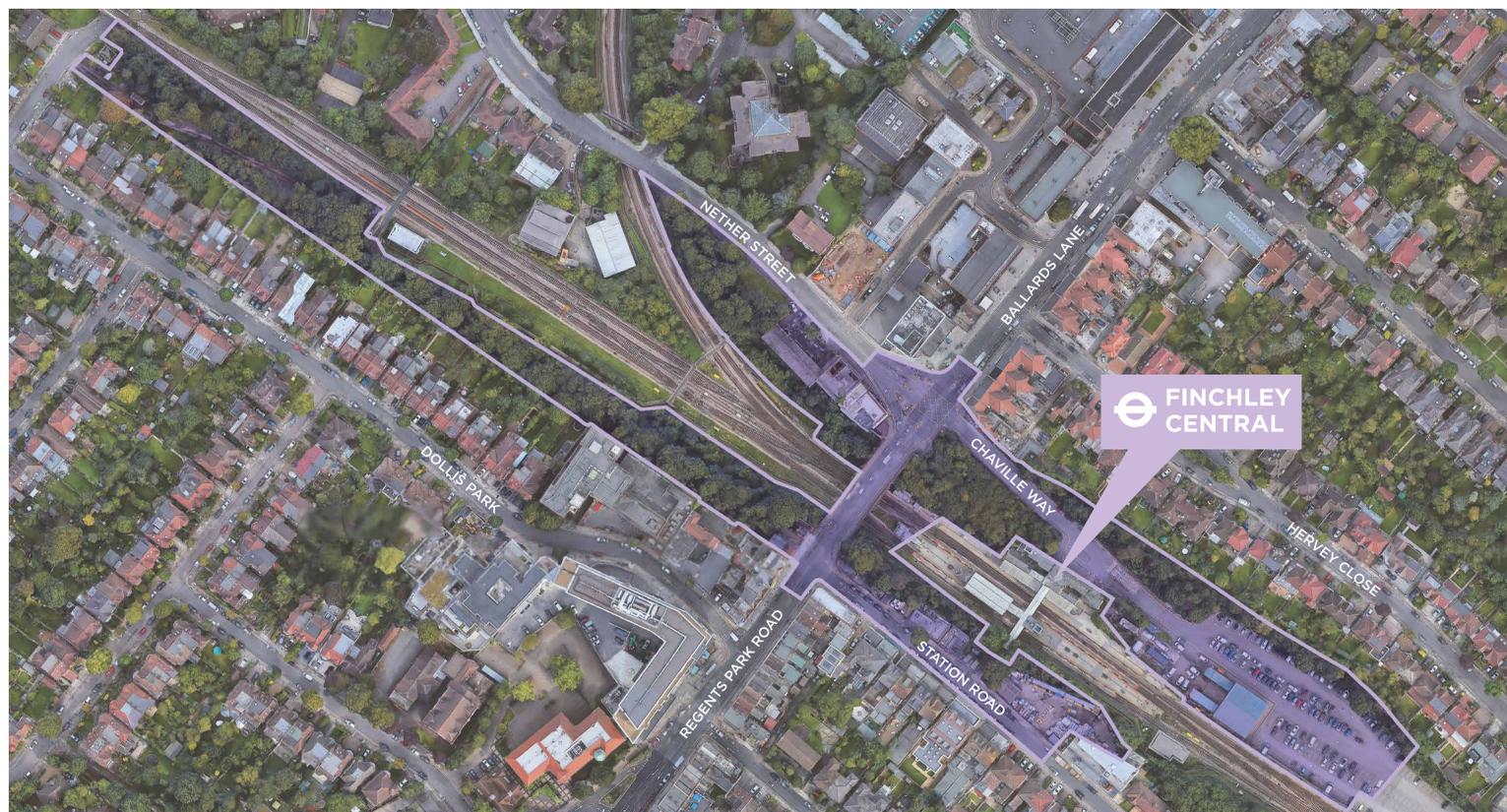


# Welcome

## Welcome to our second public consultation event.

Last year, Transport for London (TfL) selected Taylor Wimpey (TW) to help improve the area around Finchley Central station and deliver much needed housing in Barnet.



Site boundary

At our exhibition in June 2019, we outlined some initial ideas and asked for your feedback and what you thought was most important about the area.

This event presents our revised proposals. This is an opportunity for you to meet the team, ask questions and provide your feedback.

After considering your feedback on these proposals, we will finalise detailed designs and then submit a planning application.



First exhibition

## About us



- As one of London's largest landowners, TfL has been tasked by the Mayor of London with delivering 10,000 new homes.
- TfL seeks to ensure proposals create attractive, healthy and sustainable places for people to live, work and travel through.
- TfL reinvests any profit from developments such as Finchley Central, back into the transport network to keep London moving.

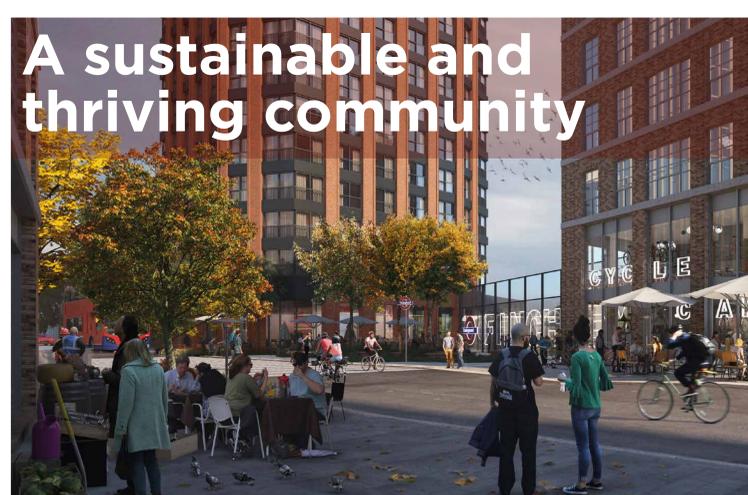


- From the outset, Taylor Wimpey is committed to working with local people to make places that people are proud to live and work in.
- They bring their expertise in designing and delivering complex residential-led schemes.
- Taylor Wimpey is committed to enhancing places for local communities and building much needed local infrastructure.

# Vision

**Our vision is to create a new heart for Finchley town centre.**

We want to create a place with a clear identity that enhances the local character of the area and which is easy, safe and enjoyable to move through for the existing and future community.



# Planning policy background

**In line with Barnet Council and London policy, our proposals seek to create an attractive, healthy and sustainable place for people to live, work and travel through.**

Barnet Council's **draft Growth Strategy (2019)** guides development and regeneration in the Borough. Key policies include:

- Increasing the supply of housing, with more affordable homes for local people.
- Delivering more homes on public sector land, in areas with excellent public transport.
- Enhancing public transport connections to improve transport accessibility.
- Delivering healthier streets to promote active travel and improve safety.
- Providing a cleaner, greener and more pleasant borough by reducing congestion and improving air quality.
- Strengthening the identity of the town centres by improving the mix of uses.
- Getting the best out of local green spaces and improving the quality and accessibility of parks and open spaces.



Barnet Council commissioned the **Finchley Church End Town Centre Strategy (2017)** to identify how Finchley Central and the station could be improved. Our development addresses the following issues highlighted in the Strategy:

- The area currently lacks an obvious focus, there is a need to provide a clearer sense of place and identity.
- The station, its adjacent car park and land along Nether Street represent key development sites.
- The two station gateway points into the town centre are poor quality, unfriendly environments and would benefit from public space improvements.
- The railway bridge and Nether Street junction currently creates an awkward 'pinch point' within the town centre and should be reconfigured to improve the flow of pedestrians, cyclists and drivers.



The **draft London Plan (2019)** and **Mayor's Transport Strategy (2018)** provide strategic policy to promote good growth, enabling the capital to grow in a socially and economically inclusive and sustainable way.

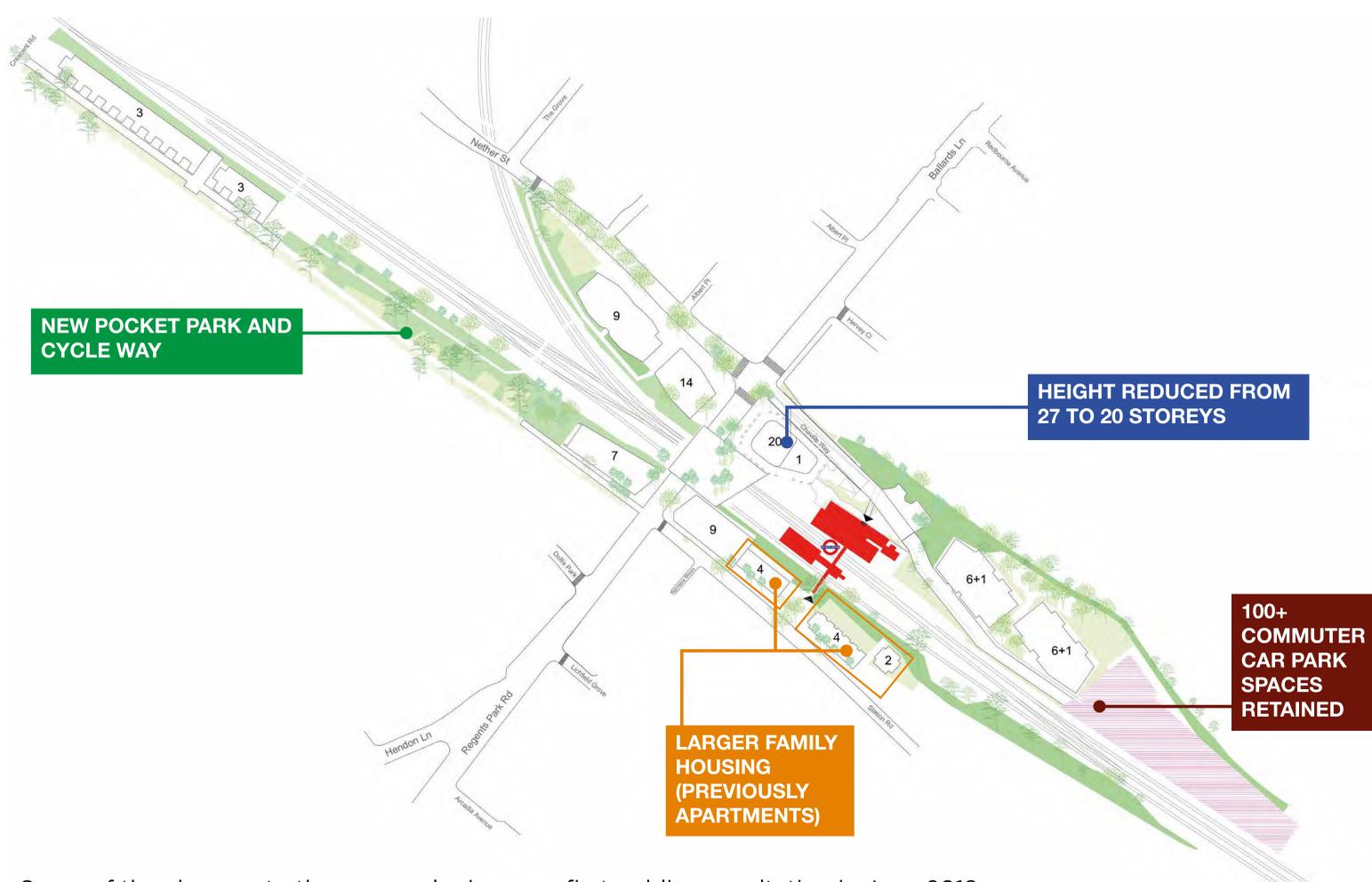
- **23,640 homes** are required in Barnet in the next ten years to meet Barnet and London's needs.
- Barnet's housing targets have increased. To meet them, a significant increase in housing delivery is required with a need to make best use of brownfield sites.
- Affordable housing delivery is a key requirement.
- Higher density on highly accessible brownfield land helps to protect the Green Belt.
- Taller buildings can make optimal use of sites that are well connected.
- Taller buildings can act as reference points, helping people to navigate within local areas.
- London's future transport system and health relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.
- A target of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. In Barnet this is currently about 40 per cent so sustainable transport and car-free development should be promoted especially in areas with very good public transport provision.



# The journey so far

## We asked, you said, we listened

**Our consultation event in June was an opportunity to present some initial ideas and hear the local community's feedback.**



Some of the changes to the proposals since our first public consultation in June 2019

The table below highlights key issues you raised and how we have responded:

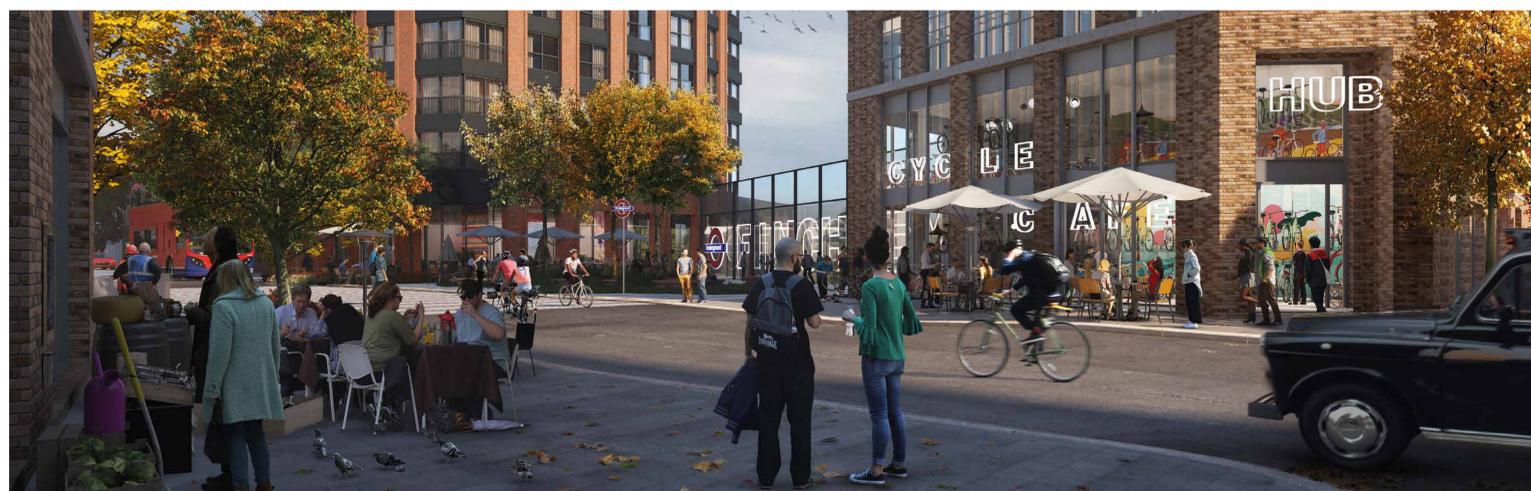
Theme	What you said	What we did
<b>1 Height and scale of proposed development</b>	Our early ideas proposed up to 700 new homes, including a tower of 27 storeys - you thought that this was too much.	Reduced the number of homes to 560 and the height of the tallest building to 20 storeys.
<b>2 New affordable homes</b>	New genuinely affordable homes are crucial.	Our target to provide 40 per cent of new homes as affordable housing has been maintained.
<b>3 Family homes</b>	The scheme shouldn't just deliver small flats.	87 family homes (62 3 beds and 27 4 beds) will be provided including 27 houses.
<b>4 Green spaces</b>	More green spaces are needed.	Proposals now include a new pocket park accessible to all.
<b>5 Better pedestrian and vehicular links</b>	The narrow footpath over the railway bridge feels unsafe and is unattractive. Nether Street junction is too congested.	New station square and a reconfigured Nether Street junction will integrate the high street, station and Nether Street, making journeys safer and more pleasant.
<b>6 Supporting a thriving town centre</b>	You value local businesses and recognise the high street needs a boost.	Station square will make the town centre more attractive. Combined with the new floorspace we are proposing for shops, cafés and bars, this public space will better link both ends of the high street. This will increase footfall and boost local businesses.
<b>7 Sustainable homes</b>	Any scheme should include energy efficient homes.	Green infrastructure will be incorporated into designs and we are seeking to minimise carbon emissions.
<b>8 Loss of parking</b>	The car park is well used and should not be lost.	Approximately half the car park will be retained for car parking and operational use.

# A new heart to the town centre

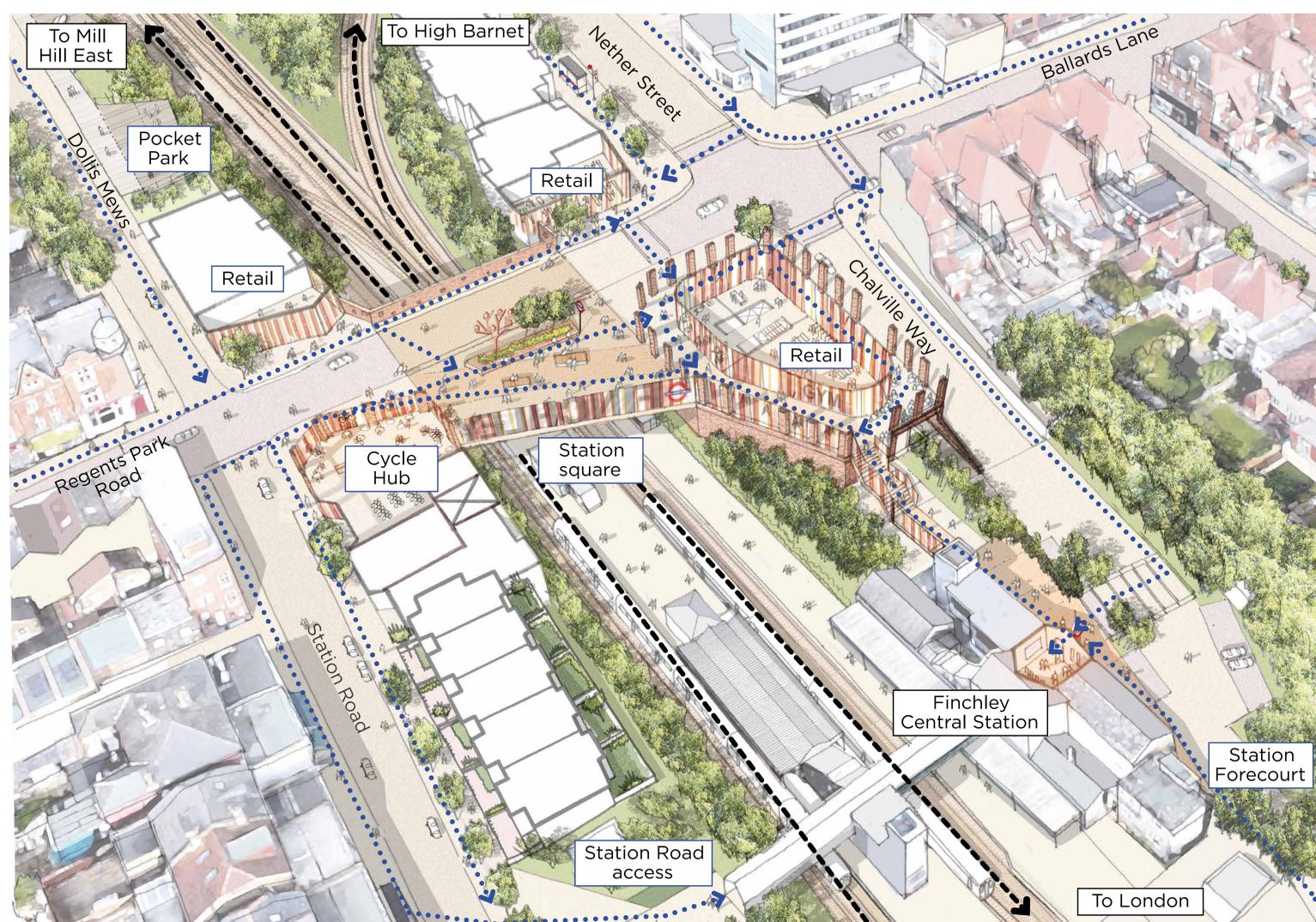
## We will better connect the high street with the station.

We want to make Finchley Central a place that is safe and easy to move through, with active public spaces that create a positive identity and sense of place. To achieve this, we will deliver a new station square that widens the bridge, provides a new direct pedestrian access from the high street to the station for people to travel through and enjoy.

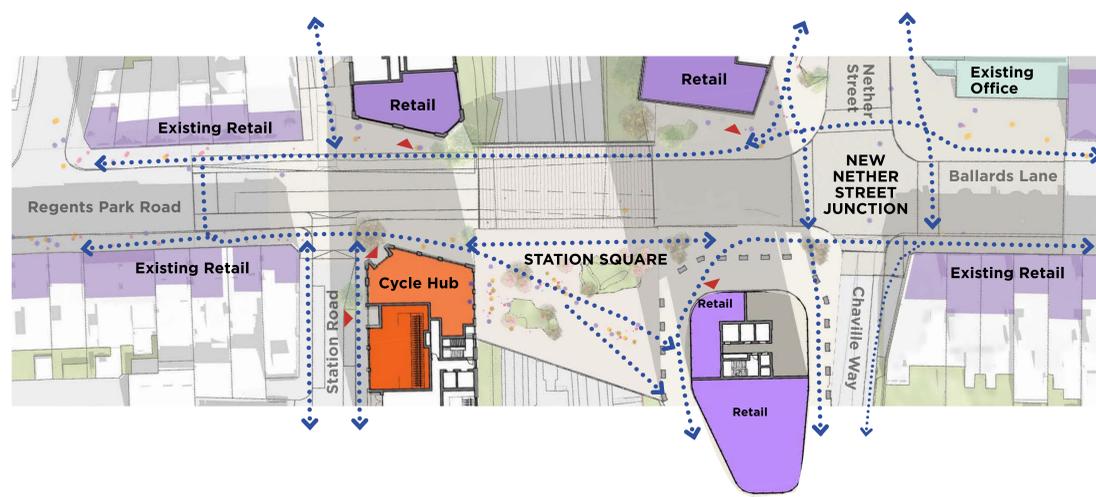
- The new shops, cafés and restaurants will support **60 jobs across the site**.
- Projections show new residents will spend over **£8.7m per annum**, helping to support **85 jobs**.



View looking north-east along Regents Park Road, showing station square



New wider bridge creates new station square public space



### KEY

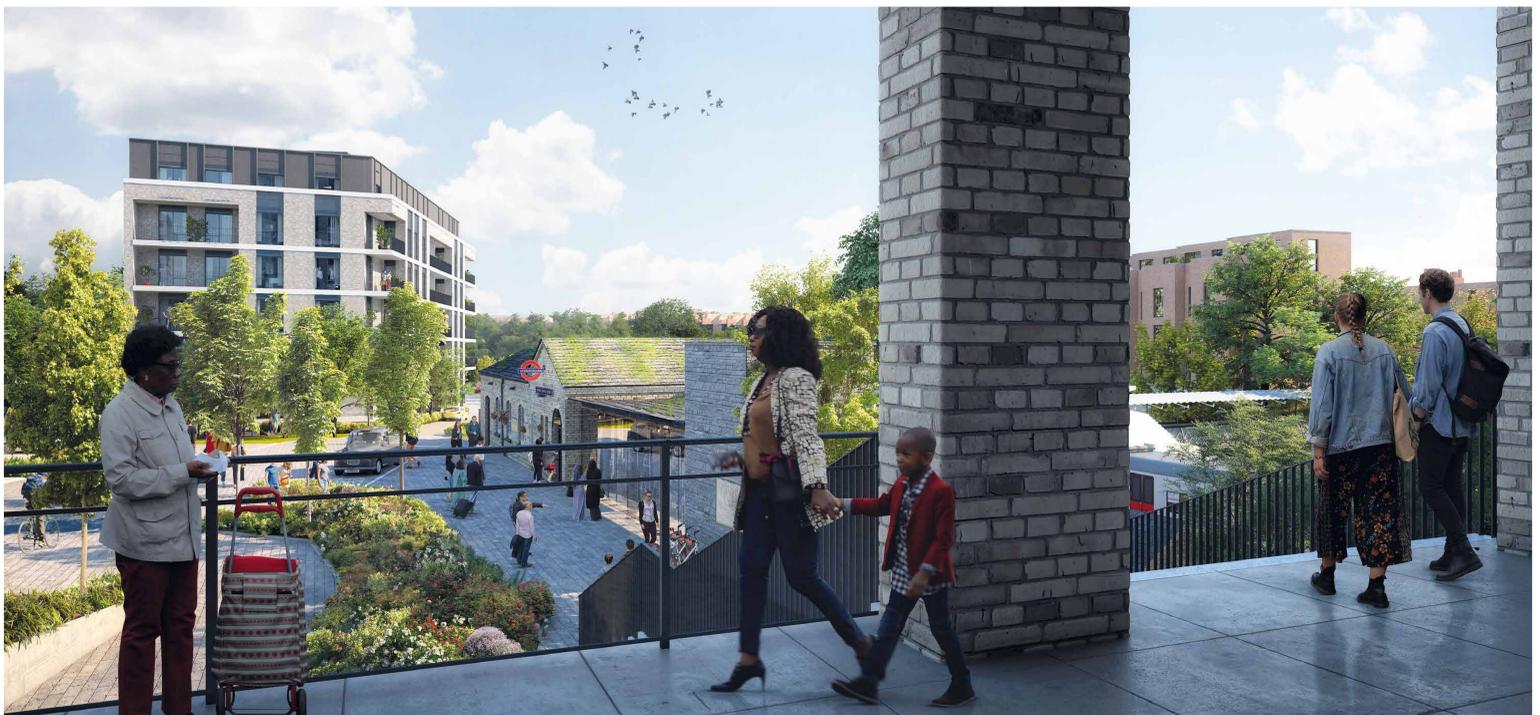
◄ Non-residential entrance

New shops, cafés and public space link together existing high street businesses on both sides of railway line

# Better routes to and from the station

**We will improve existing routes to the station and create new attractive connections, that benefit both the existing community and new residents. These will be easy and safe to move through and link to upgraded station entrances.**

The current station forecourt on Chaville Way will be improved with better drop-off provision and landscaping. The Victorian station building will be retained.



New station forecourt and route to station from Regents Park Road

Station Road will be improved. We aim to reduce car movements outside the station entrance and provide improved crossing points. The existing entrance will benefit from new paving, cycling facilities and lighting.



Station Road looking south-east

Nether Street junction will be reconfigured, easing congestion and improving air quality. Safer and more convenient crossing points will be provided for pedestrians.



Nether Street looking north-east



Pocket park

A new pedestrian route will be created linking Crescent Road and Regents Park Road, through a new pocket park.

# A new pocket park

**As part of our proposals we are introducing new green spaces and will be making improvements to over 5,800sqm of public space.**

Between the high street and Crescent Road, we will be providing a new pocket park which will create accessible space where the community can play and enjoy. The park will contribute to the health and wellbeing of residents and visitors, increase biodiversity and safe routes for pedestrians and cyclists to get around the local area.

New trees and planting will help to green the area and support a diverse range of insects, birds and wildlife.



A new pocket park for all to enjoy



# A great place to live

**Our proposal will help address the need for new housing in Finchley, delivering approximately 560 high quality homes for around 1,850 residents, on underutilised brownfield land in a great location.**



Living space in a Taylor Wimpey home



## Enhancing locality and affordability

- **Housing on brownfield land** relieves pressure on developing on the **Green Belt**.
- **High quality architecture** positively contributes to the varied context and individual characters of Finchley.
- **40 per cent genuinely affordable high quality homes** including 'London affordable rent' homes and 'shared ownership' where buyers can own a stake in their home.

## For local people and families

- We are **committed to the Mayor's First Dibs initiative**, which offers homes to Londoners first.
- **16 per cent will be for families (3 bed+)** with some **houses**. Two and one bed homes will diversify the residential offer for younger people wanting to live locally and travel into London for work.
- Over **2,500sqm of new playspace** for children will be carefully integrated into the landscape. This will be located close to homes.

## Design quality and standards

- **Spacious homes** designed to surpass the requirements of the Nationally Described Space Standards (NDDS) and Mayor's housing design standards.
- Each home **benefits from private amenity space**, such as a balcony or terrace, sizes exceed London Plan standards with these providing natural surveillance of the street.
- Over half the homes will be **dual aspect** and have been designed to **maximise daylight into the homes**.
- **Secure entrance lobbies** a pre-requisite to apartment building design.
- Homes will have **stunning views** of the surroundings and towards Central London.
- New homes will have the required acoustic treatments and suitable heating and ventilation systems to **mitigate against noise, summer overheating and air quality issues**.



1 bed apartment

2 bed apartment



Ground floor  
4 bed house

First and  
second floor

Third floor

## Reducing carbon emissions

- A 'fabric first' energy design approach has been adopted for the design of homes to reduce energy use by occupiers to **reduce fuel bills**.
- Our energy strategy, utilising air source heat pumps, will **significantly reduce carbon emissions** from the development.
- **The sign of a better home**. We will seek to achieve Home Quality Mark level 4.
- **Secure cycle parking** is integral to the scheme along with the provision of car club space for use by local people.

# A sustainable and thriving community

**We are going to do more than build new homes; our proposals provide wide-ranging social, environmental and economic benefits.**

At street level we are providing a mix of uses, landscaping improvements and new public spaces to create activity and a better sense of place. Four new commercial spaces will help to frame the new station square which could be used for cafés, bars and restaurants to support a vibrant night-time economy.



Station square



Station square at night

## Sustainable development

We want to achieve an exemplar development meeting the highest standards for sustainability, biodiversity, energy efficiency and renewable energy use.



Cycle hub

## Cycle Hub

A cycle hub will be located with secure spaces. E-charging points for electric bikes and a café for refreshment. There will also be new bike spaces at Station Road and on the new station forecourt off Chaville Way.

## Respectful of our local neighbours

The proposals are being carefully designed to minimise the impact on existing local neighbours. We are undertaking daylight/sunlight and overshadowing studies and these will be submitted as part of our planning application once designs are finalised.

## Supporting local skills, jobs and the high street

- The new commercial uses will support **60 jobs** across the site.
- Projections show new residents will spend around **£8.7m per annum**, much of it on local services and the high street, helping to support a further **85 jobs**.
- During construction **over 350 people** will be employed directly on site. TfL and Taylor Wimpey will also co-ordinate a skills programme that will offer construction apprenticeships and training to local people. This should provide between 26-30 apprenticeship opportunities and around **28 local jobs**.

# Improving your journey

## Proposed transport solutions

**Over 7 million journeys are made to and from Finchley Central station every year.**

**Most people (91 per cent) walk** or catch the bus to the station and we want to support these sustainable choices. The development around Finchley Central therefore provides a big opportunity to improve accessibility, making everyone's journey better.



We will support:



### Walking and bus use



- **1,000m** of new and improved pedestrian routes to and from the station which will encourage people to walk and travel to the station by bus.
- The route from Chaville Way will be made safer and more attractive.
- A new route from Regents Park Road to the station will be created.
- We are widening paths and footways and introducing a new station square that will effectively **double the width of the bridge**.
- We are providing **6 upgraded crossings** on Nether Street junction to make walking more convenient and safer and to make the town centre feel less car dominated.



### Cycling

- We are providing **60+ covered cycle spaces** for commuters in a secure Cycle Hub which will also include new e-bike charging points and a café.
- New spaces at the Station Road entrance and on the station forecourt.
- A new **dedicated cycle route** is being provided between Crescent Road and the high street (Regents Park Road).



### Waiting to be picked up

- The station forecourt will be **an attractive area**.
- **2 dedicated spaces** will be provide for drop-off.
- 2 spaces for taxis.

# Car parking at the station

## Existing use

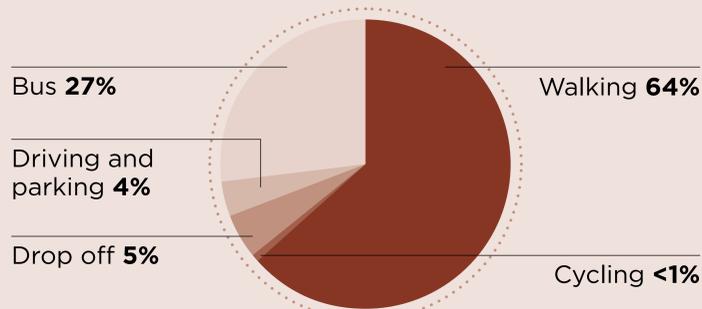
We have sought to understand how the station car park is used to identify how we can rationalise parking and encourage people to use sustainable modes of transport as an alternative.

### How are people getting to the station?

Our surveys and studies show that most people (91 per cent) walk and take the bus to the station while only a small proportion drive or get dropped off (9 per cent).

Currently, very few people cycle - we will make it safer and more pleasant to cycle.

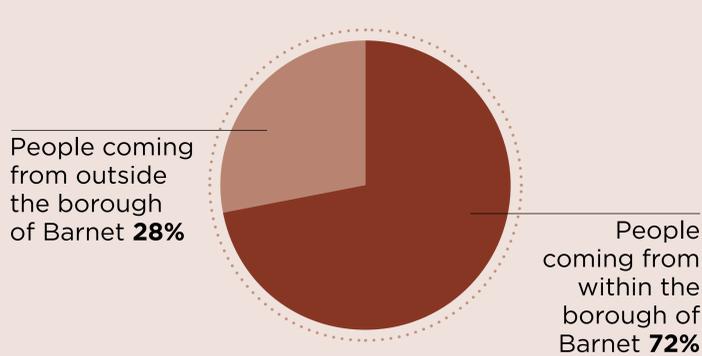
#### How people are getting to the station



We have also looked to see where people who drive are coming from, to understand whether they can use alternative modes of public transport, walk or cycle.

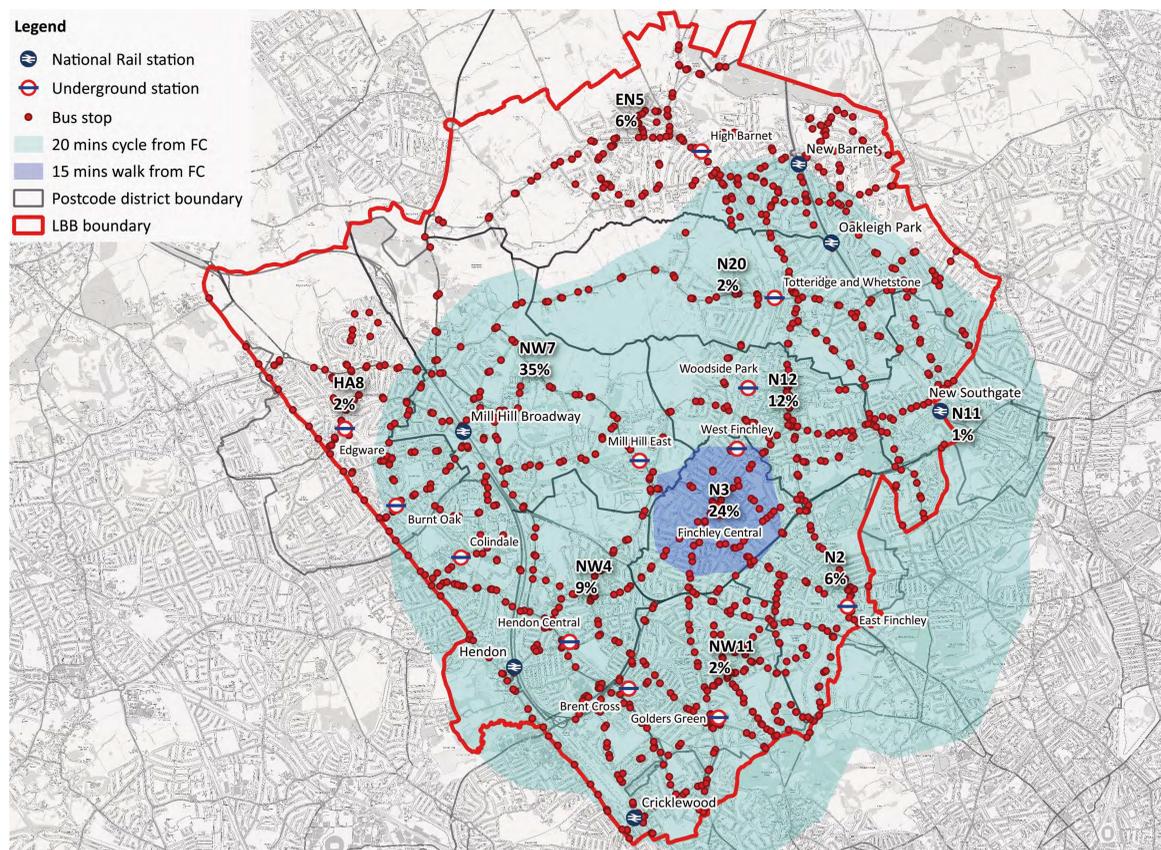
28 per cent of people using the station car park live outside the borough. Most who park at the station live within the borough but drive from postcodes that are closer to other tube stations and mainline stations.

#### Where are people coming from?



Nearly 25 per cent of those who park at the station drive from a distance that would only take 15 minutes to walk.

The data indicates that people park at Finchley Central because it is convenient. In many cases there are alternative, closer stations that could be used. Reducing parking at the station will reduce vehicle trips, ease congestion in Finchley, reduce accidents and improve air quality.



Locations which car park users drive from

# Our car parking proposals

## Why are we reducing car parking?

- TfL is seeking to encourage the use of active, clean and sustainable forms of transport.
- We estimate that our proposals will reduce vehicle trips to Finchley Central station by **91,000 per year**. This will reduce noise, congestion and emissions, and improve air quality.
- The station car park currently has 269 spaces. Land is being retained by London Underground which could provide approximately 120 spaces.

<b>Commuter car parking</b>	About <b>120 car parking spaces</b> for station users (with 2 drop off bays and 2 taxi bays).
<b>Disabled bays</b>	<b>6 spaces</b> will be retained (currently 6).
<b>Car Clubs</b>	<b>3 spaces</b> will be provided for Car Club use which residents and commuters can use. Each Car Club space can help take 21 vehicles off the road.
<b>Limited resident spaces</b>	<b>33 spaces</b> will be provided for residents living in the new homes, which will be prioritised for families and blue badge holders. Residents in the new development will not be allowed to have on-street parking permits.

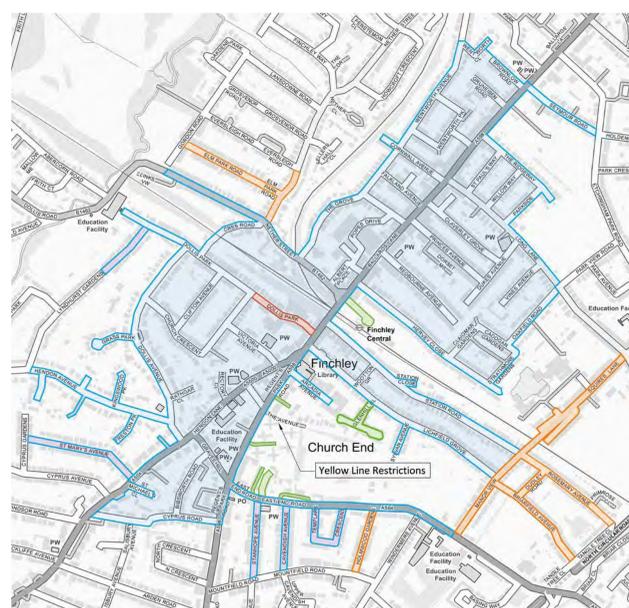
## Protecting against overspill parking

- Controlled Parking Zones (CPZ) are effective in preventing commuters from parking in streets near stations.
- We are proposing to help the Council consult on the introduction of **new CPZs in areas not currently covered**. (as shown in the map).



Parking and vehicle access plan

	VEHICULAR ROUTE WITH IMPROVED PEDESTRIANS FOOTWAYS & CROSSINGS
	DISABLED COMMUTER PARKING AREA
	RESIDENTIAL PARKING AREA
	CAR CLUB
	TAXI / DROP OFF
	LOADING BAY
	RETAINED COMMUTER CAR PARK APPROXIMATELY 100 SPACES INCLUSIVE OF LUL STAFF PARKING



CPZ Plan

	Existing parking hours Mon/Fri (2pm - 3pm)
	Controlled parking areas to be extended following LBB consultation (2018-2019)
	Proposed parking hours Mon/Sat (10am - 4pm) to be extended following LBB consultation (2018-2019)
	Proposed survey area for future controlled parking zone consultation
	Private roads

# Designs that deliver far-reaching outcomes



## Community benefits

- A **new heart to the town centre** that integrates the station with the high street, links the high street on both sides of the railway bridge. This will resolve the existing 'pinch point' at the bridge.
- A **new pocket park** providing a space for rest and recreation.
- Investment in the existing routes to the station, providing **attractive and safe areas** to access the station and be picked up.
- **New routes to the station** from Regents Park Road.
- A reconfigured Nether Street junction with **new crossings** and a safer layout.
- A vibrant **new commercial offer** with opportunities for cafés, bars and restaurants and a cycle hub.



## New homes

- Approximately **560 new homes** that will help meet local need.
- **40 per cent of homes will be affordable** including affordable rent and shared ownership tenures.
- 16 per cent family homes – helping families grow and stay in the local area. **Homes will be marketed to local people first** under the Mayor's 'First Dibs' scheme.
- Targeting Homes Quality Mark level 4 – ensuring **quality and sustainable homes for residents**.



## Support for the local economy

- **60 new jobs on site** and a further 85 supported by consumer spending.
- Projected new resident spending of **around £8.7m** and improved footfall on high street.
- TfL and Taylor Wimpey apprenticeships will support local people to build new careers – providing between **26-30 apprenticeships** and around **28 local jobs**.



## Environmental benefits

- A brownfield housing development that **relieves pressure on the Green Belt**.
- Reduced number of car journeys will ease congestion and **improve air quality**.
- Exemplar development meeting the **highest standards** of sustainability, biodiversity, energy efficiency and use of renewable energy.

### A new heart for Finchley



### Better routes to and from the station



### Green spaces to enjoy (Including a new pocket park)



### A sustainable and thriving community



### A great place to live (40 per cent affordable housing)



# Next steps

## Our proposed timeline

<b>Spring 2020</b>	<b>Planning application submitted</b> After considering your feedback, we will finalise detailed designs and then submit a planning application.
<b>Summer 2020</b>	<b>Planning application consultation</b> The London Borough of Barnet will carry out its own consultation with the public and statutory consultees.
<b>Autumn 2020</b>	<b>Decision expected</b> By London Borough of Barnet.
<b>2021</b>	<b>Targeted start on site</b>

## Have your say

**Thank you for taking part in our consultation event. If you have any questions, please speak to a member of the project team.**

**Please submit a feedback form or post one back.**

**There are many different ways to keep in touch:**



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**We also produce regular newsletters – please visit our website to sign up to receive them.**