

# Consultation launches for Finchley Central station

Proposals are being developed to improve the area around Finchley Central station.

We would like to invite you to the first of a number of public exhibitions and events which will form the consultation for the site.

We are at an early stage in developing proposals, which will include new public space, new homes and new space for businesses.

We want the local community to be fully involved in our proposals and your views will be crucial in shaping our plans as they develop.

The development team will be at the exhibition to answer your questions, listen to your feedback and discuss your priorities for Finchley Central.

The main exhibition will take place in Finchley Central station car park, please follow signs from the station.

Further information will be available at our pop-up consultation shop at 6 Station Road, Finchley, London N3 2RY.

**Location:** Finchley Central station car park

**Dates:** Sunday 16 June, 2pm, to 6pm  
Monday 17 June, 2pm to 9pm



More information about the project can be found on our website: [www.finchleycentralconsultation.com](http://www.finchleycentralconsultation.com), by emailing [barnetconsultation@newingtoncomms.co.uk](mailto:barnetconsultation@newingtoncomms.co.uk) or by calling 0800 223 0987.



in partnership with



# What's proposed?

# What's the background?

# What are the alternatives?





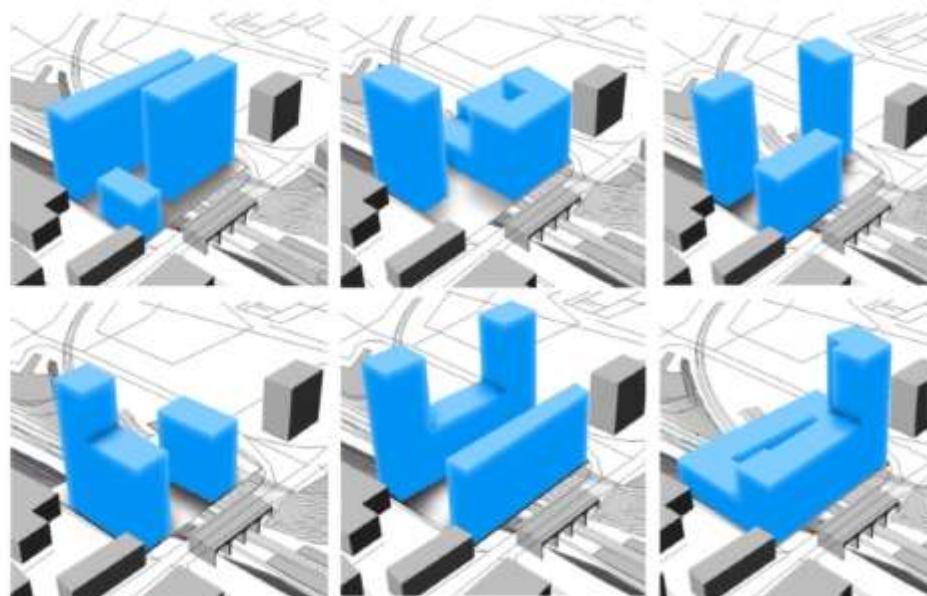
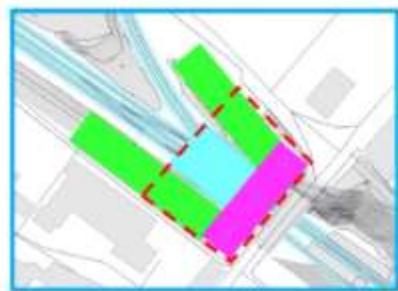
Apologies: The website is currently undergoing a refresh, some of the menu links are not available yet

Stop TFL and Wimpey from building 450 apartments on the land from the Meadway down to the bridge





- **£9.3 million has already been allocated / spent on feasibility studies and enabling works**
- **Token consultation held in summer 2019**



Finchley Central today

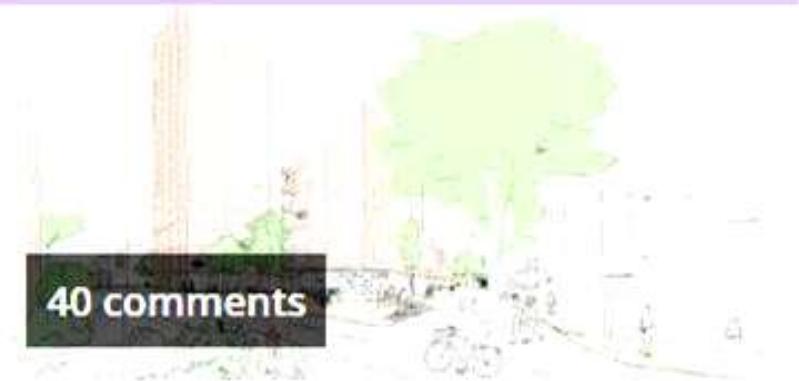


New heart to connect the town centre



61 comments

New connections

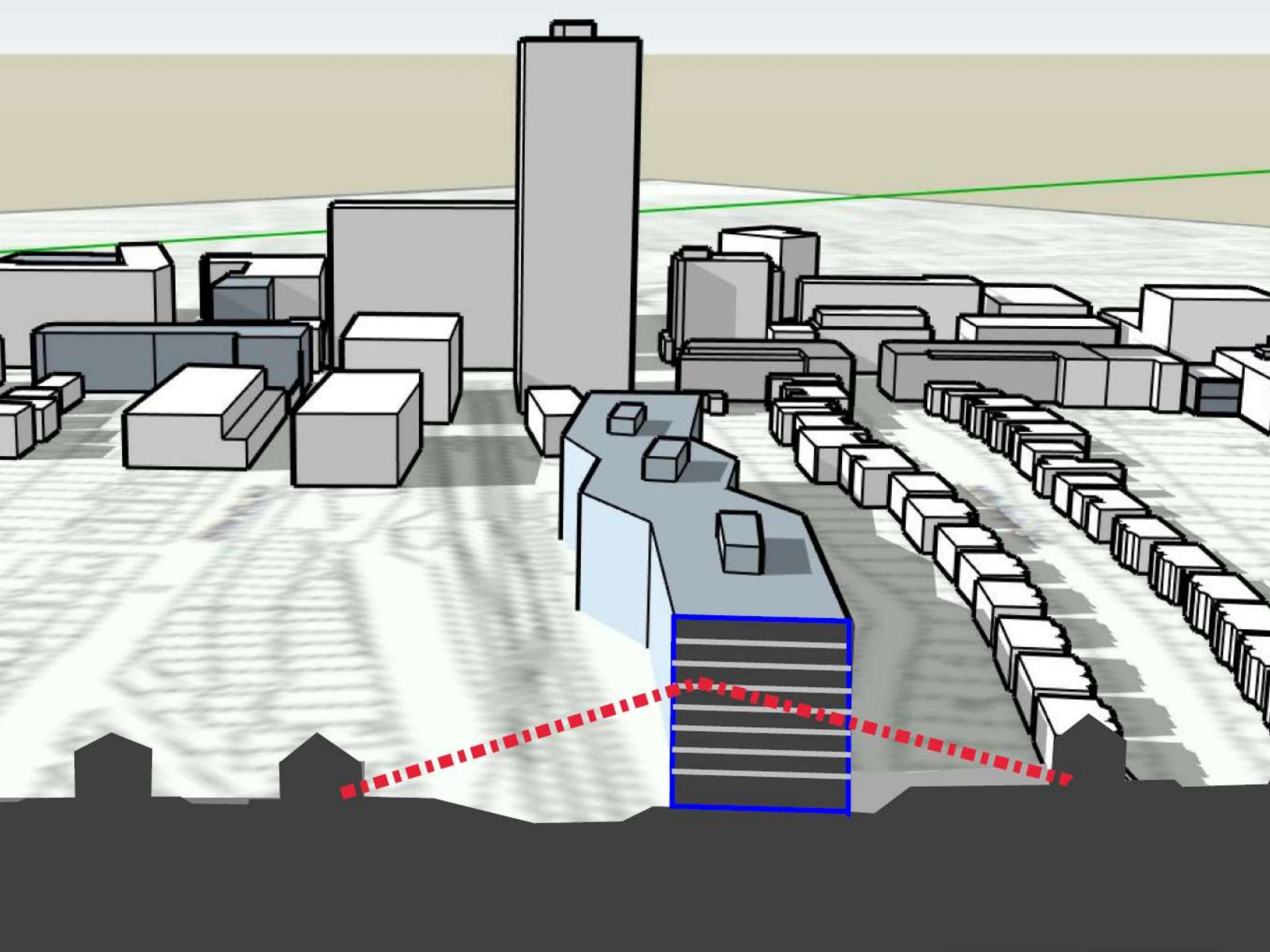


40 comments

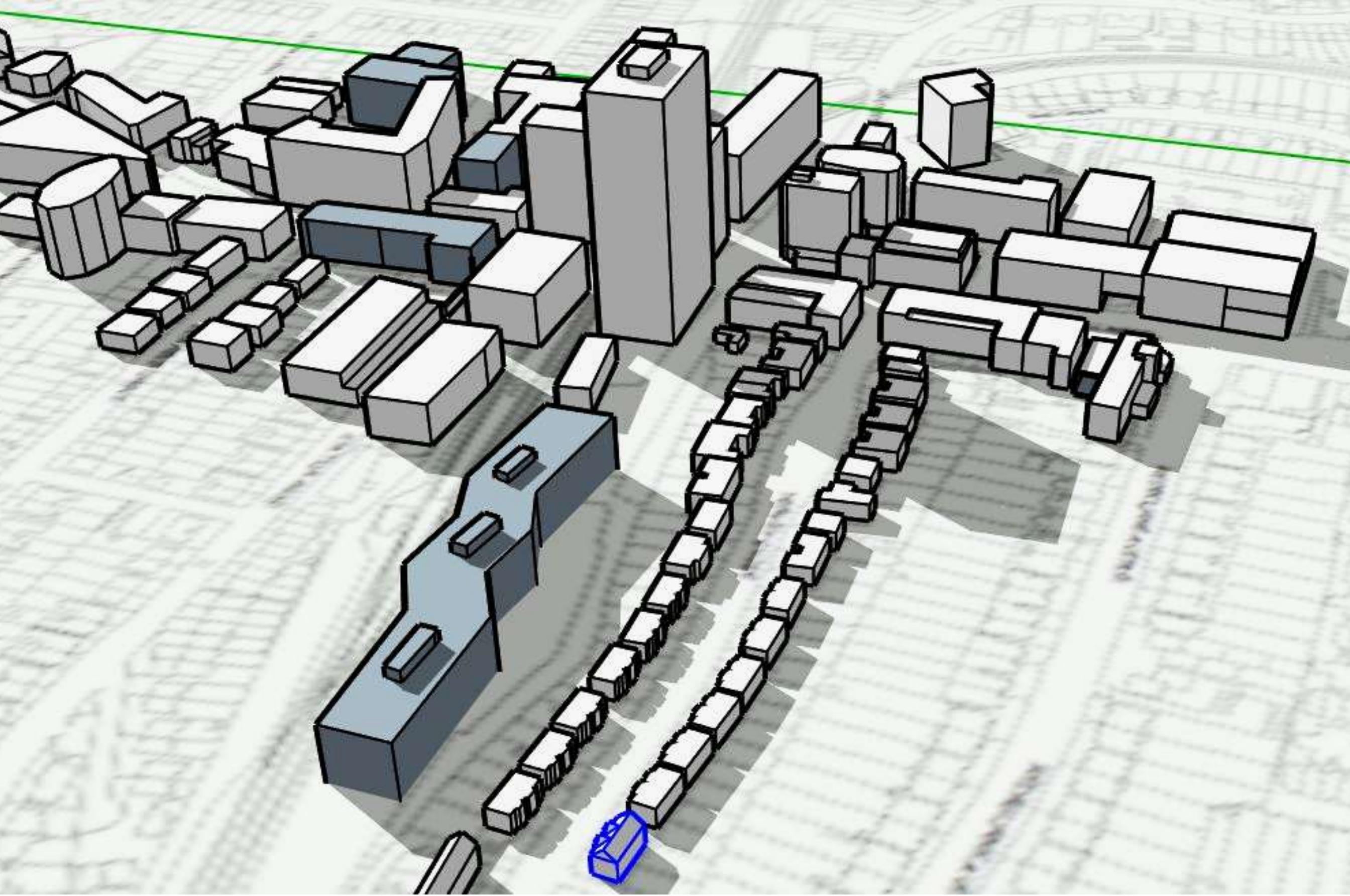
**Tell us what you like about our ideas...**











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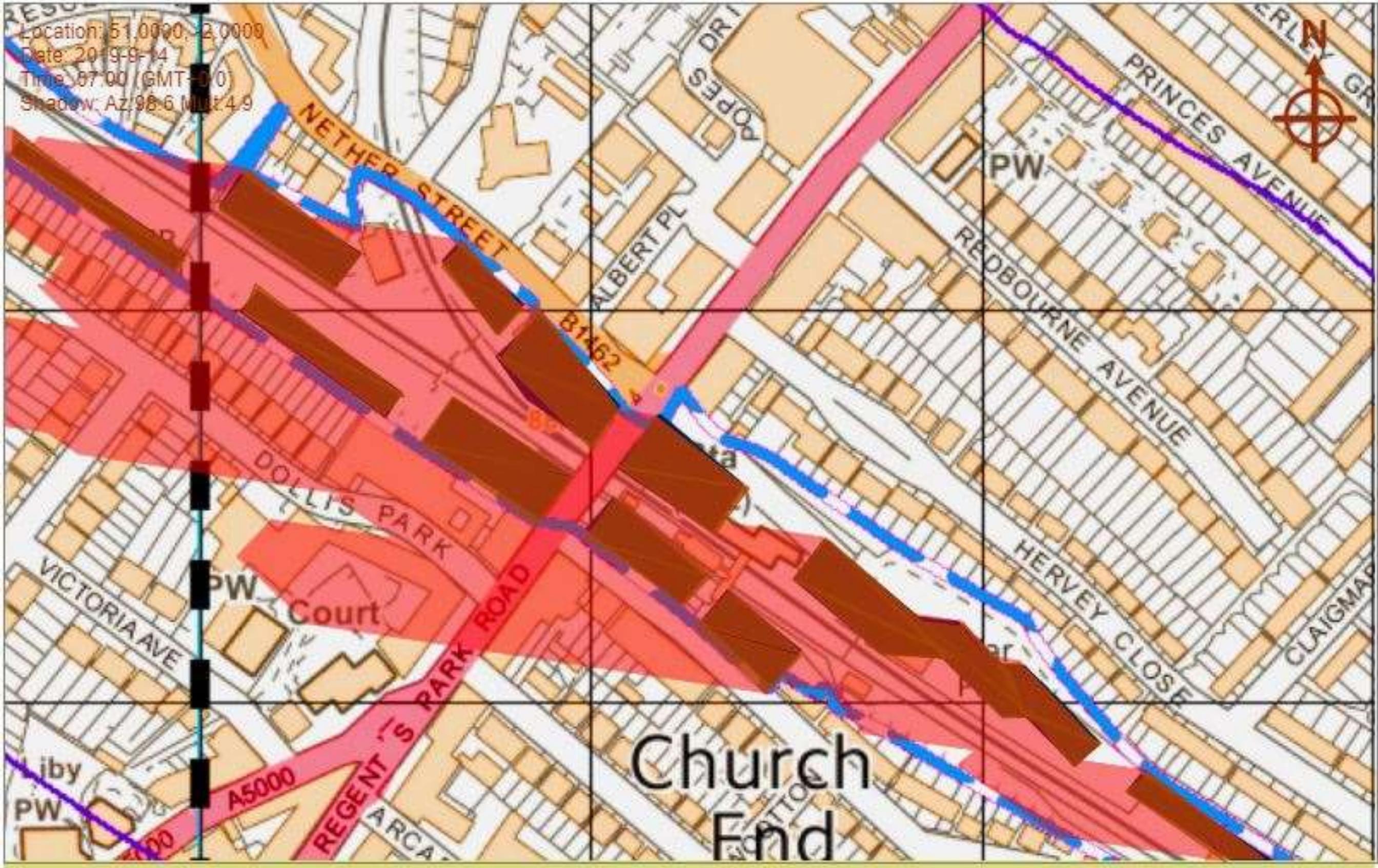
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Church  
End

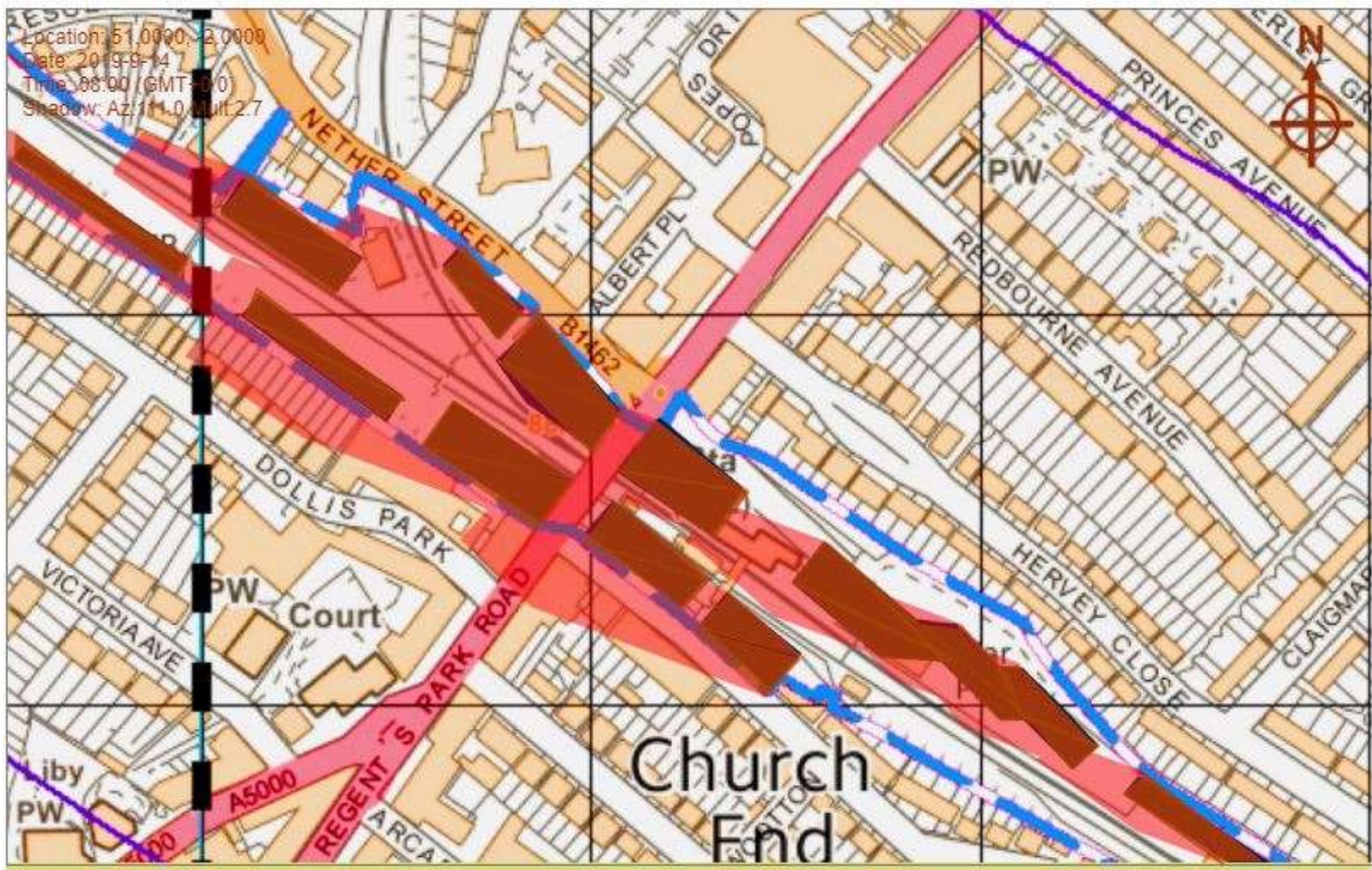
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Church  
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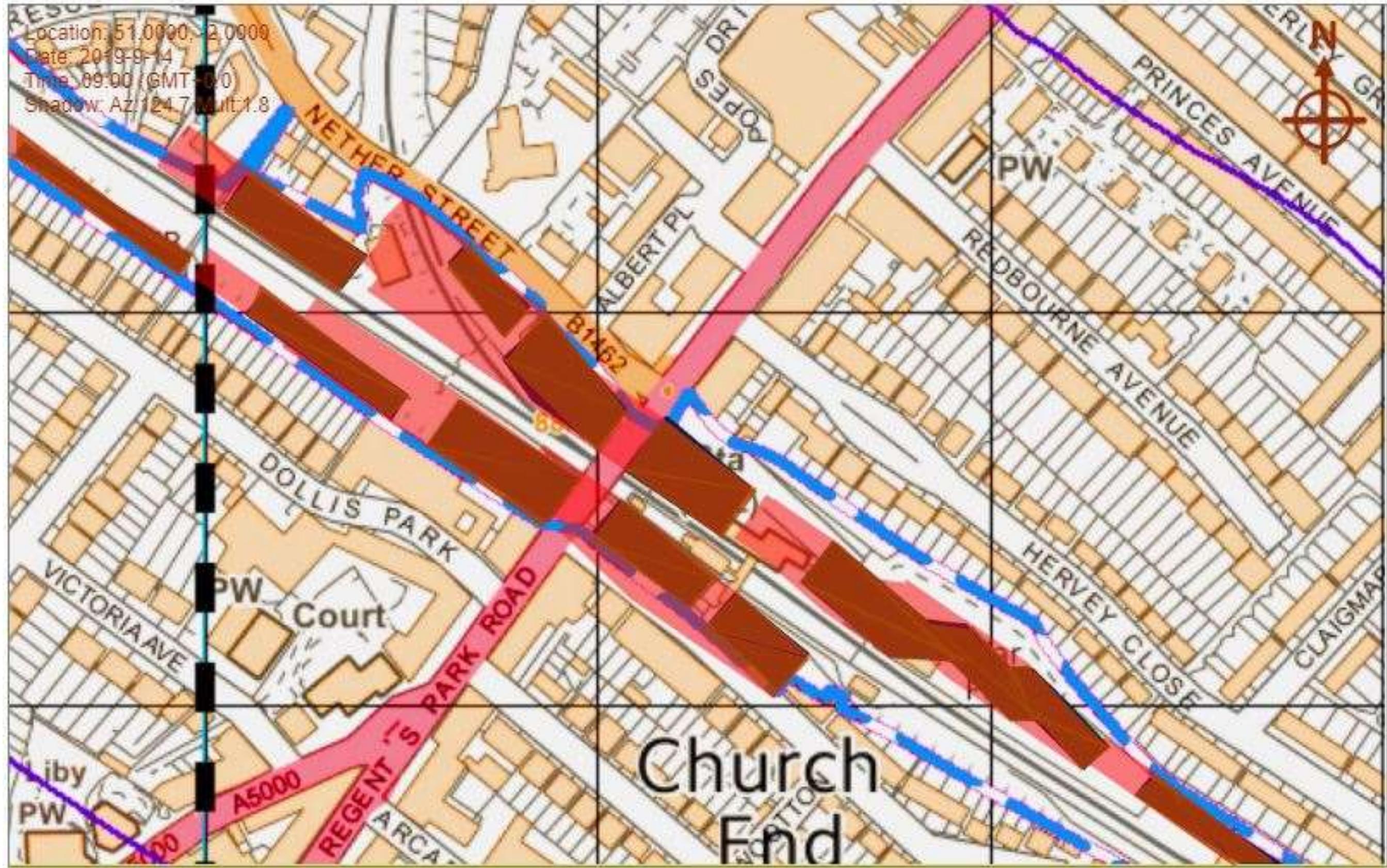
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Church  
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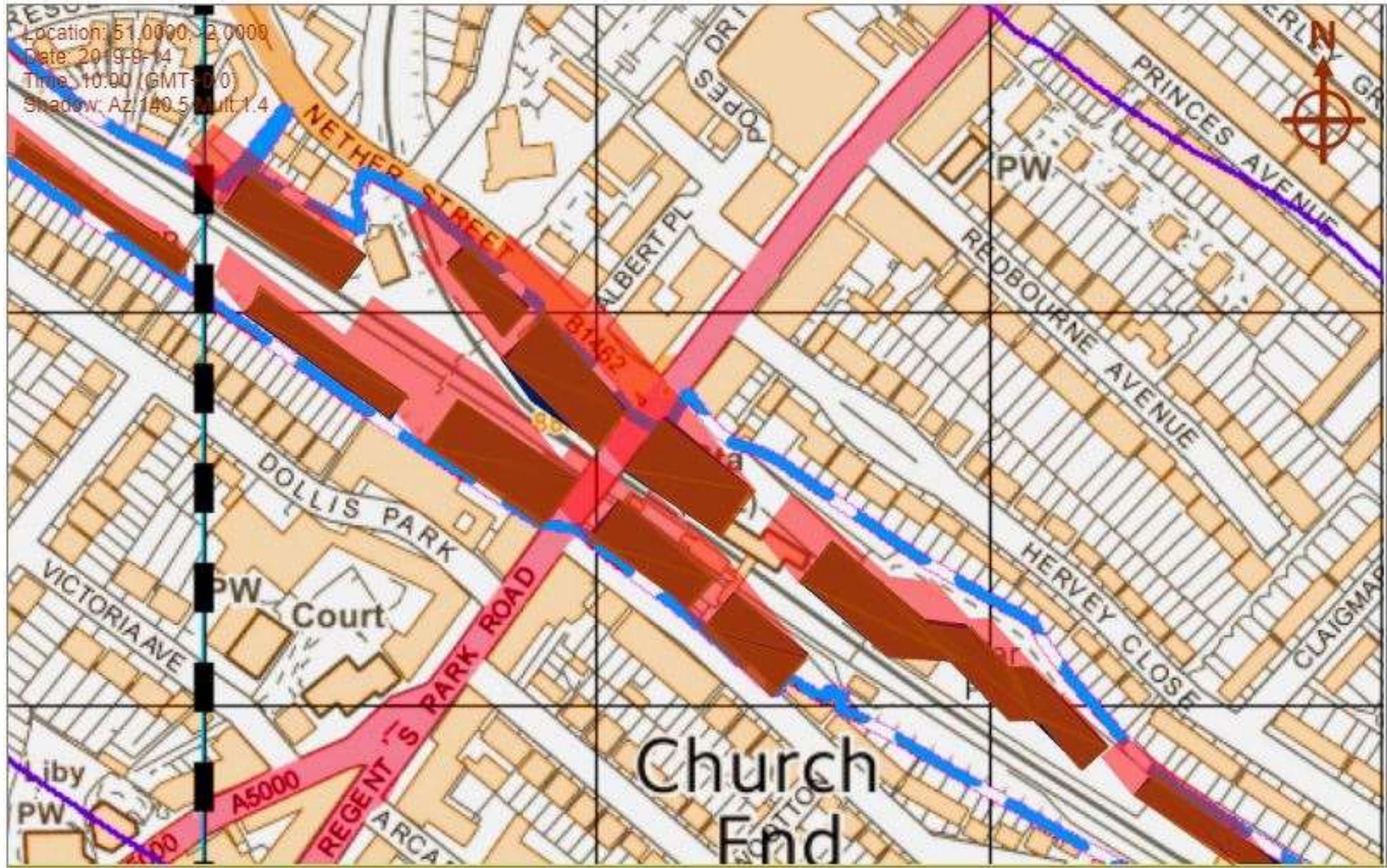
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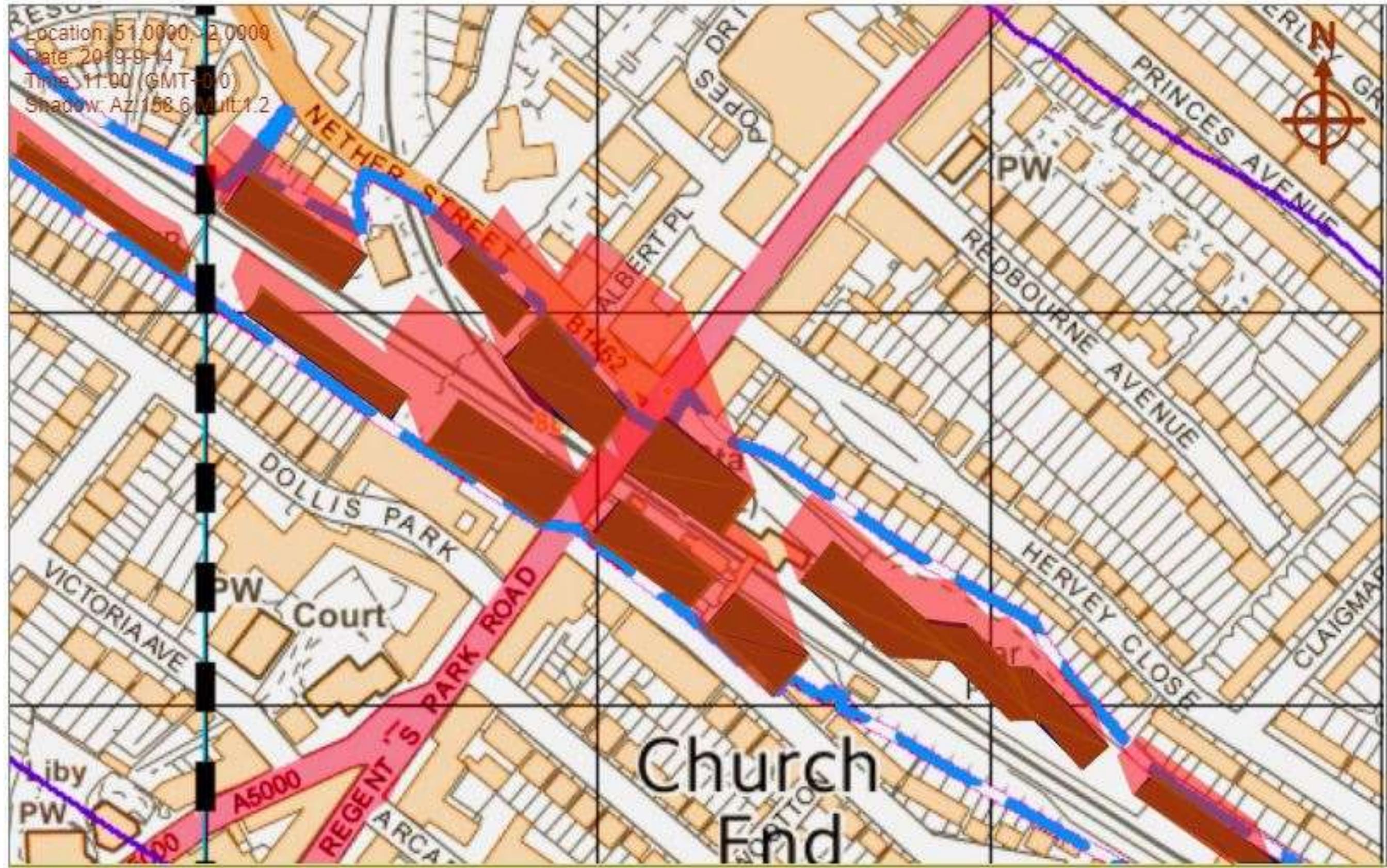
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Church  
End

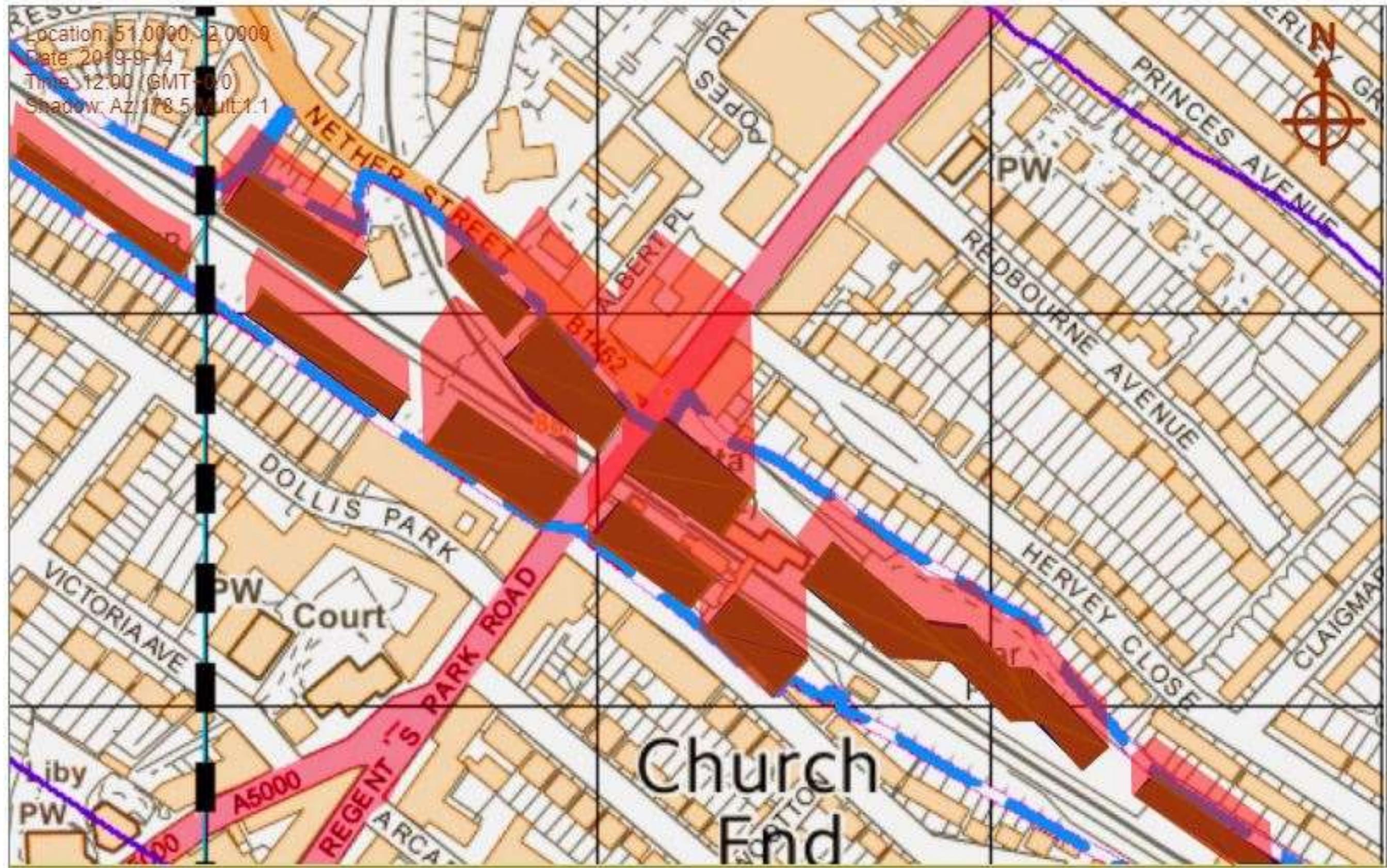
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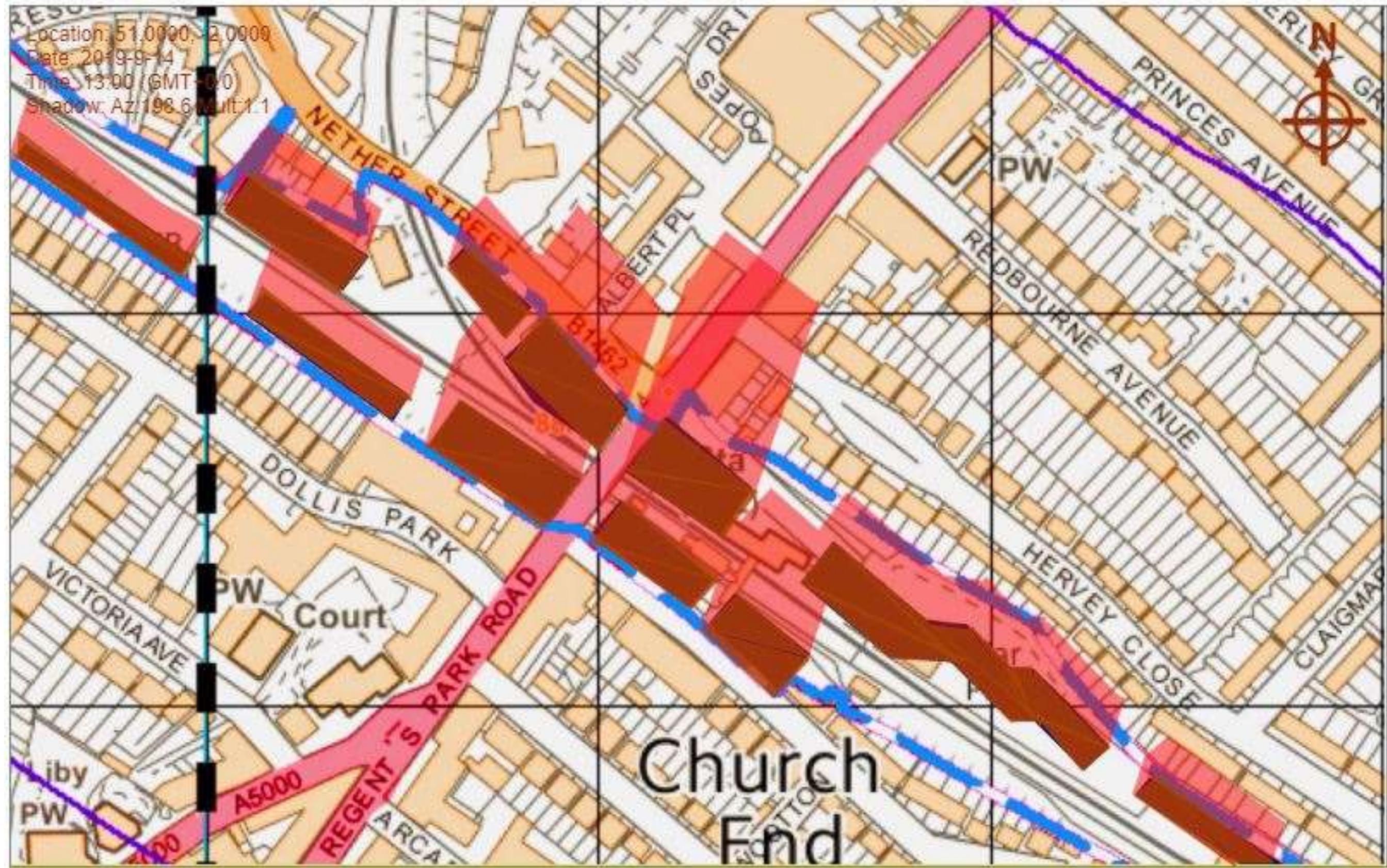
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Church  
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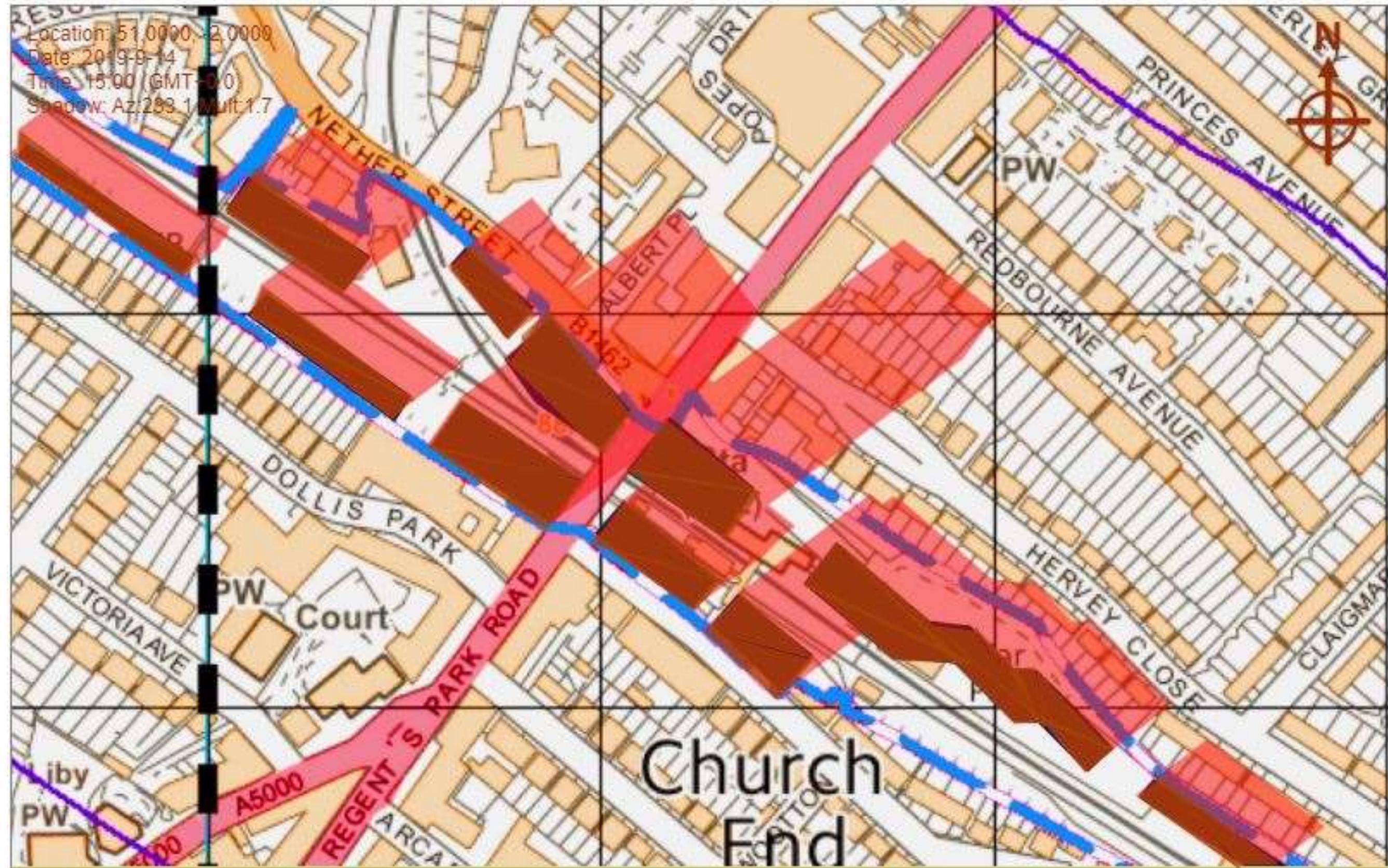
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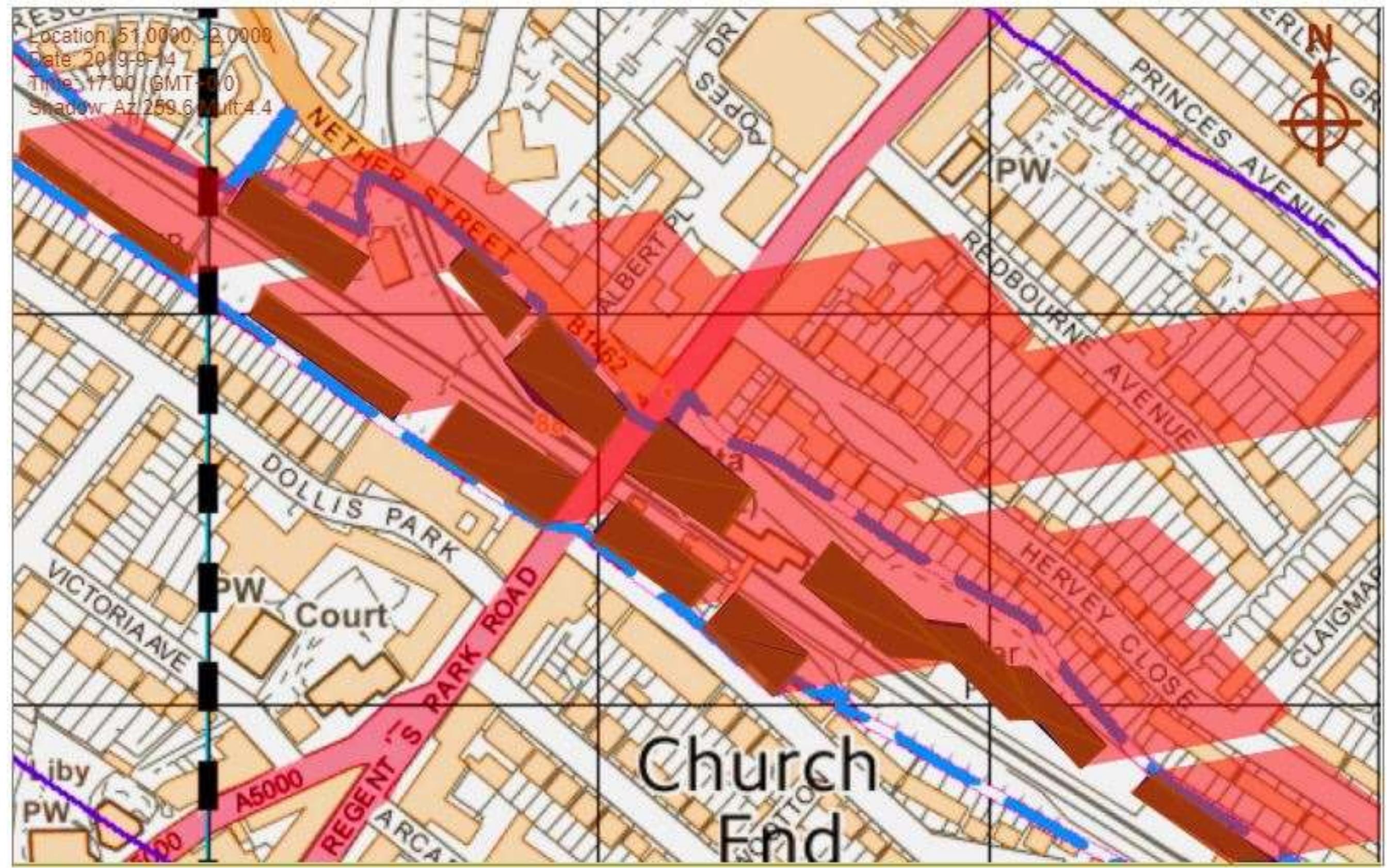
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Church  
End

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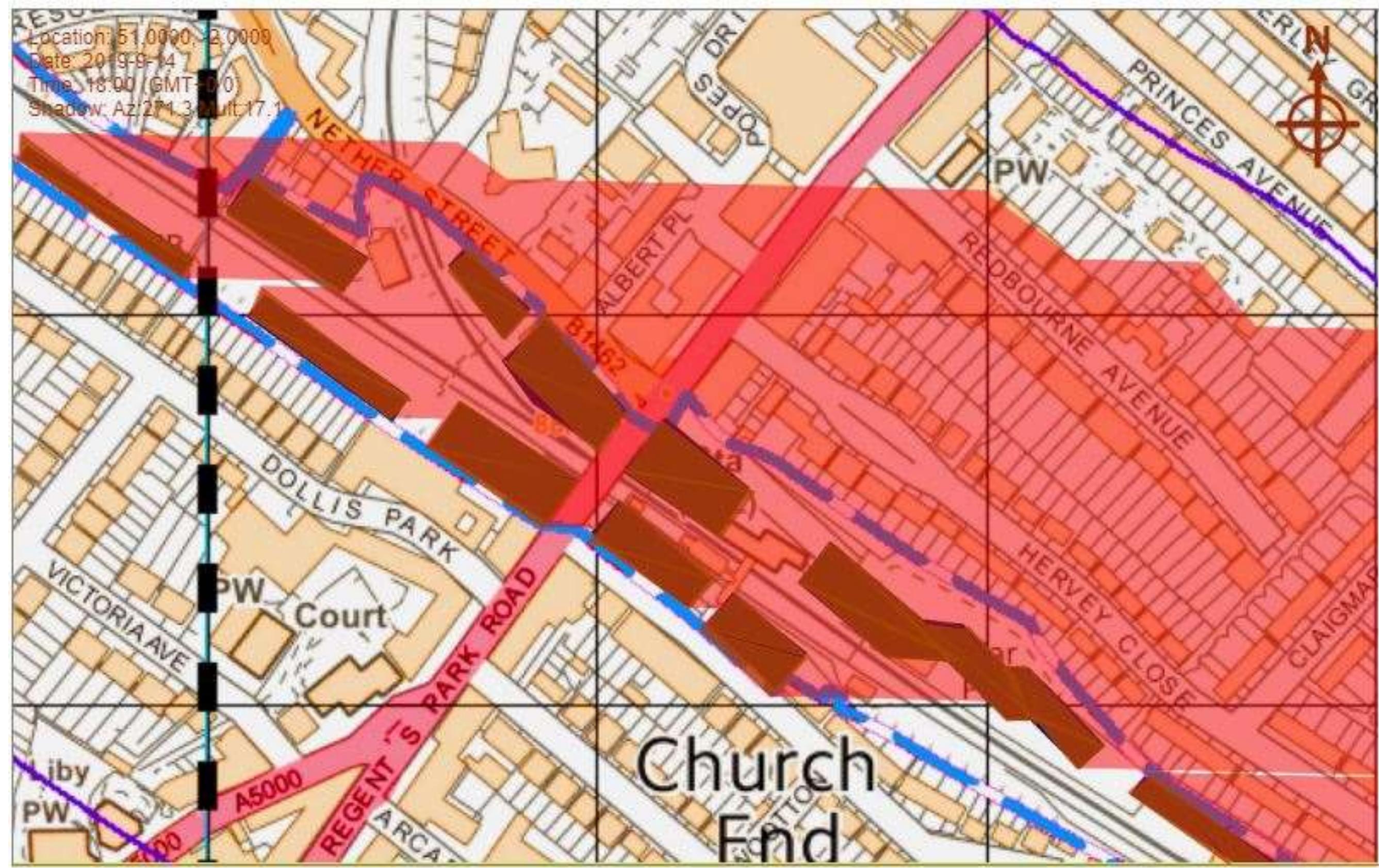
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# Christmas day 3.00pm Queen's speech

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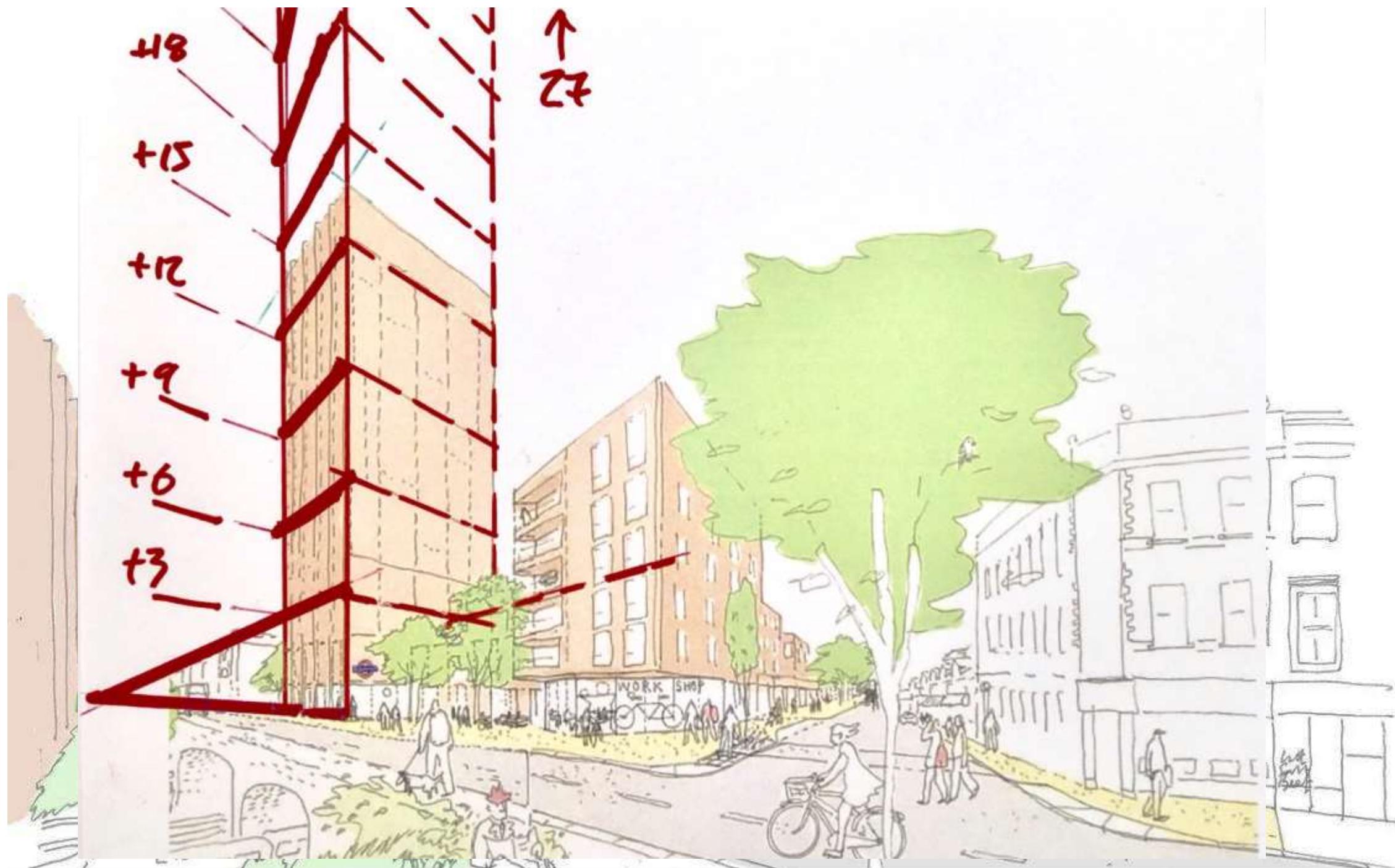


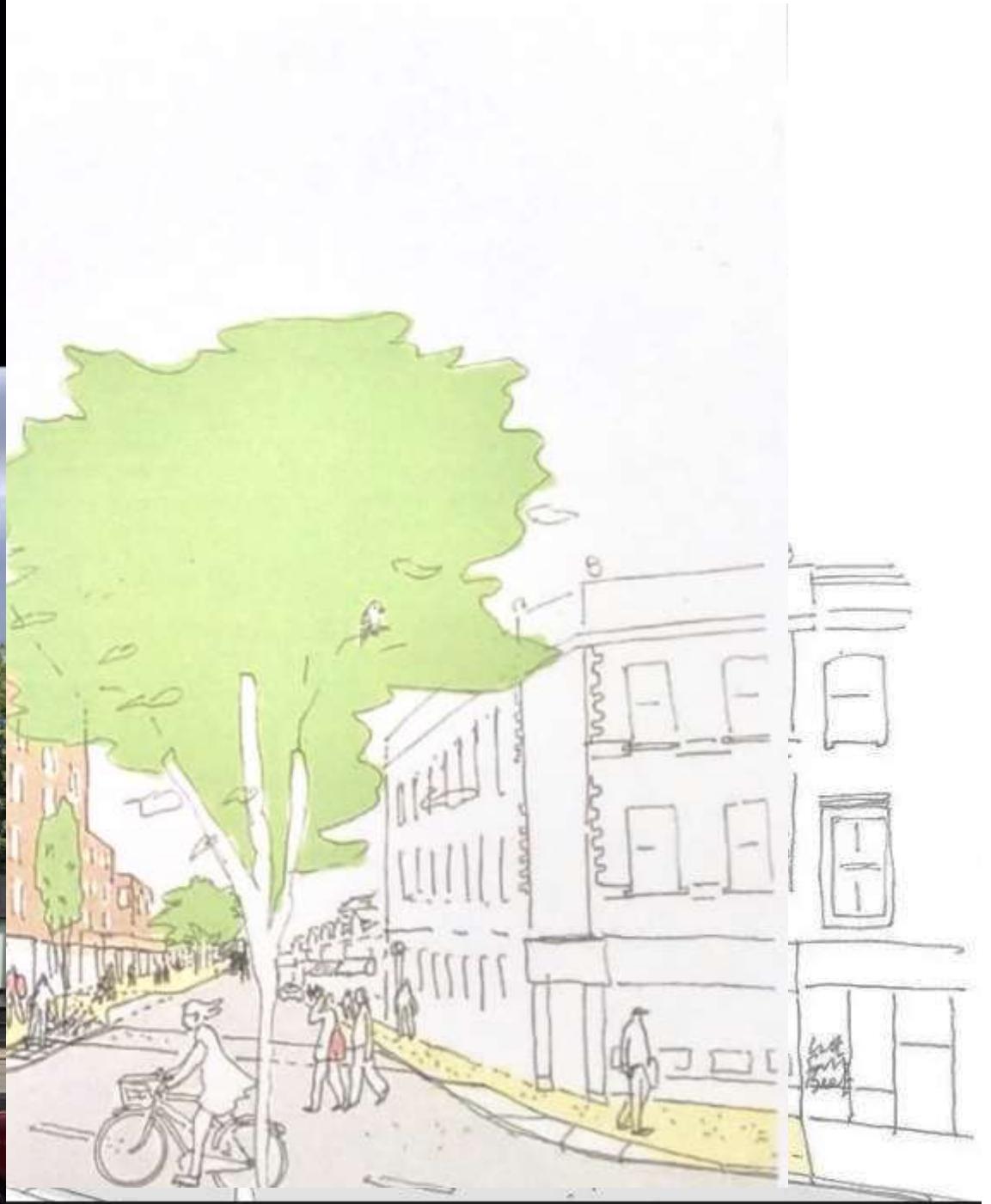
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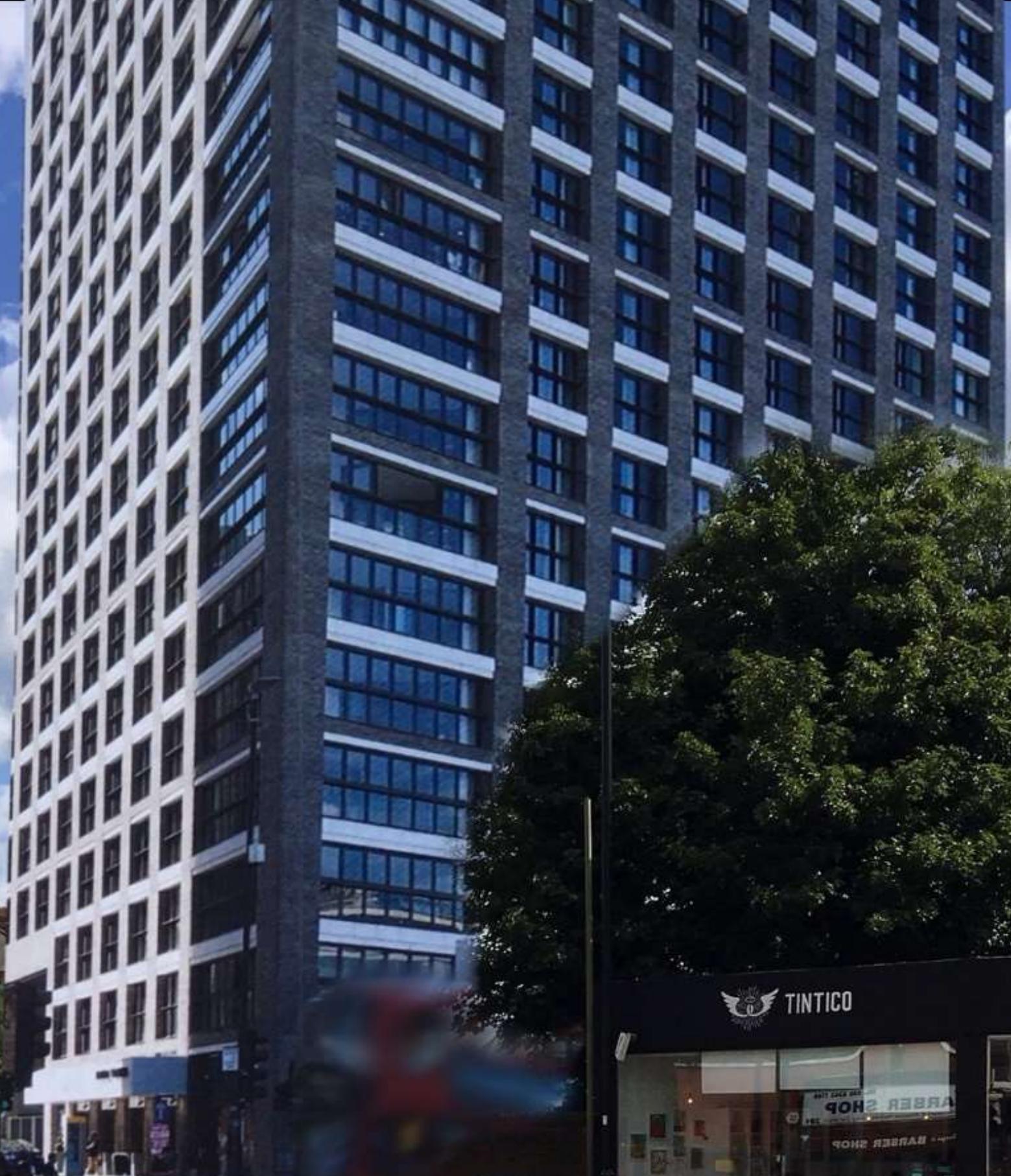




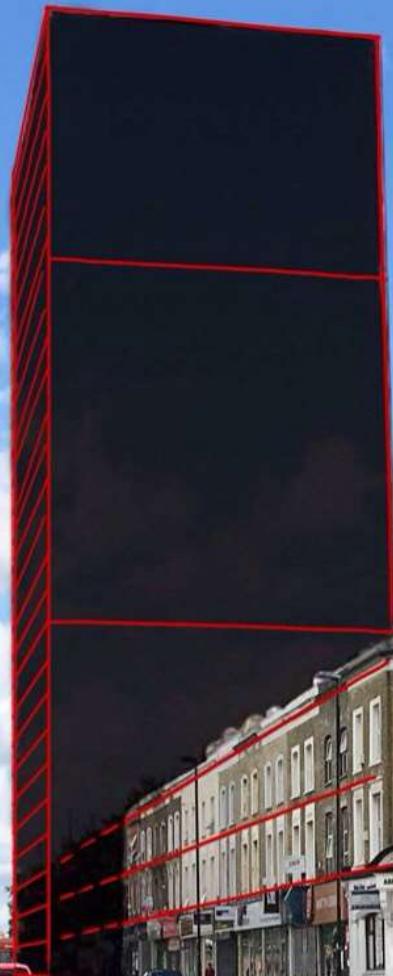








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GATEWAY CHEM



**Inappropriate development**  
will have an unacceptably  
harmful impact on our  
surroundings and will not  
create decent good quality  
homes and spaces  
suitable for  
Finchley's needs



# The Three Strands Approach

Protection Enhancement Growth

## The Three Strands

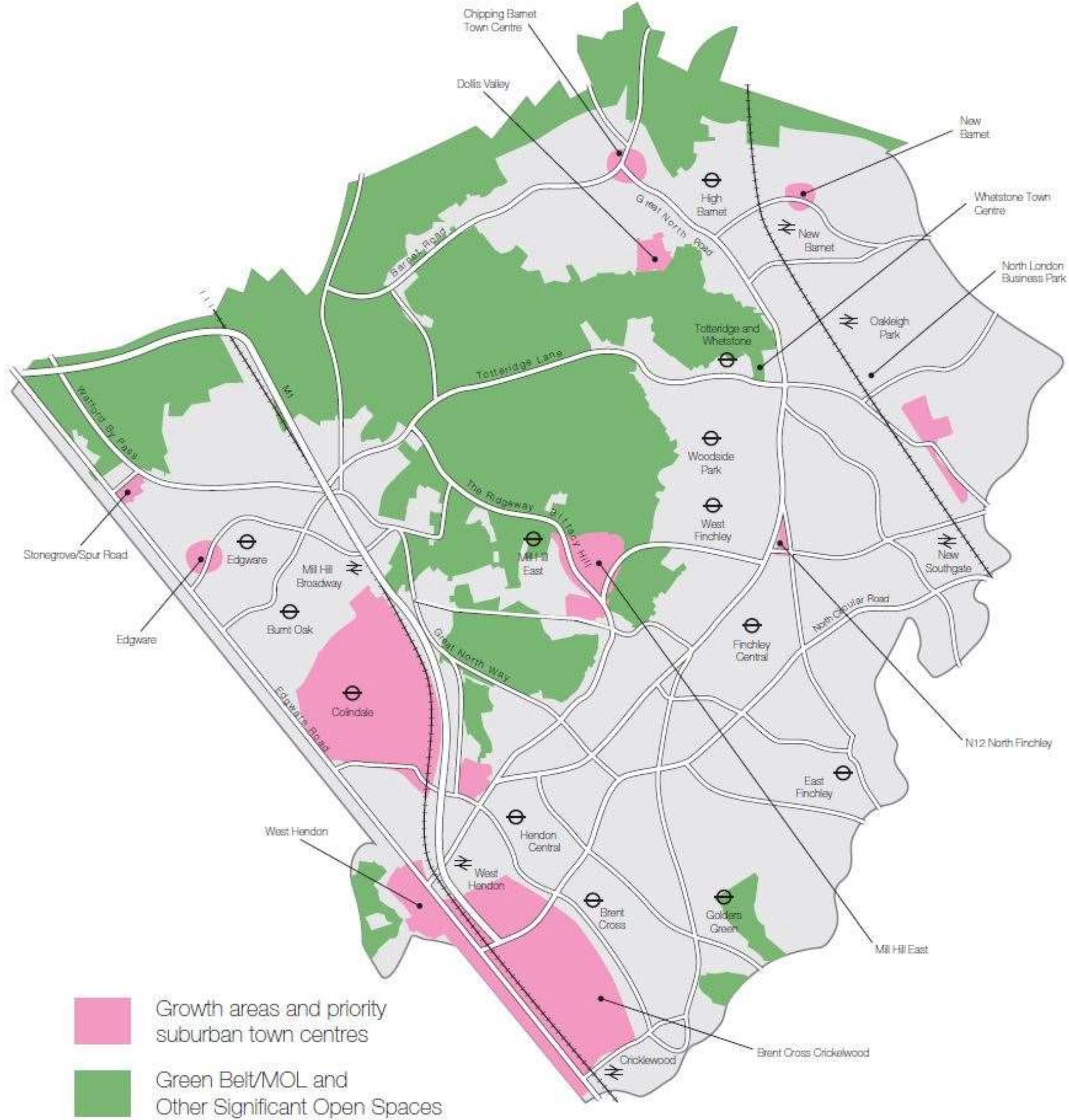
Protection – Strand One

Enhancement – Strand Two

Growth – Strand Three



- **Protecting** the ‘green lungs’ provided by the Green Belt and valuable open spaces...
- **Enhancing** the classic city-suburbs, conservation areas and vibrant town centres while there is...
- **Growth**, as new communities are formed in areas of the borough undergoing regeneration and strategic development, particularly in the west of the borough



- **LB Barnet Housing 2018 SPD**  
Residential Design Guidance: **“the need for different types of affordable housing, and the changing needs and demands for housing driven by a growing and changing population means recognising that housing isn’t just a numbers game”**

**Barnet Growth Strategy  
2019 – 2030**

**Future growth,  
Targets up to  
*45,000 homes  
by 2030,***



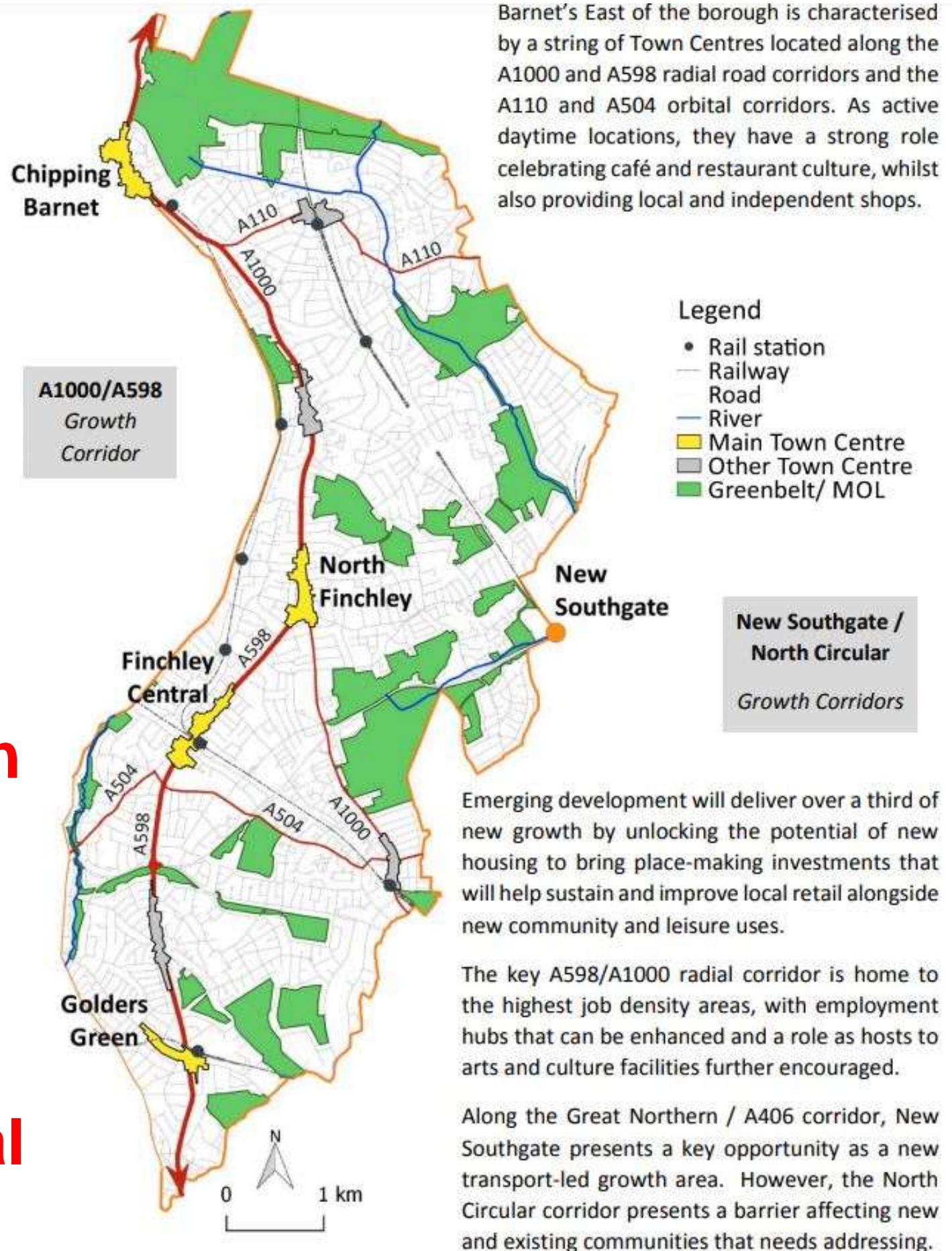
**Barnet Growth Strategy  
2019 – 2030**



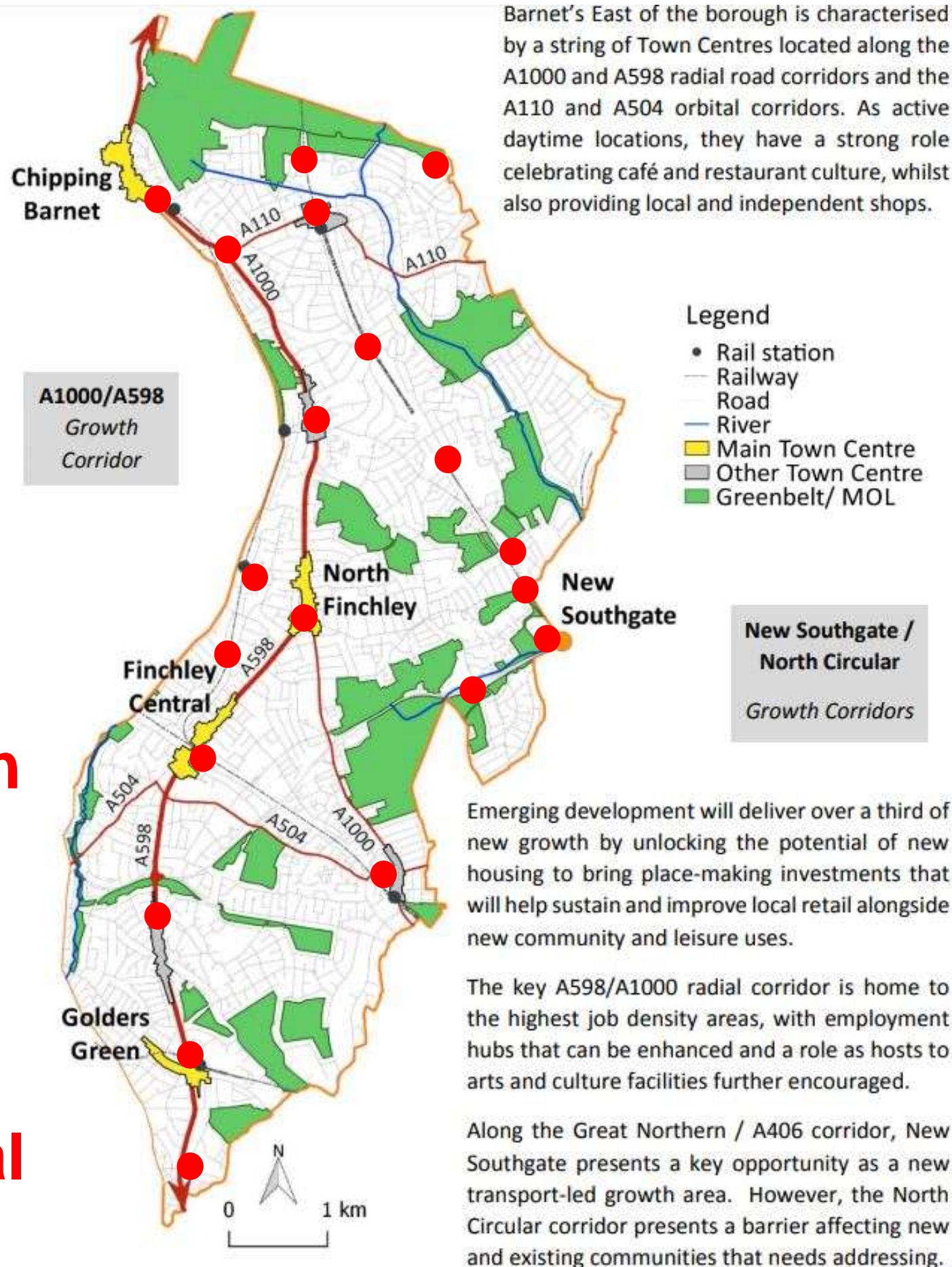
**2/3 of  
planned  
growth in  
the west**

**1/3 of  
planned  
growth in  
the east**

**15,000 homes in the east is twenty times what is proposed at Finchley Central**



**15,000 homes in the east is twenty times what is proposed at Finchley Central**



**Barnet Growth Strategy**  
**2019 – 2030**

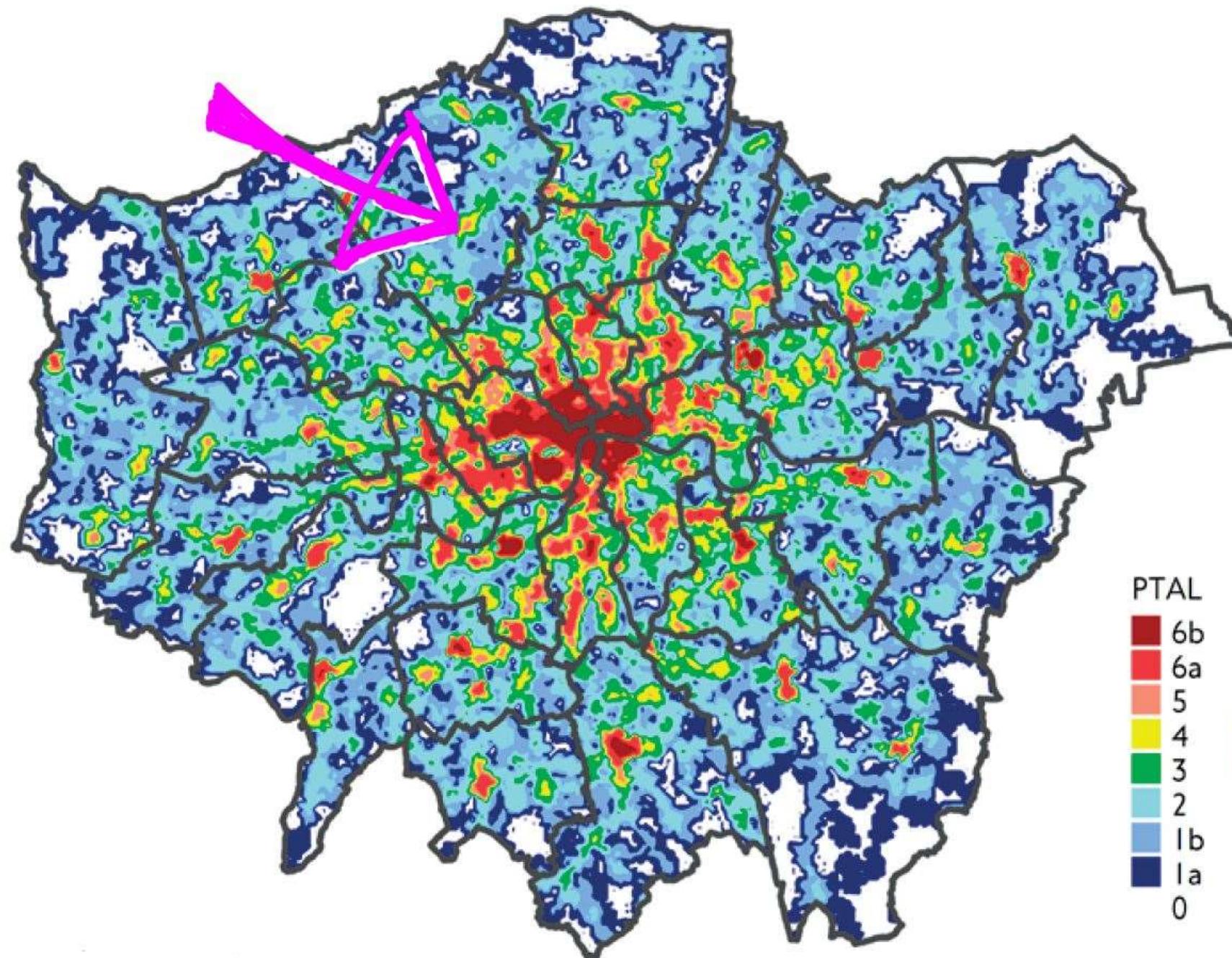
**This strategy **maximises** opportunities around the **intensification** of town centres.**

**The council will also seek to explore other transport-led opportunities with key partners such as TfL.**

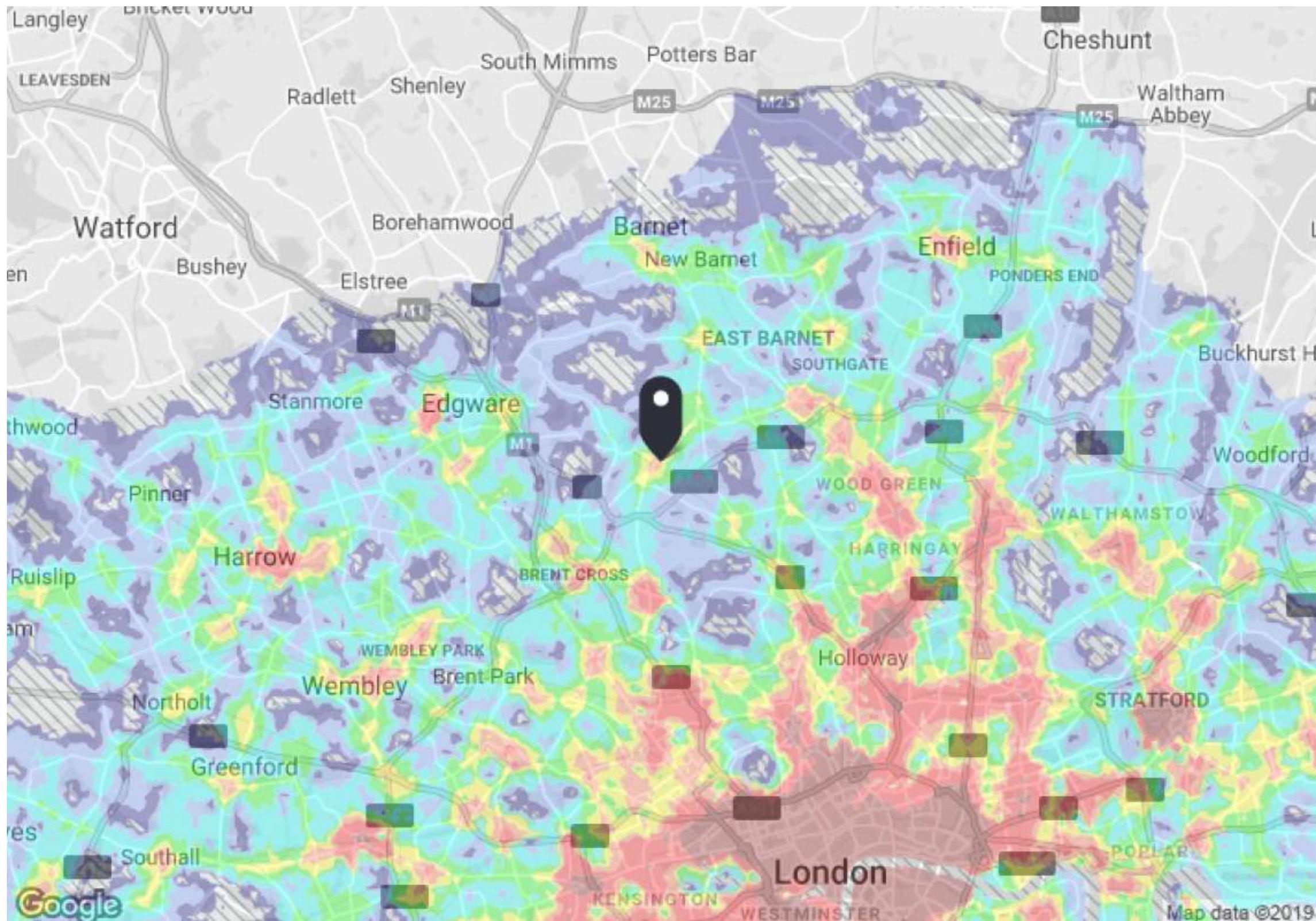
The Mayor's office is forcing TfL to sell land to fund strategic investment.  
Their **primary development objective** is maximising the economic value of their 'disposal' site.

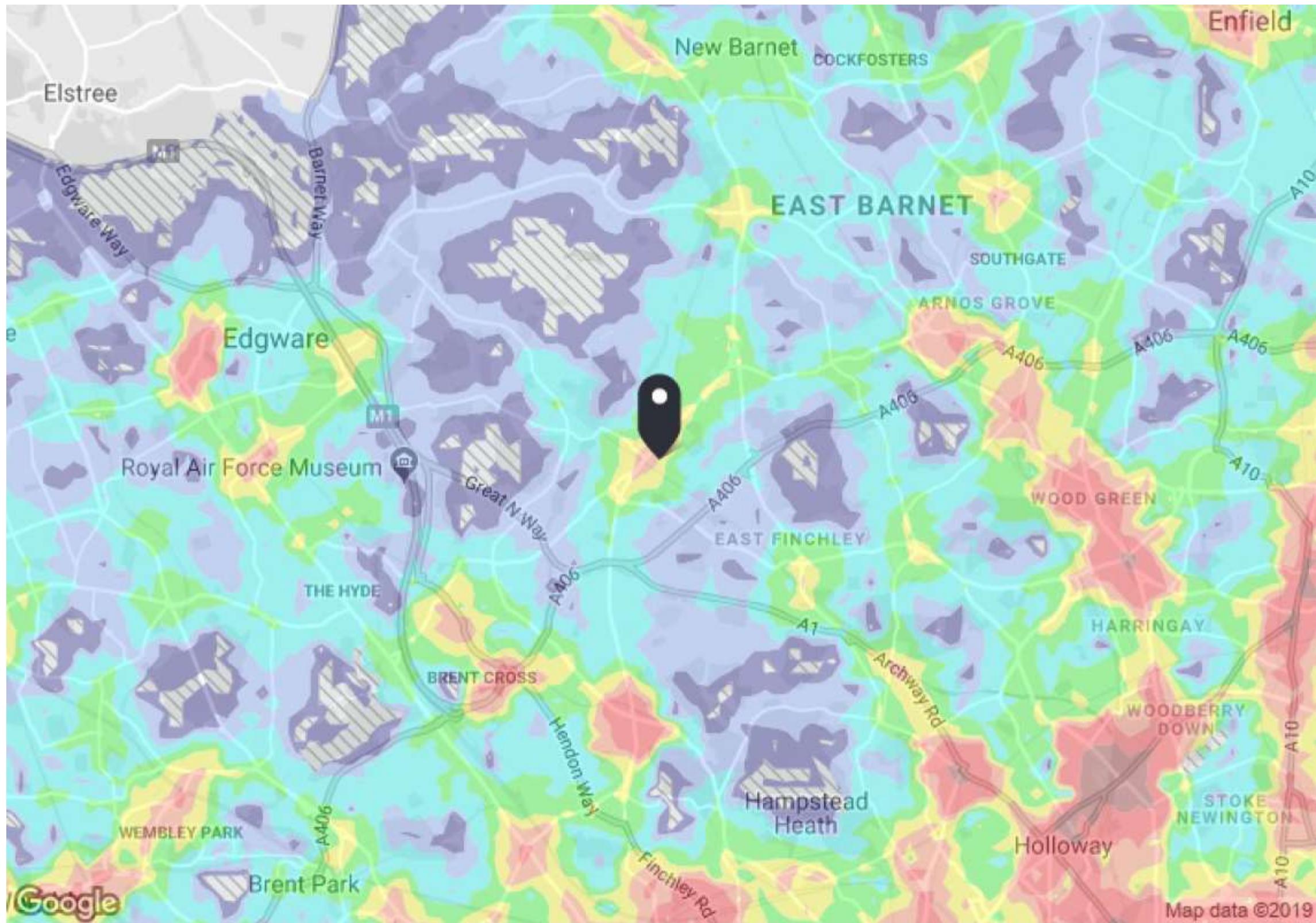


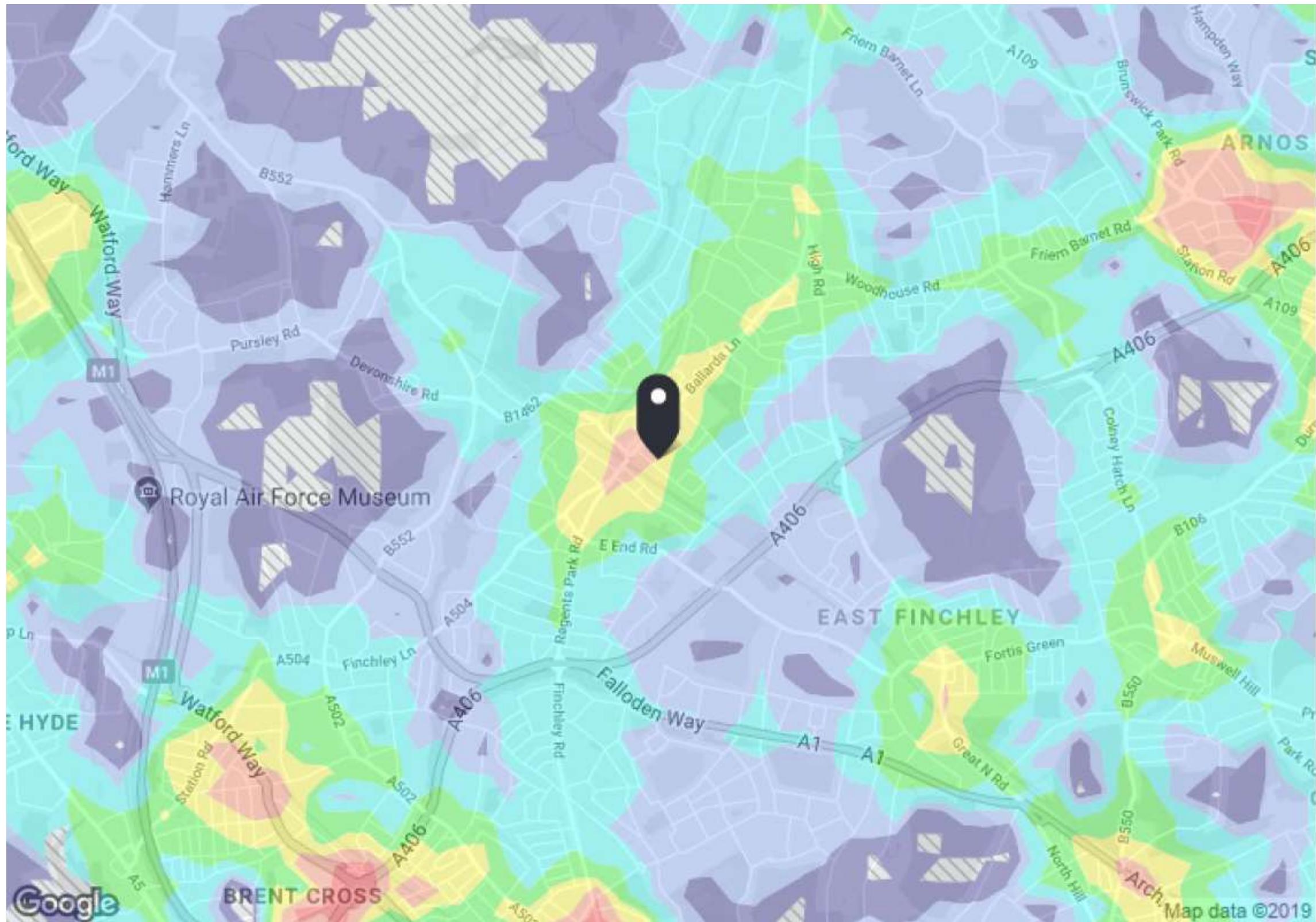
**TfL have identified 80 such ‘disposal’ sites on hotspots of their PTAL connectivity heat-maps (public transport accessibility level)**





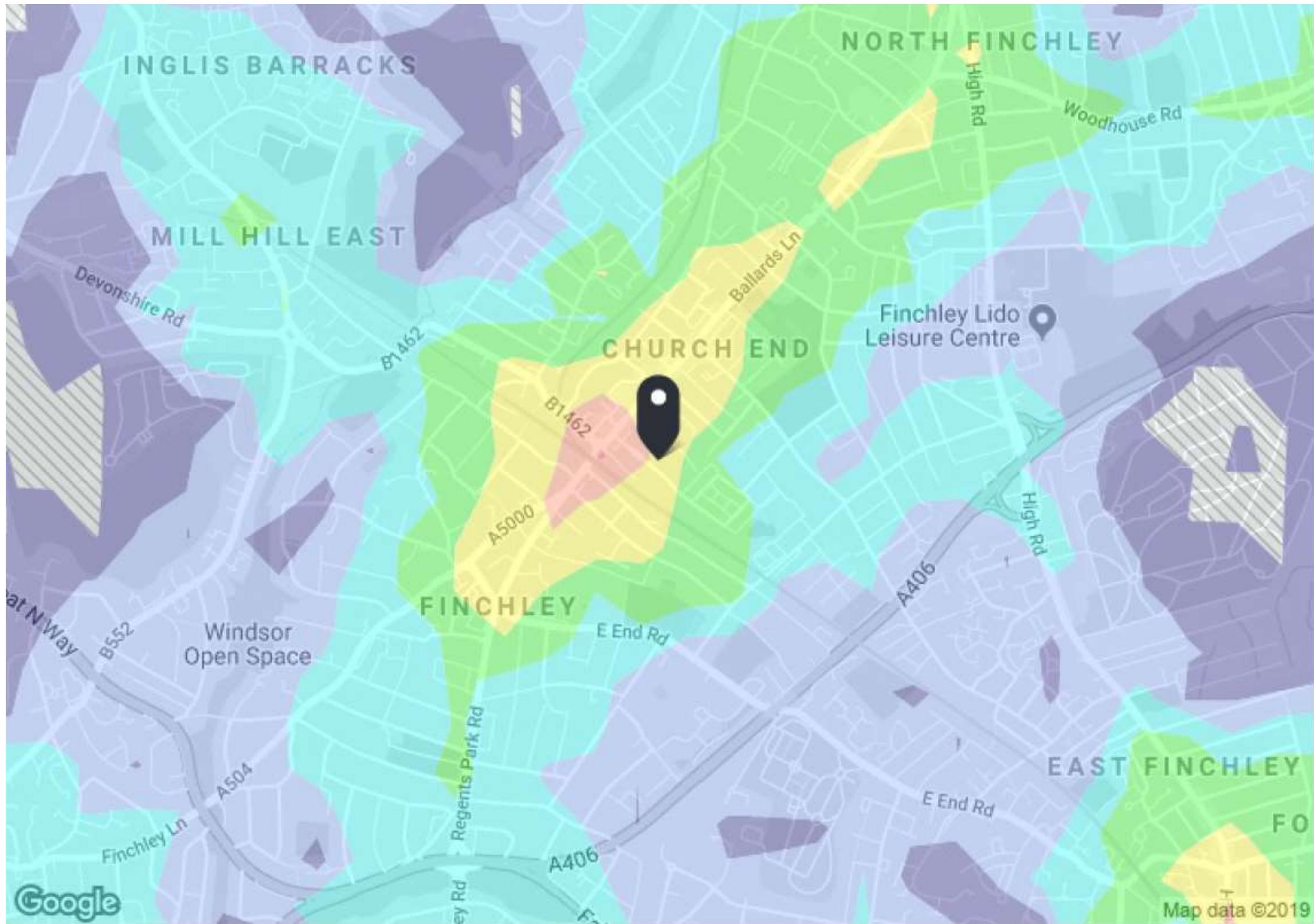






Google

Map data ©2019



INGLIS BARRACKS

NORTH FINCHLEY

MILL HILL EAST

CHURCH END

FINCHLEY

EAST FINCHLEY

Finchley Lido Leisure Centre

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Map data ©2019

Devonshire Rd

High Rd

Woodhouse Rd

Ballards Ln

B1462

B1462

A5000

High Rd

A406

E End Rd

Windsor Open Space

B552

at N Way

A504

Finchley Ln

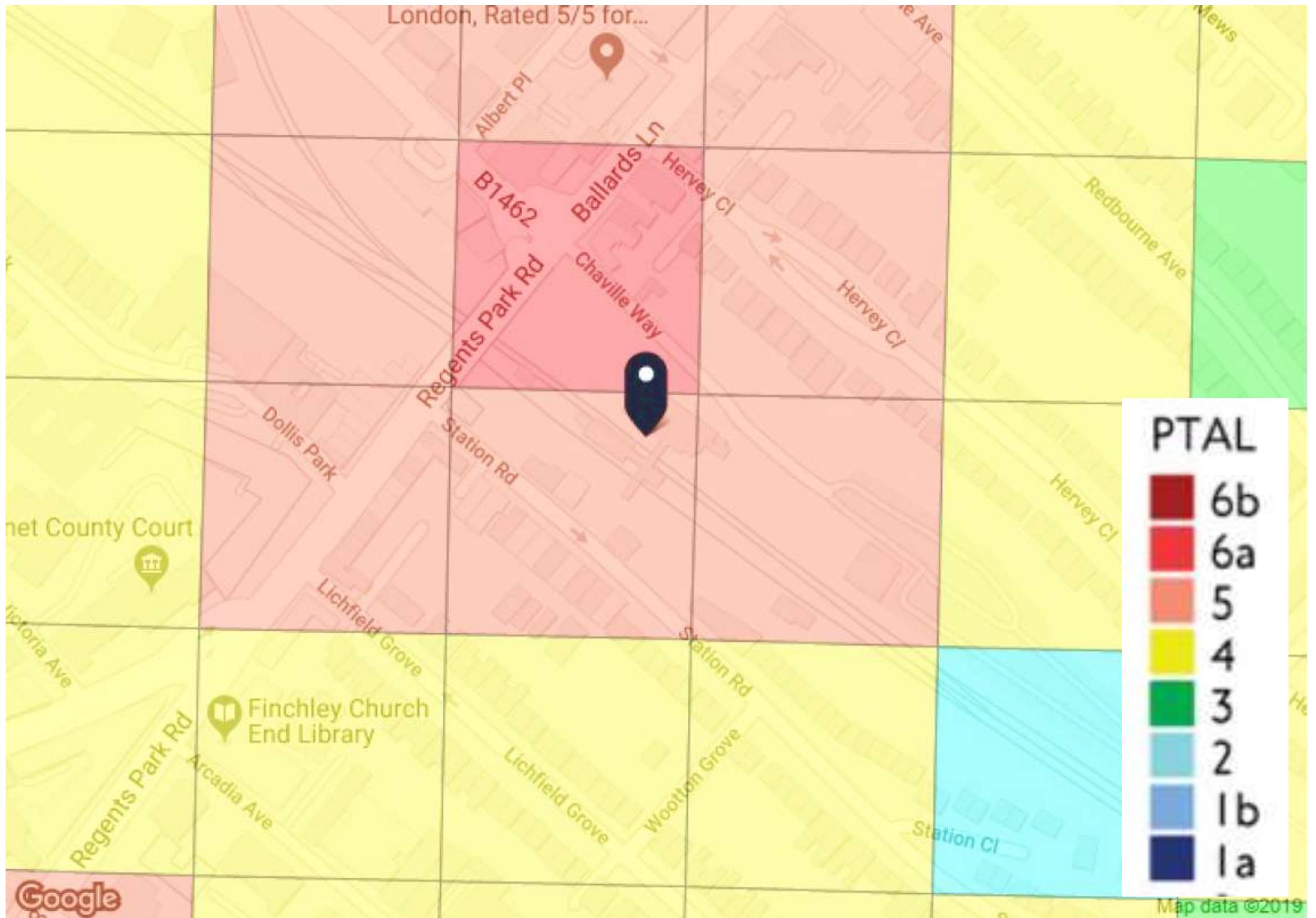
Regents Park Rd

A406

E End Rd

FO





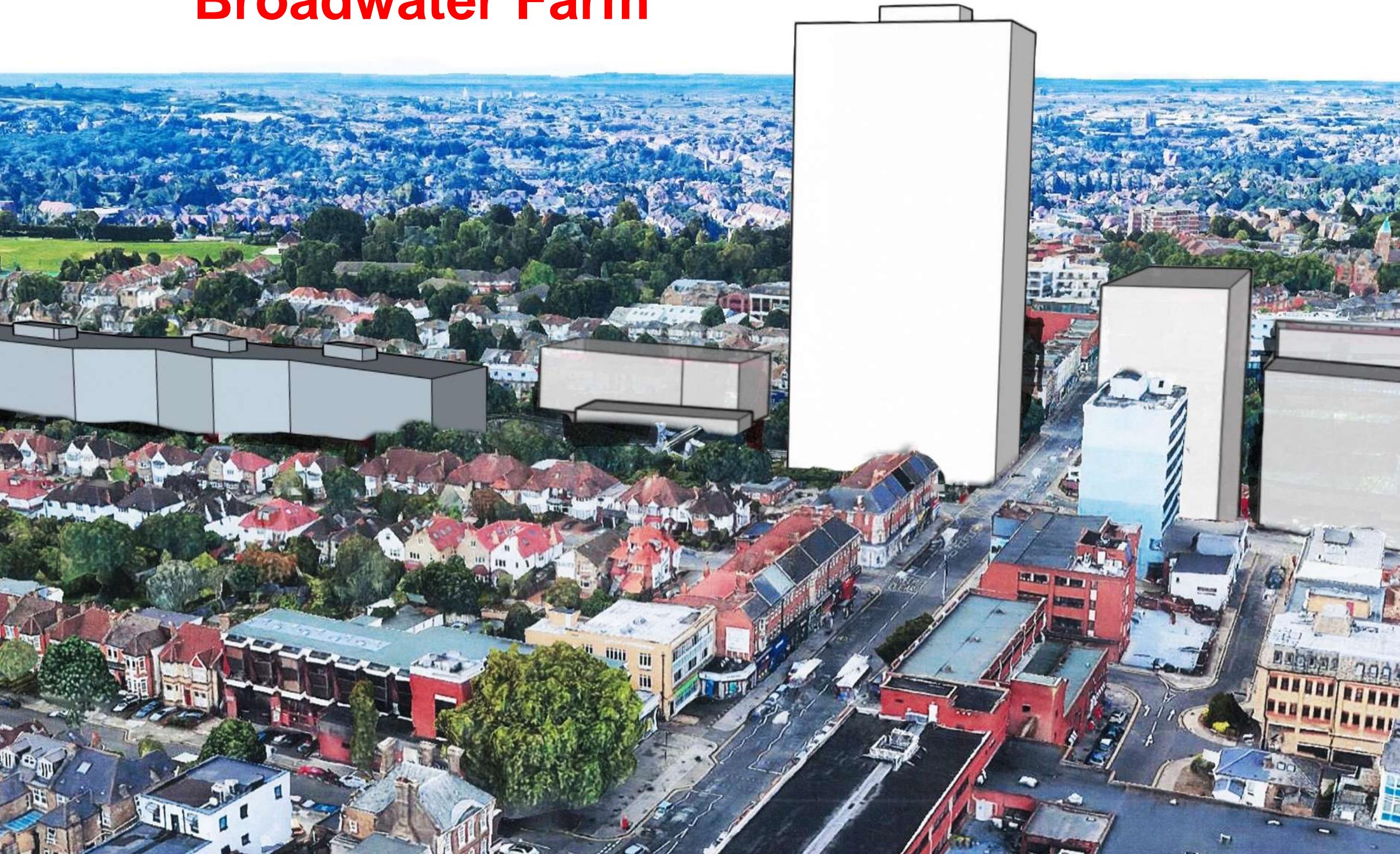
Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
<b>Suburban</b>	<b>150-200 hr/ha</b>	<b>150-250 hr/ha</b>	<b>200-350 hr/ha</b>
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
<b>Urban</b>	<b>150-250 hr/ha</b>	<b>200-450 hr/ha</b>	<b>200-700 hr/ha</b>
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
<b>Central</b>	<b>150-300 hr/ha</b>	<b>300-650 hr/ha</b>	<b>650-1100 hr/ha</b>
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/ha	100-240 u/ha	215-405 u/ha

Figure 2.1: Recommended housing densities in the London Plan

hr = habitable rooms  
u = a dwelling unit, i.e. a flat or a house  
ha = hectare

**3.8hr @ 85% residential x 80 u/hr = 240 / 700 Proposed**

**180 d/ph (dwellings per hectare) will be  
50% denser than either the Barbican or  
Broadwater Farm**



# What is the difference between 80 d/ph and 180d/ph?



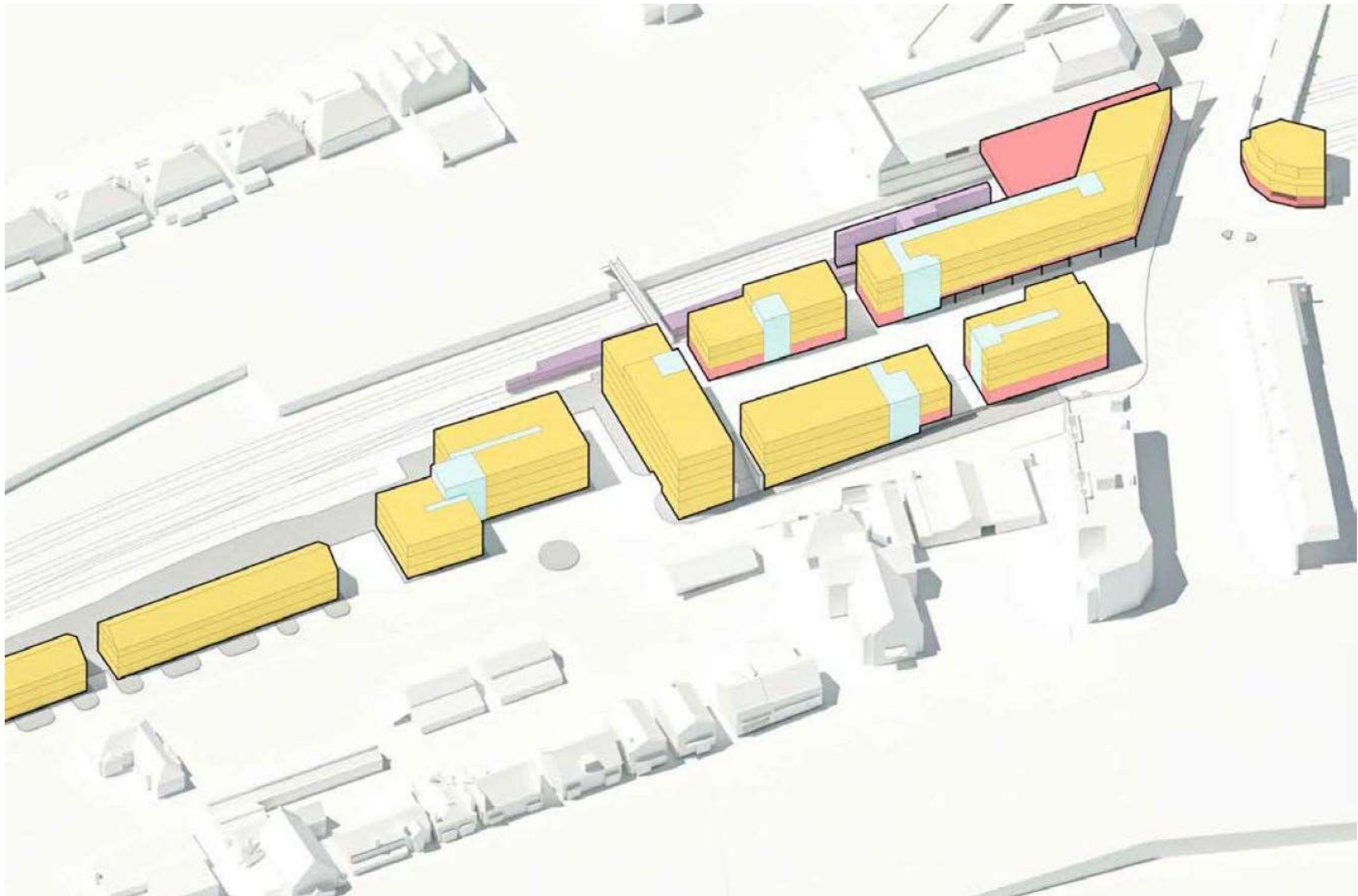


▲ A. D. ▼



▲ B. C. ▼





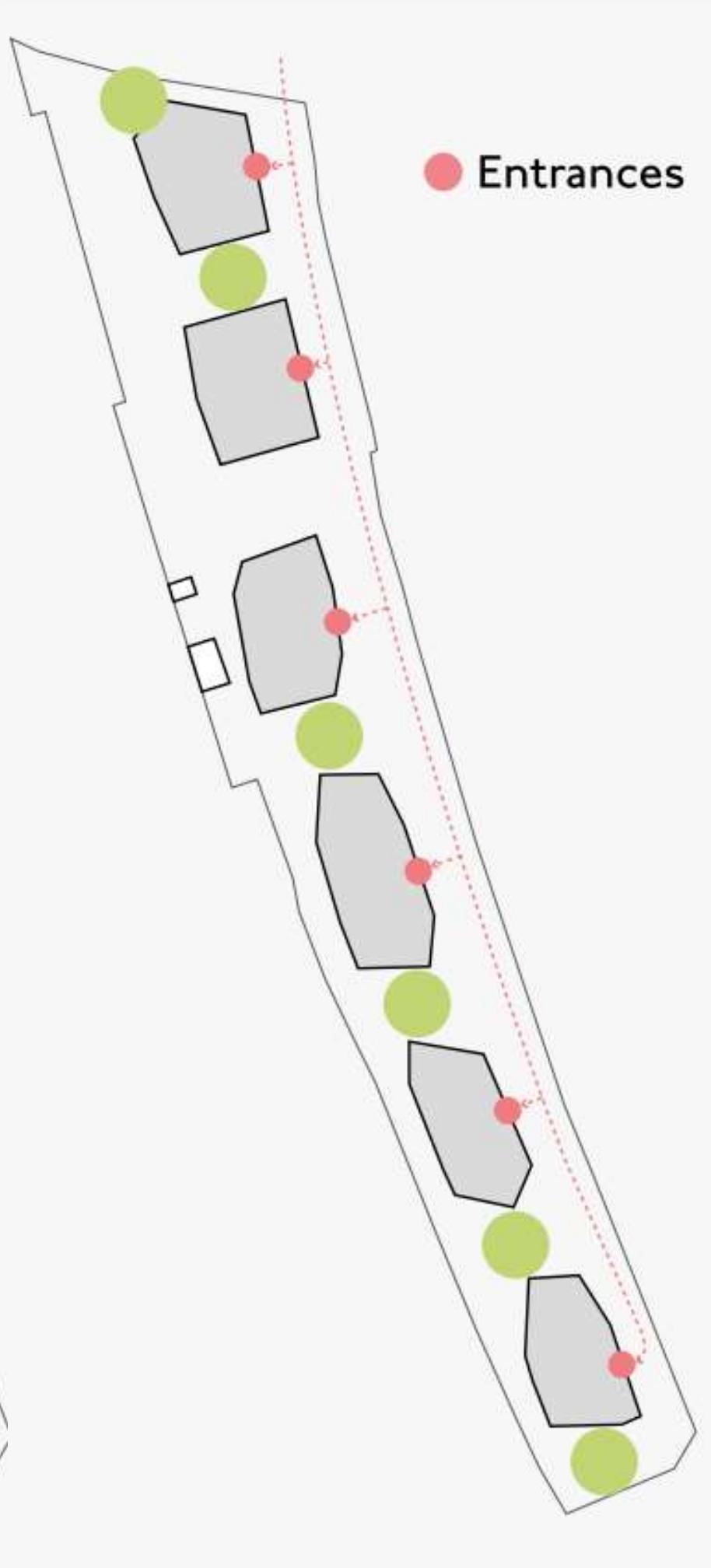
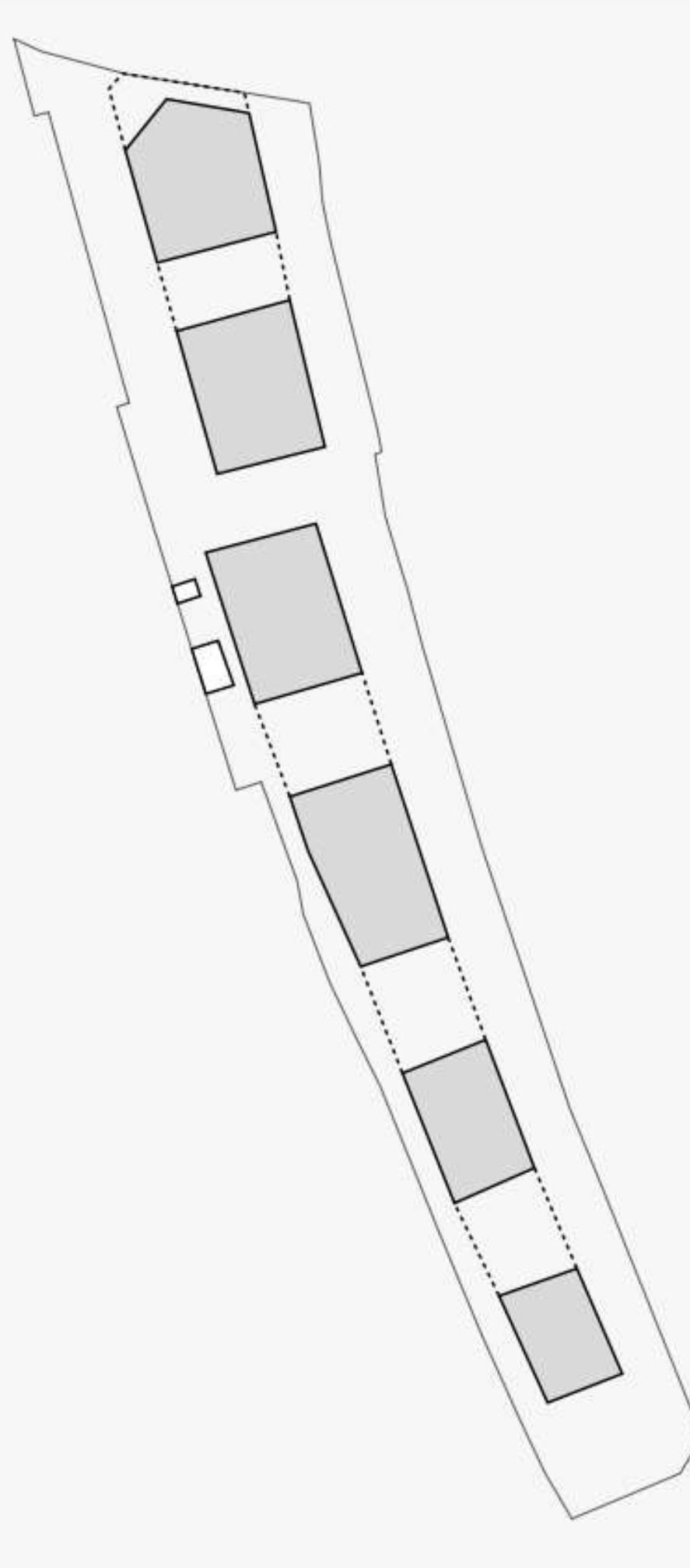




Mixed-use



£69M Northwood Station, Hillingdon

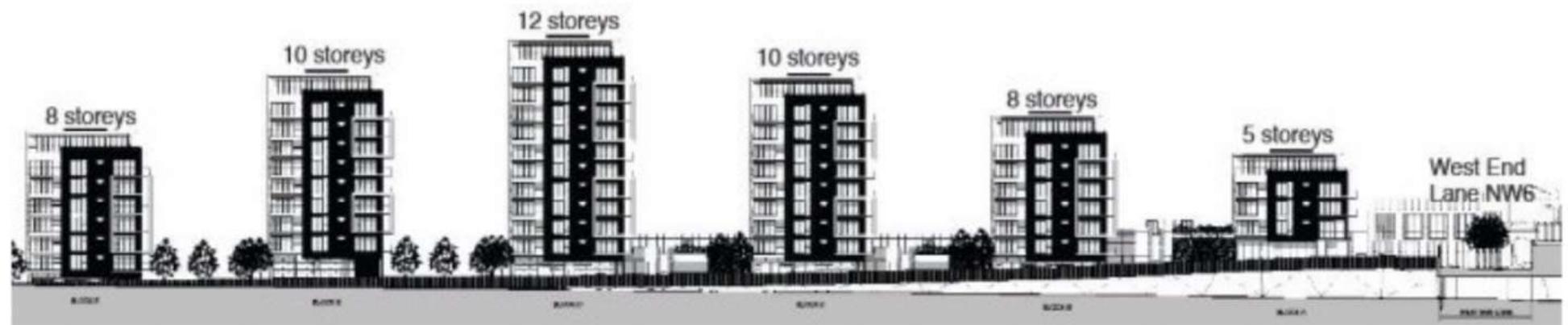




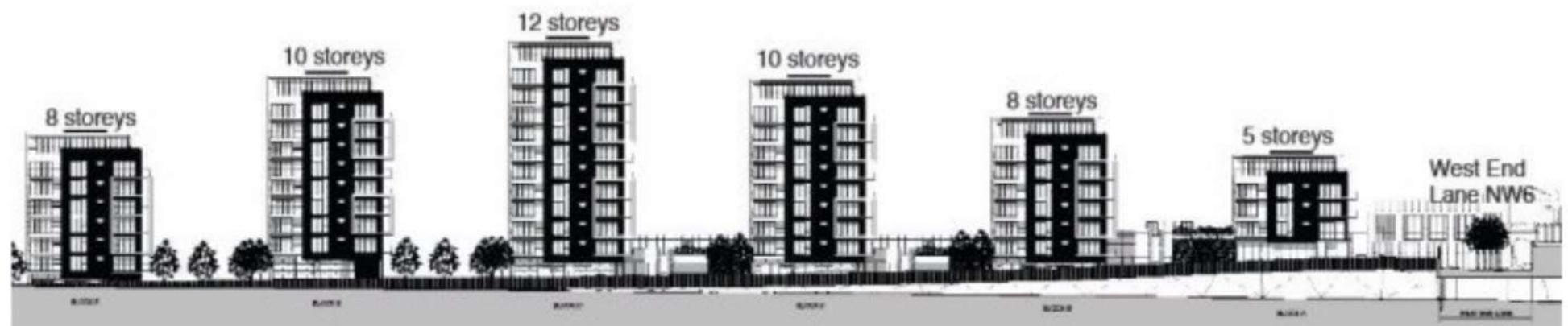
WEST HAMPSTEAD



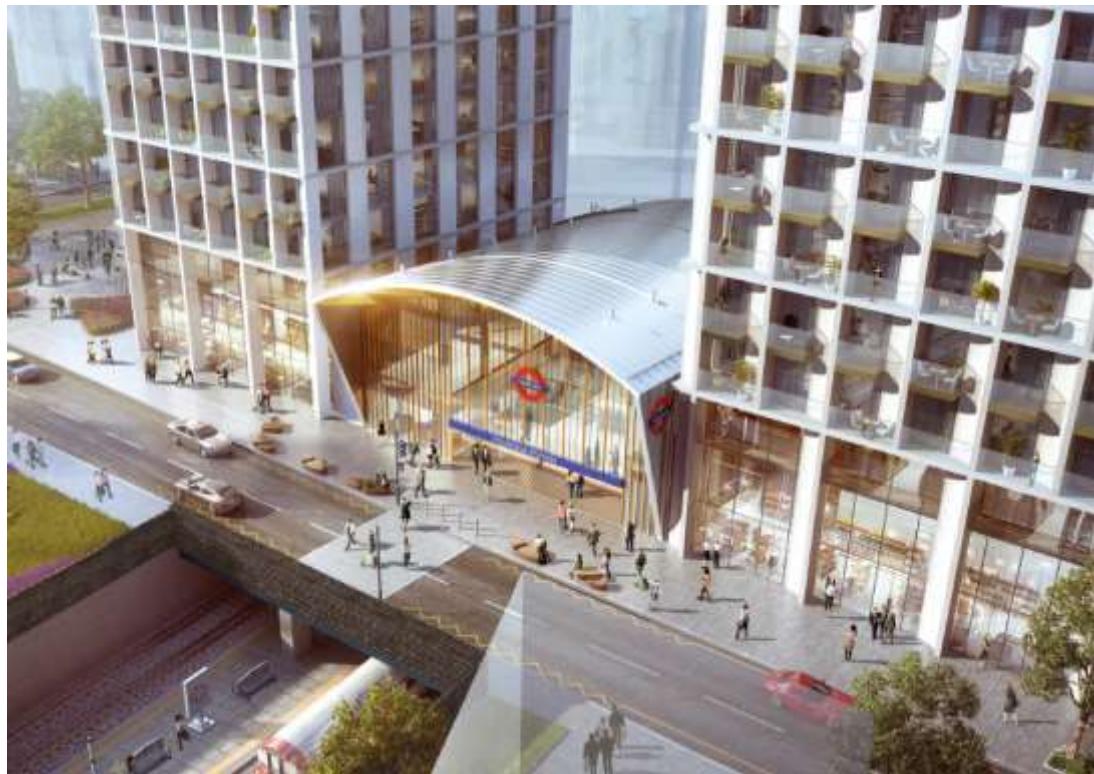
This is **not** a good place to live



TfL are desperate for **revenue** and the Mayor is playing a **numbers game**.



**TfL** are building  
**30** storey towers  
above **Colindale** station



# The Mayor of London abolished development density guidelines.

## Intensification is bloating Colindale

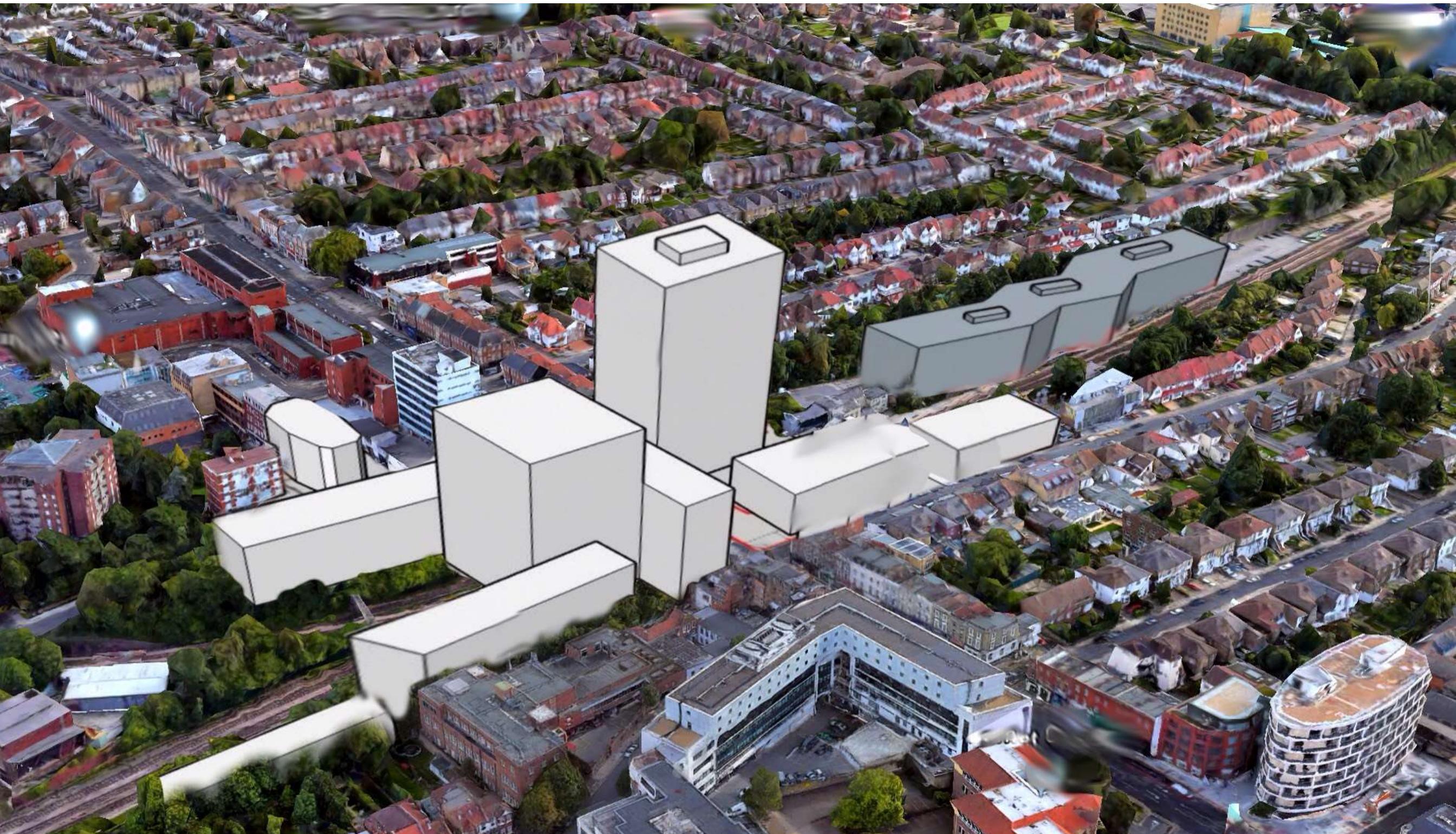


Colindale  
Library

TfL's proposed  
development

Peel Centre  
redevelopment

**Intensification**  
**intentionally opens floodgates** increasing  
surrounding development potential



# Finchley Central **intensification** will leach into surrounding streets



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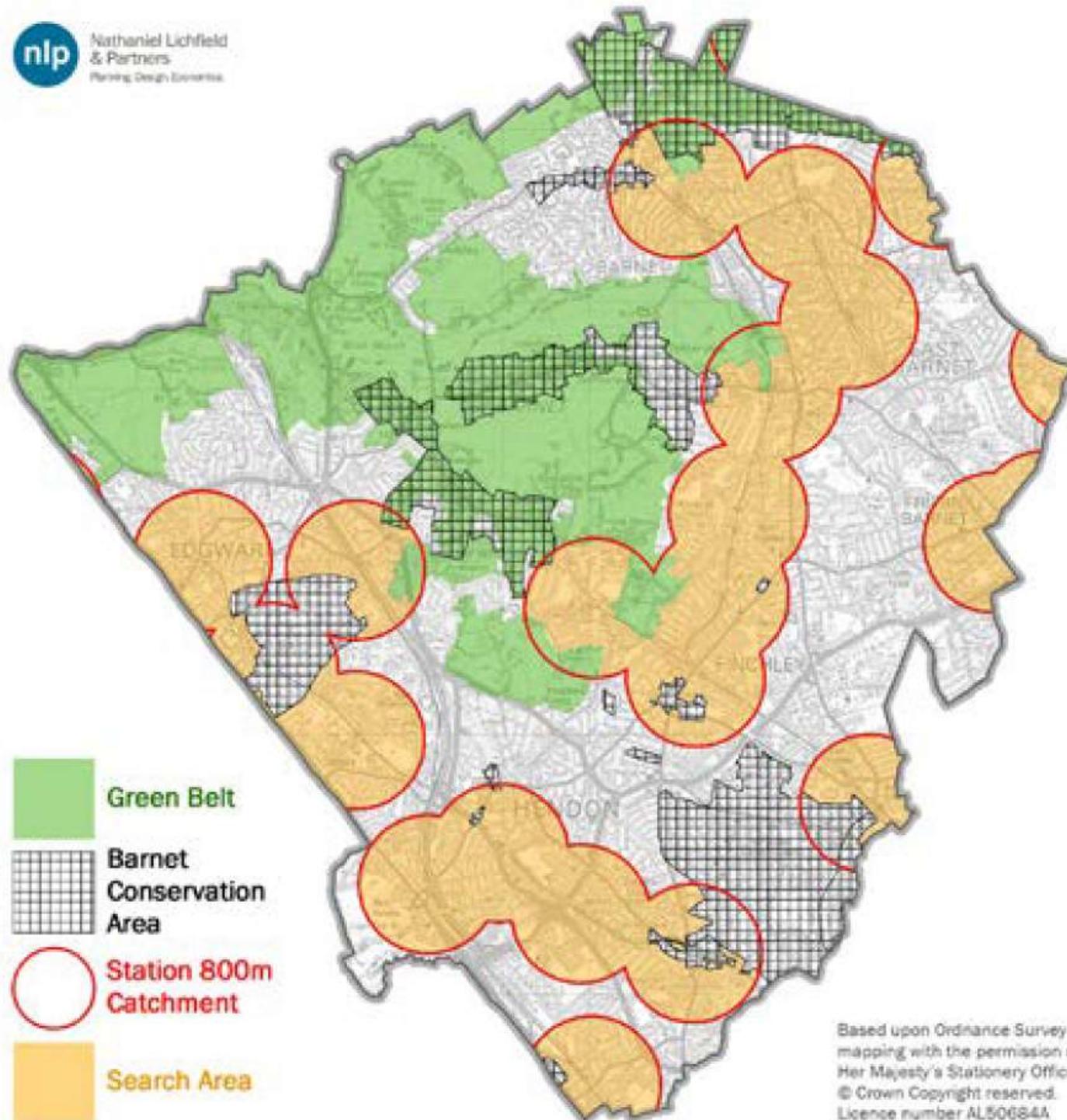


# Finchley Central **intensification** will leach into surrounding streets



# What are the alternatives to high rise?

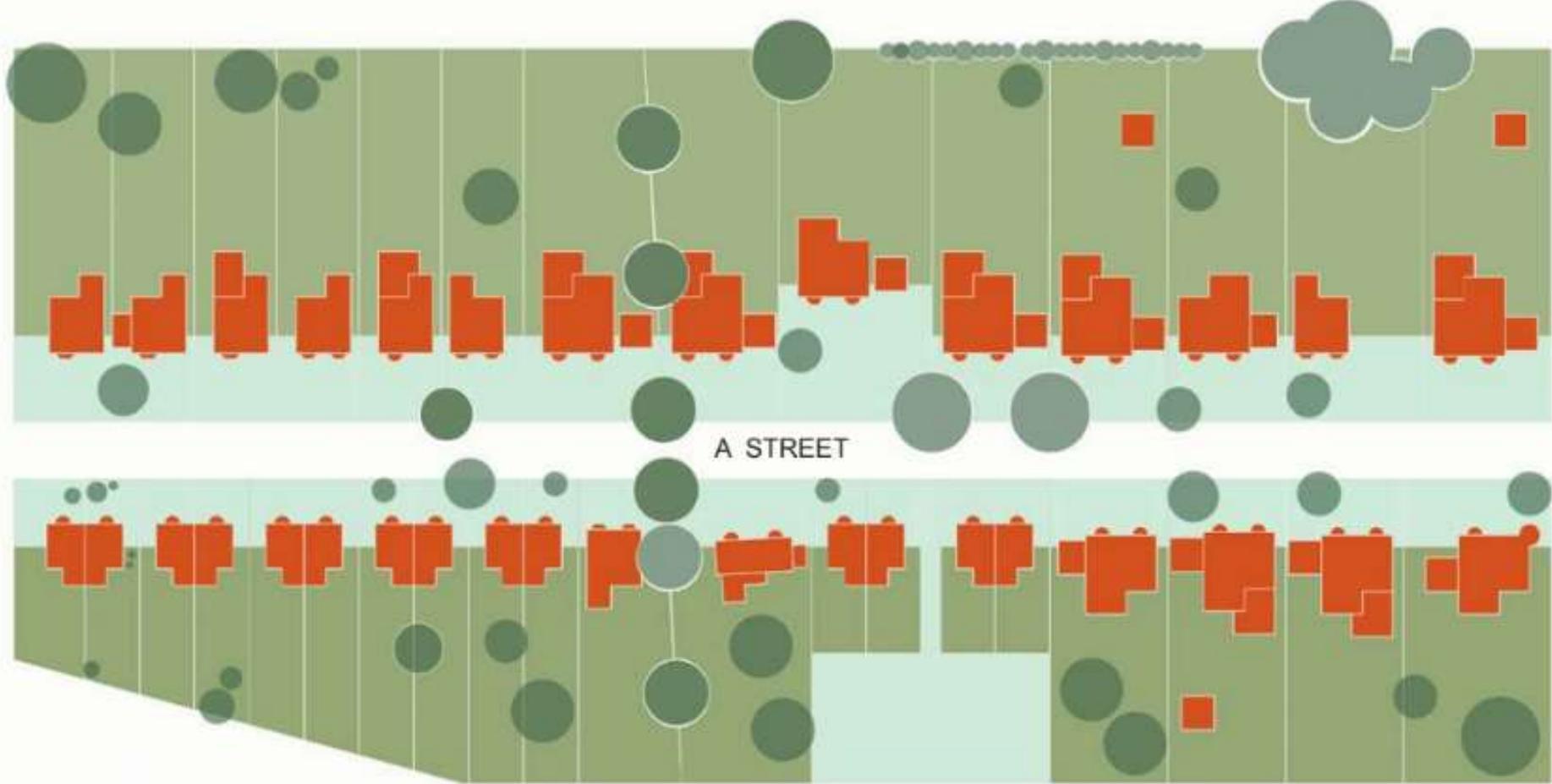
**nlp** Nathaniel Lichfield  
& Partners  
Planning, Design, Economics

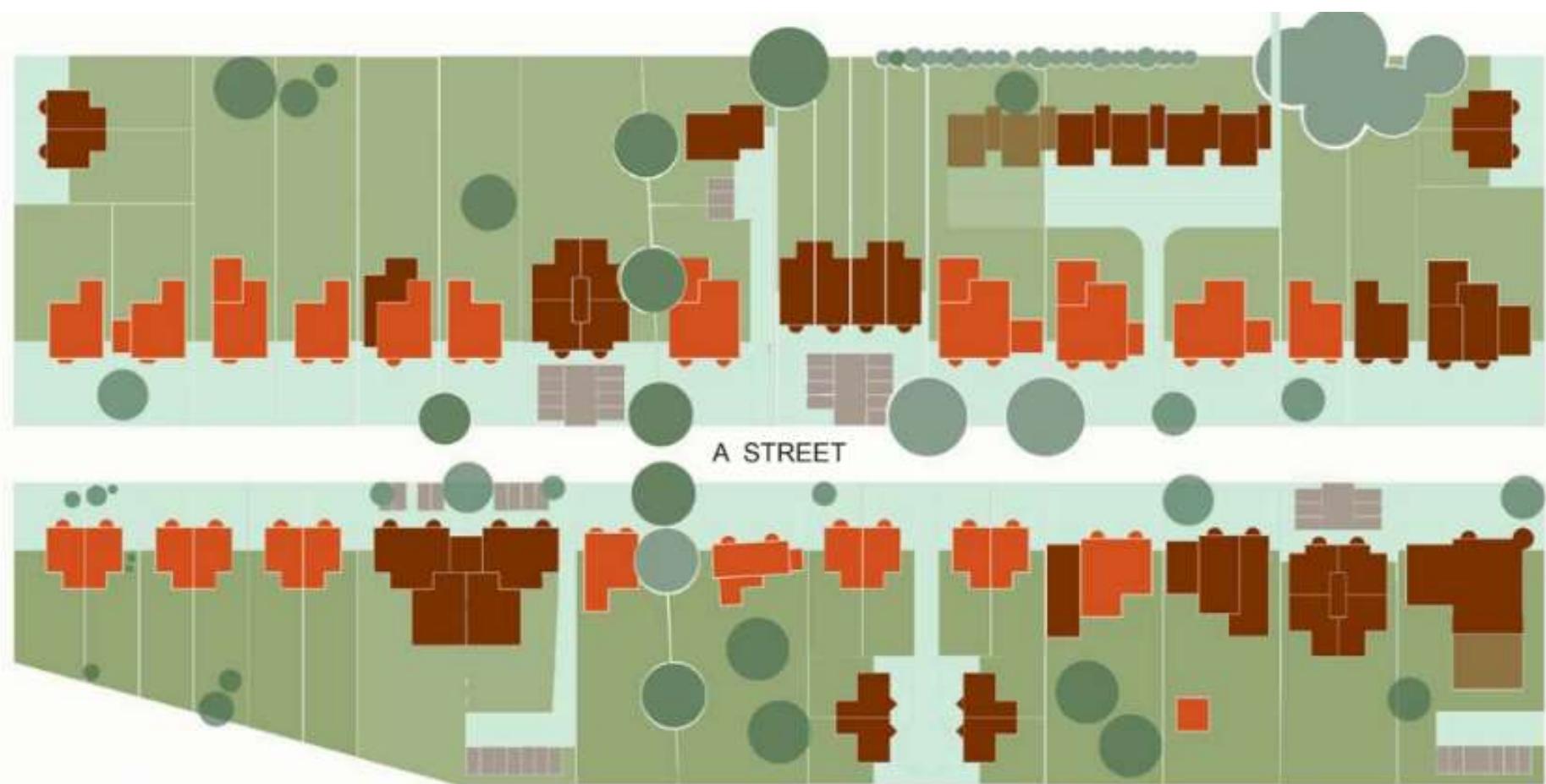
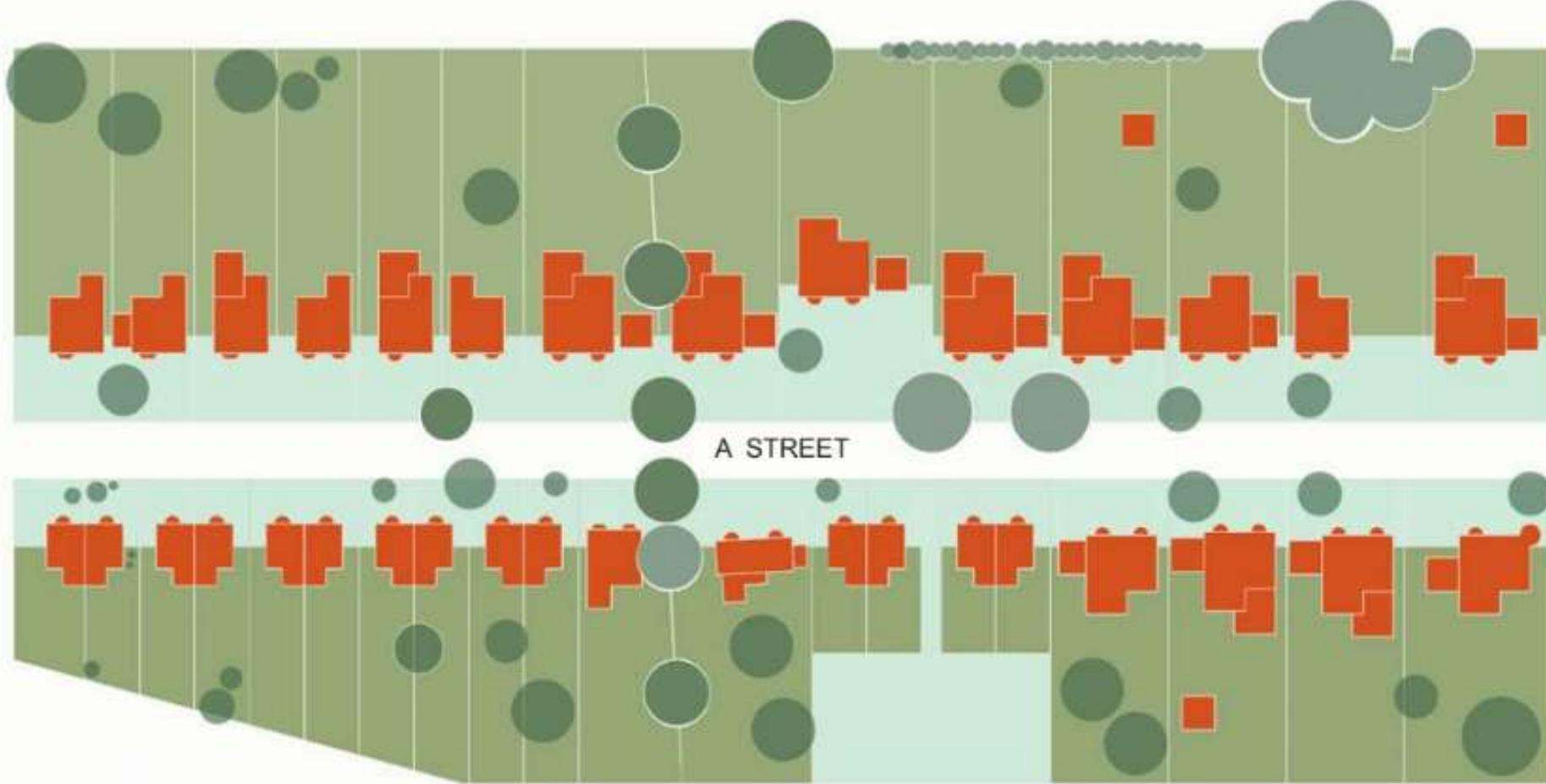


Based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office. © Crown Copyright reserved. Licence number AL50684A

If just **10%** of owners brought forward proposals to **double the homes** on their plot, this would **create 72,500 additional homes** and renew a similar number







# Woodside Square, Muswell Hill

**2-3 x denser** than Finchley





**80 d/ph**  
**City-centre**  
**mews**  
**typology with**  
**connection to**  
**street**



**LB Barnet's Finchley Central Town Centre Strategy, illustrates how sensitively the station site could be developed with 'carefully considered (designs) for the environment they are set within'.**

## 4.2

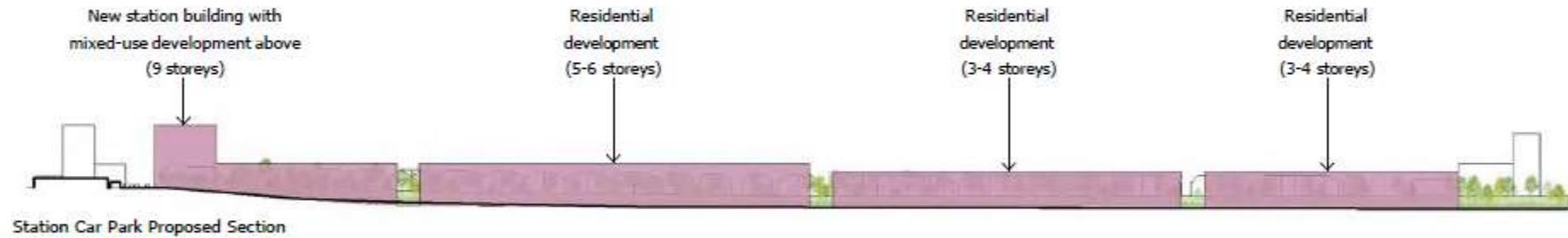
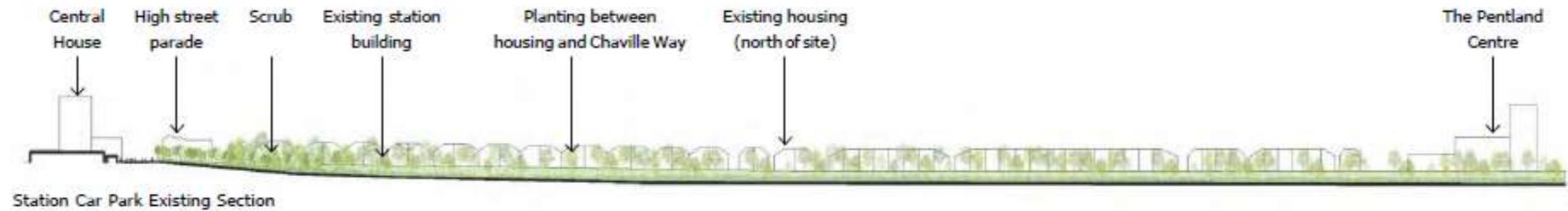
# gUiDANCE foR sTATIOn cAR PARK ReDeVeloPMent

The car park of Finchley Central station is a significant development opportunity for the town centre. However, the site has a number of constraints as it is located alongside the railway and is particularly slim at one end. Development on this site should:

- A Be based upon a detailed parking study to inform potential rationalisation of parking numbers whilst avoiding negative impact on the town centre.
- B Seek to establish new links with Hervey Close to improve accessibility and reduce reliance on the Ballards Lane junction.
- C Consider innovative typologies to negotiate dimensional constraints of the site.

A full parking study will be undertaken prior to the redevelopment of the station car park. Where there is demand, parking will be reprovided. A feasibility study will need to be undertaken to determine how the station and the car park is redeveloped, which will be consulted on.

Opposite are two precedent examples of residential schemes which are located within constrained sites. The designs are carefully considered for the environment they are set within.









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- **“providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighbourhoods”**  
(Mayor of London’s foreword to SPG)



13



- **Decent appropriate housing with suitable amenity space would create a place where people wanted to put down roots and build communities**





**HANDS OFF**

**FINCHLEY CENTRAL**