



WEST FINCHLEY
NEIGHBOURHOOD FORUM



West Finchley Neighbourhood Plan: Regulation 16 Draft Neighbourhood Plan

NOVEMBER 2019



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1.0 Introduction

Purpose of the Neighbourhood Plan

- 1.1 This Neighbourhood Plan has been created to ensure residents of West Finchley can positively influence the future of our neighbourhood over the next 15 years.
- 1.2 The Neighbourhood Plan acts both as a community strategy and a formal planning policy document. For this reason, aspects of the Neighbourhood Plan are written in technical planning language. Technical terms used in the text are defined in the Glossary at the back of this report.

What is a Neighbourhood Plan?

- 1.3 A Neighbourhood Plan is a statutory planning policy document, against which applications for planning permission within its boundaries must be considered. A Neighbourhood Plan sets out a framework for planning decisions at a local scale, allowing local people to determine what type of development they would like to see in their neighbourhood and identify locations where growth should be accommodated. It is important to note that the Neighbourhood Plan policies are not applied retrospectively. The policies should only apply to new development that comes forward after the Plan is adopted.
- 1.4 The Neighbourhood Plan does not have any effect on development allowed by the Town and Country Planning (General Permitted Development) (England) Order 2015 (the 'GPDO'). While permitted development is exempt from being assessed against development plan documents, landowners and developers are strongly encouraged to have due regard for the vision and objectives of the Neighbourhood Plan and the Design Guide (as included at Supporting Document B), even if a planning application is not required.
- 1.5 Neighbourhood Plans sit alongside Development Plan Documents prepared by the Greater London Authority (GLA) and the London Borough of Barnet

(LB Barnet). The current Development Plan is composed of the London Plan (2016, as amended), the Barnet Core Strategy (2012) and Development Management Policies (2012).

- 1.6 In order to pass examination, the West Finchley Neighbourhood Plan must be in 'general conformity' with the strategic policies of the adopted Development Plan Documents produced by the GLA and LB Barnet. It must also have regard to national planning policy and guidance, uphold the principles of sustainable development and conform to a number of EU Directives. The Basic Conditions Statement (Evidence Base Document E) demonstrates compliance with these requirements. The policies in this Neighbourhood Plan are based on robust evidence and seek to fit into the wider planning context.

Key Facts

- 1.7 The West Finchley Neighbourhood Plan is prepared in accordance with the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The Neighbourhood Plan Area was formally designated by LB Barnet following approval at Planning Committee on 26th November 2015. The Neighbourhood Plan has a base date of 2020 and will run to 2035.
- 1.8 The Neighbourhood Plan Area covers approximately 35 hectares (0.14 square miles), is home to about 3,000 people (based on 2016 Office for National Statistics population projections) and includes around 700 individual addresses.

Who has created the West Finchley Neighbourhood Plan?

- 1.9 The West Finchley Neighbourhood Forum, a designated neighbourhood forum comprised of people living, working or representing the West Finchley Neighbourhood Plan Area, oversees the preparation of the West Finchley Neighbourhood Plan. The day-to-day management of the



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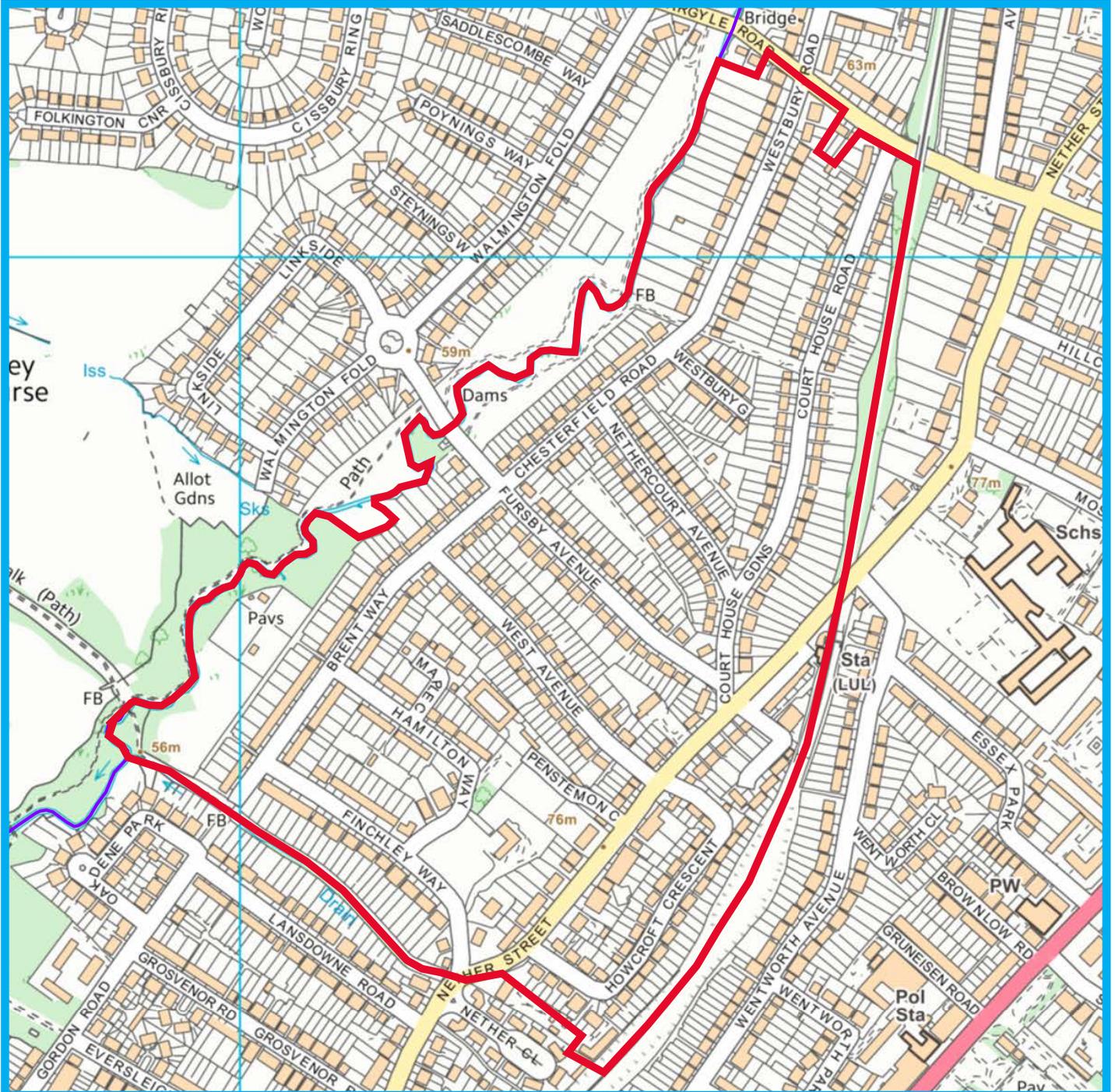


Figure 1.1: West Finchley Neighbourhood Plan Boundary

Neighbourhood Plan is devolved to an elected Executive Committee of Forum members. The Neighbourhood Plan has benefited from the professional support of Nexus Planning, a planning consultancy with a track record of supporting the preparation of Neighbourhood Plans. Nexus Planning's support has been paid for through grant funding from central government.

How has the community been engaged?

1.10 To date, there have been three rounds of comprehensive community engagement. These exercises and the feedback received are detailed in full in a separate **Engagement Report (Evidence Base Document B)**, but can be summarised as follows:

1. Engagement 1: Key Issues (February 2015).

This round of engagement was completed prior to the commencement of the West Finchley Neighbourhood Plan, scoping the local appetite for a Neighbourhood Plan and the issues residents thought it ought to address. In total, volunteers spoke directly with an estimated 40% of households in the Neighbourhood Plan Area. A survey was also conducted with 124 individual responses. The responses to the survey, which focused on the positive and negative features of the area, have informed the scope of the Neighbourhood Plan.

2. Engagement 2: Vision and Objectives (October – November 2017).

This round of engagement presented the draft Vision and Objectives of the West Finchley Neighbourhood Plan, which the policies will seek to deliver. The engagement involved a leaflet drop to all addresses in the Neighbourhood Plan Area and two consultation events. Residents were invited to complete an online survey with paper copies available. In total, 133 responses were received, which were supportive of the proposed vision and objectives and the comments made have

been used to inform this draft Neighbourhood Plan, including refinement to those objectives presented at Consultation.

3. Engagement 3: Regulation 14 Consultation (April – July 2019).

This round of consultation was the pre-submission consultation and publicity as required by Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The engagement involved a flyer drop, leaflet drop, and two public drop-in sessions. During the leaflet drop volunteers spoke to an adult at about 40% of addresses. Residents were invited to complete an online survey with paper copies made available. In total, 129 responses were received, the majority of which were supportive of the Neighbourhood Plan proposals.

How to read this Neighbourhood Plan

1.11 This Neighbourhood Plan is broken down into a number of themes related to Key Themes, which are:

Section 5.	Residential Development
Section 6.	Amenities
Section 7.	Streetscape
Section 8.	Local Environment
Section 9.	Transport

More detail on each of the Key Themes is contained in Section 4 of this Neighbourhood Plan.

1.12 Each theme includes Introduction, Vision, Objectives and Policies as well as supporting diagrams. In addition to the diagrams within each theme, this Neighbourhood Plan is supported by a Proposals Map (Supporting Document A), which includes all land designations relevant to the policies of the Neighbourhood Plan.



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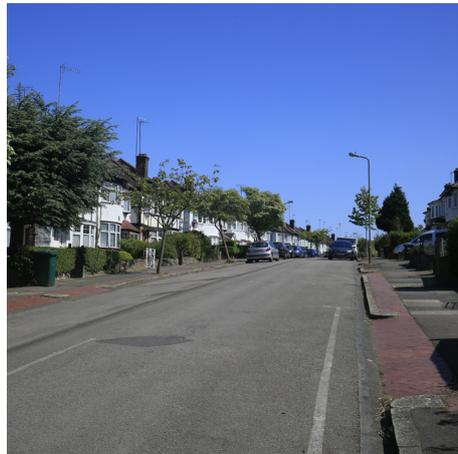
2.0 A Portrait of West Finchley

- 2.1 This Section summarises the findings of the **Baseline Report (Evidence Base Document C)**, which compiles various sources of evidence available to build a profile of the West Finchley Neighbourhood Plan Area.
- 2.2 The WFNP Area is located in North London, within LB Barnet. The area is approximately 35 hectares in size. The Dollis Brook (west), Lovers Walk (south), the Northern Line (east) and Argyle Road (north), mostly define its boundaries. Argyle Road itself is not within the area. A map showing the area is provided on page 5 of this document and in high resolution as **Evidence Base Document F**.
- 2.3 The area is predominantly in residential use, with a prevalence of inter-war semi-detached housing, interspersed occasionally with other types of residential developments. Over 60% of the area is comprised of residential buildings and their gardens.
- ### Population and people
- 2.4 At the time of the 2011 Census, the population of the WFNP Area was about 3,000. In recent years, the population has generally stayed around this mark, despite year-on-year fluctuations. This is in comparison with LB Barnet, London and England, which have all seen steady growth.
- 2.5 The 2011 Census showed that the WFNP Area has a resident age profile that is broadly consistent with other areas. This is with the exception of young adults (aged 16-29), where the percentage of the population is considerably lower than the LB Barnet overall, London and England populations (around 5% lower at about 15%). This is not altogether surprising in an area with family-sized housing, however, it is worth noting that the young adult population has fallen steadily since 2001. Children aged 0-15 and the population over the age of 30 relatively evenly make up the difference. There is also a relatively high proportion of residents who are over the age of 80, (5% compared with 3% for London and 4.6% for England).
- 2.6 The 2011 Census shows that the ethnic profile in the WFNP Area is diverse, with a lower proportion of white residents (just over 50%) in comparison to LB Barnet overall (about 65%), London (about 60%) and England (about 85%). Most non-white residents in the area are of Asian/British Asian heritage (about 30%) or 'other' heritage, which includes Arab/Middle-Eastern (about 8%), with a small Black/African/Caribbean/Black British population (about 2-3%).
- 2.7 The WFNP Area is highly diverse when it comes to religion, as indicated in response to the 2011 Census. It has a much lower number of Christians (about 35%) than England (just below 60%) and to a lesser extent London (just below 50%) and LB Barnet overall (just above 40%). It also has a significant Jewish population (about 10%) when compared to London (about 2-3%) and England (about 1%), but not as high as LB Barnet overall (about 15%). The Muslim (about 8%), Buddhist (about 4%) and Hindu (about 10%) populations are also higher than the LB Barnet overall, and London and England proportions. Finally, a proportion of the population either is non-religious (about 22%) or did not state their religious views (about 10%).
- 2.8 Just over 40% of WFNP Area residents were born outside of the UK, which is noticeably higher than LB Barnet overall and London and almost three times more than in England. Of that population, about 30% were born outside of the EU, 10% within the EU (excluding Ireland) and 2% in Ireland.
- 2.9 Concerning deprivation, the WFNP Area is in the 20% least deprived areas in the country in terms of the main domains of income deprivation, employment deprivation, education skills and training deprivation and health deprivation and disability. It is more deprived in terms of the lesser



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three domains, namely crime, barriers to housing and services and living environment deprivation, but this deprivation is minor and does not affect the area's profile as an relatively affluent area.

Housing

- 2.10 Most properties in the WFNP Area are interwar semi-detached housing. Over time a small number of these properties have been converted into flats. In addition, there is a small amount of detached housing, terraced housing and purpose built flats.
- 2.11 A considerable number of properties in the WFNP Area are owner occupied (over 60%). Most remaining properties are privately rented (just below 30%) and the remaining 10% are socially rented.
- 2.12 There is a mix of household composition, with a significant proportion of couple households (about 60%, which are split quite evenly in terms of having dependent children or not), a number of one person households (about 20%) and about 15% of households are of unrelated adults living together.
- 2.13 The emerging London Plan currently expects LB Barnet to provide 31,340 new homes between 2019/20 and 2028/29, with an annual monitoring target of 3,134. There is little opportunity to contribute to meeting this need in the WFNP Area due to a lack of empty plots or housing in need of renewal.

Employment

- 2.14 Most people of working age in the WFNP Area are economically active (almost 75%). A considerable number of economically active residents work in either professional occupations (over 30% compared to about 25% in LB Barnet overall, 20% in London and 15% in England) or in managerial, directorial or senior roles (just below 20% compared to about 15% in Barnet, 12% in London and 10% in England).

2.15 Most residents travel to work either by train (including the London Underground) (over 45%) or by car (over 30%). The most common distance travelled to work is 10km-20km, which includes most employment clusters in central London (including the West End, the City and Canary Wharf) and some towns immediately north of London (such as Watford). The remainder of residents generally work closer to home, including about 15% of working age people who work primarily from home.

2.16 There are no formal employment locations in the WFNP Area, such as offices or industrial locations. However, there are a small number of uses that provide employment, including retail units, a nursing home and an osteopath.

Retail

2.17 The WFNP Area includes a limited retail offer, with a row of small retail units along Nether Street, adjacent to West Finchley Underground Station.

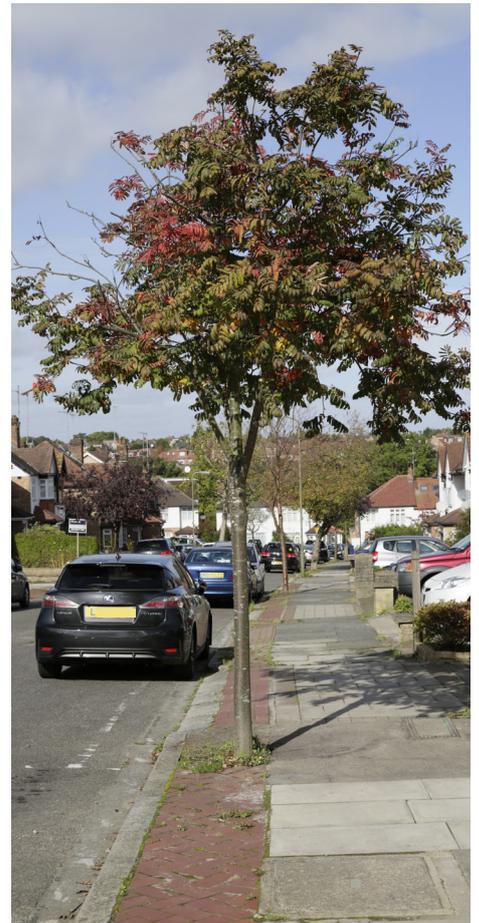
Transport

- 2.18 Transport accessibility in the WFNP Area is regarded to be poor-moderate in the context of London by TfL. However, the presence of West Finchley Underground Station and a bus route offer a range of options and locals regard the area to be accessible.
- 2.19 London Cycle Network Route 85, which runs from Barnet to Ealing, crosses through the WFNP Area, towards its west edge from the boundary with Argyle Road, along Westbury Road/Chesterfield Road/Brent Way to the boundary with Lovers Walk. While streets in the WFNP Area are useable by cyclists, none have formal cycle lanes or paths.
- 2.20 Segregated walking routes in an around the area include Dollis Valley Greenwalk, which follows the Dollis Brook, running from the Moat Mount Open Space, north of Edgware, and continuing south



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to the Hampstead Heath Extension, and Lovers Walk, a historic pathway that forms the southern boundary of the WFNP Area. The Greenwalk is mostly a shared cycle/pedestrian route.

- 2.21 On-street parking in the WFNP Area is mostly unrestricted. This is with the exception of Nether Street, which has some double yellow line road markings. These markings also extend along limited sections of roads that connect to Nether Street in the vicinity of West Finchley Underground Station. The WFNP has conducted a Parking Survey of the area to further understand pressure on on-street parking spaces. The Parking Study is contained in the **Baseline Study at Evidence Base Document C (Chapter 8)**.

Leisure, community facilities and social infrastructure

- 2.22 The WFNP Area includes the following formal and informal leisure and community facilities (including green spaces):

- **An open space (between Hamilton Way, Finchley Way, The Drive and Penstemon Close), owned by LB Barnet** – although not formally designated, this space is the largest green open space within the area and is used by local residents, who can freely access it through three gates.
- **Gordon Hall** – located off Huntly Drive, this venue was purpose built as a Scout Hut and is owned by a Trust on behalf of the 10th Finchley (Scottish) Scout Group. The venue continues to be used by the Scouts, but is also let out to the community for local events and activities such as yoga, Beavers, and a day nursery each day. A local Hindu religious group holds events there most Saturday evenings.
- **Finchley Lawn Tennis Club** – located off Brent Way, the tennis club has five all-weather courts and serves a broad catchment within the wider

Finchley area. The club house has recently been refurbished as part of the club's centenary celebrations. The clubhouse can be rented by local residents and groups. Additionally, the club has a social membership for non-players and a 'Crinkleys' club for those no longer able to play tennis which meets every Wednesday morning. The club also provides coaching for adults and children, including free sessions for Year 4 pupils at Moss Hall Primary School. The land is owned by LB Barnet and leased to the Tennis Club.

- **The Dollis Valley Greenwalk (and public open space to the east of the Walk)** – running along the Dollis Brook, this area provides a venue for use of informal public open space and formal footpaths. The Greenwalk is owned by LB Barnet.
- **Two sets of allotments** – One adjacent to the Lawn Tennis Club off Brent Way (Brent Way Allotments) and one accessed from Nethercourt Avenue (Nethercourt Avenue Allotments). The allotments are owned by LB Barnet and leased to Finchley Horticultural Society. The Brent Way Allotment site has nine plots, while Nethercourt Avenue site has 13 plots. Neither have vacancies and both have substantial waiting lists.

- 2.23 Community infrastructure is limited within the WFNP Area, with residents using schools, health centres (including doctors and dentists) and other services outside of its boundaries.

Environment and sustainability

- 2.24 The Dollis Brook forms the western boundary of the West Finchley Neighbourhood Plan area. Its immediate surrounds are recorded by the Environment Agency as areas of flood risk, ranging from low to high.
- 2.25 Surface water flood risk can be found along a number of routes in the area, including Chesterfield Road, Nethercourt Avenue, Hamilton Way, Lovers Walk and most noticeably Fursby Avenue. Local people have rarely experienced

surface water flooding along these routes and therefore, as these roads slope fairly steeply towards Dollis Brook, they may be channels that feed in to the Dollis Brook rather than locations where surface water accumulates as standing water.

- 2.26 A number of bird species have been spotted in the area and the Department for Environment and Rural Affairs officially notes it as hosting three bird species, lapwings, tree sparrows and turtledoves. It also records the presence of Deciduous Woodland spanning the area immediately surrounding the Dollis Brook, which is important for flood control.
- 2.27 The undeveloped land surrounding the Dollis Brook is partially Metropolitan Green Belt and partially Metropolitan Open Land. This area is also a Site of Borough Importance Nature Conservation.
- 2.28 The WFNP Area is notable for a range of trees, including along streets, within the Dollis Valley Greenwalk, in the open space between Hamilton Way, Finchley Way, The Drive and Penstemon Close, within the grounds of Cedar Court, in residential gardens and along Lovers Walk. These are mostly mature or semi-mature, comprise a range of species and are mainly in good health. In recent years a number of trees have been removed, some of which have yet to be replaced.
- 2.29 The WFNP Area falls within a borough-wide Air Quality Management Area (AQMA). However, the LB Barnet 2015 Air Quality Management Report does not note the WFNP Area as being an area with particularly poor air quality and it is evident that local environmental features contribute to a good level of air quality.

Heritage and design

- 2.30 A considerable amount of land within the eastern portion of the Neighbourhood Plan Area is designated a Site of Special Archaeological Significance. This designation recognises the

potential for this area to contain archaeological remains.

- 2.31 There is only one statutory Listed Building in the WFNP Area, the Grade II Listed Cedar Court. LB Barnet retains a list of buildings within the borough that it considers to have local architectural or historic interest. In the WFNP Area locally listed assets are Fursby House (on Nether Street) and the West Finchley Underground Station footbridge.
- 2.32 The WFNP Area is typified by high quality, inter-war semi-detached housing. While the scale and massing of this housing is quite homogenous, usually comprising two storeys plus roof space, the architectural detailing varies considerably throughout the Neighbourhood Plan Area.
- 2.33 Over the years, certain types of alteration to existing houses have included roof extensions and conversions, rear extensions, conversion of front gardens to off-street parking and limited basement-level works.



3.0 Planning Policy Context

- 3.1 The planning policy framework in England comprises three spatial tiers at national, local and neighbourhood level. The expectation is that with each tier the level of detail should increase. In London, an intermediate tier is added between national and local policy, which is policy prepared by the Greater London Authority.
- 3.2 Planning law requires decisions on planning applications to be made in accordance with the Development Plan, unless 'other material considerations' indicate otherwise. National Policy is not part of the Development Plan, but is an important other material consideration and sets a template for the preparation of Development Plan Documents. In addition, many authorities prepare guidance documents such as Supplementary Planning Documents that expand on the intention of Development Plan Policies and form part of the Development Plan. In addition there are a range of other material considerations to the determination of planning applications that are afforded different weight. The West Finchley Neighbourhood Plan Design Guide (Supporting Document B) is an example of another material consideration. Other material considerations are not simply limited to national policy and guidance documents and may include a range of information. There is no set list of what can be another material consideration.
- 3.3 Authorities are expected to regularly review and update Development Plan Documents. Therefore, at any given time it is likely that there will be a number of "emerging" documents. Authorities are allowed to give emerging documents some weight in decision making prior to adoption, but only once draft policies are refined and clearly supported with evidence.
- 3.4 Table 1 sets out the current and emerging Development Plan Documents and most relevant other material considerations in relation to the emerging West Finchley Neighbourhood Plan. Development Plan Documents (including emerging documents) are **bold**.
- 3.5 The Neighbourhood Plan seeks to fit within the existing planning policy framework set out in this theme. This ensures the Neighbourhood Plan is in accordance with the strategic policies of the London Plan and LB Barnet Development Plan and also allows it to be focused, resisting any unnecessary duplication of policies contained in other Development Plan Documents. Therefore, to understand the role of the Neighbourhood Plan it should be read alongside the other Development Plan Documents to which it adds detail.
- 3.6 The Baseline Report contains a wider review of the documents identified in Table 1 and how the West Finchley Neighbourhood Plan Area fits into this document, highlighting strategic policies to which it must be in general conformity.



Table 1: Development Plan Documents and Material Considerations

Title	Purpose of the document	Date of adoption/ emerging timeline
National Planning Policy and Guidance		
National Planning Policy Framework (NPPF)	The NPPF is the overarching planning policy framework in England. It sets out a broad agenda for decision taking and plan making.	Latest version adopted in February 2019.
National Planning Practice Guidance (NPPG)	NPPG supports the NPPF with more detailed guidance, responding frequently to developments in the planning system.	The Government frequently updates the NPPG.
Regional - Greater London Authority (GLA) Planning Policy and Guidance		
The London Plan (London Plan)	The London Plan is a strategic statutory planning policy document that covers all 32 London Boroughs and the City of London, with shared responsibility between those local authorities and the Mayor of London.	Adopted in 2011, updated with minor amendments in subsequent years, consolidated edition in 2016, amended again in 2017. A New London Plan is being prepared and underwent draft consultation in January-March 2018. The Mayor expects to adopt the new London Plan in autumn 2019.
London Plan Supplementary Planning Guidance (SPGs)	A number of SPGs add detail to the London Plan, some of which may contain content of relevance to the WFNP. These include: <ul style="list-style-type: none"> • Housing; • Social Infrastructure; • Accessible London: achieving an inclusive environment; • Character and context; • Sustainable design and construction; and • Planning for equality and diversity in London 	 2016 2015 2014 2014 2014 2007
Local - London Borough of Barnet (LB Barnet) Planning Policy and Guidance		
Core Strategy Development Plan Document ('Core Strategy')	The Core Strategy sets out the long-term spatial vision for Barnet.	2012

Title	Purpose of the document	Date of adoption/ emerging timeline
Development Management Policies Development Plan Document ('DMPD')	The DMPD sets out detailed development management policies in LB Barnet. It adds detail to the Core Strategy.	2012
Residential Design Guidance SPD	Specific guidance in relation to the design of residential development.	2016
Sustainable Design and Construction SPD	Specific guidance in relation to sustainable development and construction in development.	2016
Green Infrastructure SPD	Guidance relating to capacity for green infrastructure to deliver benefits to local communities	2017
Emerging LB Barnet Local Plan	This will replace both the Core Strategy and DMPD to provide a new planning policy framework for LB Barnet from 2016 (base year for monitoring) to 2031.	The latest timeline for production is set out in the LB Barnet Local Development Scheme (2018). A draft of the Local Plan is due for consultation.
Neighbourhood – West Finchley Neighbourhood Plan and Guidance		
Emerging West Finchley Neighbourhood Plan (this document)	To add distinct local policies to the existing policies of the Development Plan.	We are anticipating adoption by mid-2020, subject to the timeframes of examination and referendum.
West Finchley Neighbourhood Plan Design Guide	This adds detail to the policies of the Neighbourhood Plan, advising what constitutes acceptable design in the Neighbourhood Plan Area. It is a neighbourhood level planning policy guidance document.	This will be adopted alongside the Neighbourhood Plan (as a support document, B).

4.0 Overall Vision

The West Finchley Neighbourhood Plan will support the sustainable development of the neighbourhood to 2035. The key assets of the area will be retained and new development will have improved the character and sustainability of our area.

4.1 The Overall Vision provides a simple mission statement for the Neighbourhood Plan, supporting positive developments that will improve the Neighbourhood Plan Area through to 2035.

Key Themes

4.2 To deliver the Overall Vision, a number of Key Themes are identified, which form the themes of the Neighbourhood Plan. The themes are detailed below with some brief information on the content of each theme:

- 1. Residential Development** – this theme concerns all aspects of residential development, which is the dominant type of development in the Neighbourhood Plan Area. It works alongside the streetscape theme to support high quality design in the Neighbourhood Plan Area.
- 2. Amenities** – this theme relates to the identification, protection and enhancement of amenities in the Neighbourhood Plan Area, including shops, green spaces and community facilities.
- 3. Streetscape** – this theme addresses the public realm in the Neighbourhood Plan Area, seeking opportunities to improve the streetscapes.

- 4. Local Environment** – this theme concerns our local environment, considering how to manage and improve the local environment, addressing issues such as flood risk and air quality.
- 5. Transport** – this theme relates to the improvement of travel within and through the Neighbourhood Plan Area.

5.0 Residential Development

- 5.1 Residential housing is the primary land use within the Neighbourhood Plan Area. The area has a dominance of semi-detached style housing, more so than the wider LB Barnet, London and England (Figure 15 of Baseline Study). The area also has a population density that is higher than LB Barnet, London and England, further indicating that housing is the primary land use in the area. There is an identified need for family housing in the area, and the costs of housing within the West Finchley and surrounding areas indicates there is unmet demand.
- 5.2 We therefore wish to make sure that future residential development, whether new or replacement, is in keeping with the existing character of the area, whilst providing for the needs of the local community. Further information regarding the residential population and housing can be found in Chapter 4 and Chapter 5 of the Baseline Study (Evidence Base Document C).
- 5.3 The Neighbourhood Plan has not allocated sites specific for housing development. This does not mean that the Neighbourhood Plan restricts development. Where new development is proposed, this should be of a design that complements the existing character and form.

VISION

Where proposals for new housing developments arise, we wish to make sure the resulting homes are high quality, in keeping with the character of the area and do not negatively affect the amenity of neighbours. We also wish to see alterations to existing homes that are sympathetic to the character of the area.

OBJECTIVES

1. **To ensure that the design of residential development, whether in the form of new homes or alterations to existing ones, is appropriate in the context of the neighbourhood, including its density, scale, massing and architecture.**
2. **To promote an appropriate mix of housing types, whilst also protecting family homes from subdivision to small flats and preventing the unnecessary demolition of houses to construct blocks of flats.**
3. **To encourage use of sustainable materials, construction methods and support low-carbon development.**
4. **To manage residential development to prevent the possibility of damaging environmental impacts, especially to biodiversity and flood risk.**
5. **To minimise disruption to residents during construction.**



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Policy RD1 – Utilising the Neighbourhood Plan Design Guide

- 5.4 National planning policies enable neighbourhood plans to develop robust and comprehensive policies that set out the quality of development that is expected for the area. In this regard, Supporting Document B – Neighbourhood Plan Design Guide, sets out the expectations for development that is the subject of a planning application.

Policy RD1: Proposals involving new, enlarged or exteriorly altered residential properties should be designed to reflect the prevailing local character and should not disrupt the street scene. All proposals should be formed with due regard to the Neighbourhood Plan Design Guide. This should be demonstrated through the submission of a proportionate statement.

- 5.5 A Design Guide has been prepared by Nexus Planning, based on evidence set out in the Heritage and Character Assessment (HCA), and Evidence Base and Policy Development Report (EBPD) both prepared by AECOM. We expect the use of this by anyone seeking to provide new or altered residential development in West Finchley through a formal planning application. Under circumstances where development benefits from permitted development rights and therefore is not required to submit a planning application to the LB Barnet, the design of that development should have regard to the Design Guide wherever possible.

Policy RD2 – Secure Homes

- 5.6 As with many suburban areas of London, the West Finchley Neighbourhood Plan Area experiences burglaries with some regularity, as identified in Chapter 12 the Baseline Report using Metropolitan Police statistics. Well-designed homes can discourage burglary attempts and

reduce the success of burglaries, not simply to the subject property but to the wider area in general. Conversely, poorly designed properties can attract criminals and have knock-on implications for the wider area.

Policy RD2: Proposals involving alterations to existing homes should at least maintain the existing level of security and, where possible, should incorporate measures to increase security for existing residents (including neighbours). When submitting applications related to new or altered dwellings, applicants should include supporting justification demonstrating how the proposals are resilient to crime.

Proposals involving the creation of new dwellings should seek advice from LB Barnet and/or the Metropolitan Police regarding designing out crime with the ambition of achieving a development that is regarded secured by design.

- 5.7 Further information in relation to Secured by Design may be found at www.securedbydesign.com. Reference should also be made to Chapter 6 of Supporting Document B – West Finchley Neighbourhood Plan Design Guide.
- 5.8 Security measures that should be considered include:
1. careful layout of residential buildings, allowing for passive surveillance of areas accessible from public highways, particularly entrances to properties;
 2. secure storage of bicycles, preferably in secure storage sheds (particularly in the case of flatted development);
 3. secure rear gardens;
 4. Use of high quality secure doors and windows;

5. appropriate lighting around properties;
6. burglar alarms; and
7. fences and boundary walls

Policy RD3 – Layout of New Residential Development

- 5.9 The Neighbourhood Plan is supported by a Heritage and Character Assessment, which sets out the established character of the Neighbourhood Plan Area. This includes a number of examples that show the role of verges and alleyways between properties as integral to the area’s ‘semi-rural’ feel, which was something residents who responded to the first engagement exercise said that they valued. The purpose of Policy RD3 is to ensure that future residential development continues to reflect the layout of residential streets including the historic alleyways and verges. Reference should also be made to Chapter 4 of the West Finchley Neighbourhood Plan Design Guide.

Policy RD3: Proposals involving the redevelopment of existing sites in residential use should respect the current layout of residential streets. In particular, historic alleyways and verges should be maintained unless in exceptional circumstances, where the application improves on current layouts.

- 5.10 The Neighbourhood Plan Design Guide provides further detail on the layout of new residential development.

Policy RD4 – Driveways

- 5.11 Most homes in the Neighbourhood Plan Area were built with a front and back garden, as identified in the Heritage and Character Assessment. Over the years, many residents have chosen to convert front gardens to driveways. The

Heritage and Character Assessment identifies that front gardens are beneficial to the character of the area (Section 5.1), which is harmed to an extent when driveways are created.

Policy RD4: Planning applications including proposals involving the creation of a new driveway to the front of existing residential properties should seek to minimise the use of impermeable materials. Some planting should be retained, and the cumulative effect of adjacent driveways should be considered, particularly in relation to water run off.

- 5.12 While the Neighbourhood Plan understands the desire to create front driveways, it supports well-designed driveways that do not increase run-off, and thereby reduce flood risk, through use of permeable materials (such as gravel or permeable paving) and retain an element of planting. This reduces surface water run-off rates in the Neighbourhood Plan Area. Planting has an added benefit of reducing the impact of new driveways on the character of the Neighbourhood Plan Area. The Neighbourhood Plan Design Guide provides further detail on the layout of new residential development including for driveways and planting.

Policy RD5 – Basement Developments

- 5.13 This policy applies to all new basement development within the Neighbourhood Plan Area. Basement development is defined as the construction or extension of one or more storey of development below the prevailing ground level. This policy also applies to the development of ‘sub basements’, whereby excavation is limited to levelling off a slope beneath the prevailing ground level.

5.14 Basement development is becoming increasingly popular across London. As a result there is some concern amongst local residents regarding the impact of basement developments on local water tables, ground stability and the potential for poorly managed basement development to have a negative impact on neighbouring properties. Further information around ground conditions and underground water courses is provided in Chapter 10 of the Baseline Report.



5.15 In 2016 a Finchley home collapsed following the excavation of a basement (Goldswine and Hale, 2016). The Department of Communities and Local Government published a Call for Evidence for Basement Development and the Planning System in November 2016. The summary of responses, which was published in December 2017, confirmed that issues had been raised regarding how basement development was being managed, and confirmed that local planning authorities should consider the introduction of local plan policies and Article 4 directions to control basement development. The adopted Local Plan for LB Barnet does not include a policy that controls basement development.



5.16 The Neighbourhood Plan Area is likely to be at risk from the impacts of basement development for a combination of reasons including high population density, high proportion of semi-detached and terraced housing, a complex geology and numerous underground watercourses. Policy RD5 sets out the Neighbourhood Plan requirements for any development that incorporates a basement as defined above. The measures are included to make sure that any such development would not put the host dwelling or any neighbouring dwellings at risk.



RD5: Basement development should be subtly integrated into buildings, and:

- a. should be limited to excavation that 'levels off' a slope to create an additional storey at the rear of the property only;**
- b. should not result in a large increases in built footprint; and**
- c. should be mostly invisible from the front of properties**

Proposals for basement developments must:

- a. Be of reasonable proportion in comparison to the subject dwelling, covering less than 50% of the existing building footprint and of no more than one storey;**
- b. Have an acceptable impact on the character of the West Finchley area, retaining the traditional appearance of properties when viewed from street level;**
- c. Be supported by a Basement Impact Assessment (BIA), comprising:**
 - i. A desktop study of existing geological and hydrological conditions of the site and the wider area in order to identify areas susceptible to instability (ground and water movement) and localised flooding;**
 - ii. A detailed engineering study undertaken by a chartered engineer/geologist to assess local ground conditions, water movement, subsidence and drainage including through the use of boreholes, potential impacts on adjoining/nearby properties;**
 - iii. A Basement Construction Method Statement, setting out suitable construction methods and mitigation measures for developments which may affect the stability of the host and**

neighbouring buildings and/or nearby structures, and hydrology (at the site and within the area), without placing additional pressure on other areas or on the local combined sewer network;

- iv. A Monitoring Statement, setting out a method for monitoring local ground conditions, water movement, subsidence and drainage following completion;**
- d. Include proportionate Sustainable Drainage Systems that would mitigate impact on surface water flood risk.**
- e. Provide details of construction, especially noise levels and times, to ensure minimal disruption to neighbours.**



WEST FINCHLEY

NEIGHBOURHOOD FORUM



6.0 Amenities

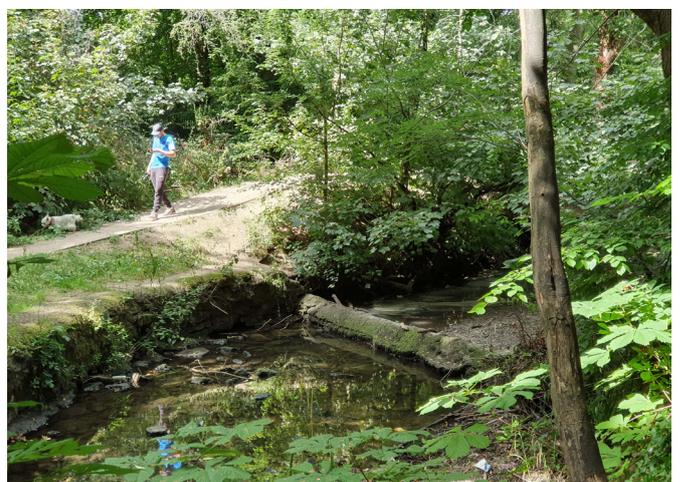
- 6.1 The residential population of West Finchley have access to a range of public amenities including shops, open spaces and leisure and community facilities. It is important therefore, that these facilities are protected and continued to be utilised, and are not lost unnecessarily. In reading these policies, reference should be made to Chapter 9 of the Baseline Report.

VISION

Shops, open space, leisure and community facilities will continue to operate and improve during and beyond the plan period, supporting the continued development of our community.

OBJECTIVES

1. To provide amenities that meet the needs of our diverse community, including people of all ages, ethnic backgrounds and those with disabilities.
2. To encourage a quality retail offer along Nether Street that generates the footfall needed to remain viable and meet the needs of local residents.
3. To protect and enhance local green spaces, including informal spaces and allotments, for walkers, games, fitness activities and other recreation as well as to support local wildlife and air quality.
4. To identify and protect important leisure and community venues in the Neighbourhood Plan area.
5. To encourage access to healthcare, childcare and education resources within walking distance of the area.



Policy A1 – Local Parade of Shops

6.2 The small parade of shops (nine units) on Nether Street has the potential to provide a selection of local convenience and service-orientated retail options to local residents. This is particularly useful in a community with an ageing population that is separated from the nearest larger shopping area, in Finchley along Ballards Lane, by a 10-15 minute walk along uphill streets. Given this context, residents would certainly support further growth in the number of service-orientated shops, such as pharmacies and a Post Office, an issue that has frequently been mentioned in engagement exercises.

Policy A1: The row of shops on Nether Street, as shown on Figure 6.1, is designated as a Local Parade of Shops. Change of use to non A Class uses in the retail units along the parade would only be acceptable in exceptional circumstances, where the new use delivers a greater community benefit than the existing use.

In the units of the local parade of shops, the following proposals are encouraged:

- a. The change of use to a service-orientated use accessible to local people, such as a pharmacy; and**
- b. Appropriate improvements to shopfronts and signage that would improve the appearance of the Local Parade of Shops.**

6.3 Many of the current shopfronts are in a state of some disrepair, so proposals to improve the shopfronts would be supported. The Neighbourhood Plan Design Guide includes some guidance in relation to shopfront design that should be followed when improving shopfronts.

Policy A2 – Community Facilities

6.4 Community facilities are an important aspect of any neighbourhood, giving local residents and residents from further afield, the opportunity to hire and utilise the facilities that are offered. The purpose of Policy A2 is to ensure that local community facilities are protected.

Policy A2: The following sites, identified at Figure 6.2, are identified as community facilities by the Neighbourhood Plan:

- 1. Gordon Hall; and**
- 2. Finchley Lawn Tennis Club**

Loss of these community facilities would not be supported unless in exceptional circumstances, for example where a new improved community facility would replace the existing use.

Subject to compliance with other policies of the Development Plan, proposals involving the creation of new community facilities intended for the use of local residents are supported.

6.5 Gordon Hall and Finchley Lawn Tennis Club, along with the Local Green Spaces identified by Policy A3, are key community facilities in the Neighbourhood Plan Area. Each support the development of a local community and provide a space for leisure activities. Both the Gordon Hall and the Tennis Club are very well utilised by residents of the Neighbourhood Plan Area and those who live further afield. The loss of these facilities would be detrimental to the local community unless in exceptional circumstances, where a proposed new use would actually provide improved community facilities. (See 2.22 above for details of usage of these premises.)

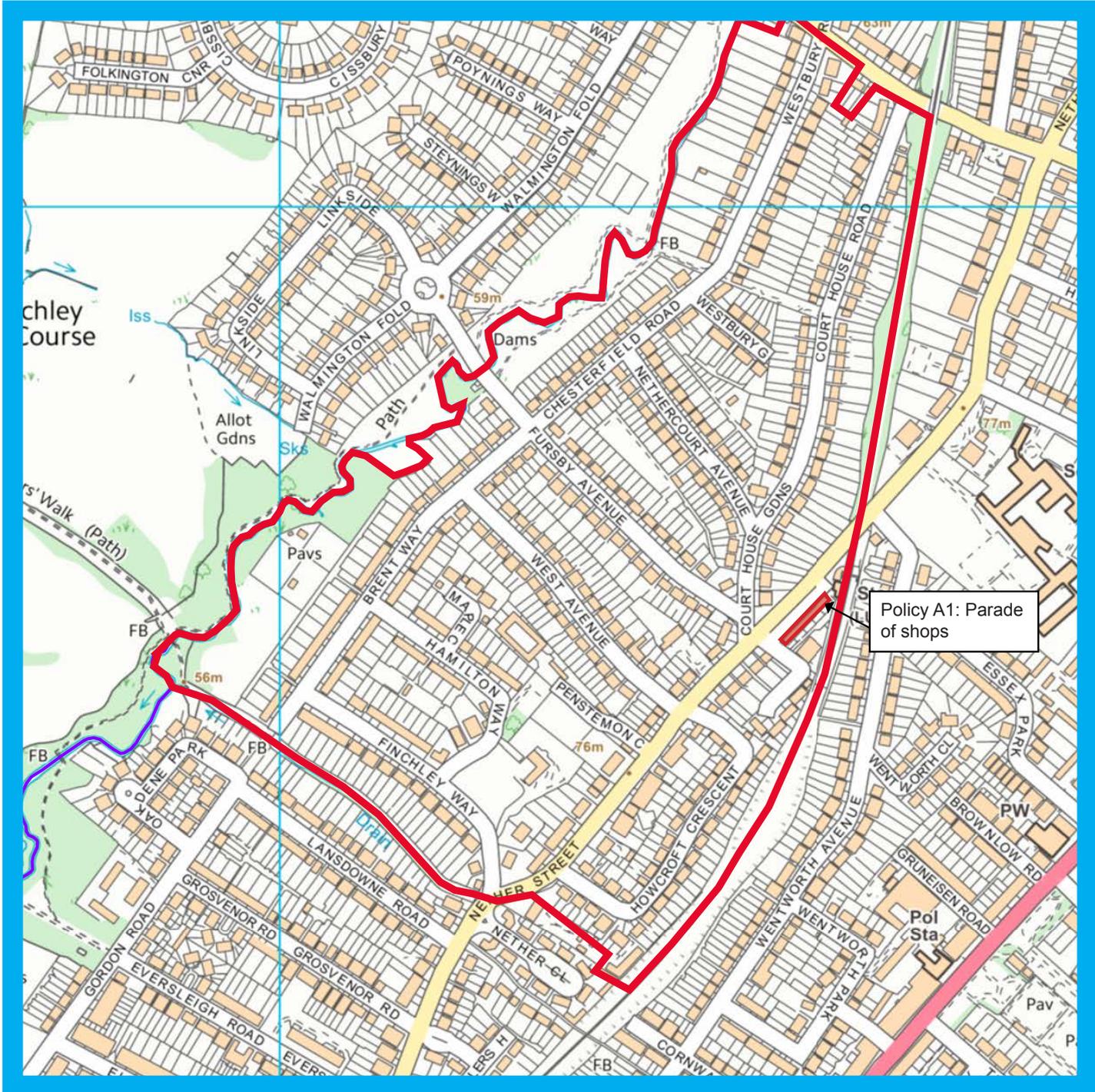


Figure 6.1: Local Parade of Shops



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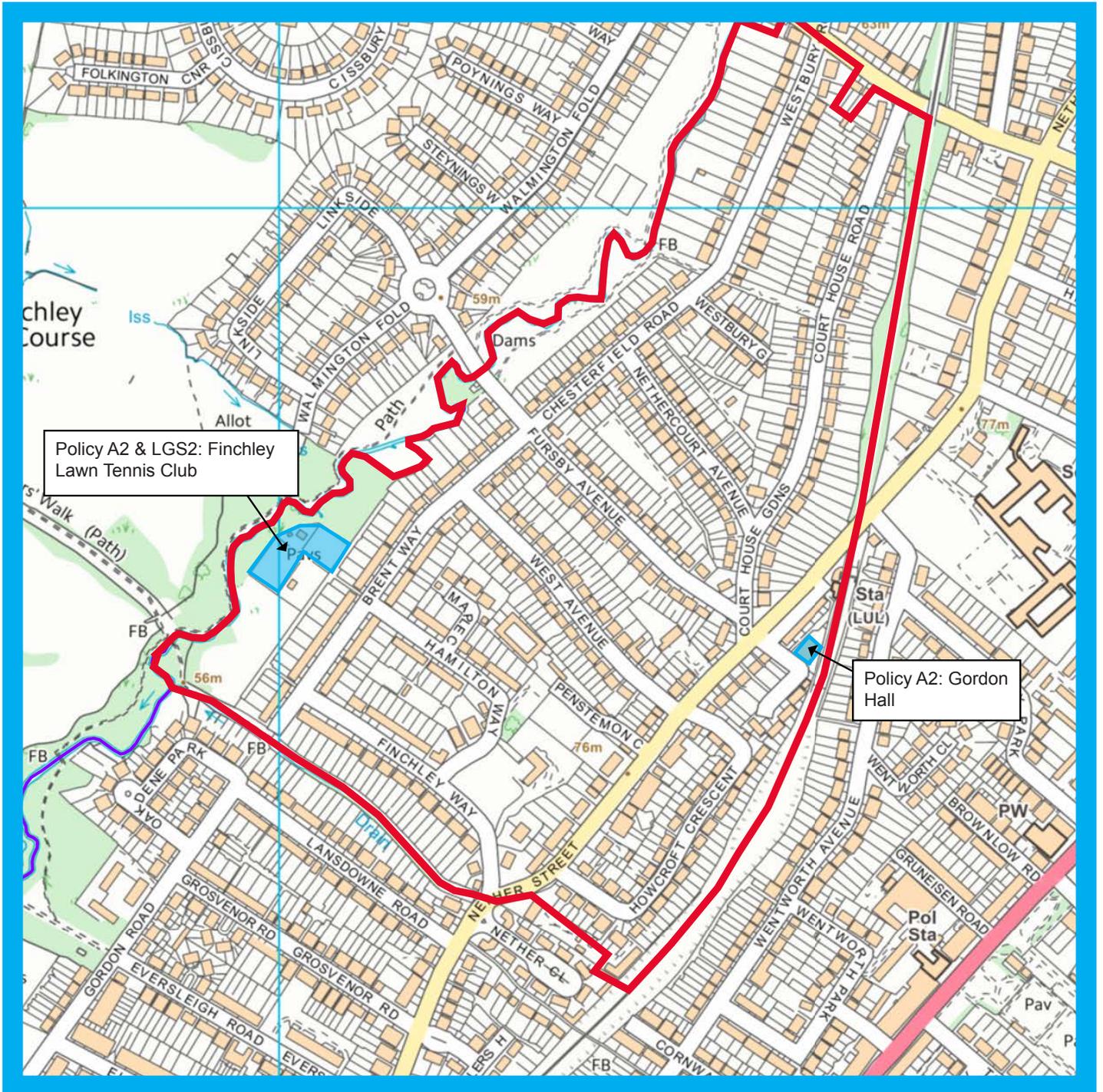


Figure 6.2: Community Facilities

Policy A3 – Local Green Spaces

- 6.6. National planning policy (Paragraphs 99 and 100 of the National Planning Policy Framework) allows neighbourhood plans to designate land as Local Green Space where the green space is:
- in reasonably close proximity to the community it serves;
 - demonstrably special to a local community; and
 - local in character and not extensive.
- 6.7 Evidence Base Document D (Local Green Spaces Designation Paper) sets out justification for the designation of the Local Green Spaces included in Policy A3 in accordance with the requirements set out in the National Planning Policy Framework. Six Local Green Spaces have been designated as part of the Neighbourhood Plan set out in Policy A3.

Policy A3: The following areas are designated as Local Green Spaces as shown on Figure 6.3:

LGS1 Former grounds of Brent Lodge¹.

LGS2 Finchley Lawn Tennis Club.

LGS3 Dollis Valley Greenwalk.

LGS4 Nethercourt Avenue Allotments.

LGS5 Brent Way Allotments.

LGS6 West Finchley Station Parade & Nether Street Grass Verges

In accordance with the National Planning Policy Framework, development of these sites would only be acceptable in very special circumstances.

¹ It is bounded by Finchley Way, the unadopted section of Hamilton Way, the side of No. 33 Hamilton Way, Penstemon Close, the carpark of Chilvins Court (172 Nether Street) and The Drive. It surrounds the gardens of Cedar Court, a Grade II listed block of flats on three sides.

Policy A4 – Improvements to Local Green Spaces

- 6.9 The Neighbourhood Plan supports appropriate proposals to improve the Local Green Spaces. In particular, proposals to improve the former grounds of Brent Lodge Local Green Space would be supported to enhance its role as an important green space within the Neighbourhood Plan Area.

Policy A4: Appropriate proposals for improvements to Local Green Spaces that enhance their role would be supported.

Policy A5 – Utilities Infrastructure

- 6.10 Good utilities infrastructure is crucial to the quality of life of new and existing residents. Policy A5 puts a reasonable expectation on developers to engage with the relevant authorities at the outset of a planning application, ensuring that capacity is not adversely impacted.

Policy A5: Subject to compliance with other policies in the Neighbourhood Plan, proposals resulting in the improvement of local utilities infrastructure, including gas, water, electricity (electric car charging points), broadband, public Wi-Fi and mobile phone reception would be supported.

Major development proposals should be supported by robust evidence of capacity within the existing utilities network (for water, sewage, electricity, gas and broadband) to accommodate the proposed development without a negative impact on existing residents and users. This should be in the form of confirmation from the relevant authority.



WEST FINCHLEY NEIGHBOURHOOD FORUM

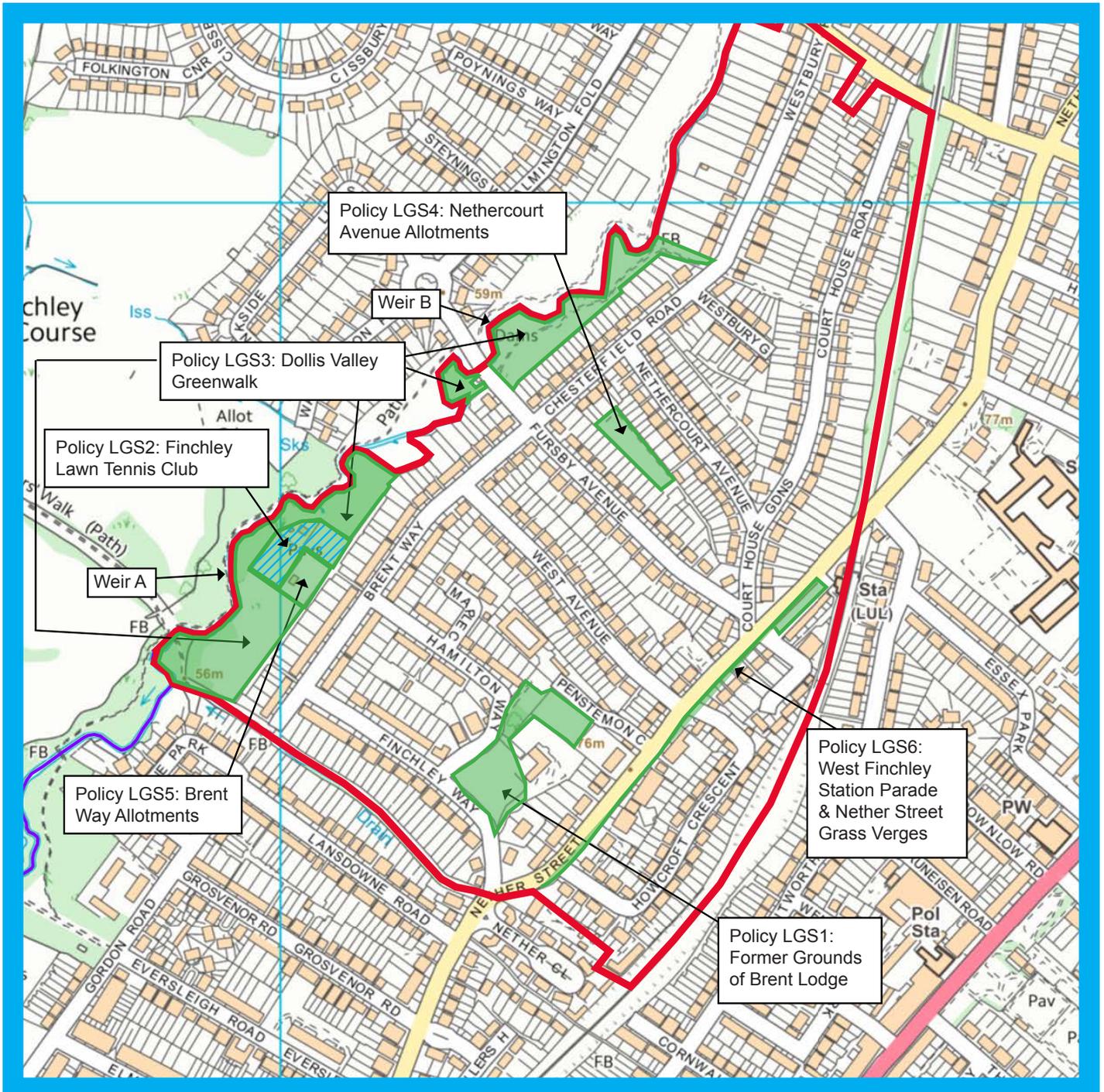


Figure 6.3: Local Green Spaces

7.0 Streetscape

- 7.1 Well-designed streets can contribute to making neighbourhoods safer, healthier and greener. The West Finchley Neighbourhood Forum welcomes the opportunity to contribute to making London a safer place by incorporating policies that enhance the streetscape and local environment, protect local character and heritage, and improve urban design.

VISION

The streetscape in West Finchley is enhanced over the next 15 years through high quality landscaping schemes. New development over the next 15 years will be conscious of the potential threat of crime and will be designed to prevent it.

OBJECTIVES

1. To promote the use of good design in order to reduce opportunities for crime and increase the safety of residents, pedestrians and other road users.
2. To seek opportunities to improve street furniture, pavements and other features.



Policy S1 – Local Character and Heritage

- 7.2 It is important that all development in the Neighbourhood Plan Area, not just residential development, makes a positive contribution to the character of the area. This is particularly pertinent in the public realm, where the Heritage and Character Assessment identifies many negative features, such as inconsistent street signs, poor quality pavements and paths, tree stumps and areas where street trees have been removed but pavements not appropriately repaired or the tree replaced.

Policy S1: New developments that affect the streetscene, including in the public realm, to front gardens or to the exterior of non-residential buildings, should have regard to and complement the positive aspects of character in the Neighbourhood Plan Area, as set out in the Heritage and Character Assessment and highlighted in the Neighbourhood Plan Design Guide.

Where possible, proposals must conserve or enhance the setting of heritage assets within the Neighbourhood Plan Area. Proposals affecting the fabric or setting of any nationally or locally listed heritage assets in the Neighbourhood Plan Area, as identified in Section 4.2.4 of the Heritage and Character Assessment, must be supported by a proportionate assessment of the impact on the significance of the heritage asset and an outline of the public benefits of the proposals. Proposals that would result in a negative impact to the significance of a heritage asset without an adequate public benefit to counterbalance that impact would not be supported.

- 7.3 The Heritage and Character Assessment identifies the following nationally and locally listed heritage assets in the Neighbourhood Plan Area (Section 4.2.4):



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- Cedar Court (Grade II Listed);
- Fursby House (Locally Listed by LB Barnet); and
- West Finchley Underground Railway Footbridge (Locally Listed by LB Barnet).

Reference should be made to any update to Barnet's Local List of Heritage Assets.

- 7.4 The HCA further identifies that 82-84 Westbury Road is considered to be of historic interest and positively contributes to the local distinctiveness of the area. Additionally, 200 Nether Street (shown below) is under consideration for local listing as it was the gatehouse to the now demolished Brent Lodge.
- 7.5 Policy S1 is consistent with national policy as it seeks the public benefits of a proposal affecting a heritage asset to be 'weighed up' against the level of harm to that asset. This policy focuses on locally listed heritage assets.

Policy S2 – Public Realm Improvements

- 7.6 Policy S2 sets out a number of desirable features that would improve the public realm, many of which are referenced in the Heritage and Character Assessment, or would address negative features identified in that document (refer paragraph 4.2.5).

Policy S2: Proposals involving the following public realm improvements would be supported:

- Replacement of road naming plates with 'old style' naming plates appropriate to the 1920s and 1930s when most of the properties in the area were built;**
- Provision of new planters in appropriate locations where a future maintenance plan can be demonstrated and they would not adversely affect the movement of pedestrians or cyclists;**

- Planting of new trees in appropriate locations;**
- Improvements to pavements and roads, taking account of original styles wherever possible;**
- Where it would not have an adverse impact on the movement of pedestrians and cyclists, an increase in the number of litter bins, especially around the parks and open spaces and replacement of existing litter bins all to be of high quality and hygienic "smart" litter bins; and**
- Improvements to the junction of Nether Street and Courthouse Gardens where they do not adversely affect local bus routes.**

- 7.7 The Neighbourhood Plan Design Guide contains further guidance on how Policy S2 can be delivered.



200 Nether Street c.1906

8.0 Local Environment

8.1 Maintaining an enjoyable, healthy and safe local environment is of the utmost importance to the West Finchley Neighbourhood Forum. At the heart of environmental issues are flooding and air quality. The draft London Plan partly addresses these issues through the Healthy Streets Approach and the Mayor's Transport Strategy. This section of the Neighbourhood Plan addresses these issues by incorporating policies for flood risk, trees and air quality. The evidence base for policies in this section can be found at Chapter 11 of the Baseline Report.

VISION

To maintain and enhance the green areas and to ensure that matters such as flood risk and air quality will be considered alongside planning applications.

OBJECTIVES

1. To identify opportunities of benefit to the local environment, including in terms of flood risk and air quality.
2. To protect and maintain trees and other vegetation and areas of green space and to actively support appropriate urban greening in the neighbourhood to enhance the local ecosystem and support wildlife.

Policy LE1 – Dollis Valley Greenwalk Flood Risk

8.2 There is some identified flood risk in the Dollis Valley Greenwalk area, as set out in Chapter 11 of the Baseline Report. Proposals that would alleviate this flood risk without displacing this flood risk to elsewhere or damaging the appearance or ecological value of the Greenwalk would be supported.

Policy LE1: Proposals that would reduce the amount of flood risk in the Dollis Valley Greenwalk would be supported provided there would be no significant damage to biodiversity or the enjoyment of the Dollis Valley Greenwalk. Proposals that seek to improve the biodiversity and water quality of the Dollis Brook will be encouraged and supported.

- 8.3 In responding to this policy, regard should be had for the Paragraphs 155-161 of the National Planning Policy Framework and Planning Practice Guidance (PPG). Table 3 of the PPG sets out the types of development appropriate to each flood zone. Only 'water compatible' development types are appropriate in the functional floodplain.
- 8.4 The Environment Agency has advised that Water Framework Directive action measures for the area of the Dollis Brook located within the Neighbourhood Plan Area would include:
- Install rock ramp fish pass (or suitable alternative) for weir at Finchley Lawn Tennis Club (shown on Supporting Document A Proposals Map as Weir A);
 - Remove unnecessary wooden toe boarding and hard revetment and introduce gravel riffles where appropriate along 1.2 km of Dollis Brook from Fursby Avenue through Oakdene Park to the railway viaduct (Dollis Road)(only partially within the Neighbourhood Plan area); and



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- Fish easement for weir at Fursby Avenue (shown on Supporting Document A Proposals Map as Weir B).

These proposals are considered to improve the biodiversity and water quality of the Dollis Brook. Other proposals that can demonstrate that they would result in improved water quality and biodiversity would also be supported.

Policy LE2 – Trees

- 8.5 The Baseline Report (Chapter 10) includes details of a tree audit that shows a significant number of trees along streets have been felled in the Neighbourhood Plan Area in recent years; not all have yet been replaced. The Heritage and Character Assessment identifies the importance of trees to the character of the Neighbourhood Plan Area (Section 5.1). In addition, evidence shows the value trees can have from an amenity, environmental and ecological perspectives. In addition to Policy LE2, regard should also be had for LB Barnet's Tree Policy 2017 and the Green Infrastructure SPD.



Policy LE2: Proposals should seek to protect trees and avoid removal where possible. In particular, ancient, veteran and mature trees or trees and hedgerows of ecological, arboricultural or amenity value should be retained.

Where trees must be lost as a result of development, or for safety reasons, these must be replaced at a ratio of at least 1:1 within the vicinity of the lost tree, with a preference for native trees and for fruit and nut trees in keeping with those already in the area. The responsible planting of additional trees that reduce or absorb air pollution from traffic and/or have the potential to provide habitats will be supported throughout the Neighbourhood Plan Area, to accord with Mayor of London's policy on increasing tree numbers.

8.6 Given the loss of trees in the Neighbourhood Plan Area and the fact that trees can improve air quality, we consider that the expectations of policy LE2 are more than reasonable. Seeking to retain valuable trees in the first instance and, in situations where that is not feasible, ensuring adequate replacement assists with maintaining the green nature of the area. Moreover, the greening of an area can have a positive impact on the mental health of residents. In general, tree planting in areas where they are currently lacking is encouraged.

Policy LE3 – Air Quality

8.7 The Baseline Report identifies West Finchley Neighbourhood Plan Area as forming part of an Air Quality Management Area. Therefore, it is important that proposals do not worsen air quality and where possible improve air quality across the Neighbourhood Plan Area.

Policy LE3: Proposals should not result in a reduction in air quality within the Neighbourhood Plan Area. Where possible, measures to improve air quality should be included, such as features that absorb poor air or measures that reduce emissions. Similarly, proposals that reduce the number of car trips (such as car clubs) and that encourage active travel (e.g. walking, cycling and using scooters), will be supported.

8.8 London's Healthy Streets Approach as addressed in draft London Plan Policy T2 provides a platform for improving air quality, reducing congestion and helping to make London's diverse communities greener and more attractive. The draft London Plan has also made a commitment to ensure that Good Growth occurs within London. This includes directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling network.

8.9 Development proposals that would result in a reduction in the number of car trips would be supported. For example, development proposals that involve provision of car clubs should be encouraged. Similarly, improvements to walking and cycling infrastructure should be supported to encourage the use of active transport measures including walking, cycling and scooters.

8.10 Notwithstanding the desire to reduce the overall number of car trips made in the Neighbourhood Plan Area, the Forum is conscious that mobility issues can make it difficult for some residents to reduce the number of car trips. Programmes such as 'dial-a-ride' will continue to be supported in instances such as this.





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9.0 Transport

9.1 Transport for London's 'Vision Zero for London' is a programme designed to eradicate deaths and serious injuries from London's roads to make the city a safer place for all. The Vision Zero Action Plan¹ sets out how the ambitious programme can do so, through safe streets, speeds, vehicles and behaviours. Similarly, these issues are addressed in the draft London Plan's Healthy Streets Approach, the Good Growth Initiative and the Mayor's Transport Strategy. The Neighbourhood Plan has set out in this section, policies that aim to address the Vision Zero aspirations. In reading this section of the Neighbourhood Plan, reference should be made to Chapter 8 of the Baseline Report.

VISION

We want our area to help all residents to travel to and from their homes safely, efficiently and sustainably.

OBJECTIVES

1. To seek opportunities to improve public transport accessibility for all residents, including elderly, disabled and young residents.
2. To support proposals that improve our pavements and pathways, making them safer and accessible to all.
3. To support proposals that promote responsible cycling in the Neighbourhood Plan area, while ensuring that other users of shared paths and roads are protected.
4. To ensure that residents are able to park cars on the street conveniently and to support proposals that reduce the impact of commuter parking and thereby the pressure to pave front gardens, thus reducing the impact of hard landscaping.

5. To support any appropriate upgrades to West Finchley Underground Station.
6. To support any appropriate upgrades to bus routes and services that result in an increase in accessibility for local residents.
7. To ensure attractive street environments that prioritise people rather than cars, and are safe and well designed for all road users.



¹ <https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

Policy T1 – Electric Charging Points

- 9.2 Electric vehicle ownership is steadily increasing and there is an expectation that in the long-term electric vehicles will replace vehicles using fossil fuels. The government's intention to ban the sale of petrol and diesel vehicles by 2040 (including hybrid vehicles) underlines the movement away from polluting vehicles. Policy T1 seeks to support the staged adaptation of the Neighbourhood Plan Area to this future reality. In responding to this policy, applicants should have regard for the future of electric cars, and should consider how electric vehicle technology is continuing to advance.

Policy T1: Proposals involving the installation of new electric car charging points will be supported subject to compliance with the other policies of the Development Plan.

New off-street parking spaces for residential or other development should have the capability to provide an electric charging point in the future (i.e. passive electric vehicle charging point).

- 9.3 In line with the draft London Plan, where electric vehicle charging points are to be provided on-street, physical infrastructure should be located off the footpath. Where charging points are to be located on the footpath, a 'pedestrian clear zone' must be maintained, and the infrastructure accessible to all.

Policy T2 – On Street Parking

- 9.4 The Neighbourhood Plan Area mostly has unrestricted parking, as identified in Chapter 8 of the Baseline Report. Parking can have a negative impact on other road users, including buses, cyclists and pedestrians, including illegal parking near to road junctions. This policy supports highways interventions that would increase the free flow of traffic for all road users, without having a major impact on the amount of available parking or introducing a blanket Controlled Parking Zone

designation, which would be unpopular with the majority of local residents as demonstrated in our consultation to date.

Policy T2: Proposals that seek to improve the current parking layout in the Neighbourhood Plan Area would be supported. This includes proposals that allow for the creation of bus passing points within areas of heavy car parking, measures to prevent parking on corners and at crossing points and allowing for vehicle passing points. Parking should not dominate or overburden residential streets to the detriment of other road users, including cyclists and pedestrians.

- 9.5 In responding to Policy T2, regard should be had for Policy DM17 of the Local Plan.

Policy T3 – West Finchley Underground Station

- 9.6 West Finchley Underground Station is a key feature of the Neighbourhood Plan Area, serving many residents within and outside of its boundaries for their commute to work and leisure. Improved cycle parking facilities may encourage people to cycle to the station rather than drive and park nearby and waiting room facilities would improve the experience for all users of the station. Although outside of the Neighbourhood Plan Area, proposals to extend access to the Underground Station from Wentworth Avenue would be supported as this would provide step free access to the southbound platform.

Policy T3: Proposals involving the improvement of West Finchley Underground Station would be supported, including:

- a. The creation of improved cycle parking facilities;**
- b. Improved waiting room facilities;**
- c. Step free access; and**
- d. Improved public realm and landscaping.**



WEST FINCHLEY NEIGHBOURHOOD FORUM

Glossary

Area of Archaeological Significance

Sites identified as containing remains of archaeological significance and are afforded greater protection from potentially harmful development. The Council with the assistance of English Heritage, the Museum of London and the Hendon and District Archaeological Society, have identified 19 specific sites in which are considered to be 'Local Areas of Archaeological Significance'.

Basic Conditions

The Basic Conditions is a set of requirements that draft Neighbourhood Plans must meet in order to proceed to a community referendum. These comprise the sole set of requirements of the content of a Neighbourhood Plan. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990. The basic conditions are:

- a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan);
- b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order. This applies only to Orders;
- c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order. This applies only to Orders;
- d) the making of the order (or neighbourhood plan) contributes to the achievement of sustainable development;
- e) the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of

the authority (or any part of that area);

- f) the making of the order (or neighbourhood plan) does not breach, and is otherwise compatible with, EU obligations; and
- g) prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan).

Change of Use

The process of changing the use of a property from one Use Class to another, with or without the need for planning permission (see the separate definition of Use Class).

Development Plan

The Development Plan is the collective term to refer to all statutory planning policy documents adopted relating to a particular area. The West Finchley Neighbourhood Plan will become part of the Development Plan once adopted, sitting alongside the Barnet Local Plan. Over time Development Plan documents are developed and replace existing documents.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions made should be in accordance with the development plan unless material considerations indicate otherwise.

Flood Zones

The Environment Agency categorises all land into 'Flood Zones' based on the probability of flooding from rivers or the sea. The Flood Zones are:

- Zone 1 (low probability) comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)
- Zone 2 (medium probability) comprises land assessed

as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1%- 0.1%)

- Zone 3a (high probability) comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%)
- Zone 3b (the functional floodplain) comprises land where water has to flow or be stored in times of flood

Green Belt

A Green Belt is a designation that affects how land may be used. The approach to managing Green Belt Land is set out in the NPPF.

A Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Green Belt status is not a reflection of the quality of rural land; it simply reflects whether that land serves the Green Belt purposes set out above.

Most forms of development are regarded as inappropriate in the Green Belt by the NPPF and therefore can only be supported in 'very special circumstances', which are undefined and must be proposed in support of planning applications. The following forms of development are regarded as exceptions to inappropriate development:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The NPPF sets out how the Green Belt should be managed. Green Belt boundaries can only be defined (or redefined) in Development Plan Documents. New Green Belts are expected to be created only in exceptional circumstances. When Green Belt sites are allocated in Development Plan Documents for new residential, commercial or institutional development to meet an identified need, they are generally 'released'

from the Green Belt so that future proposals are not 'inappropriate'.

Green Infrastructure

The NPPF defines Green Infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset

The NPPF defines a heritage asset as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets, which include Listed Buildings, Listed Parks and Gardens and Conservation Areas, Scheduled Ancient Monuments and World Heritage Sites, and 'undesigned' assets, which may be identified by the local planning authority or parish council (including locally listed buildings).

Infrastructure Delivery Plan

An Infrastructure Delivery Plan is a document that identifies infrastructure needs and priorities for a particular area, setting out how needed infrastructure will be funded and delivered. It can relate to many forms of infrastructure, such as highways, sewers, utilities infrastructure, green space, education and healthcare facilities and community halls. The Infrastructure Delivery Plan exists to add detail to the needs and priorities set out in the neighbourhood plan and to proactively set out how they will be assessed.

Listed Buildings, Structures, Parks and Gardens

Listing marks and celebrates the special architectural and historic interest of a building, structure, park or garden. It also adds special protection within the planning system, so that the asset can be protected for future generations. The older a listed asset is, the more

likely it is to be listed. Listed Buildings are graded into three categories:

- Grade I buildings are of exceptional interest, only 2.5% of listed buildings are Grade I
- Grade II* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II*
- Grade II buildings are of special interest; 91.7% of all listed buildings are in this class and it is the most likely grade of listing for a home owner.

Works to Listed Buildings that affect its characteristics require Listed Building Consent, regardless of whether Planning Permission is also required or not.

Local Green Space

The NPPF states that a Local Green Space is an area of green space identified for protection in a Development Plan Document. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

Locally Listed Buildings, Structures, Parks and Gardens

The NPPF states that locally listed buildings, structures, parks and gardens are heritage assets identified at a local level. While these assets are technically 'undesigned' and Listed Building Consent is not required, the impact of a proposal on an undesigned heritage asset may be taken into account when determining a planning application.

Local Plan

The NPPF defines a local plan as a plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law, this is described as the development plan documents (see separate definition) adopted under the Planning and Compulsory Purchase Act 2004. A local

plan can consist of either strategic or non-strategic policies, or a combination of the two.

Major Development

The Town and Country Planning (Development Management Procedure) (England) (Order) 2015 defines certain forms of development as major development. Major development means development involving one or more of the following:

- a) the winning and working of minerals or the use of land for mineral-working deposits;
- b) waste development;
- c) the provision of dwellinghouses where—
 - i. the number of dwellinghouses to be provided is 10 or more; or
 - ii. the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
- d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- e) development carried out on a site having an area of 1 hectare or more.

Major development is often treated differently within the planning system, including the statutory determination period for applications, which at 13 weeks is longer than the standard eight week period.

Metropolitan Open Land (MOL)

MOL covers areas of major open spaces within urban area that have more than borough-wide significance for their contribution to recreation, leisure and visual amenity and which receive same presumption against development as Green Belt.

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied to development. It also provides a framework within which locally-prepared plans for housing and other development can be produced.

Permitted Development

Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity. Permitted development rights are contained within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Policies Map

A map that shows the location of designations and allocations set in a Local or Neighbourhood Plan (or relevant other designations such as a conservation area). By virtue of simply providing a spatial illustration of Development Plan policies, Policies Maps form part of the Development Plan.

Site of Conservation (SINC)

SINCs are areas protected through the planning process having been designated for their high biodiversity value. SINCs are classified into sites of metropolitan importance, borough and local importance for nature conservation.

Sustainable Development

The NPPF defines sustainable development. At a very general level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Use Classes

The Town and Country Planning (Use Classes) Order 1987, as amended, groups common uses of land and buildings into classes. The uses within each class are, for planning purposes, considered to be broadly similar to one another. The complete Use Class Order can be viewed at <http://www.legislation.gov.uk/uksi/1987/764/contents/made>. The different use classes are:

Part A

- Class A1 – Shops
- Class A2 – Financial and professional services
- Class A3 – Restaurants and cafes
- Class A4 – Drinking establishments
- Class A5 – Hot food takeaways

Part B

- Class B1 – Business
 - B1(a) offices excluding those in A2 use
 - B1(b) Research and development of products or processes
 - B1(c) Light industry
- Class B2 – General Industrial
- Class B8 – Storage and distribution

Part C

- Class C1 – Hotels
- Class C2 – Residential institutions
- Class C2A – Secure residential institutions
- Class C3 – Dwellinghouses
- Class C4 – Small Houses in multiple occupation

Part D

- Class D1 – Non-residential institutions
- Class D2 – Assembly and leisure

Not all uses of land or buildings fit within the use classes order. When no Use Classes order category fits, the use of the land or buildings is described as sui generis, which means 'of its own kind'. Examples of sui generis uses include: scrap yards, petrol stations, taxi businesses, casinos (these examples are not exhaustive).

Where land is or buildings are being used for different uses which fall into more than one class, then overall use of the land or buildings is regarded as a mixed use, which will normally be sui generis. The exception to this is where there is a primary overall use of the site, to which the other uses are ancillary. For example, in a factory with an office and a staff canteen, the office and staff canteen would normally be regarded as ancillary to the factory.