



West Finchley Neighbourhood Plan

Evidence Base Document C – Baseline Report

For Submission to London Borough of Barnet

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On behalf of West Finchley Neighbourhood Forum

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1.0 Introduction

- 1.1 This Baseline Report identifies the key social, environmental and economic characteristics of the West Finchley Neighbourhood Plan (WFNP) Area, providing a shared resource and reference point for all parties contributing to the preparation of the WFNP.
- 1.2 A Neighbourhood Plan is a planning policy document that sets a framework for development at a local scale, sitting below planning policy prepared at a regional or district level. Neighbourhood Planning was introduced by the Localism Act, which came into force in 2011, and since its inception over 200 Neighbourhood Plans have been adopted.

West Finchley Neighbourhood Plan

Figure 1. The WFNP Area



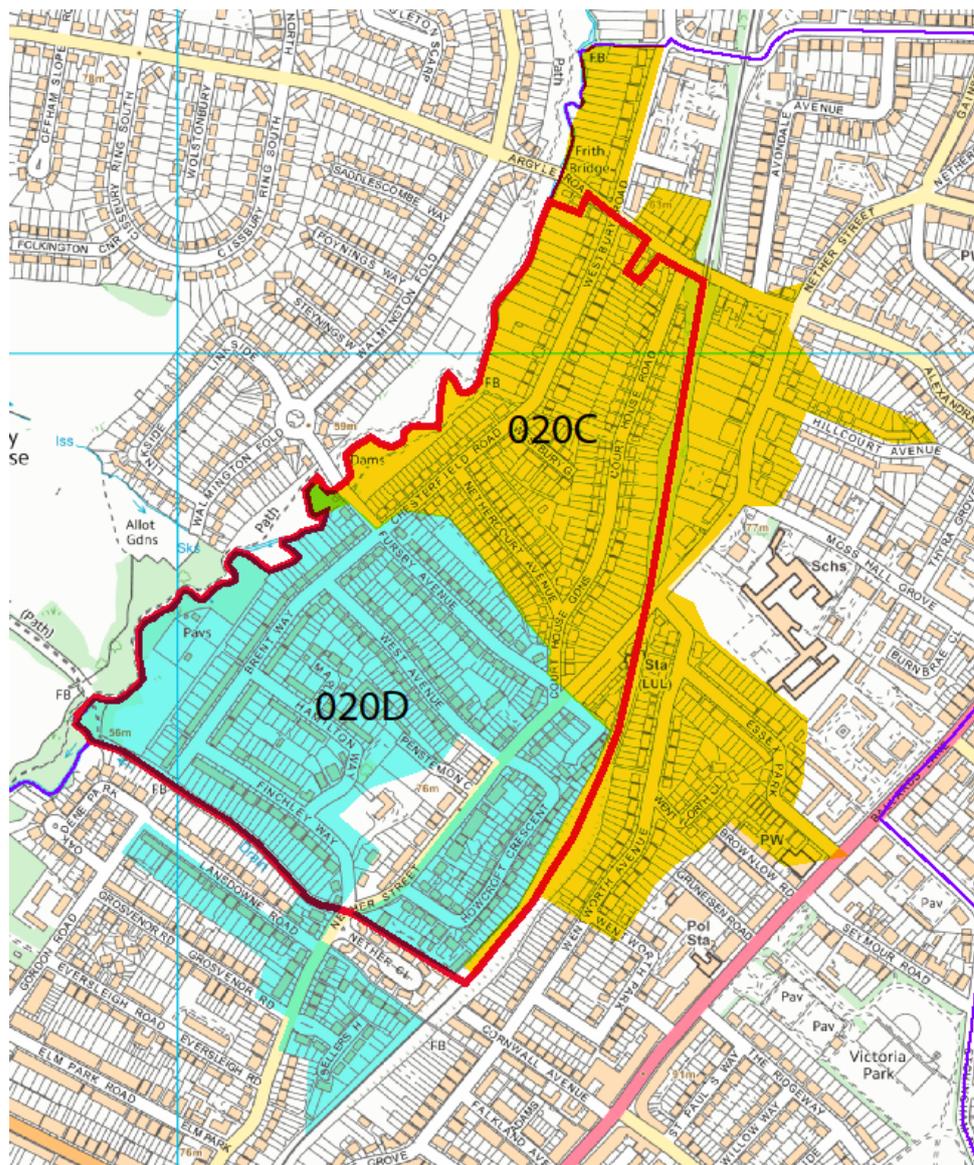
- 1.3 The West Finchley Neighbourhood Forum, which is comprised of a group of local volunteers, is preparing the WFNP. An elected Executive Committee guides the Forum.
- 1.4 Neighbourhood Plans give local people a greater say in the future of their communities by creating their own statutory planning policy, which guides the location, type and appearance of new development in their neighbourhood during the period a Neighbourhood Plan is in effect. Neighbourhood Plans do not have the power to allocate funds or make decisions outside of the remit of land use planning.
- 1.5 Neighbourhood Plans must conform to strategic planning policy that 'sits above' them, at a national, regional and district level.
- 1.6 As the WFNP develops, a key challenge will be the need to reflect the aspirations of local residents and stakeholders.
- 1.7 On 26 November 2015 the local planning authority, The London Borough of Barnet (LB Barnet), formally agreed the WFNP Area boundary.
- 1.8 In April 2017, WFNF appointed Nexus Planning to assist with the preparation of the WFNP following a competitive tendering process.
- 1.9 Once a draft WFNP is prepared, it will be submitted to LB Barnet for review for compliance with its strategic policies before an independent Planning Inspector examines it and, if approved, it undergoes a Referendum. If the Neighbourhood Plan is supported by a majority of residents, it will be adopted and form part of the LB Barnet Development Plan for applications in the WFNP boundary.
- 1.10 The West Finchley Neighbourhood Plan seeks to be in force from 2020 to 2035.

This Baseline Report

- 1.11 This Baseline Report brings together and summarises information from a range of background reports and evidence based studies. These primarily comprise documents produced by or for LB Barnet, to inform the preparation of its Development Plan documents. It also has regard to other reports and research undertaken by or for the Greater London Authority (GLA), directly by or for WFNF or by other relevant public bodies. It also considers national statistics such as Census data.

1.12 Most data used in this report uses data from Experian, which can map data, including from the 2011 Census, to full postcodes, which allows for a near accurate reflection of the WFNP Area. Not all relevant data is available on Experian and therefore some data in this report relates instead to two Lower Layer Super Output Areas (LSOAs), Barnet 020C and Barnet 020D. Collectively these LSOAs include the majority of land within the WFNP Area plus some additional land, as shown in Figure 2.

Figure 2. The WFNP Area in context of 020C and 020D.



1.13 While the boundaries of the WFNP Area and the LSOAs do not match exactly, the boundaries are closely related, with land outside of the WFNP Area mostly in similar uses. Therefore, data from those

LSOAs is expected to provide a relatively accurate picture of WFNP demographics. Where LSOA data is used in this report in the absence of more accurate data, it is noted.

1.14 The remainder of the Baseline Report is set out as follows:

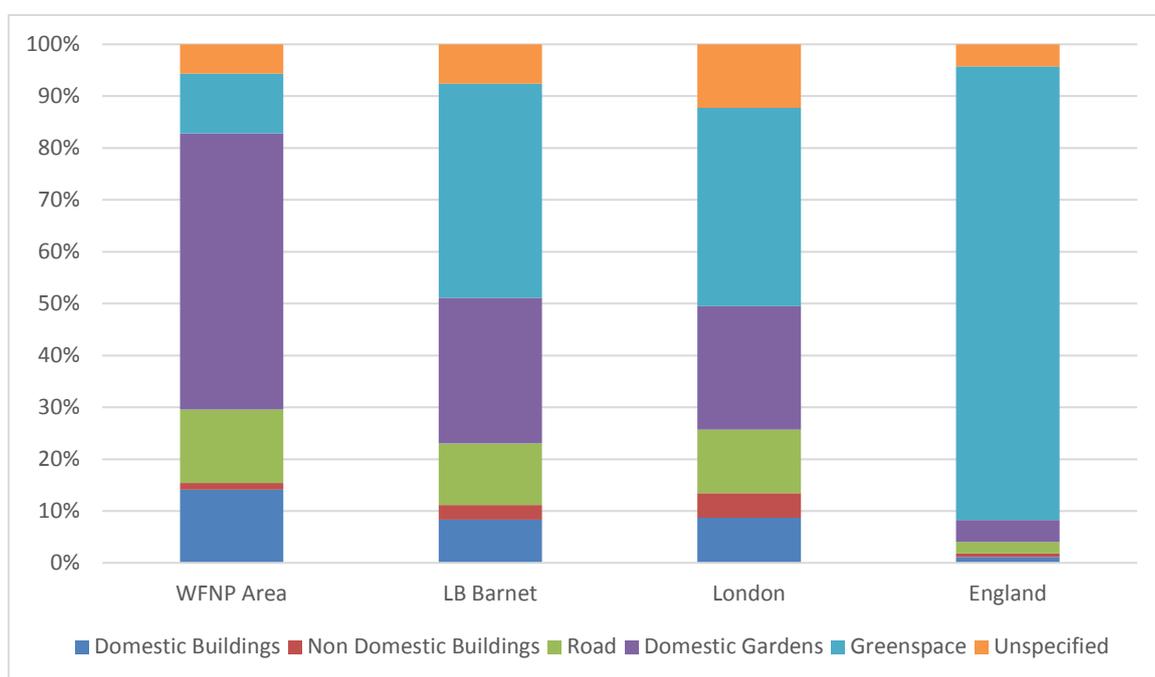
- Section 2: Introduction to the WFNP Area
- Section 3: Planning Policy Context
- Section 4: Population and People
- Section 5: Housing
- Section 6: Employment
- Section 7: Retail
- Section 8: Transport
- Section 9: Social Infrastructure and Community Facilities
- Section 10: Natural Environment
- Section 11: Heritage and Design
- Section 12: Crime
- Section 13: Previous Consultation
- Section 14: Summary

2.0 The WFNP Area

Location and role of the area

- 2.1 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 train line (east) and Argyle Road (north) (not including properties on Argyle Road) mostly define its boundaries.
- 2.2 The area is predominantly in residential use, with a prevalence of low-density inter-war semi-detached housing, interspersed occasionally with other types of residential developments. While non-residential uses are infrequent in the WFNP Area, there are some examples, which are drawn upon in this report.
- 2.3 Figure 3 details land use breakdown in the WFNP Area in comparison to LB Barnet and London¹. While this data is from 2005, a lack of recent major redevelopment in the WFNP area means that the situation is unlikely to have changed significantly.

Figure 3. Land use in the WFNP Area



- 2.4 This data shows the WFNP Area as being a suburban residential area, with most land comprising domestic buildings and gardens. This is in comparison to both LB Barnet and London, which include a

¹ DCLG (2005) Generalised Land Use Database. Available at: <https://data.gov.uk/dataset/land-use-statistics-generalised-land-use-database>. Based on LSOA data.

greater range of uses plus more greenspace (much of which will be located in the Metropolitan Green Belt) and in England, which is predominantly greenspace.

History of the West Finchley Neighbourhood Plan Area

- 2.5 West Finchley was originally an area of woodland, with some small developments around the area from the 13th or 14th centuries (mainly to the north and south of the Neighbourhood Forum area)². What is now thought of as West Finchley was not developed until the 19th Century.

Housing Development

- 2.6 During the 19th century the area was developed as large houses with substantial gardens³. The only remaining example in the Neighbourhood Forum area is Fursby House on Nether Street, although it is now largely obscured by two recently built houses.
- 2.7 The open land bordered by Hamilton Way, Finchley Way, The Drive/Cedar Court, Chilvins Court and Penstemon Way was once the site of Brent Lodge house (built in 1810) and garden. The site was the site of an early 20th century experiment in co-operative housekeeping pioneered by Alice Melville, a Finchley resident and supporter of the garden cities movement⁴. The aim was to try to resolve the 'servant problem' for middle class households by providing a cooperative kitchen, dining hall, nursery, laundry and servants' quarters in Brent Lodge. Members of the co-operative would live in houses or flats built in the grounds of the Lodge. Brent Garden Village Society was formed in 1910. The original plan envisaged four quadrangles of flats for single people and 114 houses, but in practice only one block of flats, Cedar Court, and some of the houses were built. The kitchen gardens which were located in The Orchard were later turned into allotments. These were abandoned circa 2005 and are now derelict and overgrown.
- 2.8 In 1922 Brent Lodge and grounds was sold to Augustus Cooper, who died in 1939 leaving the house and grounds (which did not include the houses, or Cedar Court and its grounds) to Finchley Borough Council subject to a life interest which expired in 1960. His Will gave the Council discretion to pull the house down (which they did in 1962) but required the garden and grounds to be retained always as an open space for the use and enjoyment always of the public. This bar to development gives the area

² <http://www.british-history.ac.uk/vch/middx/vol6/pp38-55> accessed 2017/01/05

³ <http://www.british-history.ac.uk/vch/middx/vol6/pp38-55>

⁴ Source: 'Alice Melvin of Finchley', Ch. 7, The Architectural and Social History of Cooperative Living, Lynn F. Pearson, 1988. ISBN: 978-1-349-19124-6 (Print) 978-1-349-19122-2 (Online).

open space and a refuge for wildlife. The site continues to provide a setting for Cedar Court, a Grade II listed building.

- 2.9 The area around the site (Hamilton Way, Brent Way and Finchley Way) appear to have been part of the Brent Lodge site until the 1922 sale. These houses were built by the architect Francis Walker (later Sir Francis Walker) in the early 1920s. Some of the alleyways in the area remain the property of the Sir Frances Walker Trust.
- 2.10 The southern part of the West Finchley Neighbourhood Forum area when first developed was called Brent Garden Village. Initially it included all of Hamilton Way, Brent Way (to the letter box) and Finchley Way. These houses were built by the architect Francis Walker (later Sir Francis Walker). Within a short time Brent Way was extended and new houses built but in a slightly different, although similar, style.

Transport

- 2.11 At first, the roads in the area were unmade. Road charges were introduced and the roads across the area were made up, with the exception of the top of Hamilton Way, which remains in that state.
- 2.12 West Finchley Station was opened by the London & North Eastern Railway (LNER) on 1 March 1933. Previously steam trains ran from Finchley Central to Woodside Park without a stop. Many of West Finchley station's fittings, including the bridge, were taken from stations in the north of England. Northern line trains first served West Finchley station on 14 April 1940. For a while, the station was serviced by London Underground and LNER services ended in 1941.

Community facilities

- 2.13 The 10th Finchley (Scottish) Scout group was founded in 1914 by "Pop" Barclay. In 1921, the group purchased the land between Nether Street and the railway line adjacent to the station. The first hut was a wooden building which was destroyed by fire in 1937. By selling off part of their land (enabling the building of the shops) the scouts financed the building of the Gordon Hall which was completed and occupied by 1938. When not functioning for scouting activities, the hall is available for hire by local groups.

Allotments

- 2.14 The Finchley Horticultural Society runs two sites within the area – one adjacent to the Finchley Lawn Tennis Club between Dollis Brook and Brent Way, the other between Fursby Avenue and Nethercourt Avenue. Land beside Penstemon Close, behind Chilvins Court, was also once allotments. During World War II, some of the area along Dollis Brook was also made allotments.

Commercial premises

- 2.15 The shops on Nether Street next to West Finchley station were built in 1937/1938.
- 2.16 Number 2a Court House Gardens, by the 326 bus stop at the junction with Nether Street, was a small private school called Gordon House School, run by Mrs Lesley and her sister Miss Winifred. It closed before World War II. Moss Hall School opened in 1950 and was once another large house⁵.
- 2.17 Simmons Nursery was off Nether Street where Penstemon Close now is. The Simmons family owned the land for three generations arriving there probably in the mid-nineteenth century. They ran it as a small holding, before that it was a dairy farm. The white cottage is over 250 years old. The land was sold to a housing association and was developed in the early 1990s⁶.
- 2.18 The land that is now Maple Close off Hamilton Way was a market garden and more recently a recording studio until the early 1990s⁷.

Sporting facilities

Within the area, the main sporting facilities have been tennis clubs, with four operating simultaneously at one point⁸. Today only Finchley Lawn Tennis Club remains within the area but there is a recreational area used for picnics, cricket and football at the top of Hamilton Way, bordering Finchley Way and another recreational area along Dollis Brook to the south of Finchley Lawn Tennis Club. Additionally there are leisure opportunities in the park along the brook, which includes several play areas for children of all ages.

⁵ Source: local resident

⁶ Source: Simmons family member

⁷ Source: Simmons family member

⁸ Source: local resident

3.0 Planning Policy Context

Overview of planning policy and guidance

- 3.1 Neighbourhood Plans must conform to national planning policy and guidance as well as the Development Plan of the local planning authority and, in the case of London, the Greater London Authority (GLA). Therefore, the content and status of planning policy is of importance to the WFNP.
- 3.2 Figure 4 sets out national planning policy and guidance and adopted and emerging planning policy documents at the GLA and LB Barnet. Items in bold are part of the Development Plan, which means planning applications must meet the requirements of policies contained within them unless “other material considerations”⁹ indicate otherwise. Documents not in bold are planning guidance, which is advisory, however, often acts as another material consideration (see Footnote 2 for explanation).

Figure 4. Planning Policy Summary

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	Adopted in 2011, updated with minor

⁹ An other material consideration is a matter not included in the Local Planning Authority's Development Plan that is relevant to a planning decision. This could be in the form of planning guidance, ministerial statements or economic, environmental or other considerations. Other material considerations are not definitively listed in legislation or policy.

Title	Purpose of the document	Date of adoption/ emerging timeline
	document that covers all 32 London Boroughs and the City of London, with shared responsibility between those local authorities and the Mayor of London.	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 at 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.

Title	Purpose of the document	Date of adoption/emerging timeline
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
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
Parks and Open Spaces Strategy 2016-2026	A Strategy that provides the Council with a review of the quality of its parks and suggests a range of opportunities that green spaces offer to enhance the quality of life and economic success of the Borough.	2016
Tree Policy 2017 (draft)	A draft policy ensure a consistent approach to the management of trees across the Borough.	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	The latest timeline for production is set out in the LB Barnet Local Development Scheme (2018). A

Title	Purpose of the document	Date of adoption/ emerging timeline
	from 2016 (base year for monitoring) to 2031.	draft of the Local is due for consultation in late 2019, with adoption anticipated in 2020 and has a base year of 2021
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 the plan will be made 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 made alongside the Neighbourhood Plan (as Supporting Document B).

National policy requirements

National Planning Policy Framework

- 3.1 At the heart of the NPPF is a presumption in favour of sustainable development. The implications of this for Neighbourhood Plan makers are set out at Paragraph 13, which states that Neighbourhood Plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

- 3.2 Paragraph 125 supports Neighbourhood Plans to set out policies relating to the quality of design locally.
- 3.3 Paragraph 99 encourages local communities to designate Local Green Spaces in Neighbourhood Plans, protecting land from development other than in very special circumstances.

National Planning Practice Guidance (NPPG)

- 3.4 NPPG contains a chapter of specific guidance related to the detailed practice of preparing and implementing Neighbourhood Plans. Information in this chapter may become of relevance to the Neighbourhood Plan.

Local planning policy

- 3.5 This subsection provides a snapshot of the strategic planning policy documents, namely the London Plan and LB Barnet Core Strategy, in relation to the WFNP Area.

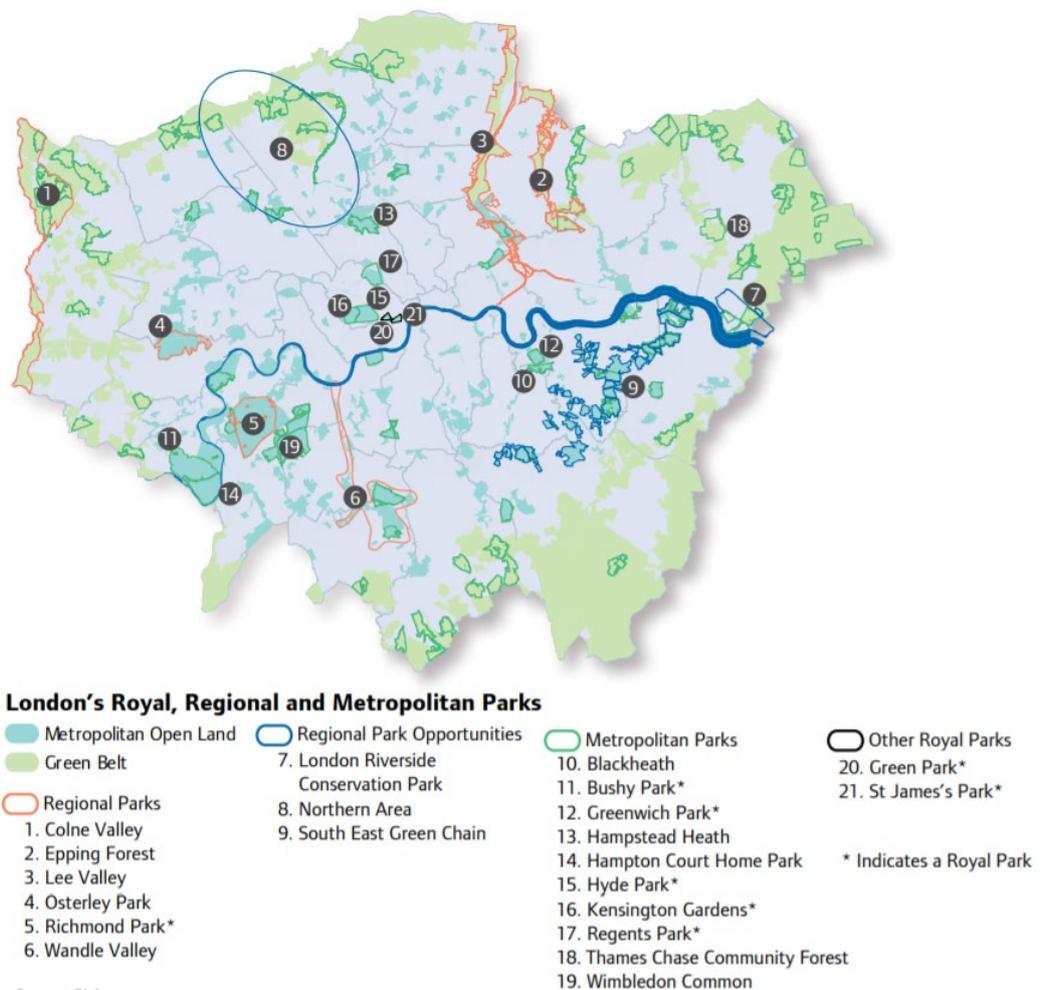
London Plan

- 3.6 The London Plan classifies the WFNP Area as within Outer London, with the entirety of LB Barnet being within this designation (Map 2.2). Policy 2.2 ('Outer London: Vision and Strategy') states that:
- a) *The Mayor will, and Boroughs and other stakeholders should, work to realise the potential of outer London, recognising and building upon its great diversity and varied strengths by providing locally sensitive approaches through LDFs and other development frameworks to enhance and promote its distinct existing and emerging strategic and local economic opportunities, and transport requirements.*
 - b) *The Mayor will, and Boroughs and other stakeholders should, enhance the quality of life in outer London for present and future residents as one of its key contributions to London as a whole. The significant differences in the nature and quality of outer London's neighbourhoods must be recognised and improvement initiatives should address these sensitively in light of local circumstances, drawing on strategic support where necessary.*

3.7 The London Plan identifies various parts of London as strategic locations for growth (opportunity and intensification areas). The WFNP Area is not within any of these areas.

3.8 Map 2.8 identifies the WFNP Area as within a large Regional Park Opportunity Area (unrelated to growth opportunity areas set out at 3.8), The Northern Area, as detailed at Figure 5.

Figure 5. London Plan Map 2.8



3.9 London Plan Policy 2.18 ('Green Infrastructure: The Multi-Functional Network of Green and Open Spaces') outlines some information on Opportunity Areas, suggesting that these are primarily chosen due to a local green space deficiency, however, does not go into specific detail on the features or deficiencies of the Northern Area. It is clear that there is no opportunity to provide a major regional park within the WFNP Area, however, there may be opportunities for localised green infrastructure improvements.

3.10 The London Plan sets out a number of policies arranged under the following chapter headings, which will be of relevance to the WFNP as it develops. Given these are strategic policies, the Neighbourhood Plan must be in conformity with them:

- a) London's People (including housing and social infrastructure);
- b) London's Economy;
- c) London's Response to Climate Change;
- d) London's Transport; and,
- e) London's Living Spaces and Places (including design).

LB Barnet Core Strategy

3.11 The LB Barnet Core Strategy (2010 – 2020) contains the current adopted strategic planning policies. The Core Strategy seeks to provide sustainable development in the Borough through a 'Three Strands Approach', which permeates through all strategic policies. The three strands are:

1. Absolute protection of the Green Belt, Metropolitan Open Land and other valued open space from inappropriate development;
2. Enhancement and protection of Barnet's suburbs, town centres and historic areas;
and
3. Consolidated growth in areas of renewal and investment.

3.12 The Core Strategy also contains a number of strategic policies that guide development in the Borough. The Neighbourhood Plan will also need to conform to these policies.

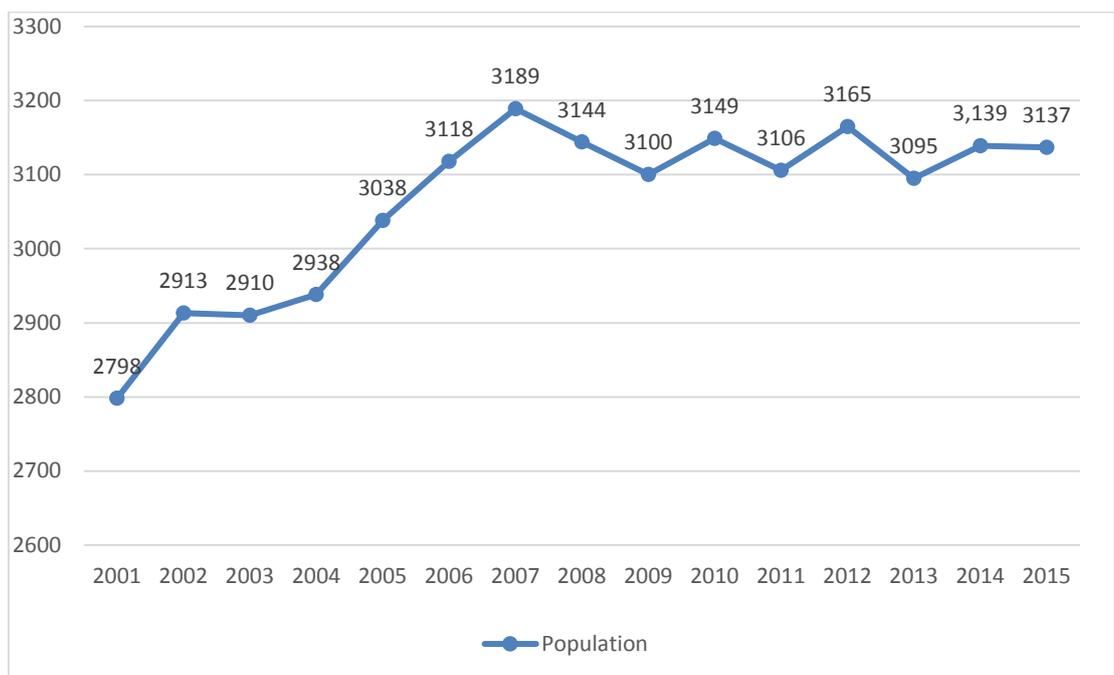
4.0 Population and People

4.1 This Section sets out some key information of residents in the WFNP Area taken from mid-year population estimates and 2011 Census Data.

Population

4.2 At the time of the 2011 Census, the population of the WFNP Area was 3,075¹⁰. In addition to Census population data, the Office for National Statistics produces annual population estimates¹¹. These are broken down to LSOAs 020C and 020D. Figure 6 shows population estimates for 020C and 020D since 2001.

Figure 6. Mid-year population estimates in the WFNP Area (020C and 020D)



4.3 The estimates show that population growth has been relatively contained in the area since 2001. While the population of 020C and 020D did appear to grow by around 400 residents from 2001 to 2007 (roughly 14%), the rate has plateaued somewhat since, with the estimated population in 2015 below the 2007 peak.

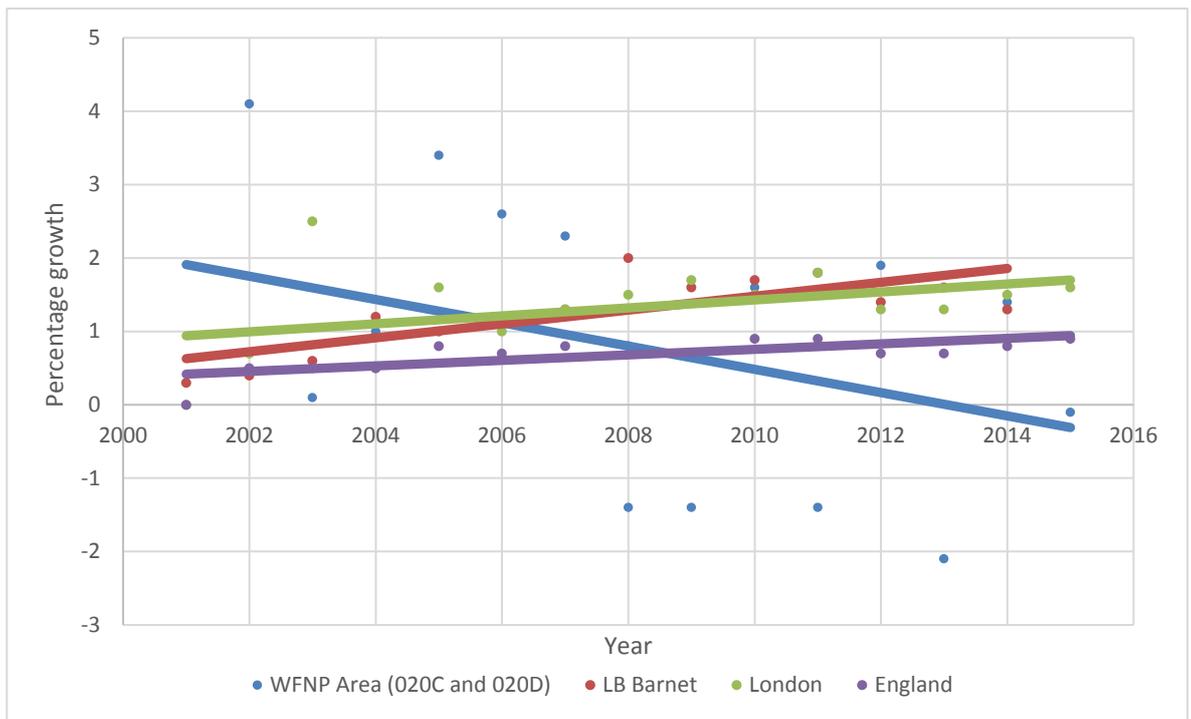
¹⁰ ONS (2011) 2011 Census: Population and Households. Taken from Experian under license.

¹¹ ONS (2015) "Mid-year population estimates". Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/lowersuperoutputareamidyearpopulationestimates>. Based on 020C and 020D.

4.4 Figure 7 uses the same mid-year population estimates to compare year-by-year population growth in the WFNP Area in comparison to LB Barnet, London and England.

Figure 7. Comparison of annual percentage growth in population

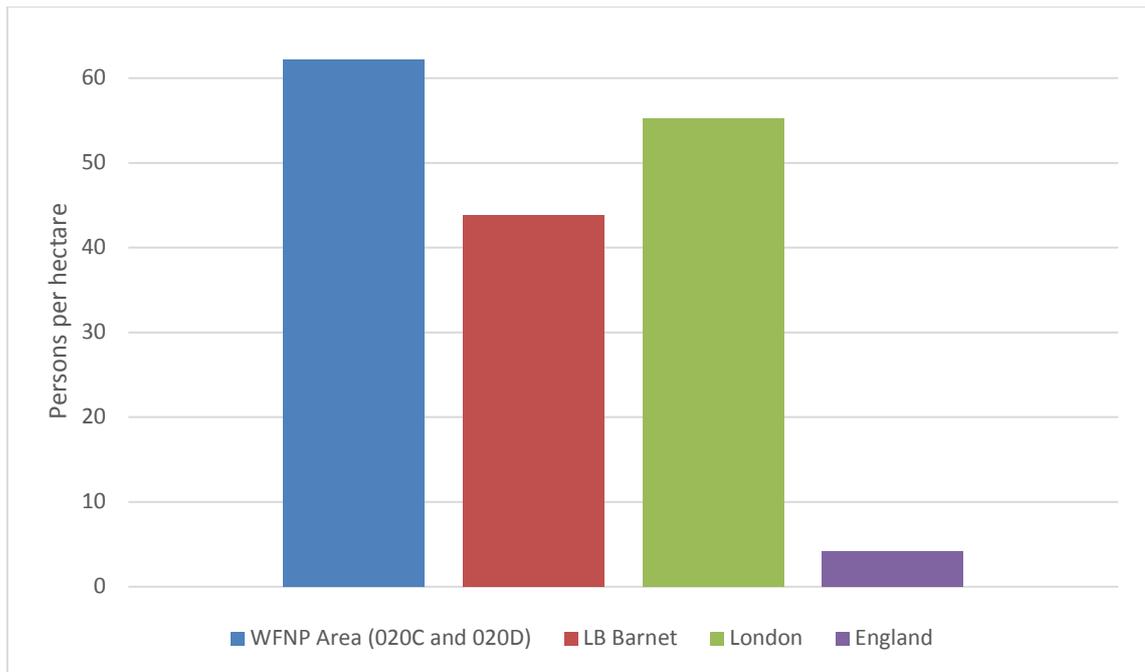


4.5 Annual population growth in Barnet, London and, to a lesser extent, England, has grown steadily since 2001. The annual rate of population growth in the WFNP Area has actually fallen since 2001 and the population has been in slight decline since 2013. While it is in average decline, the markers show that the population in the WFNP Area tends to flux year on year, between growth and decline. This confirms its role as a developed area of London that has not seen major regeneration or densification in recent years.

Population density

- 4.6 Figure 8 sets out population density in the WFNP Area in comparison to LB Barnet, London and England.

Figure 8. Comparison of population density – 2015 mid-year population estimates



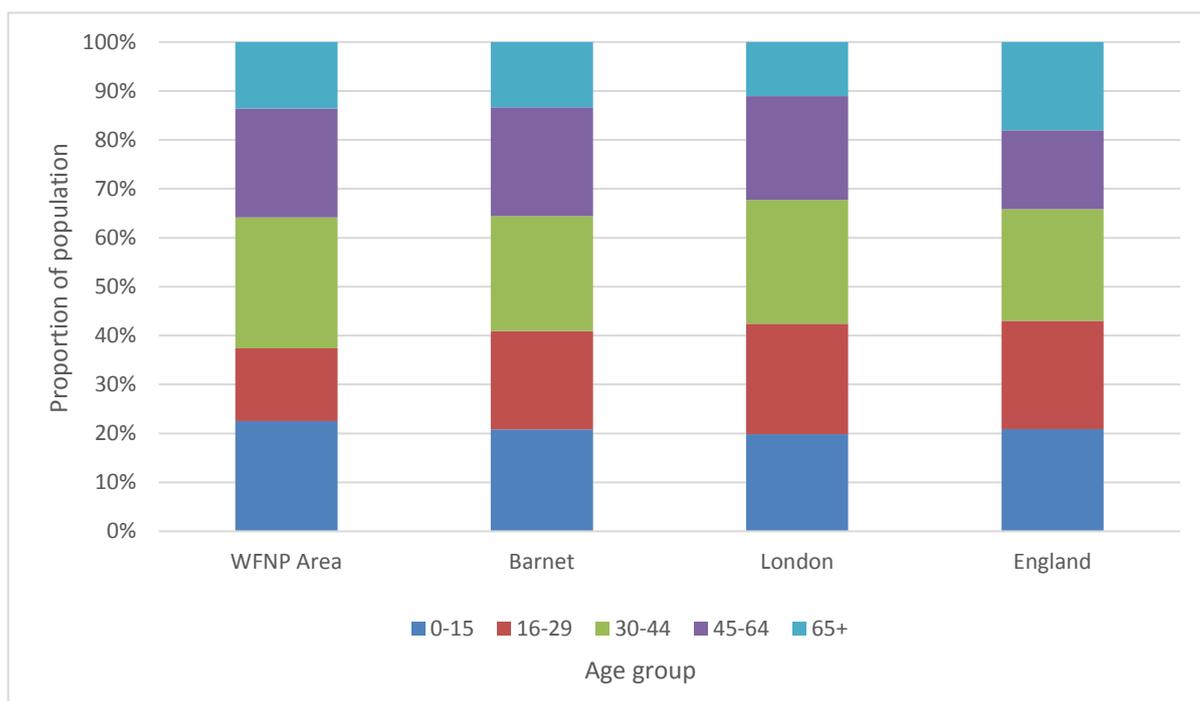
- 4.7 It is not surprising that the population density is high in the WFNP Area given it is mostly built up. It is noteworthy that density is higher in the area than across London and more so across Barnet. This does not automatically mean that housing in the WFNP Area is more dense than in London and Barnet, but does highlight that most land in the WFNP Area is used for housing.

People

Age profile

- 4.8 Figure 9 shows the age profile in West Finchley at the time of the 2011 Census¹² in comparison with LB Barnet, London and England.

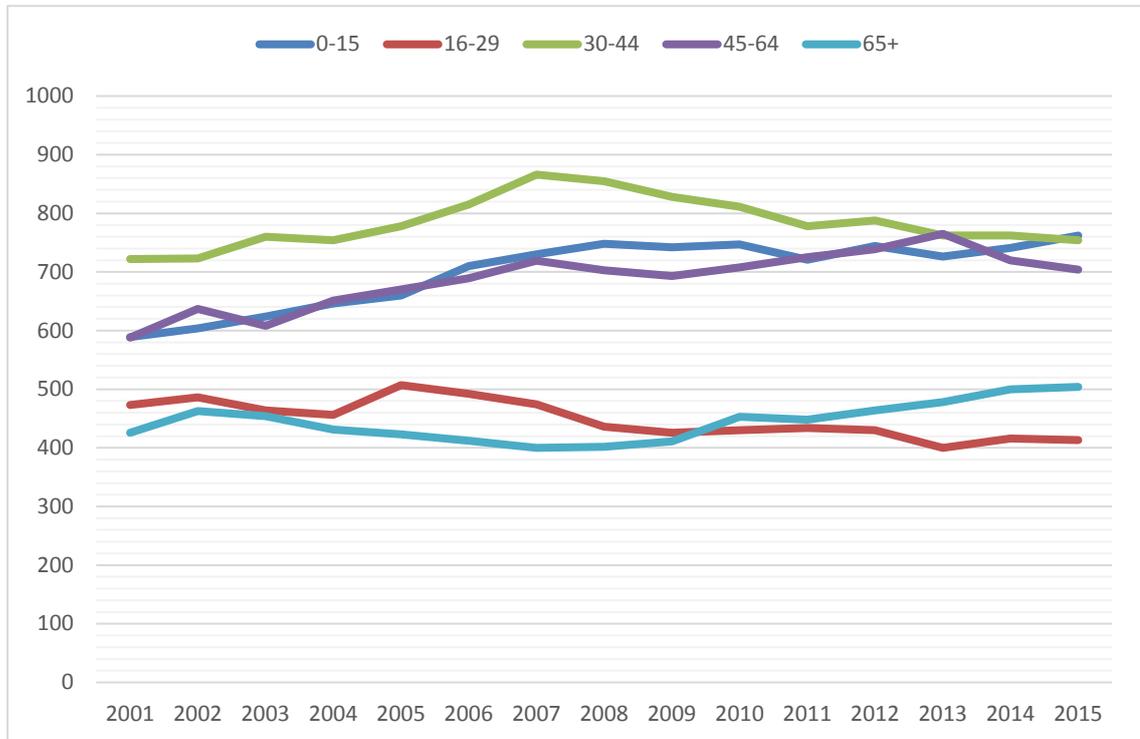
Figure 9. Comparison of age profile



- 4.9 The 16-29 age group population is smaller in the WFNP Area than in Barnet, London and England, despite having a similar sized 0-15 age group population. While the 65+ population is higher than in Barnet or London, it is still below the national average. This could suggest that the WFNP Area is predominantly a family area, with children moving out of the area from the age of 16 onwards and new arrivals often being families with parents over the age of 30 and children below the age of 15.
- 4.10 Figure 10 uses mid-year population estimates to track changes to the number of WFNP Area residents in each age group between 2001-2015.

¹² ONS (2011) 2011 Census. Available at: www.nomisweb.co.uk

Figure 10. Population change by age group 2001-2015 (020C and 020D)

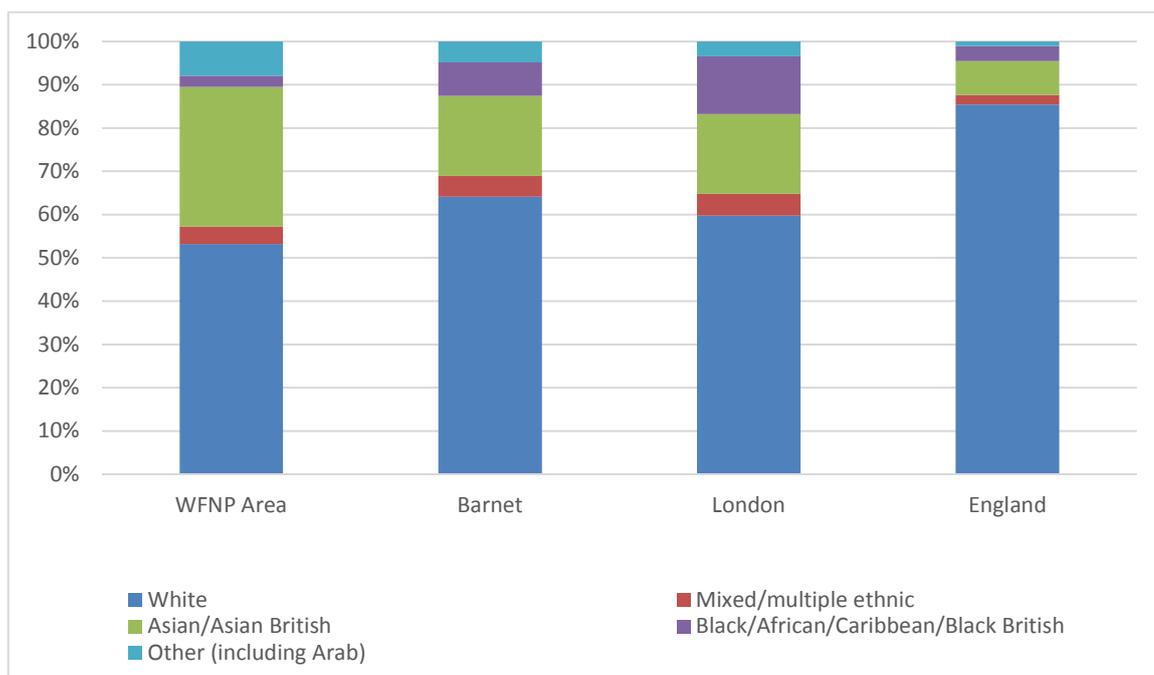


4.11 The 16-29 age bracket has downturned steadily since 2001. A relatively rapid population growth in the 30-44 age bracket from 2001 has also downturned steadily since 2007. The 45-64 age bracket increased in population until 2013 and the 65+ age bracket has grown since 2008. These rates show that the population is ageing, despite a steady influx of new families. It also reinforces the suggestion that young people leave the area once moving out of the family home.

Ethnic groups

4.12 Figure 11 sets out the ethnic group of residents in West Finchley, in comparison to Barnet, London and England.

Figure 11. Comparison of residents by ethnic group – 2011 Census

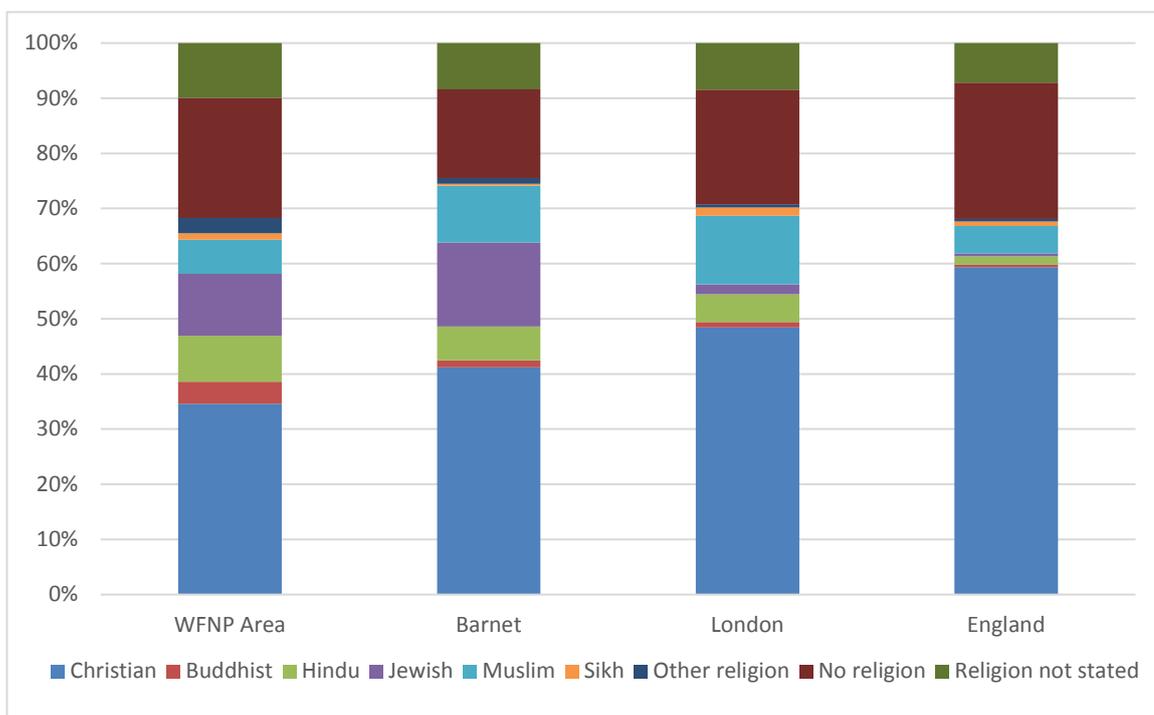


4.13 The ethnic profile in the WFNP Area is very diverse, with a much lower proportion of white residents (below 60%) in comparison to England, where approximately 85% of residents are white, however, it is broadly comparable with London as a whole and LB Barnet. Most non-white residents in the area are of Asian/British Asian heritage, with a very low black/African/Caribbean population. The "other" category includes the significant Arab/Middle Eastern population.

Religious groups

4.14 Figure 12 sets out the religious profile of residents in West Finchley, in comparison to LB Barnet, London and England.

Figure 12. Comparison of residents by religion – 2011 Census

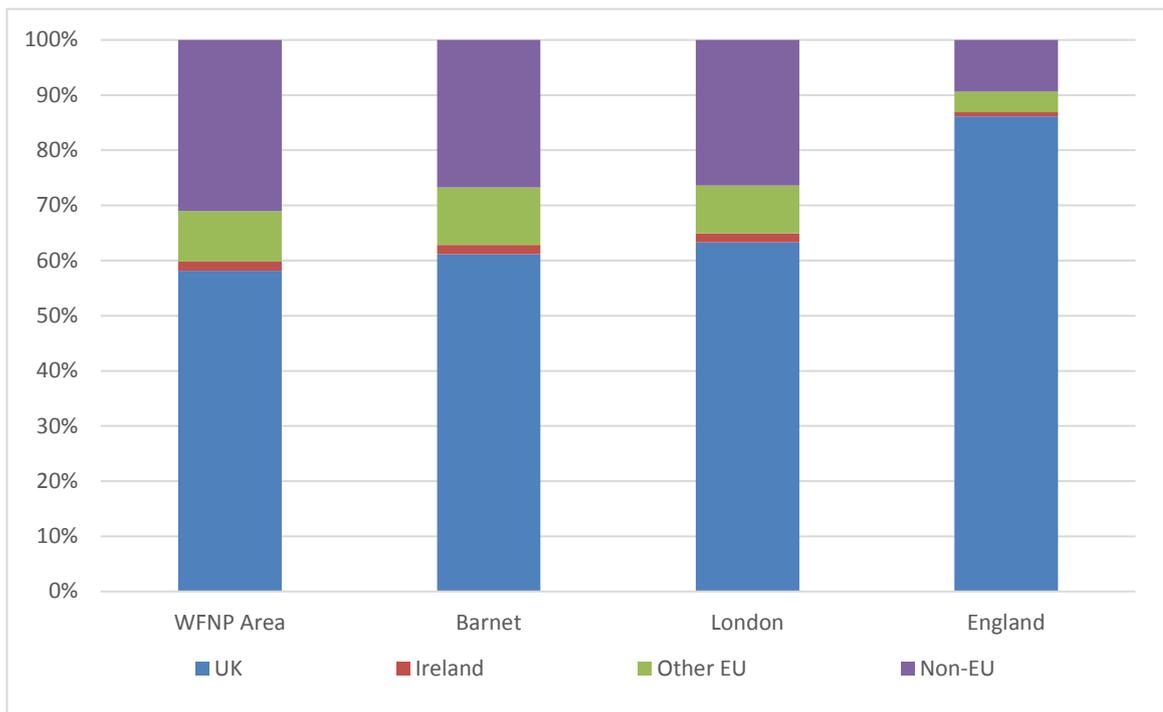


4.15 The WFNP Area is highly diverse when it comes to religion. It has a much lower number of Christians than England and to a lesser extent London and LB Barnet. It also has a significant Jewish population when compared to London and England, but not as high as LB Barnet. The Muslim, Buddhist and Hindu populations are also higher than the LB Barnet, London and England proportions. Finally, a reasonable proportion of the population either is non-religious (higher than LB Barnet and London, but lower than England) or did not state their religious views.

Country of birth

4.16 Figure 13 shows a breakdown of residents in the WFNP Area by country of birth, in comparison with LB Barnet, London and England.

Figure 13. Comparison of residents by country of birth – 2011 Census (020C and 020D)



4.17 Just over 40% of WFNP Area residents were born outside of the UK, which is noticeably higher than LB Barnet and London and almost three times as the proportion in England. The Ireland and other EU categories are similar to Barnet and London, but again considerably higher than in England. The non-EU category will include some of those born in the Middle East and Asia, which comprises a significant proportion of the local population.

Deprivation

4.18 The Index of Multiple Deprivation is a dataset that seeks to show the level of deprivation in neighbourhoods. It is based on 37 data sets across seven distinct domains, which are:

- Income deprivation – *the number of residents in an area experiencing income deprivation, including for children and older people;*
- Employment deprivation – *the number of working age people in an area that are involuntarily excluded from the labour market;*
- Education, skills and training deprivation – *comprised of attainment at Key Stage 2 and 4, secondary school absences, number of pupils continuing education post-16, entries to higher education, proportion of working age adults with no or low qualifications and English speaking ability;*
- Health deprivation and disability – *comprised of a number of factors including premature deaths, illness and disability ratios, rate of emergency admissions to hospital and mood and anxiety disorder rates;*
- Crime deprivation – *comprised of number of violent crimes, burglaries, thefts and criminal damage or other offences;*
- Barriers to housing deprivation – *comprised of number of overcrowded households, homelessness and affordability of purchase properties and private rental sector; and*
- Living environment deprivation – *comprised of air quality statistics and road traffic accident data.*

4.19 Each of the seven domains is given a different weighting when calculating the overall Indices of Multiple Deprivation for a neighbourhood. These are in accordance with an assessment of the impact of each domain of deprivation on overall deprivation. For example, income and employment deprivation are given a weighting of 22.5% as these are considered to be the most pivotal indicators of deprivation.

4.20 Both of the Lower Super Output Areas (LSOAs) that mostly comprise the WFNP Area are in the 20% least deprived in the country, according to the 2015 Index of Multiple Deprivation¹³. Figure 14 breaks this down by domain.

Figure 14. Index of Deprivation in the WFNP Area (020C and 020D)

Domain	Weighting	020C	020D
Income deprivation	22.5%	20% least deprived	20% least deprived
Employment deprivation	22.5%	20% least deprived	20% least deprived
Education, skills and training deprivation	13.5%	10% least deprived	10% least deprived
Health deprivation and disability	13.5%	10% least deprived	20% least deprived
Crime	9.3%	50% most deprived	50% least deprived
Barriers to housing and services	9.3%	50% most deprived	30% most deprived
Living environment deprivation	9.3%	50% most deprived	30% least deprived
OVERALL	100%	20% least deprived	20% least deprived

4.21 Figure 14 shows that the WFNP Area is in the 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. However, the LSOAs are more deprived in terms of the lesser three domains, namely crime, barriers to housing and services and living environment deprivation. This will be of note as the WFNP is prepared.

¹³ DCLG (2015) English indices of deprivation 2015. Available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

5.0 Housing

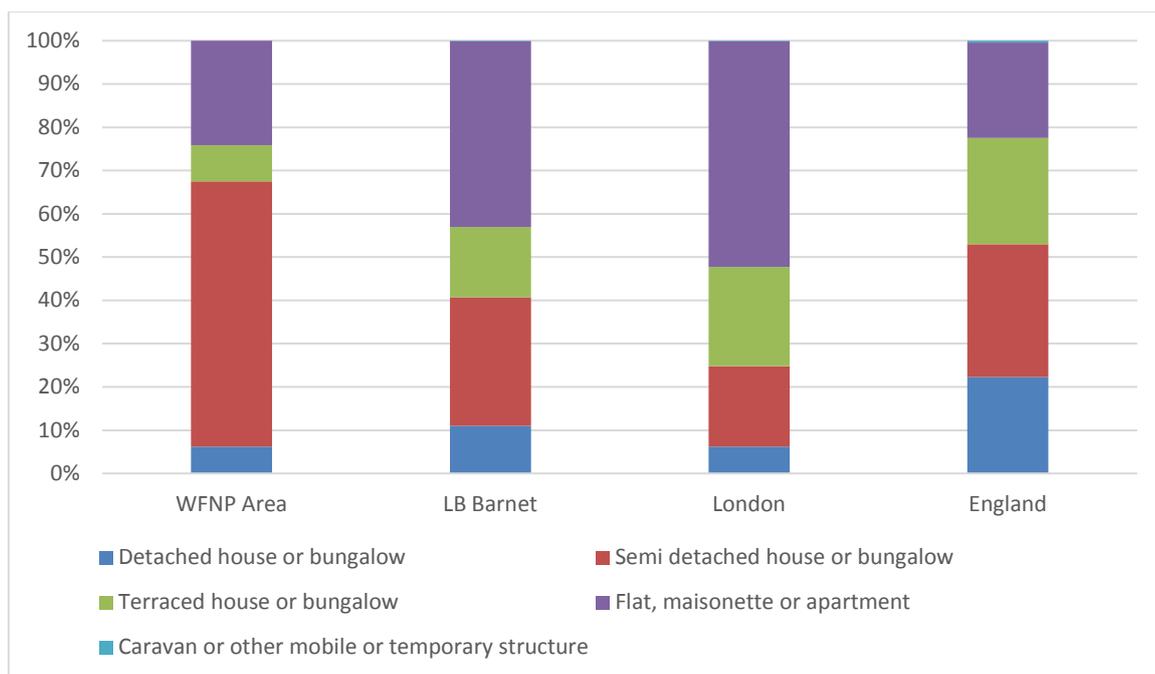
5.1 This Section sets out some key information on housing in West Finchley, including data on tenure, type and composition taken from the 2011 Census and evidence of need and potential supply. This section does not include description of the design of housing in the WFNP Area, which is discussed in Section 11.

Household data

Type of housing

5.2 Figure 15 displays type of housing at the time of the 2011 census.

Figure 15. Comparison of housing by type – 2011 Census

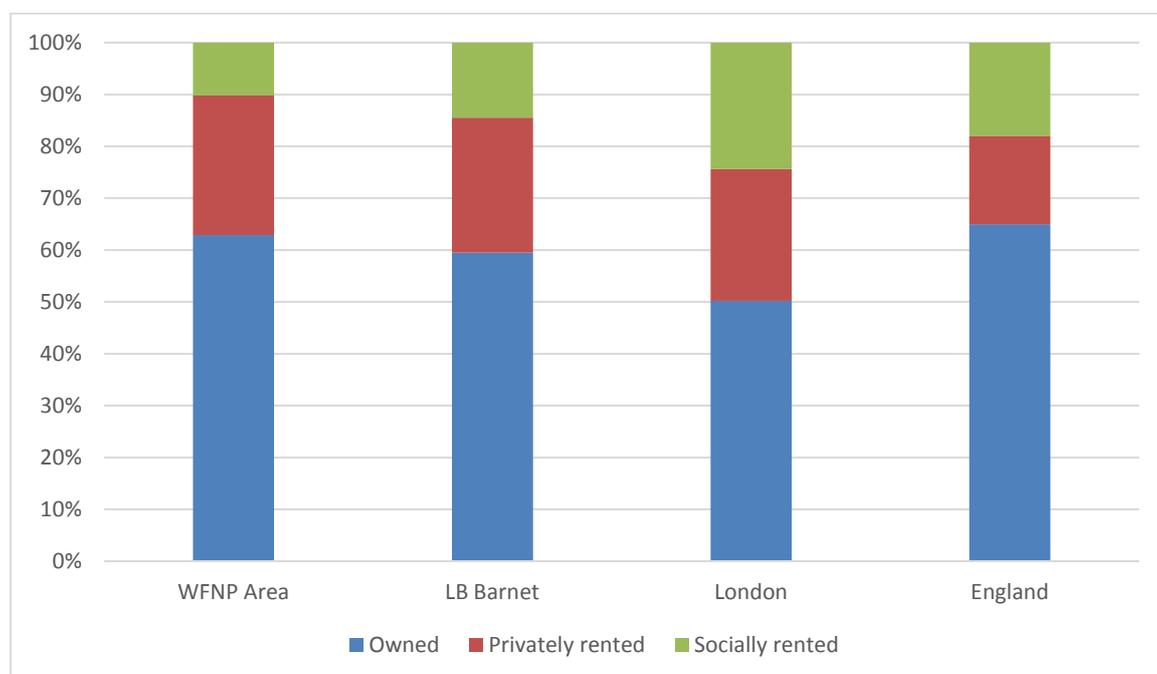


5.3 The dominance of semi-detached housing is visually evident within the WFNP Area and this data supports that observation, with semi-detached housing far outweighing other types of housing. However, it is noteworthy that there are still a number of other unit types in the area, particularly a number of flats. A few of these are within subdivided houses and some are purpose built blocks.

Tenure

5.4 Figure 16 displays tenure at the time of the 2011 census.

Figure 16. Comparison of housing by tenure – 2011 Census

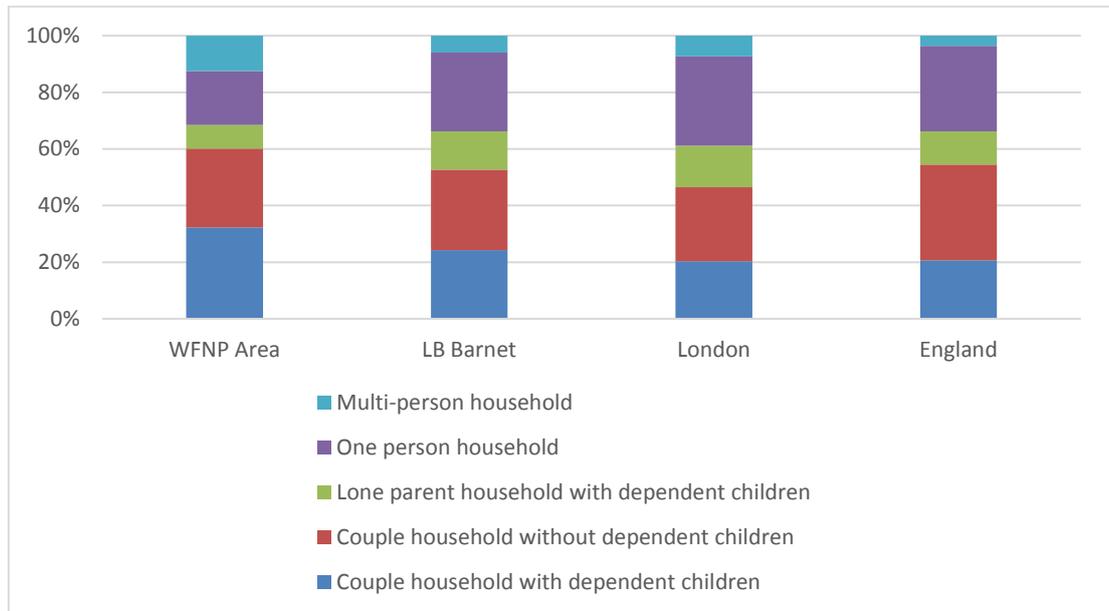


5.5 A considerable number of properties in the WFNP Area are owner occupied when compared to London, however, this is broadly in accordance with Barnet and England. The negligible amount of socially rented units in the WFNP Area is unsurprising given the low number of purpose built Council or Housing Association dwellings, which are limited to a small cluster at Penstemon Close.

Composition

5.6 Figure 17 sets out the composition of households in the WFNP Area.

Figure 17. Comparison of households by composition – 2011 Census



5.7 There is a significant mix in household composition.

5.8 In addition to the composition of conventional housing set out above, Fernbank Nursing Home, located off Finchley Way and Nether Street, is also within the WFNP Area.

Housing need, target and supply

5.9 Local planning authorities are required to calculate housing need in their area based on a number of demographic calculations. The figure of need in a local authority area is expected to translate towards a housing target in the Development Plan, which must mostly be met through housing allocations, where particular sites are allocated for an amount of housing development, either through redevelopment and intensification or development of greenfield land. The housing target can be difficult to calculate in a smaller area within a local authority when preparing a Neighbourhood Plan, as a target is usually unevenly spread across a Borough. This is especially true in predominantly urban locations bound by the Green Belt such as Barnet, where most new housing is provided through regeneration, which is usually dependent on land that contains buildings that no longer serve a useful purpose.

Housing need and target

- 5.10 In 2013, the Mayor of London commissioned a Strategic Housing Market Assessment¹⁴, which analysed the overall figure of housing need across London between 2015/16 and 2034/35 and determined a need for a growth of 48,841 new homes per annum. Table 3.1 of the London Plan breaks this study down to a target per Borough. The minimum ten-year target in Barnet is set at 23,489 new homes between 2015 and 2025, with an annual monitoring target of 2,349. The Barnet Core Strategy Policy CS3 sets a housing target “in the range” of 28,000 new homes from 2011/12 to 2025/26.
- 5.11 The amount of housing need in London, and therefore the WFNP Area, will be reviewed as part of the preparation of the evidence base informing the new London Plan. This will translate to a new London Plan housing target, which will in turn inform a new housing target in the new LB Barnet Local Plan.

Housing supply

- 5.12 The Core Strategy Policy CS3 seeks to provide housing in line with the Three Strands Approach, therefore targeting a number of areas in the district for varying amounts of growth. The WFNP Area does not comprise one of those targeted areas.
- 5.13 Local authorities are required to monitor the delivery of housing supply in annual Authority Monitoring Reports (AMR). The latest AMR available, from 2015¹⁵, states that the Council has exceeded the London Plan target by 25.9% and the Core Strategy target by 41%. Broadly, this suggests that LB Barnet’s delivery strategy is effective and that there is no justification for considering delivery at sites outside the identified areas in the Local Plan.
- 5.14 There is a lack of potential development sites in the WFNP Area, which is predominantly built up and does not include any noticeable housing stock in need of regeneration. There may be some smaller sites that could provide piecemeal housing growth, however, it is unlikely that a site could be allocated for five or more new dwellings in the Neighbourhood Plan.

¹⁴ GLA (2013) Strategic Housing Market Assessment 2013. Available at: <https://www.london.gov.uk/what-we-do/planning/london-plan/london-plan-technical-and-research-reports>

¹⁵ LB Barnet (2015) Authority Monitoring Report. Available at: <https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/annual-monitoring-report/authorities-monitoring-reports.html>

5.15 Given LB Barnet is demonstratively meeting its objective assessment of housing need, coupled with the lack of available housing land in the WFNP Area, it does not appear that it would be necessary or feasible for the WFNP to seek to accommodate housing growth.

6.0 Employment

6.1 This Section sets out a summary of Census data relevant to the employment of people in the WFNP Area, followed by a brief summary of business uses within the WFNP Area.

Census data

Economic activity

6.2 Figure 18 details simply the economic activity levels of residents aged 16-74 in the WFNP Area in comparison to Barnet, London and England. Figure 19 provides a more detailed breakdown of activity and inactivity by type of activity and inactivity.

Figure 18. Comparison of activity and inactivity – 2011 Census

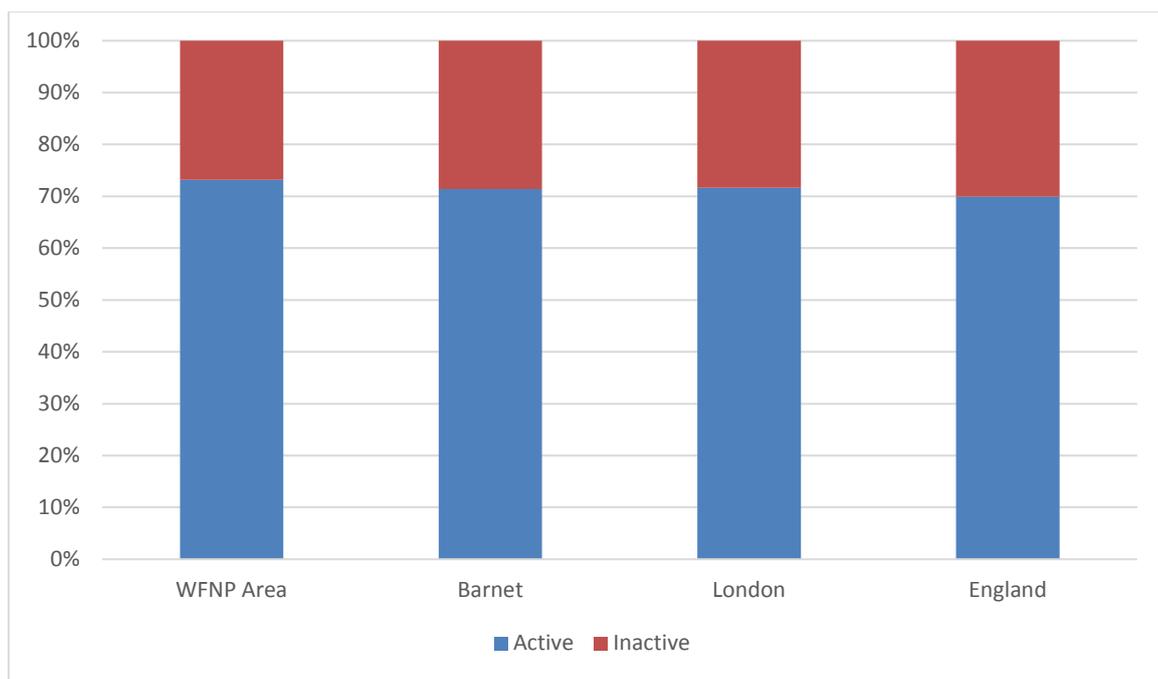


Figure 19. Detailed comparison of activity and inactivity – 2011 Census

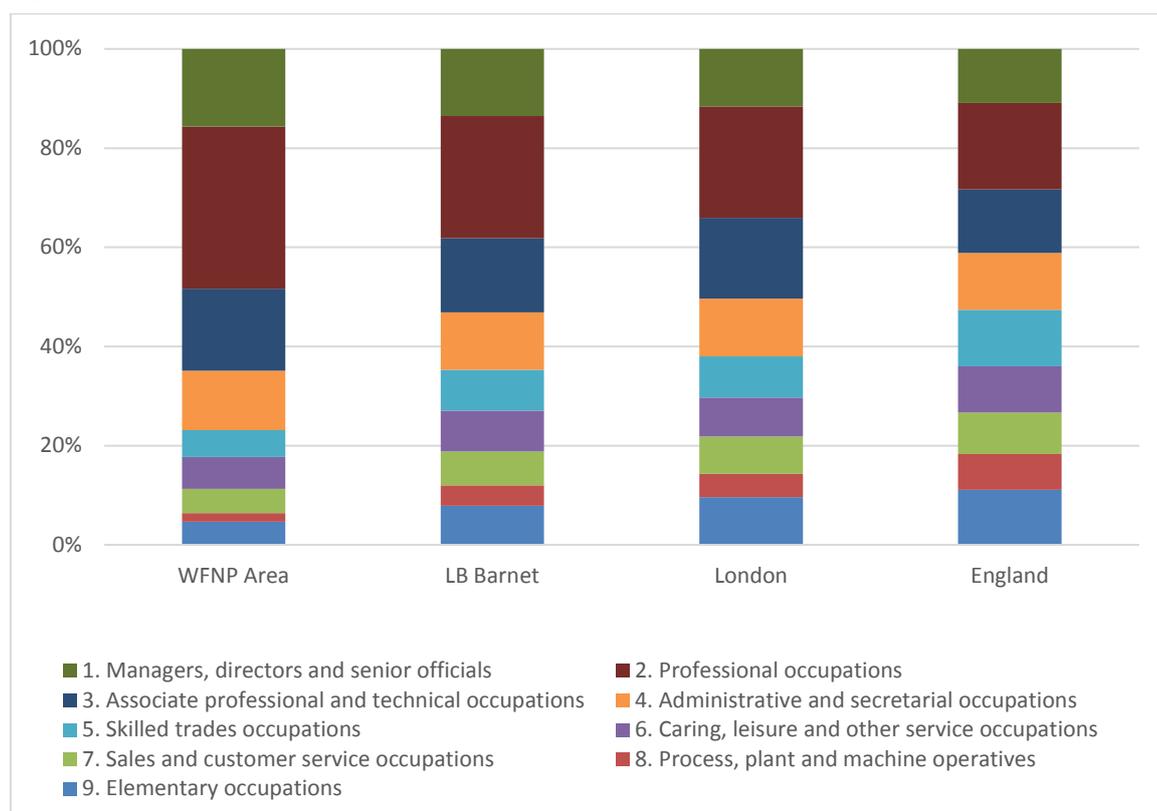


6.3 Residents of the WFNP Area are broadly representative of Barnet, London and England in terms of level of economic inactivity. However, there are some more subtle variations when it comes to the detailed breakdown, despite similar figures in most areas. For example, a higher percentage of the economically active bracket are currently in work, either full time, part time or, in particular, self-employed. Very few people are unemployed or economically active students. In terms of the inactive bracket, the categories are mainly below Barnet, London and England averages, with the exception of those looking after home or family, which is higher than across the broader areas and is possibly the result of the high number of young families as evidenced by the proportion of households with dependent children.

Occupation

6.4 The Census records the occupations of those in work by nine broad occupational groupings. While not explicitly being linked to skills and pay, higher numbered occupations (with Category 1 being the highest) will often be more skilled and better paid. Figure 20 sets out the occupational breakdown in the WFNP Area in comparison to LB Barnet, London and England.

Figure 20. Comparison of occupation types – 2011 Census



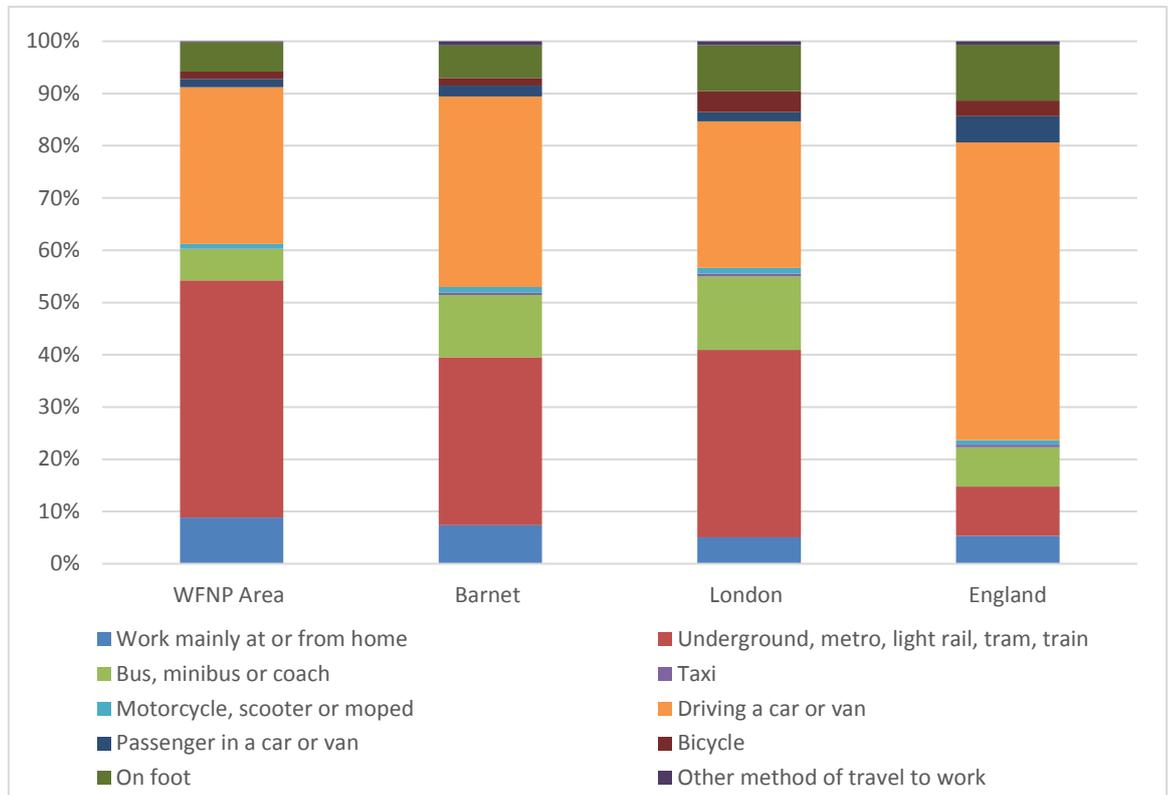
6.5 Residents in the WFNP Area are mostly occupied in highly skilled and better paid jobs, with around 50% of residents in Category 1 or 2, compared to around 27.5% in England, 35% in London and 37.5% in Barnet. In particular, there is a very large proportion of residents occupied in a professional occupation. At the other end of the scale, few residents are engaged in less skilled jobs, particularly process, plant and machine operatives and elementary occupations.

Travel to work mode

6.6 It is possible to use 2011 Census data to determine the modal split (i.e. transport choice) of residents in the WFNP Area when travelling to work (residents aged 16 to 64 only). Figure 21 sets out the means

of travel to work of residents at the time of the 2011 Census in comparison with LB Barnet, London and England.

Figure 21. Comparison of means of travel to work – 2011 Census



6.7 Figure 21 shows some noteworthy information of WFNP Area residents, including:

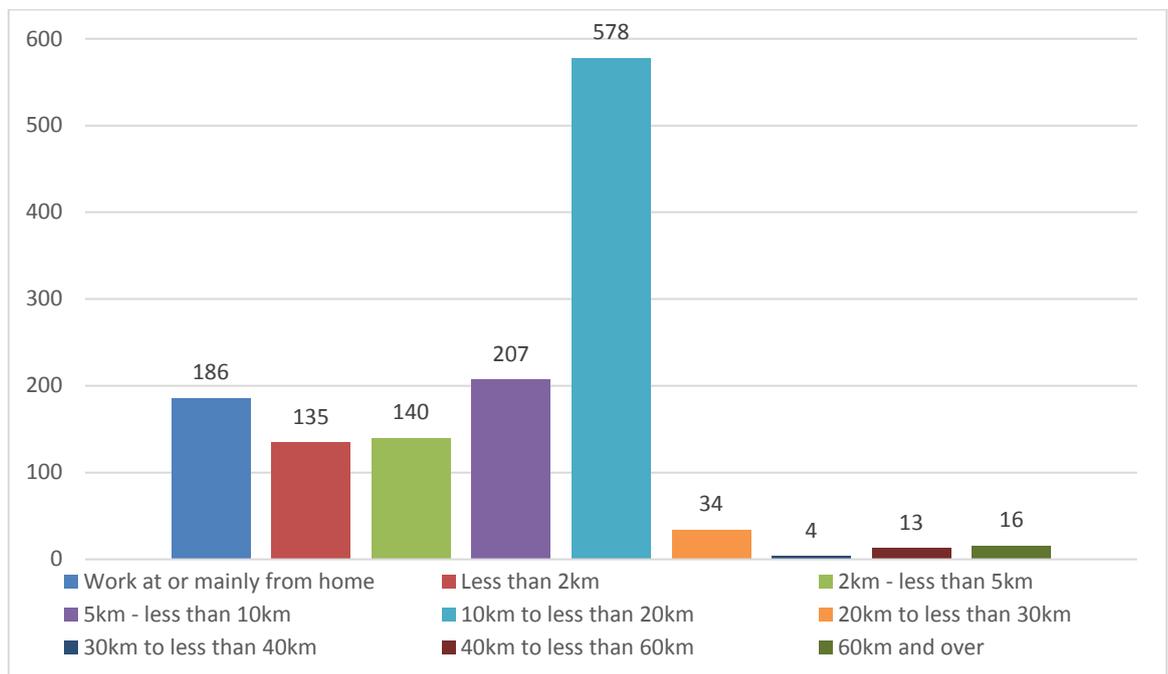
- That residents tend to travel to work either by railway (including London Underground) or by car;
- The amount of residents using the London Underground, Overground or train (circa 40%) far exceeds residents of Barnet or London as a whole. Given there is no Overground or Train station within general walking distance of the WFNP Area, almost all of these commuters will be catching the Underground;
- While on average fewer people use a car compared to Barnet, reliance on cars is much greater than in London as a whole, as might be expected in an outer London Borough; and

- Cycling, walking and catching the bus to work are noticeably less popular in the WFNP Area, which could suggest that residents of West Finchley do not tend to work locally (not including those that work from home).

Distance travelled to work

6.8 Figure 22 sets out the travel to work distance of residents in the WFNP Area by broad distance bands.

Figure 22. Travel to work distance in WFNP Area – 2011 Census (020C and 020D)



6.9 The following findings can be taken from Figure 22:

- A clear majority of people in the WFNP Area work within 10-20km of home. This range contains most key employment areas in central London, including the City, West End and Canary Wharf;
- The second most popular distance is 5-10km, which includes some parts of north central London (including Kings Cross) and other destinations in North London, including Camden, Edgware, Barnet and Enfield. This is only marginally higher than the third most popular grouping, which is those that work mainly at or from home;

- A similar number of people travel less than 2km to work and 2-5km to work, which could include a number of local institutions such as schools and hospitals, or nearby retailers/small offices; and
- Very low numbers of residents travel any further than 20km to work, which suggests that few residents work outside of Inner or North London or surrounding towns within 20km of the WFNP Area, such as Watford, St Albans, Hatfield, Potters Bar or Cheshunt).

Employment in the WFNP Area

- 6.10 There are no designated employment locations nor formal employment uses such as offices or workshops in the WFNP Area. There is a small number of retail units on Nether Street, which is discussed separately in Section 7, and some institutional locations which may at times support employment (particularly self-employed instructors), such as Gordon Hall and Finchley Lawn Tennis Club, which are covered separately in Section 9. However, in planning terms these do not constitute formal employment uses, instead being considered retail and leisure uses respectively.
- 6.11 Despite a lack of formal workplaces, Census data clearly shows that a number of residents are working from or mainly at home in the WFNP Area, which means that there is still a level of employment within its boundaries, even if there is no formal employment land.

7.0 Retail

7.1 This Section summarises the retail offer within and nearby to the WFNP Area.

Within the WFNP Area

7.2 The WFNP Area includes a limited retail offer, with a row of small retail units¹⁶ along Nether Street, adjacent to West Finchley Underground Station, as shown at Figure 23.

Figure 23. Nether Street Retail Units



7.3 LB Barnet does not formally designate this row as a retail area as it is not sufficiently large to warrant designation.

7.4 Because the parade of shops on Nether Street is undesignated, LB Barnet has not produced evidence on its role, viability and vitality. However, a number of observations may be made about the parade of shops:

¹⁶ One of which includes an ancillary coffee shop

- Retail units are generally small-medium size, with non-retail (mainly residential) uses on the first floor;
- There is a range of uses, including one convenience shop (which uses a second unit for storage), some service-orientated retail uses (one dry cleaners, one computer repair shop, one hairdressers and one hairdresser/beauticians) and two takeaway restaurants;
- All retail units are independent. This may suggest a less competitive environment.

7.5 This parade on Nether Street provides a concise offer to residents of West Finchley, however it is clear that residents do most of their shopping outside of the WFNP Area.

Outside the WFNP Area

7.6 The WFNP Area is within walking distance of two designated retail areas, North Finchley and Finchley-Church End. Both of these areas are considered District Town Centres by the LB Barnet Core Strategy, which includes 14 District Town Centres, with one Major Town Centre (Edgware) and a network of smaller local town centres.

7.7 Both North Finchley and Finchley-Church End contain a broad range of retail uses. Generally, Finchley-Church End contains relatively small units, including a number of restaurants, with the addition of a large Tesco, which is the closest major supermarket to the majority of WFNP Area residents. North Finchley hosts a number of retail units, including those occupied by Waitrose, Homebase, Aldi and Sainsbury's. The area also contains a wider range of high street fashion and beauty stores.

8.0 Transport

Introduction

8.1 This Section sets out the key transport background and evidence to the Neighbourhood Plan. It explores key information and evidence in relation to modes of transport in the WFNP Area.

Accessibility

8.2 Transport for London (TFL) records the public transport accessibility of all areas of London. This results in a Public Transport Accessibility Level (PTAL), which is based on a nine point scale (0, 1a, 1b, 2, 3, 4, 5, 6a and 6b). Figure 24 details the PTAL as recorded in 2011 (the Base Year). While TFL continues to provide a predicted PTAL in 2021 and 2031, the anticipated accessibility level in the WFNP Area does not change during that period.

Figure 24. Accessibility in the WFNP Area (2011 Base Year, Predicted 2021 and 2031)

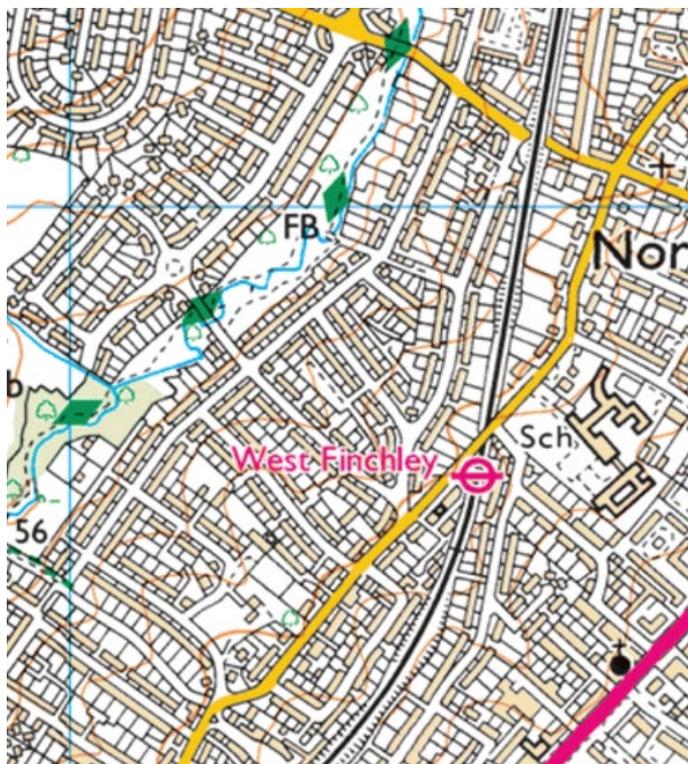


8.3 The PTAL Map shows that TFL regards the WFNP Area to have a PTAL of two. Small pockets of the WFNP Area, towards the east, south and north, have a PTAL of three. There is a very small area of PTAL four in the immediate surroundings of West Finchley Underground Station. Nevertheless, most of the area is within approximately a 10 minute walk of West Finchley underground station, which has

Northern Line trains every 2-6 minutes running south to either via Bank to Morden or via Charing Cross to Kennington and north to High Barnet. Additionally, the 326 bus, which runs from The Spires in Barnet to Brent Cross shopping centre, provides a hail and ride service along Nether Street and Courthouse Road and Courthouse Gardens. The predicted PTAL ratings for 2021 and 2031 show that the transport routes serving West Finchley are not proposed to be upgraded significantly during the WFNP Period.

- 8.4 Figure 25 is an Ordnance Survey extract of the WFNP Area¹⁷, showing the classification of streets in the neighbourhood.

Figure 56. Ordnance Survey map of the WFNP Area



- 8.5 The Ordnance Survey classifies most highways in the WFNP Area as “minor roads in urban areas”. These streets are primarily residential roads and ordinarily would not be used as through roads. One road in the WFNP Area is an exception to this, Nether Street, which runs north east to south west towards the eastern edge of the WFNP Area. Argyle Road, which is located just north of the northern boundary, is also a through road. Both of these roads are through routes (hence the yellow colouring), but not significant enough to classify as “A” or “B” roads. Therefore, all roads in the WFNP Area are managed

¹⁷ Ordnance Survey (regularly updated) “Great Britain Street & Road Map” Available at: <http://www.streetmap.co.uk/>

by LB Barnet, as the Highways Authority, as opposed to Transport for London, which manages only major roads classified as red routes¹⁸.

- 8.6 Ballards Lane, to the east of the WFNP Area, is classified as a main road (A598). From Ballards Lane it is possible to access Red Route arterial roads such as the North Circular and the A1 (Great North Way/Falloden Way/Archway Road). In addition, the WFNP Area is circa two miles from both the M1 and A1.

Railway (including London Underground)

- 8.7 The main railway station servicing the area is West Finchley Underground Station on the Northern Line. While Woodside Park and Finchley Central Underground Stations are within walking distance of certain parts of the WFNP Area, these are mostly further from residents than West Finchley and are on the same line. Other London Underground lines and National Rail stations are located much further from the area, meaning most connections on the wider railway network are via the Northern Line.

West Finchley Underground Station

- 8.8 The Underground Station is the key public transport node in West Finchley, serving many of the area's residents as well as those further afield. The Underground Station is located on the High Barnet branch of the Northern Line.

Connections

- 8.9 Southbound trains from West Finchley run through the two Central London branches of the Northern Line, via Charing Cross or Bank. The night tube runs on the Charing Cross Branch.
- 8.10 Figure 26 sets out approximate times from West Finchley Underground Station to popular destinations on the London Underground Network¹⁹.

¹⁸ Transport for London (regularly updated) "Red Route Maps". Available at: <https://tfl.gov.uk/modes/driving/red-routes/red-route-maps>

¹⁹ Transport for London (regularly updated) "Journey Planner". Available at: <https://tfl.gov.uk/plan-a-journey/>

Figure 26. Travel times and routes to key destinations from West Finchley London Underground Station

Destination	Fastest time	Route
High Barnet	Seven minutes	Northern Line northbound
Euston	18 minutes	Northern Line southbound
Kings Cross St Pancras	20 minutes	Northern Line southbound
Charing Cross	25 minutes	Northern Line southbound
Oxford Circus	27 minutes	Northern Line southbound to Euston, Victoria Line southbound
Waterloo	27 minutes	Northern Line southbound
Bank	29 minutes	Northern Line southbound
London Bridge	31 minutes	Northern Line southbound
Victoria	31 minutes	Northern Line southbound to Euston, Victoria Line southbound
Liverpool Street	34 minutes	Northern Line southbound to Moorgate change to Hammersmith & City, Circle or Metropolitan Line eastbound.
Westminster	34 minutes	Northern Line southbound to Embankment, District and Circle Lines westbound
Marylebone	35 minutes	Northern Line southbound to Euston, Victoria Line southbound to Oxford Circus, Bakerloo Line westbound
Paddington	38 minutes	Northern Line southbound to Euston, Victoria Line southbound to Oxford Circus, Bakerloo Line westbound

Frequency and times of service

8.11 The Northern Line provides a frequent service, with trains every few minutes throughout the day. Trains are more infrequent (up to 15 minutes) towards the beginning and end of the service hours and during Night Tube Services, which run through Friday and Saturday nights. Figure 27 below sets out the first and last train times from West Finchley Underground Station²⁰.

Figure 27. First and last services from West Finchley Underground Station

Day	First train	Last train
Monday - Thursday	05:29 (southbound)	00:07 (southbound)
	05:46 (northbound)	01:07 (northbound)
Friday	05:29 (southbound)	Night Tube Service (Charring Cross Branch only)
	05:46 (northbound)	
Saturday	Night Tube Service (Charring Cross Branch only)	Night Tube Service (Charring Cross Branch only)
Sunday	Night Tube Service (Charring Cross Branch only)	23:15 (southbound)
		00:11 (northbound)

Note: first and last trains relate to service days, so last trains are on the morning of the following day.

Usage

8.12 Figure 28 sets out data recorded by TFL²¹ on the usage of West Finchley Underground Station. This data is recorded annually and available data runs between 2007 and 2015.

²⁰ Transport for London (regularly updated) "Northern Line Timetable" Available at: <https://tfl.gov.uk/tube/timetable/northern/>

²¹ Transport for London (regularly updated) "London Underground Performance Reports – Entry and Exit Figures by Station". Available at: <https://data.london.gov.uk/dataset/london-underground-performance-reports>

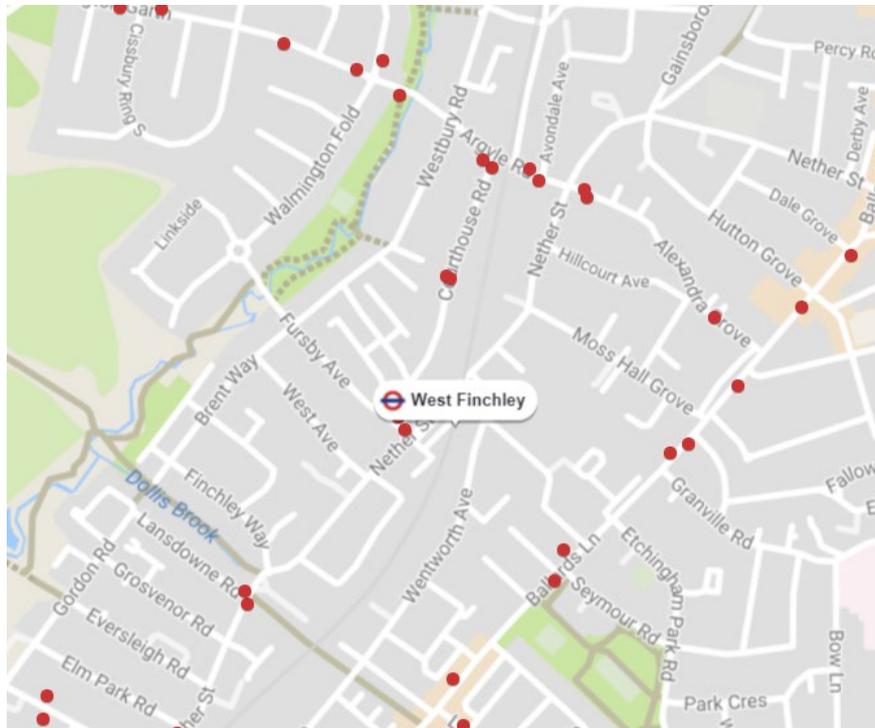
Figure 28. Entry and Exit figures in West Finchley Underground Station – 2007-2015

Year	Entry Weekday	Entry Saturday	Entry Sunday	Exit Weekday	Exit Saturday	Exit Sunday	Annual Entry/Exit
2015	2742	1620	994	2563	1369	978	1.61m
2014	2620	1490	874	2468	1294	889	1.54m
2013	2436	1312	741	2142	1084	752	1.37m
2012	2423	1267	708	2164	1070	704	1.37m
2011	2421	1317	770	2163	1085	757	1.37m
2010	2268	1245	707	2029	1027	703	1.29m
2009	2112	1067	596	1877	965	598	1.19m
2008	2166	1143	651	1936	966	629	1.22m
2007	2108	1037	603	1827	877	569	1.16m

Bus routes

8.13 There are a number of bus routes in and around the WFNP Area, as shown in Figure 29²².

Figure 29. Bus routes in proximity to WFNP Area



²² Transport for London (regularly updated) "Bus Maps" Available at: <https://tfl.gov.uk/maps/bus?intcmp=40401>

8.14 Figure 30 sets out each key bus stop serving the WFNP Area and regular routes that stop at each.

Figure 30. Summary of formal bus stops and routes

Bus stop	Location	Number	Destinations
Court House Road/Argyle Road Stop N	North – inside boundary on Courthouse Road	326	Barnet (The Spires)
Court House Road/Argyle Road Stop S	North – inside boundary on Courthouse Road	326	Brent Cross
Argyle Road/Avondale Road Stop TT	North boundary	221	Turnpike Lane Station
Argyle Road/Avondale Road Stop RR	North – on boundary	221	Edgware
Granville Road Stop KK	North east of boundary (on Ballards Lane northbound)	13	North Finchley
		125	Winchmore Hill
		460	North Finchley
		N20	Whetstone
Granville Road Stop LL	North east of boundary (on Ballards Lane southbound)	13	Victoria Bus Station
		125	Finchley Central
		460	Willesden Bus Garage
		N20	Golders Green
Victoria Park Stop NN	East of boundary (on Ballards Lane northbound)	13	North Finchley
		125	Winchmore Hill
		460	North Finchley
		N20	Whetstone
Victoria Park Stop MM	East of boundary (on Ballards Lane southbound)	13	Victoria Bus Station
		125	Finchley Central
		460	Willesden Bus Garage
		N20	Golders Green
Long Lane Stop A	South east of boundary (on Ballards Lane northbound)	13	North Finchley
		125	Winchmore Hill
		460	North Finchley
		N20	Whetstone

Long Lane Stop B	South east of boundary (on Ballards Lane southbound)	13	Victoria Bus Station
		125	Brent Cross
		143	Finchley Central
		382	Millbrook Park
		460	Willesden Bus Garage
		N20	Golders Green
Dollis Road Stop M	South of boundary (eastbound)	382	Southgate
Dollis Road Stop N	South of boundary (westbound)	382	Millbrook Park

8.15 The No. 326 is a particularly important local bus. It has three pairs of informal bus stops within the WFNP Area along Courthouse Gardens and Nether Street, but acts as a “hail and ride” service, with no requirement to be at an exact bus stop in order to be able to hail buses.

Cycling

8.16 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, as shown on Figure 31²³. Most streets in the WFNP Area are useable by cyclists; however, none has formal cycle lanes or paths. These would not be simple to accommodate due to the width of roads. The Dollis Valley Greenwalk (mentioned in more detail at Paragraph 8.17) is suitable in parts for cyclists.

²³ London Cycle Network (regularly updated) “Journey Planner – plan a cycle journey”. Available at: <https://london.cyclestreets.net/>

Figure 31. Cycle route map



Walking

8.17 There are some segregated pathways in and adjacent to the WFNP Area. These are:

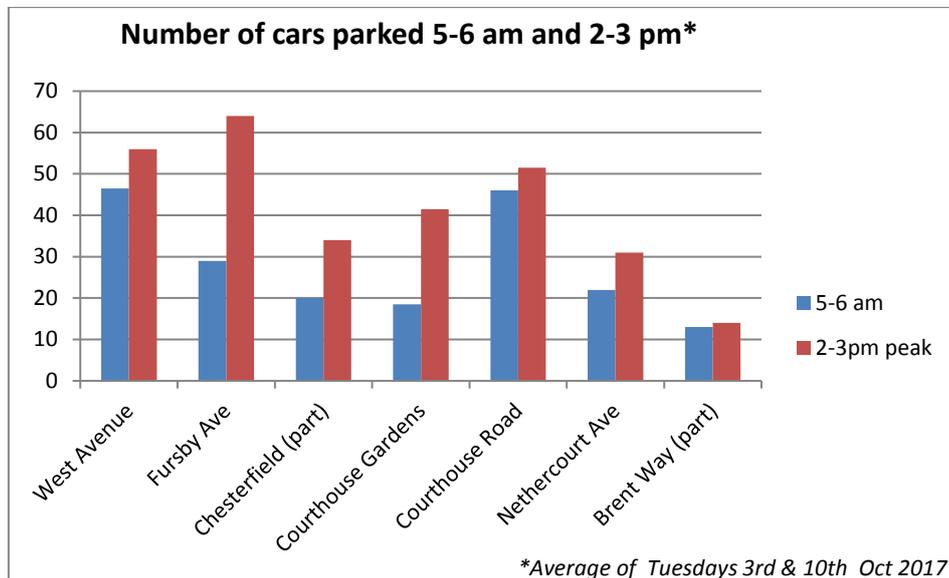
- **Dollis Valley Greenwalk** – a green route, which follows the Dollis Brook, running from the Moat Mount Open Space, north of Edgware, and continuing south to the Hampstead Heath Extension. The Greenwalk forms the western boundary of the WFNP Area and is surrounded at this point by green space on both sides of the path. The Greenwalk is managed by LB Barnet. Parts of the Greenwalk are shared by pedestrians and cyclists; and
- **Lovers Walk** – a historic pathway that forms the southern boundary of the WFNP Area. The path starts in Finchley off Ballards Lane, running to Nether Street. The path continues west from a point 40 metres north on Nether Street, at which point it continues over the Dollis Brook, through Finchley Golf Club (west of WFNP Area) eventually joining Frith Lane in Mill Hill.

Parking

- 8.18 On-street parking in the WFNP Area is mostly unrestricted. This is with the exception of Nether Street, which mostly has double yellow line road markings. These markings also extend along sections of roads that connect to Nether Street around West Finchley Underground Station²⁴. In addition, it is not possible to park outside the retail units on Nether Street between 9am-10am, a restriction that may be in place to deter commuter parking.
- 8.19 West Finchley Resident's Association conducted two parking surveys in 2017. One in February, covering Brent Way, Hamilton Way and Finchley Way and a second in October covering most of the streets closest to West Finchley Underground Station (Courthouse Gardens, Courthouse Road, Fursby Avenue, Nethercourt Avenue, West Avenue, the main part of Chesterfield Avenue between Fursby and Westbury Grove, and the most northerly section of Brent Way between West and Fursby Avenues). Both surveys were conducted on weekdays and avoided the main school holiday periods. Each street was surveyed on two or three different dates and the results have been averaged across these dates to avoid random variations.
- 8.20 Both surveys compared parking volumes in the 2-3pm afternoon peak with volumes at off-peak times. Comparisons between these off-peak and peak times provide an indication of the pressure resulting from daytime commuter parking. Cars and vans parked in the off-peak periods indicate the volume of parking by local residents but may include some visitors.
- 8.21 The surveys confirm that the streets nearest the Tube Station experience weekday pressures on parking space attributable to a significant influx of commuters. This is most evident in those streets which are within about a 5 minute walk of the station. The first chart (Figure 32) shows the number of cars parked during the 2-3pm afternoon 'peak' compared with 5-6am in the morning for the seven streets (or parts of streets) nearest to the station. In total there are around 300 cars parked in these streets between 2-3pm compared with only around 200 at 5am in the morning - a net weekday influx of 100 (or 50% more).

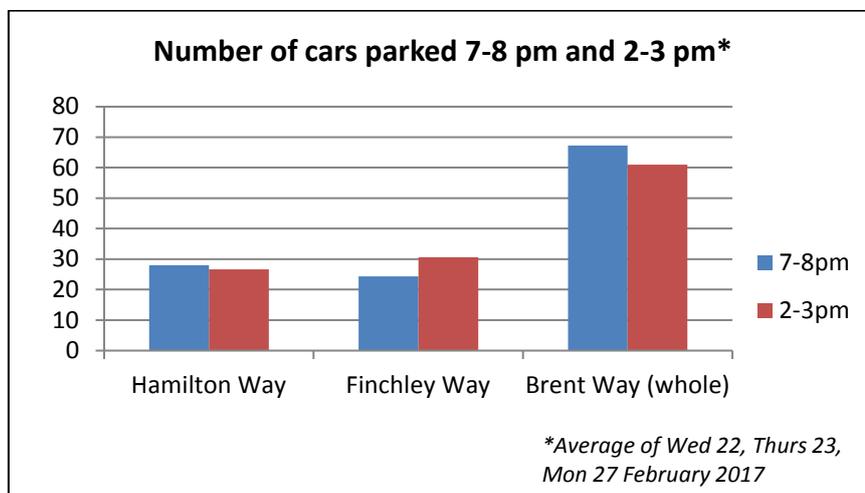
²⁴ LB Barnet (regularly updated) Traffic Web. Available at: www.barnettraffweb.co.uk

Figure 32. Number of cars parked 5-6 am and 2-3 pm*



8.22 For those streets or parts of streets which are more than a 5 minute walk away from West Finchley tube station there is little or no evidence of additional parking pressure during weekdays. The results for Hamilton Way, Finchley Way and the whole of Brent Way (second chart, Figure 33) show that there was not much difference in the volume of parking between mid-afternoon and evening. In fact, in Hamilton Way and Brent Way as a whole, the numbers of parked cars were greater in the evening suggesting that this is primarily parking by residents.

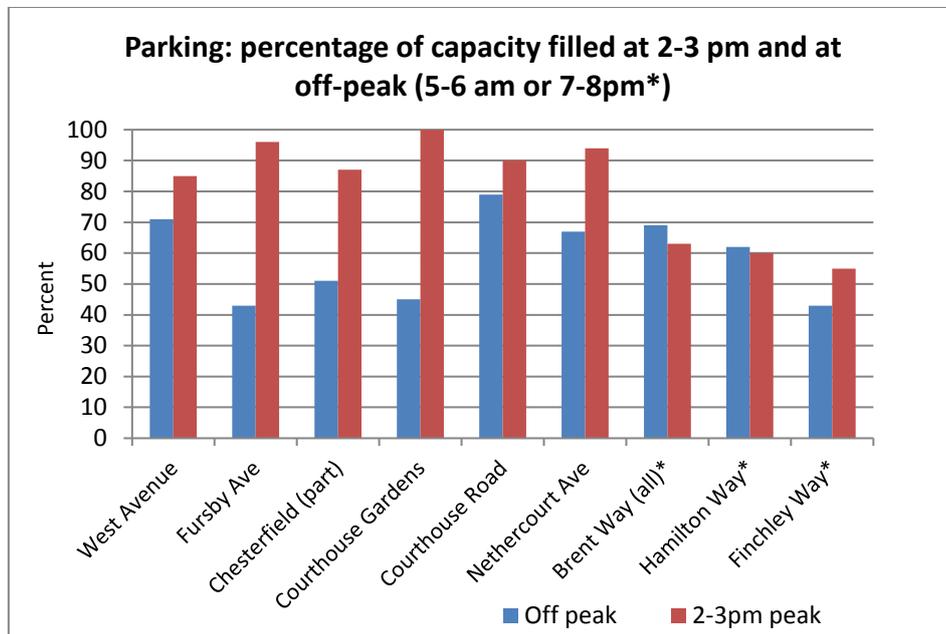
Figure 33. Number of cars parked 7-8 pm and 2-3 pm*



8.23 Another way of looking at the pressure caused by commuter parking is to assess the total number of potential parking spaces in each street (i.e. the street’s maximum parking capacity) and compare it with the number of cars parked at any time. This makes it possible to compare the relative parking pressure on different streets.

8.24 For example, Figure 34 (third chart) shows that in Fursby Avenue 96% of all parking spaces were filled during the 2-3pm afternoon peak, but at 5-6am in the morning only 43% of spaces were occupied. The chart also shows that Fursby Avenue, Courthouse Gardens, Courthouse Road and Nethercourt Avenue were 90% or more full during the afternoon peak – Courthouse Gardens and the main part of Fursby Avenue down to Chesterfield Road/Brent Way being completely full. West Avenue and Chesterfield Road also experienced very high levels of pressure with occupancy levels of between 80-90%. Conversely, there is little evidence of pressure from commuter parking in Hamilton Way, Finchley Way or Brent Way as a whole, though the short section of Brent Way between Fursby and West Avenues has very few spaces available at either peak or off-peak times.

Figure 34. Parking: percentage of capacity filled at 2-3 pm and at off-peak (5-6 am or 7-8pm*)



9.0 Leisure and Community Facilities and Social Infrastructure

9.1 The WFNP Area includes a small number of community facilities, both formal and informal, which serve local residents and people visiting the area. This Section briefly presents each followed by a brief discussion of social infrastructure in the WFNP Area.

Leisure and Community Facilities

9.2 The WFNP Area includes the following formal and informal leisure and community facilities:

- **Gordon Hall** – located on Huntly Drive, this venue was purpose built as a Scout Hut and hosts the 10th Finchley (Scottish) Scout Group. The venue is also available for hire by various groups and for local events. As the only conventional community hall in the WFNP Area, Gordon Hall is a valued community asset;
- **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 and Woodside Park area;
- **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 as informal public open space and formal footpaths. Although outside the WFNP Area, there is a well-used play park to the west of the Dollis Valley Greenwalk; and
- **Two sets of allotments** – one adjacent to the Lawn Tennis Club off Brent Way (Brent Way Allotments) and one accessed from Nethercourt Avenue, to the rear of properties on that road and Fursby Avenue, which are used by local residents;
- **An informal open space** (between Hamilton Way, Finchley Way and The Drive) – 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.

Community infrastructure

- 9.3 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, including Moss Hall Junior and Infant schools, which are immediately north of the WFNP Area.
- 9.4 The West Finchley Residents' Association, which provides a shared forum for local residents to discuss key issues in the area, is an important part of social infrastructure.

10.0 Environment and Sustainability

Overview

10.1 This Section reviews the environmental features of the WFNP Area, including waterways and flood risk, biodiversity, landscape, trees and air quality.

Waterways and Flood Risk

10.2 The Dollis Brook forms the western boundary of the West Finchley Neighbourhood Plan area. Its immediate surrounds are recorded by the West London Strategic Flood Risk Assessment (WLSFRA) ²⁵ as areas of flood risk, as shown at Figure 35.

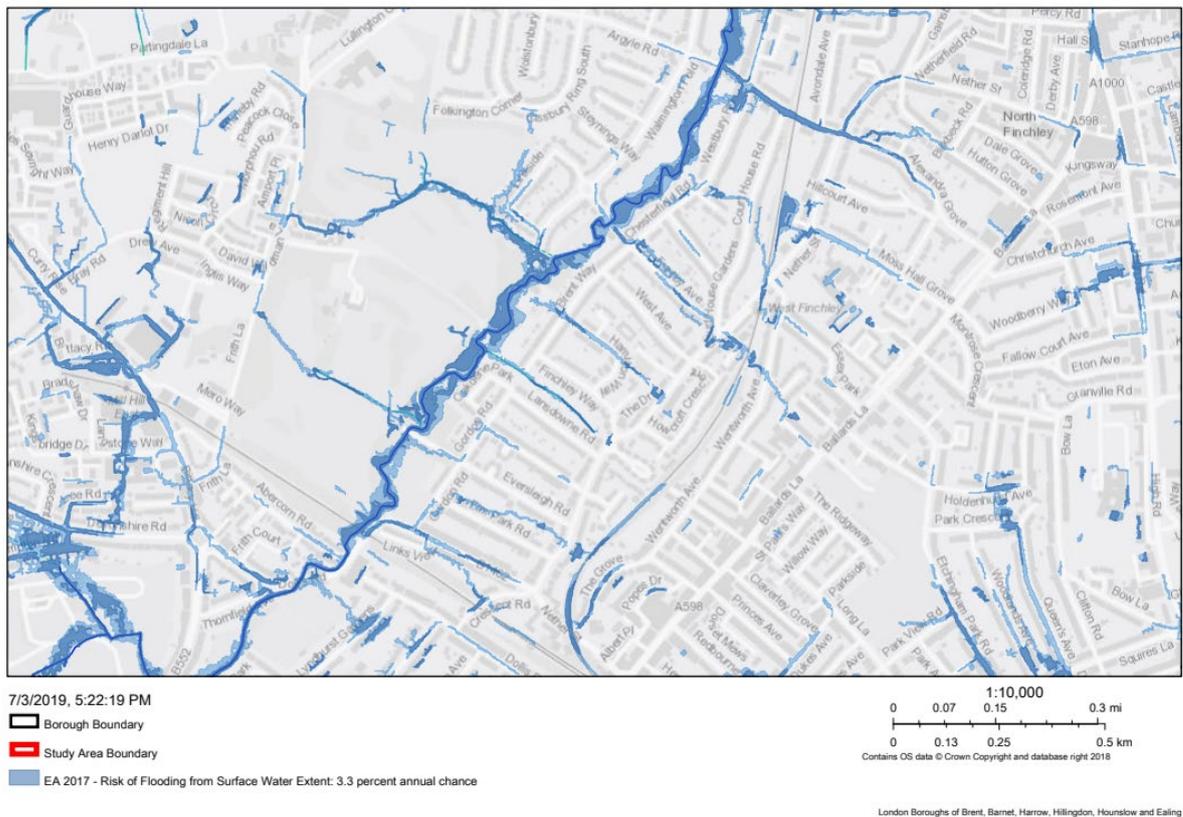
Figure 35. Fluvial and tidal flood risk in the WFNPA Area



²⁵ WLSFRA (2018) Flood Mapping available at: <https://westlondonsfra.london/mapping-tool/>

- 10.3 Most of the areas of fluvial and tidal flood risk are contained within the undeveloped part of the Dollis Brook Greenwalk and Westbury Road gardens. The area along the corridor of the Dollis Brook is within the functional floodplain (flood zone 3b) which is defined as land where water has to flow or be stored in times of flood
- 10.4 The WFNPA Area does contain some noticeable areas of surface water flood risk, which are also detailed by the WLSFRA and copied at Figure 36.

Figure 36. Surface water flood risk in the WFNPA Area



- 10.5 In addition to the areas surrounding the Dollis Brook, 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 not experienced surface water flooding along these routes and therefore these may be channels that feed in to the Dollis Brook rather than locations where surface water accumulates as standing water.

Biodiversity

10.6 The Department for Environment, Food and Rural Affairs records habitats and species present on its Magic Map application²⁶. In the WFNP Area, it records the presence of Deciduous Woodland spanning the area immediately surrounding the Dollis Brook. It also records the entire WFNP Area as hosting three bird species, lapwings, tree sparrows and turtledoves. This habitat area runs as far north as Totteridge.

10.7 Locally gathered evidence shows that both Heron and Moorhens are prevalent in the area. Local residents have been involved in the Big Garden Bird Watch, which takes place in January each year. Between 2015 and 2017 the following birds have been spotted as part of this process:

- Blue tit;
- Great tit;
- Coal tit;
- Robin;
- Blackbird;
- Goldcrest;
- Magpie;
- Chaffinch;
- Dunnock;
- House martin;
- Kingfisher;
- Heron;
- Little Egret;
- Mallard;
- Moorhen;
- Tawny Owl;
- Sparrowhawk;
- Green Woodpecker;
- Greater Spotted Woodpecker.

²⁶ DEFRA (2017) Magic Maps. Available at: <http://magic.defra.gov.uk/magicmap.aspx>

- 10.8 In addition to the above, a number of birds have been spotted at other times of year. These include wrens, woodpigeons, crows, long tailed tits, goldfinches, jays, thrushes, ring-necked parakeets, swifts and swallows.
- 10.9 Dollis Brook is a designated Water Framework Directive waterbody within the Environment Agency's Thames River Basin Management Plan, and is currently failing to achieve good ecological status. The reasons for not achieving good are likely to impact on the ecological health of the river which links in with the biodiversity theme. For example, the Environment Agency has advised that the Dollis Brook has sections of toe-boarding and artificial revetments and is affected by non-native invasive species such as Japanese Knotweed and Giant Hogweed. These factors can prevent the Dollis Brook from achieving more natural conditions which would enable it to support a more diverse range of habitats and species. If opportunities are not taken to improve the biodiversity of watercourses we will continue to see a local decline in water (and land) dependant species such as invertebrates, fish, mammals such as otters, water voles and bats and the plant life that supports them.
- 10.10 The Brent Catchment Management Plan created by the Brent Catchment Partnership sets out the specific objectives for the watercourses in the Brent Catchment (including the River Brent, Dollis Brook, Silk Stream and the associated tributaries such as Deans Brook, Folly Brook, Burnt Oak Brook, etc.). The objectives of the plan include reducing pollution, making rivers more natural, tackling invasive non-native species and creating better opportunities for access and recreation. The Brent Catchment Management Plan also provides key information on the current condition of the Dollis Brook. The Environment Agency has confirmed that the Dollis Brook is threatened by untreated Giant Hogweed on the Folly Brook which originates from the Darlands Nature Reserve.

Landscape

- 10.11 The undeveloped land surrounding the Dollis Brook is designated as part of the Metropolitan Green Belt or Metropolitan Open Land by LB Barnet, as detailed on the Council's Proposals Map.²⁷ Accordingly, this land is provided with protection from development except in very special circumstances.

²⁷ LB Barnet (2006, as amended) UPD Proposals Map. Available at: <http://barnet.devplan.org.uk/map.aspx?map=12&layers=all>

Trees

10.12 The WFNP Area is notable for a range of trees, including along streets, particularly within the Dollis Valley Greenwalk, around 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.

10.13 An audit of the street trees West Finchley neighbourhood was undertaken 2017 by members of the Neighbourhood Forum and the West Finchley Residents Association. This audit built on the data produced in the 2014 Barnet Borough tree audit. The audit undertaken in 2017 covered the 12 streets that comprise the neighbourhood of West Finchley and concluded there are 253 street trees in the area, 30 of which are new and thus currently unclassified by Barnet Borough's Tree Team.

10.14 A table of the trees document during the 2017 tree audit is detailed below.

Figure 37. Trees in West Finchley Neighbourhood by Type

Type of Trees	Number of trees
Alder	2
Ash	11
Birch (various)	40
Copper Beech	1
Crabapple	7
English Oak	4
Flowering Cherry (various)	62
Hawthorn	20
Hazel	5

Honey Locust	1
Hornbeam	11
Hop-Hornbeam	1
Judas Tree	1
Juneberry	3
Linden/Lime	23
Magnolia	1
Maidenhair Tree – Ginko	1
Maple	14
Pear	3
Plane	1
Pride of India	2
Sweetgum	4
Sycamore	3
Whitebeam	2
Total	223

10.15 In addition to the street trees listed in figure 37, there are numerous trees in the open spaces between Finchley Way, Hamilton Way Penstemon Close and Nether Street behind Chilvins Court as well as those located on Lovers Walk and the Dollis Brook.

10.16 The importance of trees in the LB Barnet is emphasised by the Borough Tree Policy which states that “trees are key to the success of the borough”.

Air quality

10.17 The WFNP Area falls within a Borough-wide Air Quality Management Area (AQMA). However, the LB Barnet 2015 Air Quality Management Report does not identify the WFNP Area as being an area with particularly poor air quality²⁸. Local environmental features contribute to a good level of air quality.

²⁸ LB Barnet (2015) Air Quality Management Report. Available at: <https://www.barnet.gov.uk/citizen-home/environmental-health/air-quality/air-quality-monitoring.html>

11.0 Heritage and Design

Heritage Assets

Statutory designated heritage assets

- 11.1 There is only one designated heritage asset in the WFNP Area, the **Grade II Listed Cedar Court**. The listing for Cedar Court²⁹ notes it as a purpose built block of flats (1912) designed to appear as a country house and built by the Brent Garden Village Society. Cedar Court is mostly obscured from view in the WFNP Area. It is accessed from a long driveway off Finchley Way (The Drive) and protected by an imposing gateway with keypad access with mature trees surrounding other boundaries.

Figure 38. Cedar Court



²⁹ Historic England (2017) Cedar Court – List entry summary. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1119706>

Locally designated heritage assets

11.2 LB Barnet retains a list of buildings within the Borough that it considers to have local architectural or historic interest.³⁰ Buildings in the WFNP Area that feature on this list are:

- **Fursby House, 146 Nether Street** – this large historic house sits in a plot of land behind Fursby Avenue and West Avenue, with access off Nether Street. It has lost some prominence in the WFNP Area since two semi-detached houses were erected to the front of its plot on Nether Street, however, it has never been visible from the street.³¹; and,

Figure 39. Fursby House



³⁰ LB Barnet (2017) The Schedule of Buildings of Local Architectural or Historic Interest. Available at: <https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/conservation/Locally-Listed-Buildings.html>

³¹ LB Barnet (2015) Planning Application Summary – 15/07602/FUL. Available at: <https://publicaccess.barnet.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NZC6V5JIM2E00>

- **West Finchley Underground Station Bridge** – the footbridge is a historic feature at West Finchley Underground Station. The uncovered bridge is ornately detailed with painted metalwork.

Figure 40. West Finchley Tube Station Bridge



Character and Design

11.3 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. Figure 41 shows a typical housing style in the WFNP Area.

Figure 41. Typical housing and street style in WFNP Area (Westbury Road).



- 11.4 The WFNP Area is also noteworthy for its relatively low-density housing (in the context of London), which is set back behind a front garden or driveway and, traditionally with tree lined streets, although some have been lost in recent years.
- 11.5 Despite a clear dominance of interwar housing in the WFNP Area, there are some more modern developments within its boundaries. These are primarily on small infill sites and include flatted developments such as Chilvins Court and Carlton Court on Nether Street, with some examples of larger infill development in Maple Close and Penstemon Close. Generally, there is more variety in era and architectural style on Nether Street and streets to the east, whereas other streets have mostly retained their homogeneity.
- 11.6 Over the years since the original houses were built, certain types of alteration have become popular in West Finchley, as observed using the LB Barnet planning application search function³². These include:

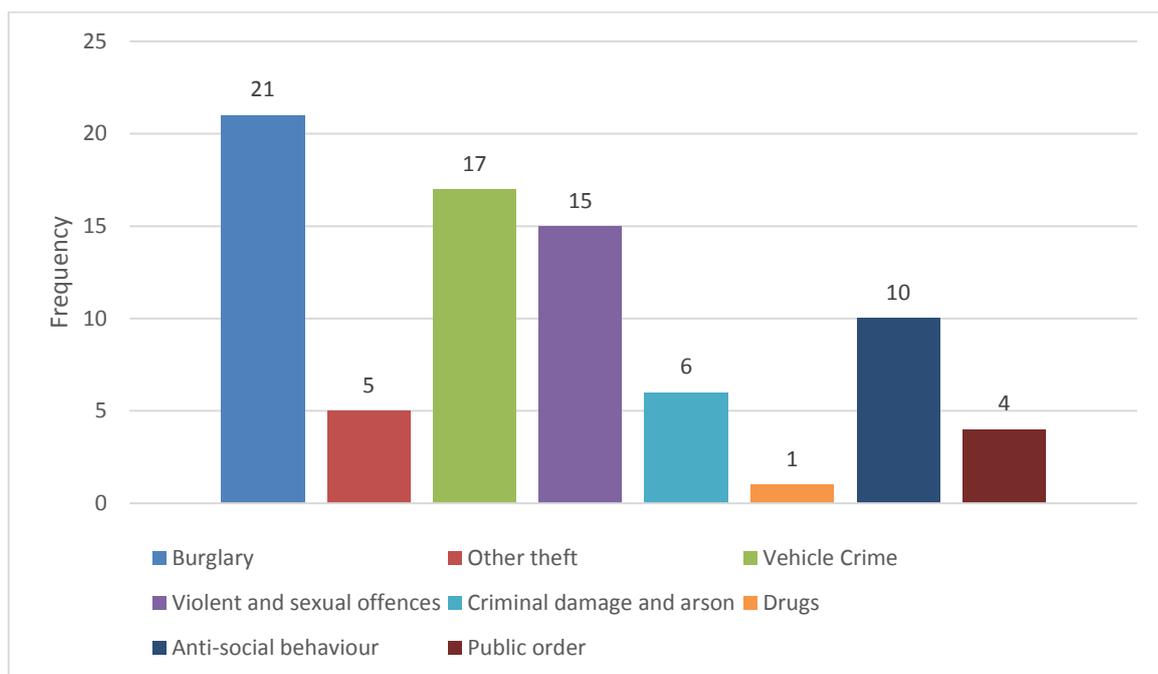
³² LB Barnet (regularly updated) View or comment on planning applications. Available at: <https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/submit-a-planning-application/view-or-comment-on-a-planning-application.html>

- Roof extensions, in the form of dormers, in order to convert loft space;
- Basement extensions;
- Rear extensions; and
- Replacement of front gardens with driveways.

12 Crime

12.1 Metropolitan Police Statistics³³ can provide a detailed breakdown of reported crime within a drawn area. Figure 42 details crime by type in the WFNP Area between May 2016 and April 2017.

Figure 42. Crime type and frequency in WFNP Area – May 2016 to April 2017



12.2 Figure 42 shows that crime is reasonably frequent in the WFNP Area, with an average of one recorded offence every 4.5 days. Burglary is the most common offence, followed by vehicle crime and violence and sexual offences (which includes domestic offences).

³³ Metropolitan Police Statistics (2017) Crime Map – West Finchley. Available at: <https://www.police.uk/metropolitan/E05000061/crime/2016-05/+6X9u1G/>

13.0 Summary and Key Issues

13.1 This Baseline Report has identified the key features of the WFNP Area. It has found the following:

- A key consideration for the WFNP is the planning policy context. It will need to consider how it fits with national, London-wide and LB Barnet planning policy and will also need to be aware of future changes to planning policy at all levels;
- The WFNP Area is predominantly residential, with only limited retail, community and other uses;
- The housing stock in West Finchley is comprised primarily of semi-detached, inter-war housing, interspersed with occasional variety, particularly towards the south of the area;
- Most West Finchley residents work in central London and are in highly skilled jobs that are likely to be well paid. However, a not insignificant proportion of the population work mainly from home;
- West Finchley Underground Station is a pivotal transport node for local residents and also attracts commuters, who park in the surrounding streets;
- The Dollis Brook and its surrounding green spaces form a key part of local infrastructure and also contribute to flood risk in the area, which also has a wider area of surface water flood risk; and
- A key asset of the local area is its character, which is cherished by local residents. While residents broadly enjoy living in the area, they have identified a number of opportunities for improvement, including to the public realm, housing, local environment and social infrastructure.

13.2 The findings of this document will be vital to the production of the WFNP, establishing a baseline of knowledge that, alongside findings from the engagement events, will inform its content.



West Finchley Neighbourhood Plan

Baseline Report

on behalf of West Finchley Neighbourhood Forum

June 2018

August 2019 update