living on Kingsway I fear I may be adversely affected, but without any proper information I can only surmise what might happen. Based on the little I know, my concerns are as follows:	A formal 6 week period of public consultation was undertaken between 16 th October and 27 th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database.	No change
Local Resident (Kingsway)		Our recent experiences of extra buses stopping on Kingsway (whilst the bus station was temporarily closed) were awful; bad language, bad behaviour and litter strewn everywhere. Some residents of Kings Lodge felt intimidated as they tried to make their way through the crowds blocking the pavement. This was not a pleasant experience and not to be repeated. The bus station should remain open, cleaned up, upgraded and staffed. How will the pedestrianisation of part of Ballards Lane (which part?) affect Kingsway? Will additional traffic be re-routed along Kingsway?	Achieving the wider traffic and public realm change does not rely on the removal of the bus station which could remain for either transitional or permanent bus operational use. TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters. In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes. The SPD reflects that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation,	Reference to Joint Working Group added to the SPD

			bus service, road safety and air pollution impacts.	
Local Resident (Kingsway)	Resident	With regard to the closing of the car park on Lodge Lane and the building of flats; where will the people using the car park presently, park their cars? What alternatives are being offered? Where will the Market go? How many of the flats will be 'social housing'?	No car parking spaces will be lost as a result of Lodge Lane car park re-development. The SPD provides more clarity around the approach to relocation of North Finchley Market.	The SPD has been revised at KOS 6 with regard to the relocation of North Finchley Market.
Local Resident (Kingsway)	Resident	High blocks of flats along the High Road would be inappropriate (the one at Tally Ho is an eyesore!) 6 storeys should be the maximum. Again how many will be classed as 'social housing'? Overall, how many will be owned/managed by the Council or Housing associations and how many aimed at private/buy to let purchasers?	North Finchley is identified in the LB Barnet Core Strategy as an appropriate location for tall buildings. Affordable homes will form part of the new homes delivered in North Finchley and will be delivered in accordance with Local Plan policy	No change
Local Resident (Kingsway)	Resident	I am concerned about the demolition of buildings south of Tally Ho Public House and what might replace them. But I am also concerned for those who will be displaced, losing business premises etc. What will they be offered?	The Tally Ho Triangle (KOS1) can help make a significant step change in the overall town centre offer. It has 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 Ballards Lane and the High Road. The Council will 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. The details of this support will emerge with more detailed proposals.	No change
Local Resident (Eton Avenue)	Resident	The proposed pedestrianisation of the north section of Ballards Lane seems ill thought-out and likely to lead to increased congestion on the High Road.	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes. The SPD will reflect that a Working Group has been established with LB Barnet working in partnership with TfL to develop the proposals further including technical design feasibility to test them thoroughly to TfL's satisfaction in terms of road network operation,	Reference to Joint Working Group added to the SPD

		bus service, road safety and air pollution impacts.	
Local Resident (Eton Avenue)	The replacement of the Lodge Lane car park with residential block will mean a major loss of local parking facilities, which will inevitably impact on local businesses. While I appreciate the desire to build more affordable housing in the area, it is not clear that the proposed plans meet this aim, nor that they will be to the benefit of local residents, from a social, environmental or commercial point of view.	No car parking spaces will be lost as a result of Lodge Lane car park re-development. The SPD highlights the need for a future parking strategy which will look at tariffs and the management of spaces. Affordable homes will form part of the new homes delivered in North Finchley	No change
Local Resident (Woodlands Avenue)	I wish to object to the plans proposed for Tally Ho Corner. Where is the publicity for this, I only heard of the proposals yesterday? While it is true that the arcade is a dump I cannot see why you want to increase traffic congestion and reduce parking space. I have no doubt that Lodge Lane car park represents lots of money to the Council but it is a major community asset. Any social housing included in the plans.....I thought not. The loss of parking space will help to reduce the amount of footfall in the area so more shops will close. Who is financing this, what is the cost to the Council?	The production of this SPD has been financed privately and has not incurred costs for the Council. It is supported by a High Level Transport Strategy which examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes. The SPD highlights the need for a future parking strategy which will look at tariffs and the management of spaces	No change
Local Resident (Ballards Lane)	I strongly object to knocking down the building known as "St Kilda" that houses North Finchley's war memorial. Over the years we have lost too many of the buildings that make Finchley a good place to live - like the Gaurmont Cinema, and Finchley Lido. The council should be protecting our heritage rather than taking it away.	This site has been removed from KOS 2	See revisions to KOS 2
Local Resident (Ballards Lane)	If you build flats on Lodge Lane, you absolutely must put a significant part of the land aside for a park or recreational space. That area of North Finchley – specifically – is lacking in green space.	Proposals in the SPD 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.	No change
Local Resident (Grove Road)	We wish to register our protest at the plans to demolish the historic building known as St Kilda, home of the Finchley United Services Club. This lovely old house is a relic of an older Finchley and there are few such in the Tally Ho area. Our respected veterans should not be sidelined and shunted off to some undefined location. There is also the matter of the war memorial which is at present suitably placed at a prominent junction and where I have witnessed Memorial services. Is this also to be spirited away to some obscure location?	The SPD has been revised to remove the Club from KOS 2. Further text has been added to highlight the need for redevelopment to respond sensitively to the Club building.	The SPD has been revised to remove the Club from KOS 2.
Local Resident (Grove Road)	The proposal to build on the big car park in Lodge Lane shows a lack of awareness of the huge and increasing pressure on parking	No car parking spaces will be lost as a result of Lodge Lane car park re-development. The SPD	The SPD has been revised at KOS 6 with regard to the

	space in the area. And where will the Friday market go?	highlights the need for a future parking strategy which will look at tariffs and the management of spaces. The SPD wording will be updated to reinforce the commitment to the North Finchley Market.	relocation of North Finchley Market.
Local Resident (Park Court)	I wish to object in the strongest possible terms to these plans - The bulldozing of The Grand Arcade and FUS Club – acts of gross vandalism. These plans will help only developers and big business and chase out already hard pressed small businesses.	The character of the Grand Arcade is recognised in the SPD. However it's retention in the site development strategy is not considered appropriate as it has continued to underperform in terms of its retail offer and retention would restrict the necessary comprehensive development of the site and associated benefits in delivering a new leisure hub, public realm and residential units. The Council will 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. The details of this support will emerge with more detailed proposals. The SPD has been revised to remove the Club from KOS 2. Further text has been added to highlight the need for redevelopment to respond sensitively to the Club building.	The SPD has been revised to remove the Club from KOS 2.
Local Resident (Park Court)	Moving the bus to the roads. This says a lot about the Council lack of care for local people. Two-way traffic on the Main Road – an area that's already highly polluted.	A Working Group between the Council and TfL has been established to develop the proposals further including technical design feasibility to test them to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.	Reference to Joint Working Group added to the SPD
Local Resident (Park Court)	Building tall blocks of flat on the same street which will cause a canyon effect and vastly increase pollution.	The SPD is looking to improve air quality in North Finchley issue through a Greening Strategy. Microclimate is also addressed through the revised SPD.	New section on tall building design covering guidance on quality and micro climate effects (including wind tunnelling) and management.
Local Resident (Castle Road)	As residents of Castle Road, we understand there is a proposal to create two-way traffic on the High Road. We are concerned about two issues: 1. Creation of a rat-run around neighbouring roads including Castle Road as increased traffic volumes on the High Road create more congestion; 2. Requirement for additional parking as a result of increased residential space on and around the High Road, impacting on currently available parking space on Castle Road. In relation to point 1 - Reconsideration of the proposal to create two-way traffic. Maintain single-direction traffic either side of	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	Reference to Joint Working Group added to the SPD

	<p>Tally Ho corner. Consideration to restrict or prevent access/egress into/off Castle Road from the High Road. In relation to point 2 - of additional underground parking space for new residents on the High Road; Further geographic restrictions to parking permits issued e.g. High Road residents are permitted to park in the Castle Road car park but not on the street itself.</p>	<p>A Working Group between the Council and TfL has been established to develop the proposals further including technical design feasibility to test them to TfL's satisfaction in terms of road network operation, bus service, road safety and air pollution impacts.</p>	
Local Resident (Limes Avenue)	<p>We are writing as long-time residents of North Finchley to set our views on the SPD, which, if implemented, could have a dramatic effect on the lives of residents of North Finchley and their visitors. We must first of all emphasize that we fully appreciate the importance of North Finchley playing its part to tackle the shortage of housing. We also appreciate some comments made by the London Mayor that buildings will have to be built taller to accommodate more flats. We understand that viability may also play a part in the final size of the buildings. For example, viability may be affected by the price paid under the compulsory purchase scheme. A shopkeeper, who is forced to sell its shop, will no doubt be seeking compensation for the value of its land and building, the net worth of its business and the loss of income whilst he restarts to rebuild his business and there will no doubt be legal expenses. We shall not, therefore, complain about the lack of a definite height for many of the proposed buildings. We are content with the sites proposed, particularly as the estimated 2000 flats involved may remove the need for some people in the suburban areas to convert their houses into flats.</p>	<p>The issue of compensation for shopkeepers affected by any future compulsory purchase orders is outside the remit of the SPD. Town centres have an important part to play in delivering more new homes</p>	No change
Local Resident (Limes Avenue)	<p>The idea of closing part of Ballards Lane and channelling all the traffic through the High Street will create chaos. The High Street is not wide enough to accommodate the two way flow of busses and cars, with the bus stops and pedestrian crossings, without seriously disrupting the traffic flow. The effect of this will be felt from the North circular on the High Rd and from Finchley Central to Whetstone. An independent traffic assessment will be necessary. All the car parking spaces in Ballards lane and the High Streets ends of Tally Ho will be lost. The loss will be compounded when building work is carried out in the car park. The pedestrianised area will be between two lines of tall buildings and could become a wind tunnel which will affect all users of the area. Such an idea may be good in sunnier climes but not in London where there will be at the most a demand for two months of the year. My neighbours are certainly not interested in the proposed pedestrianised area and do not propose to walk half a mile to sit in a wind tunnel and in the shade between tall buildings. Question then arises as to why this idea is being put forward in the</p>	<p>In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.</p> <p>There is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.</p>	See changes on tall buildings

	absence of any existing from existing residents. Could it be that it is to provide amenity space for the residents of the flats? It is proposed that this bus station should be closed without any valid explanation and without taking into account that old people and others find the shelter provided very useful when the weather is bad..	Improvements to public realm are not a substitute to the amenity requirements for flats.	
Local Resident (Limes Avenue)	When work is carried out for a year or two on the car park, car parking facilities will be greatly reduced in North Finchley. In view of the lack of public space, which partly led to the idea of a pedestrianised area, someone suggested yesterday that the car park could perhaps go underground with a surface area providing a green space for recreation. This could be also good for the existing market.	Lodge Lane Car Park is not expected to come forward before major regeneration at Tally Ho as the proposed phasing highlights. SPD highlights sensitivities at Lodge Lane in terms of adjacent properties including Northside School and seeks an appropriate parking solution. A decked car park is an option if it can respond to such sensitivities.	See changes to KOS 6. Phasing and Delivery Plan for the KOS added.
Local Resident (Limes Avenue)	Amenities for flat residents should be on site. Space should be provided for some shops eg John Lewis or Marks and Spenser to save people travelling. An atrium housing a variety of restaurants or cafes could replace the parade. The Servicemen's Club near the war memorial is too historical to be demolished We presume that the Council will ensure that there will be extra doctors and school places for the new residents. This is an opportunity to ensure that a large number of affordable homes are provided. With an irrelevant overemphasis on cycling there is an anti old age (who generally do not cycle) and anti-motorist agenda in the SPD.	This is addressed through planning proposals. The shopping experience will be improved, with a range of shops that include independent and national retailers. The SPD is to create suitable spaces for suitable uses. We seek to enhance rather than redevelop the parades as they are a key part of the town centres character. Building has been removed from KOS 2. Developer contributions will help mitigate additional burdens on schools and GPs Local Plan and London Plan policy on affordable housing will be applied. SPD seeks to reduce vehicle demand and support sustainable travel modes, including walking, cycling, bus and rail use	See changes to KOS 2
Local Resident	I am writing to say that I am strongly against the proposed changes to the North Finchley shopping area. These changes are not well thought out and do not consider the lives of people who actually live in North Finchley. The last thing we need is less parking and more flats. The area is becoming overcrowded as it is. Instead we need to try to actually help local businesses. Why would the Arts Depot need refurbishing? It is perfectly fine! And to pedestrianise part of Ballards Lane and make the High Road two way is a terrible idea. A nice place to sit and enjoy the view. More like a nice area for the local homeless people (and if you hadn't noticed, there are a lot more	Retailing remains important in this SPD but the addition of much need new homes adds to the overall diversification and improvement of North Finchley's town centre offer for those who live there, work there and visit for shopping or leisure.	No change

	than there used to be) to congregate.		
Local Resident	I'm writing to register that I am very much against the plans for the redevelopment of North Finchley. All these blocks of flats being built, I take it will be mostly social housing. I look forward to the new wave of refugees and I'm sure they will improve the economy of the borough. I also look forward to the cafes and open spaces where I can relax inhaling the fumes of all the traffic that will be squeezed into the two-way system now that you will pedestrianise the other side of the bus depot. Once again I look forward to the ill thought out badly managed improvements, like the halfway house in Woodhouse Road that would in no way leave us with drunks on the streets which in fact have left us with groups of drunks on the streets that I and young school children have to look at pissing up the walls across the road from my house in Grove road. So once again I'm registering my opposition to these wonderful new improvements, which I'm sure will do me no good at all as you will probably do as you always do which is built them anyway.	We will be working with the developer to provide more public accessibility to toilets and the Metropolitan Police in designing out crime.	No change
Local Resident	I received the glossy basic notification that that there were plans to regeneration North Finchley. I was intrigued and actually very pleased to hear that as we desperately need to revamp the rather run down and seedy high street. Having visited North Finchley Library to gain a better understanding of the proposed improvements, I was very surprised and disappointed that there was no one available to have a chat with. There were some really glossy and impressive boards on display but understood that if I wanted to have full blown information , I would have to download the 'brochure'. What I am trying to say is that it wasn't easy to really understand the proposals & as I didn't have the time to download the forms, I left it feeling very disappointed and rather cross. This is after all a major improvement to a high road that I use often. However from my basic understanding, I want to query/ object to a few matters	It is unfortunate that you did not get the chance to attend one of the drop in sessions or to talk to one of the SPD Team members during the 6 weeks consultation.	No change
Local Resident	Firstly, I am appalled at the idea of building huge amount of flats in Lodge lane car park. There are very few 'open spaces ' in North Finchley. Every available nook and cranny has been used to build even more flats. This car park is always full and used a lot by the local school and the Finchley market. I understand that this will be relocated but not sure where? We certainly do not need more flats in the area and making it an underground car park, fills me with horror. The thought of graffiti and people using the area as a toilet gives me the shudders and is potentially very unsafe. At the moment I worry about walking down the High road at night as it is so the last thing we need is another area which will cause concern.	The new development should reprovide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements. The SPD highlights sensitivities in terms of adjacent properties including Northside School and seeks an appropriate solution. A decked car park is an option if it can respond to such sensitivities. We will work with the developer to provide public toilets and the Metropolitan Police in designing out crime.	See changes to KOS 6

Local Resident	Secondly, we already have a wind tunnel at the Arts depot area. The Arts depot itself is an eyesore, towering over everything else in the area and completely out of character. If other 12 storey buildings are erected, this will lead to loss of light, create a feeling of claustrophobia as well as creating further wind tunnels. The maximum permitted height should be about 6 storeys. Large vehicles should no longer have access to the High Road and should be diverted off to the North circular or M1	There is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.	New section on tall building design covering guidance on quality and micro climate effects (including wind tunnelling) and management.
Local Resident	Lastly, the closing of the bus station will cause great inconvenience. I spoke to an elderly lady who was really upset about not having shelter whilst standing around for a bus. Also it is a safe place and buses are neatly tucked away rather than parking on the High road causing more congestion. It could be improved and made much more attractive to encourage more people to travel by bus and therefore have a great impact on our environment.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals including the future of the bus station would affect movement in North Finchley	No change
Local Resident	I welcome and accept the need for improving North Finchley but would be grateful if local people views are respected and listened to.	The SPD represents the first major steps in community engagement. As more details emerge there will be more focused engagement.	No change
Local Resident	I do not agree with the proposed changes to North Finchley shopping area. I cannot understand why the council would want to pedestrianize part of Ballards Lane and make the High Road two way. This seems ridiculous. I do not think there is enough room for two cars. This would mean removing parking.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed movement proposals would affect movement in North Finchley	No change
Local Resident	It is also proposed that Lodge Lane car park be removed - why? I don't understand where cars are supposed to park, if parking is reduced. This will do untold damage to the already failing shopkeepers.	New development should reprovide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements	No change
Local Resident	The proposed removal/demolition of shops on Ballards Lane to build more flats is beyond me. Why would we want more accommodation?	With the fourth highest housing target in London we need more new homes and town centres are considered to be one of the best locations to deliver these,	No change
Local Resident	We need to support the shopkeepers and promote their businesses.	The objective of the SPD is to help make the town centre a vibrant and successful area to work, live and visit.	No change
Local Resident	I don't understand why the Arts Depot would need refurbishing, it is not that old. It is wasting public money.	Money for improving the public realm will come from developer contributions. The SPD highlights the success of the artsdepot as a centre for arts and culture	No change
Local Resident	I wish to comment that this is a massive undertaking building and demolition works, the noise , dust and disruption to local people and local business let alone the effect on peoples mental and physical	The Council will work with any future developer in minimising disturbance caused by regeneration. A phasing strategy has been added to the SPD.	Phasing plan added to SPD

	health. These plans really need to be reviewed as the disruption will last for years.		
Local Resident	Some of your plans for North Finchley seem good but the one that stands out as being completely wrong is closing the car park in Lodge Lane and building a block of flats. The main problem with the North Finchley shopping area at the moment is the lack of parking. Building a multistorey car park here would make some sense. The Lodge Lane car park is the only reasonably sized one in the whole area and we absolutely do not need another block of flats, bringing in more people with more cars to park. The only motivation for this move has to be making more money with no regard to the need of the people of North Finchley	New development should reprovide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements	No change
Local Resident	The one way system around Tally Ho as proposed is not I believe based on a traffic survey. I cannot see this working. I live at the northern end of N Finchley and traffic frequently backs up to us. I often pass buses while walking in that direction. The approach from Finchley Central is no better often queuing from Waitrose or even further south.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley	No change
Local Resident	I recognise it is high level document however the developers will have a view as to how many residential units will be built – (my guess is within 15%). Why are they so scared to tell us? You, the Council should be asking for this information.	The SPD is the Council's document setting out the parameters within which development will come forward.	No change
Local Resident	The above point also points to much more traffic in the area. The parking plan suggested I believe incorrect. There is too much on street parking and there needs to be more education on getting people to park in car parks. But, Lodge Lane is a really narrower road with lots of traffic on it. I waited 4-5 minutes recently trying to get down the road while the congestion at the high road end cleared. Not a positive situation for this road.	The North Finchley Parking Strategy will look at tariffs and the management of spaces. Redevelopment at Lodge Lane should reprovide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements. The SPD highlights sensitivities in terms of adjacent properties including Northside School and seeks an appropriate solution.	No change
Local Resident	There are no public toilets in North Finchley. The plan needs to include some (more than 1).	The Draft London Plan is introducing new policy on the provision of free publicly accessible toilets in new developments such as shops and leisure facilities. We expect this to be reflected in our emerging Local Plan	No change
Local Resident	Doctor Surgeries and school places need expanding. The basic infrastructure in the area is struggling now and I see no mention of this in the report. How about another doctors surgery and school being built. Where, I do not know, however these are needed and quickly.	More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge	Delivery & Implementation section of SPD revised.

		Lane.	
Local Resident	Opportunity areas in centre and south of high road which would benefit from redevelopment to improve visual and aesthetic contribution to town character. Key opportunity to Tally Ho Triangle – Arts centre (12 Storeys) is wrong. Traffic connections are good.	We have interpreted these comments as support for the SPD proposals	No change
Local Resident	To encourage local people to shop and use a pleasant North Finchley Community Centre walking for less pollution and noise. Global-warming.	We have interpreted these comments as support for the SPD proposals	No change
Local Resident	£1.4 million wasted from Mayor's fund as main aim was to improve round arts centre.	This is a reference to the Mayor's Outer London Fund. The SPD supports more comprehensive development and investment to help revitalise North Finchley. The artsdepot have set out their support for the SPDs proposals.	No change
Local Resident	Improve arts centre front to use outside without wind tunnel with green wall.	We are addressing the microclimate in revisions to the SPD	A new section has been added to the SPD on tall building design covering guidance on micro climate effects and management.
Local Resident	Pedestrianise ballards lane to bring art centre and arcade (has improved) for High blocks being in shadows More parking buses to be relocated onto local streets releasing ground floor for cinema. 12 storeys courtyard Ballards Lane – nether street. 12 storeys one way would bring in arts greenery pedestrian. Kingsway houses are nice on high street 12 storeys Lodge Lane set back good where market 2 level car park	We have interpreted these comments as support for the SPD proposals	No change
Local Resident	I'm emailing with my concern over the planning of demolishing the St Kilda's building. I'm happy with finding ways to create and build new houses/homes however, I think we should look at saving the historical buildings and monuments by restoring them not demolish them.	The SPD has been revised to remove the Club from KOS 2. Further text has been added to highlight the need for redevelopment to respond sensitively to the Club building.	The SPD has been revised to remove the Club from KOS 2.
Local Resident	I agree with traffic going both directions past Argos. One way system should be removed. The no-right-turn opposite Homebase should be removed and allow traffic to flow better.	We welcome your support .	No change
Local Resident	The vacuum created by flats above Arts Depot needs desperately to be addressed. The strong wind tunnel created by the poor design is knocking people over on a regular basis, especially the elderly and is extremely dangerous. I hope this will finally be rectified before a class action law suit ensues.	There is a new SPD section on the design of tall buildings mitigating their impact on character and clearly requiring new buildings to improve the microclimate. At present planning guidance requires new buildings not to make it worse.	New section provided in the SPD on tall building design and development
Local Resident	Strongly object to yet more flats to be built in this already over developed area. This trend has to stop despite it being purely	National planning policy supports housing growth in locations with good public transport accessibility and	No change

	money driven. Listen to the residents who pay taxes and should have a voice. Or why bother asking? As a formality that you will ignore anyway?	access to services. North Finchley town centre is such a location.	
Local Resident	I think the whole exercise has been a total waste of Barnet Residents money. Everyone knows that the easiest way to help regenerate North Finchley is for Barnet to look at its parking policy first. People will not pay to park no matter what you say as they can go to Brent Cross especially as you are extending that area. I cannot see how you can put this plan forward without doing a traffic survey. Surely this should have been the first thing to have been done. I also have issue with the car parking count, since when are residential parking spaces taken into account - Aldi car park has nowhere near 100 public parking spaces - half of the spaces in Castle Road car park are rented out to a business. Please reassess this important issue. We do not need Land Mark buildings to tell us that we have arrived in Finchley, the Arts Depot does that.	The SPD is supported by a parking survey and it highlights the need for a future parking strategy which will look at tariffs and the management of spaces.	No change
Local Resident	I also suggest that the company that you have employed get the plans right, also make sure that what they tell you at North Finchley Library is the same as at the meeting in Trinity Church Hall. The lack of consultation with the residents of North Finchley is awful, you made no attempt to ask the ordinary person, who will be the ones to use North Finchley.	A formal 6 week period of public consultation was undertaken between 16 th October and 27 th November 2017. This involved extensive publicity with nearly 12,000 leaflets being distributed to households within the N12 postal district and letters to local businesses on the High Road publicising the SPD and three drop-in events at North Finchley Library. This was in addition to email notifications sent to contacts on the Council's Local Plan database.	No change
Local Resident	Two way traffic along the High Road plus parking for buses is not going to work. Traffic from Woodhouse Road will have to turn right across the traffic.	In order to support the SPD a High Level Transport Review has been produced. The Review examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Local Resident	With all the flats that are planned where are the Medical facilities, where are the schools?	More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community space at the proposed redevelopment of Lodge Lane.	Delivery & Implementation section of SPD revised

Local Resident	Whilst you are busy planning have you thought about the people that you will uproot. Once the businesses have moved out for the this new plan they will not come back to pay higher rents and have to build up there customer base again.	The Council will 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.	No change
Local Resident	The knocking down of St. Kildas is not acceptable, but then the people that did this plan no nothing of the area, the memorial needs to be kept as it is without a huge block of flats behind it.	The SPD has been revised to remove the Club from KOS 2. Further text has been added to highlight the need for redevelopment to respond sensitively to the Club building.	The SPD has been revised to remove the Club from KOS 2.
Local Resident	I have had a look at the proposals for the regeneration of North Finchley Town Centre and there is a lot to consider. However, my main concern is the development proposals for the car park at the back of Percy Road N12. I understand there are proposals for a multi storey car park, as well as residential units. My concern is that whilst is a substantial plot, it will be over-developed to the detriment of nearby residents. How many residential units will be built? And will this not increase the amount of traffic coming into the area?	Development proposals on the south side of Lodge Lane indicate height of 2-3 storeys opposite the historic terraces, reflecting the existing built form. Heights of up to 5 storeys are proposed to the eastern end which has 3-4 storeys at present. The introduction of residential frontage / community facility along the northern edge is expected to enhance the overall built and urban form of the existing area. The need for a sensitive edge and appropriate height is established both on the east and south side of the site.	See changes to KOS 6
Local Resident	I should also like to know where exactly the buses that are currently housed at North Finchley Bus Depot will be relocated to. There is reference to them being on the 'street'. What does this mean?	In terms of the bus station, the SPD aims to contribute to improved bus services and facilities within the town centre helping to encourage greater bus use. Achieving the wider traffic and public realm change does not rely on the removal of the bus station which could remain for either transitional or permanent bus operational use. TfL identify they will only consider bus station removal if there is clear operational and passenger benefit and are working actively alongside the council in examining this and related transport matters.	No change
Local Resident	The plans for Finchley are vastly over developed. Lack of parking for shoppers, especially if buses are parked on the roads. A simple solution to Finchley's problems is to build a large, low level free car park.	In preparing the SPD the council commissioned a related parking survey to inform the parking assessment and the SPD's approach to future town centre parking provision. The SPD does not propose any net change in town centre parking provision and requires a parking strategy for North Finchley in order to support future proposals.	No change
Local Resident	16 storey blocks are domineering and eye sores, like the arts centre. These can be wind tunnels and do not entice people to browse the area.	North Finchley is identified in Barnet's Local Plan Core Strategy as an appropriate location for tall buildings (policy CS5). New section added to SPD	A new section has been added to the SPD on tall building design covering guidance on

		on tall building design covering guidance on quality and micro climate effects and management as well as the need to respond to character.	quality and micro climate effects and management.
Local Resident	Why is the deadline for objections so soon, when you have not advertised these plans?	The consultation took place over a period of six weeks and the Council adopted a pragmatic approach to late submissions and accepted representations after the consultation period closed.	No change
Local Resident	The consultant at a meeting conceded that there were inaccuracies within the draft document, if this is the case how can anyone make an informed comment. We were told that the document stated that building storey heights were inaccurate, this is not a minor point as I am sure that you will concede. I would have thought that it should be redrafted and resubmitted in a revised format and recirculated to a much wider audience, minus the inaccuracies. I think this reinforces the argument that a further, wider, consultation should take place before the proposals are submitted to the planning committee. This is a major development and we need to get it right and for residents to have confidence in what is being proposed.	A correction has been made to site KOS2. The text has been amended to align with the diagram which indicates that a height of up to 8 storeys would be acceptable for any redevelopment of KOS2.	Correction on storey heights at KOS2.
Local Resident	I believe that a two way High Road at TallyHo will be very congested and a real feasibility study needs to be made and published before planning is granted. I understand the bus garage is to close and buses will park on the street. You must identify where exactly the bus stands will be before planning approval. How would buses mix with pedestrians in Ballards Lane? What is the plan for cyclists?	In order to support the SPD a High Level Transport Review has been produced. This examines how the proposed transport proposals would affect movement in North Finchley explaining how transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.	No change
Local Resident	Surely it goes without saying that all residential developments need their own garaging facility.	Additional parking for new homes will be sought on site. This will be defined through the planning application process.	No change
Local Resident	Since parking was brought up as a major issue with the Lodge Lane car park as the principal site, how about an underground car park with as many floors as necessary and the town square on top. This could be a lovely green space with a multitude of uses. This would be so much more pleasant than the idea of the square near the Arts Depot where the wind tunnel makes it an area in which not to hang around.	Lodge Lane car park is surrounded by a school /playground and private residential properties therefore from safeguarding point of view it is not a suitable site to be developed as a public square.	No change
Local Resident	The provision of amenities such as medical centres may not be the brief of the council, but you cannot go ahead with large scale residential plans without definite plans for all the necessary infrastructure.	More information on social infrastructure is provided in the SPD. With residential led growth there will be an ongoing assessment for the need for additional services and the associated funding. The SPD does make provision for a community	Delivery & Implementation section of SPD revised.

		space at the proposed redevelopment of Lodge Lane.	
Local Resident	I understand you wish to bring more shops to the area. Are you sure there are businesses that can afford rent, business rates etc etc? It seems to me shops close not open.	The Portas review has suggested that a town's success is based on good environment, jobs, amenities and transport links too. The better the environment of a town centre, the more businesses will be attracted to it, more people will visit the town centre which means more footfall for the businesses and more affordability for rents and rates. There are many factors that attract businesses to any town centre including the size of units, safe streets, location, transport links, shoppers comfort and amenities. North Finchley town centre is in need of some serious intervention which must be more than just a facelift in order to keep shoppers from heading to other nearby town centres.	No change
Local Resident	Lastly, I would like to say that I really welcome a revamp of North Finchley but just a glance at the plan gives the impression of a rather disjointed scheme which runs the risk of becoming a bodged job.	This is a well-considered proposal for revitalising one of the largest town centres in Barnet	No change