

Welcome

Regal London and Joseph Partners have entered into a land agreement with London Borough of Barnet for the regeneration of North Finchley Town Centre, one of Barnet's main town centres.

Regal London, with Joseph Partners, are an ambitious and experienced team, with significant local knowledge capable of revitalising this important neighbourhood.



North Finchley High Street

□ Town Centre Boundary □ SPD Policy Area



Hands on Planning

North Finchley Town Centre

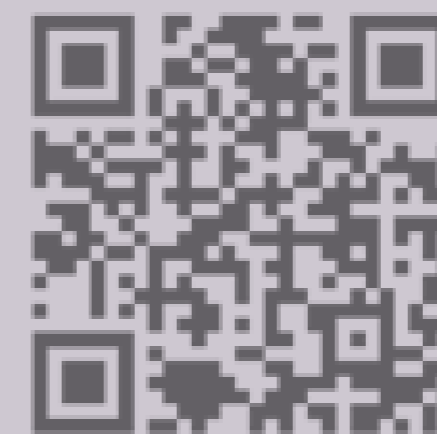
How to get involved

We are inviting members of the local community to join our workshop and walkabouts on the future of North Finchley Town Centre. We are hosting workshops on Saturday 26th February at the artsdepot, where we will be asking participants to share their aspirations and ideas for improving the local area.

In addition we are hosting walkabouts of the local area Friday 25th February and Saturday 26th February.

To register for one of more of these events, scan the QR code with your smart phone or visit our website:

<https://northfinchley.commonplace.is/>



Post-it Workshop



Hands on Planning Report Back

Today's Team

We want to listen to and learn from those for whom North Finchley is home, work or simply a place to visit. Engaging with local stakeholders, including businesses, residents and interest groups is fundamental to successful placemaking.

A collaborative approach is essential to delivering transformational and positive change for North Finchley. To assist this process, there will be a wide range of architects, landscapers and designers involved throughout the project's lifetime.



Regal London



Regal London is one of the Capital's leading privately owned mixed-use developers. Our focus on complex urban settings has enabled us to transform London's landscape and deliver high-quality, beautifully designed places for people to live, play, visit and work in.

We have delivered successful projects across the Capital, from Brent to Tower Hamlets and from Barnet to Lambeth. We understand our city's challenges and see the opportunities – we're agile and engaged, steeped in London's history and the wants and needs of local communities.



Joseph Partners



Jonathan Joseph has more than forty years of experience in the field of urban regeneration, including landmark developments such as Atlantic Quay Glasgow, Leith Waterfront Edinburgh, Fulham Broadway, and the conceptual and planning stages of the West Hendon and Brent Cross Cricklewood regeneration schemes.



JTP



JTP is an award-winning international placemaking practice of architects and urban designers with extensive experience of delivering successful projects throughout the UK and internationally.

We are passionate about placemaking and our unique approach has received high praise; a selection of placemaking projects are shown on the right where the team has successfully created new places, and reinvigorated existing town centres.

Today's Team



Planit IE



We are a creative studio who value healthy places to live, work, and play-collaborating with clients, architects and engineers, artists and craftspeople.

Whilst rationalists, we do not see ourselves as mere conduits, we search for and lay out narratives to add delight. Our strengths lie in our ability to work from sketch to stewardship to craft communities; parks and gardens; big and small; ancient and modern; urban and rural.

Our work is motivated by a belief that we are designing legacies, so we are constantly exploring new models of stewardship, ensuring our involvement in projects is long lasting and rewarding. Sustainable development is ingrained in our design ethos and since August 2020 we are proud that Planit-IE is part of the B Corp UK community!



Cascade



We are Cascade, specialists in Campaigning, Advocacy, Engagement and Communications across the built environment. An award winning consultancy advising our clients on issues that directly impact local communities, businesses and politics.



Quod



Quod is a dynamic independent consultancy at the cutting edge of planning, social economics and environmental planning based in London and Leeds. We are uniquely able to combine mainstream planning advice with industry leading expertise on wide ranging socio-economic issues, environmental assessments, infrastructure, and development economics, including affordable housing and viability.

We take a place-based approach to developing a planning strategy for new developments – helping our clients to best realise their aspirations where projects need to respond to market change or where new opportunities emerge.



Civic Engineers



Civic Engineers believe in creating inspirational places and structures that have a positive impact on the environment and enable people to lead happier and healthier lives. Climate sensitivity and its protection has been a founding feature of our Practice since its inception and it is embedded in our vision, our values and our designs. We have a passion for and a belief in the importance of place, working with the prevailing geography and showcasing the character of the existing landscape. We have developed an expertise in the planning, design and delivery of major public realm projects and urban infrastructure associated with the regeneration of city centres across the UK.



Sainsbury's

Lodge Lane
Car Park

Tally Ho

artsdepot

North Finchley Town Centre

 Town Centre Boundary  SPD Policy Area  Likely Phase 1 Sites (Indicative Boundaries)

North Finchley Today

What made North Finchley the place it is today?

Early North Finchley

North Finchley's urban layout today belies its rural character in previous centuries. 'North Finchley' didn't even exist as a place in the 18th century, though Whetstone is identified, and Fryan Barnet. There were however numerous tracks that led to farms and mansions that had been built or acquired by aristocrats and wealthy London merchants since Norman days. Finchley Common dominated the area in 1754 and continued to do so until it was enclosed in the early 19th century, heralding widespread development as soon as settlement growth was encouraged.

The North End

The character of North Finchley has changed dramatically from its early role as a tiny, isolated hamlet hugging the main route to St Albans and the north, which connected London with Edinburgh and was known in previous eras as the Kings (or Queen's) Highway. The name 'Great North Road' was not really used until the 18th century and North Finchley didn't exist as a specific district until about 1870. Located on the edge of Finchley Common, it was known as 'North End' and often seems to merge with the south of Whetstone village, slightly further north.

Suburban Revolution

Until the 19th century the local economy came principally from fields and farms, but wealth was always in the land itself, and the demand for housing increased its value. Estates were split up and residential growth mushroomed. In 1841 Finchley's total population was 3,600. The suburban revolution started to gain momentum after 1850 and by 1861 4,937 people were registered as living in the Borough. There was a growing need in Finchley for a railway to serve the expanding population.

Arrival of the Railway

In 1867 a line eventually came overland to Edgware from Finsbury Park through Church End. A branch line to High Barnet opened in 1872 with the station initially called Torrington Park, later renamed Woodside Park. A new road pattern appeared, and the opening of the station intensified development in the North Finchley area – fulfilling the desire for many to live in the country, with the ability to work in London.

20th Century Growth

The expansion of public transport is integral to the development of Finchley as a place to live and work. Dominated by a major artery in and out of London, the district attracts those who stay for a short while or choose to put down roots. Since the 20th century the borough has provided homes and a refuge for people from many different nationalities and ethnic groups. It continues to do so.

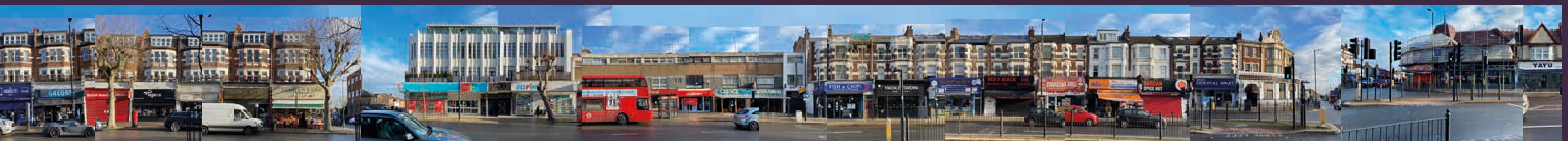
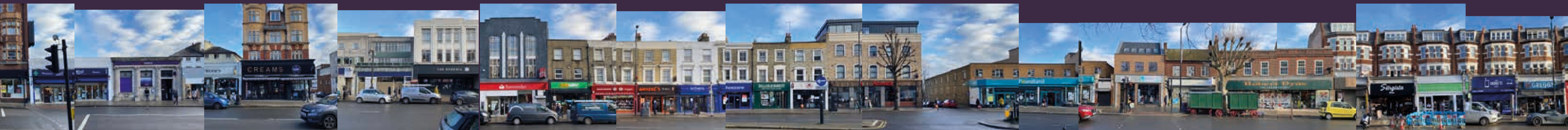
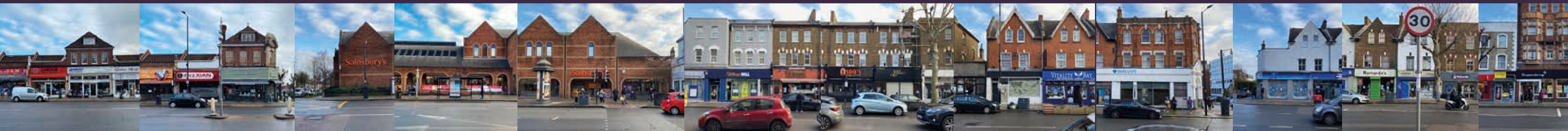
Present day

Today the suburban environment, usually defined by large family housing, has changed. Woodside Park Road, leading from the station (which opened in 1872) was lined by large Victorian and Edwardian houses, many of which have been subdivided into flats or replaced by purpose-built apartment blocks. The station provides the same purpose of commuting to work, as it did in the late 19th and 20th century, but population growth, housing need and economic constraints are no longer the same.



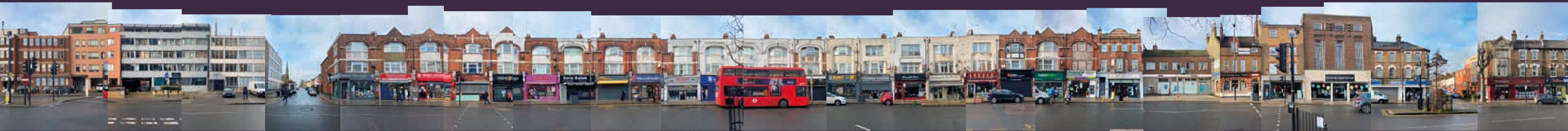
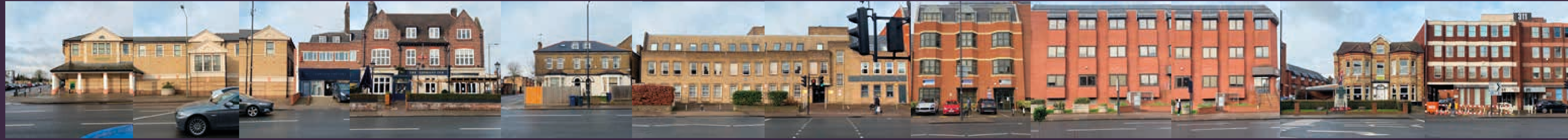
North Finchley Today

The High Street: East



North Finchley Today

The High Street: West



North Finchley Today

The high street: Centre



Tally Ho Corner



The artsdepot



The Grand Arcade



Ballards Lane



Aerial View



Nether Street - High Road corner



High Street Challenges

London's high streets face long term challenges.

London's high streets are changing fast. Shifting consumer behaviour, the changing nature of work post covid, dwindling local authority resources and the climate emergency have accelerated this process. Across the city, this picture is uneven. Where high streets are flourishing, start-ups can be priced out. Where high streets are struggling, the number of empty shops is increasing. This serves to make those places even less attractive to visit and invest in.

High streets are social, promoting community and cultural exchange

Evidence suggests that Londoners value the high street for its increasingly non-retail focus and its ability to facilitate social exchange. This is specifically important for vulnerable groups, particularly the elderly.

Cultural and Creative Economies

Cultural and creative uses of high streets and town centres are important not just socially but also economically.

Before the pandemic, the creative economy was growing five times faster than the UK economy as a whole, and jobs increased three times more. London's cultural and creative industries contributed £58 billion for the UK economy and provided one in six jobs in the Capital.

Covid-19 has accelerated the challenges for many high streets

Some are highly successful, while others are struggling. Many high streets already faced a number of long term challenges. Economic restructuring, changes in consumer demand, reduced public sector budgets and climate change to name a few. As a result of COVID-19 these challenges are more acute.





Planning Context

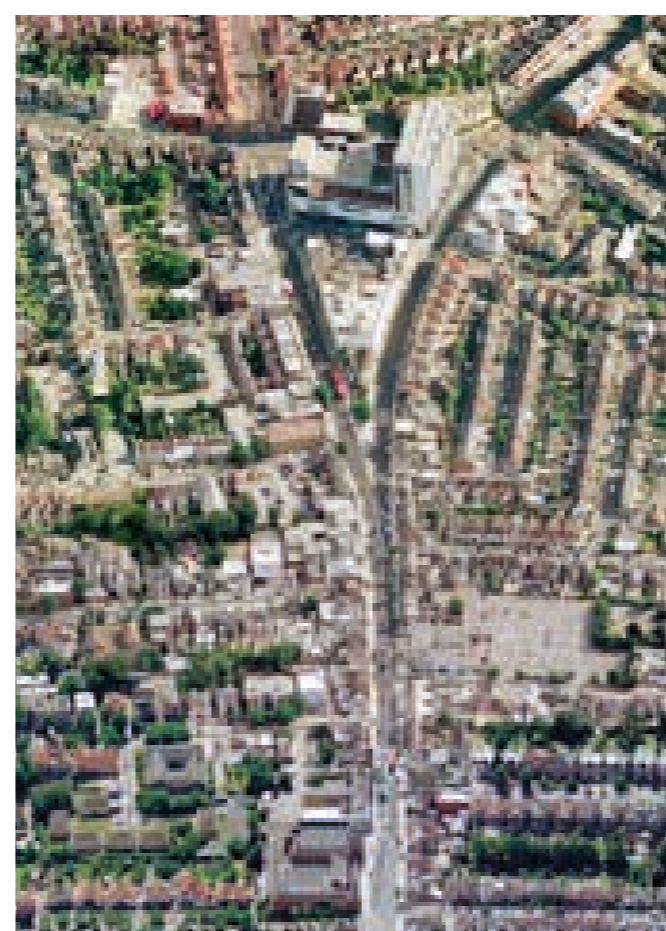
The National Planning Policy Framework, London Plan, the Barnet Local Plan, and the Town Centre Framework Supplementary Planning Document (SPD) set out strategic planning principles for regeneration of North Finchley. Delivering the comprehensive change envisaged is a challenge. It requires a strong public private partnership, underpinned by local investors who have the expertise, resources and track record to deliver.

In order to focus housing and commercial investment, and promote Barnet as a place of economic growth and prosperity, the Council has been clear in its aim to support the continued vitality and viability of its town centres.

North Finchley is one of the Borough's largest district centres. Its growth potential is established in the London Plan and the Barnet Local Plan, and a specific Town Centre Framework Supplementary Planning Document (SPD) was adopted in 2018 as a mechanism for enabling such growth.

The SPD explains the proactive and innovative steps that the Council intends to take to revitalise North Finchley. Through the SPD the Council acknowledge that traditional shopping patterns are changing, and that successful towns need to adopt a greater focus on a genuine mix of uses, where retailing remains important, but leisure, cultural, business, and residential uses all add to the town centre's diversification and overall offer.

Building on the Council's 'Entrepreneurial Barnet' initiative, the SPD sets an ambitious programme of town centre investment to create a thriving destination that people want to live, work and spend time in. North Finchley is to become a diverse, distinctive and attractive place which is well connected, where the public realm is well maintained and where there is a sustainable mix of retail, leisure, business and residential uses.



North Finchley Town Centre Framework Supplementary Planning Document

FEBRUARY 2018



30 North Finchley Town Centre Framework SPD

b. North Finchley Spatial Approach

5.3 Figure 7 illustrates the spatial strategy approach for different parts of the town centre area setting out Key Opportunity Sites, Parade Enhancement Areas and Other Opportunity Areas as well as Local Plan Policy Areas. Together they contribute to delivering the overall vision for North Finchley.

i. Key Opportunity Sites

5.4 Six Key Opportunity Sites (KOS) are identified with potential for comprehensive mixed use development, which will drive the town centre's regeneration. For these areas, specific design guidelines have been produced in section 6 to provide clarity on the preferred development and design approach.

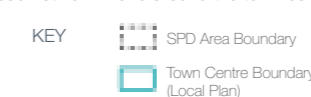
- KOS 1: Tally Ho Triangle & artdespot
- KOS 2: Ballard's Lane/Nether St
- KOS 3: Finchley House
- KOS 4: East Wing
- KOS 5: Friern Park/High Rd
- KOS 6: Lodge Lane



Figure 7: Spatial Approach

3. SPATIAL CONTEXT

- 3.1 The SPD Area (see Figure 5) is focused on the designated town centre boundary as identified by the Local Plan. The SPD does not make any changes to the North Finchley town centre boundary. However, land around the town centre can play an important part in its regeneration and the SPD Area does include some edge of town centre areas beyond the town centre boundary. These edge of town centre areas are considered important to the town centre's future, most notably those at and around the southern and northern "gateways" to the town centre.
- 3.2 In line with Barnet's overall place shaping strategy for the enhancement of North Finchley, the Council considers that there is potential for significant high quality development in the designated town centre. In order for this potential to be achieved it will be necessary to develop land adjacent to the town centre. The enhancement of the town centre will involve bringing forward a mix of uses including residential, retail, leisure and affordable and flexible workspace. Development proposals in the SPD Area outside the town centre which assist in the improvement of the town centre will be encouraged.
- 3.3 As identified at paragraph 3.1 above the SPD includes areas adjacent to the town centre boundary (Figure 5) which are important to the town centre's future, most notably at the southern and northern gateways. These areas are generally considered to be suitable for redevelopment, in particular, for residential-led intensification in order to contribute to improvements in its vitality and viability of the town centre by:
- (i) optimising highly sustainable locations for residential development adjacent to town centre services and functions;
 - (ii) increasing footfall and expenditure in the town centre;
 - (iii) improving the gateway functions through enhanced public realm and built form;
 - (iv) reducing retail parking and other sub-optimal retail and office uses currently outside of the town centre in order to concentrate economic activity in the core; and
 - (v) offering opportunities for the improvement of traffic and the road network in and around the town centre.



North Finchley Town Centre Framework SPD

15



Figure 5: SPD Area boundary

February 2018

c. Transport and movement

7.12 The principal town centre movement points emerging from the related Baseline Study are:

- The High Road/Ballard's Lane is presently arranged generally in favour of vehicular traffic rather than other users and uses.
- Difficulties for pedestrians in crossing the extensive carriageway width along the High Road/Ballard's Lane corridor.
- Bus services are convoluted in terms of movement around the gyratory and somewhat hidden from general view in the bus station.
- A general lack of cycling facilities throughout the area, notably on carriageway lane provision.
- The town centre's parking supply is presently working sub-optimally, with the privately operated retail car parks in particular offering spare parking capacity during weekdays and weekends.

7.13 The SPD's Vision 4.0, Theme 4) sets out town centre movement objectives relating to those issues identified above, being:

- Encouraging people to stay local to minimise car use and parking demand
- Reallocating roadspace to the benefit of local people whilst providing for the A1000s traffic carrying function
- Providing high quality public realm to support walking, cycling and bus use
- Reducing the vehicle domination of town centre streets, reduce severance and improve quality
- Providing sufficient and well-located parking
- Supporting bus as an attractive movement choice
- Avoiding rat running along residential streets.

7.14 The concept proposals presented by this SPD respond to these movement objectives along with other wider TRL objectives including Healthy Streets and Vision Zero. Further and more extensive technical work will be required to fully test the proposals, such as the conversion of the High Road to two-way operation. To this end a supporting High Level Transport Review document has been prepared to more fully describe the concept proposals and further examining the technical feasibility. This early stage work has been progressed in liaison with Transport for London as part of the North Finchley Joint Working Group.

Reallocating Town Centre Roadspace

7.15 North Finchley is subject to the effects of through traffic on the A1000 (High Road), an important radial road corridor. Along with that function, others vie for road use for local access, buses and goods delivery. This vehicle dominance leads to perceived and real road severance effects with road crossings being lengthy and sometimes requiring several 'hops' from refuge to refuge.

7.16 The kerbside is occupied by parked vehicles with frequent servicing activity and manoeuvring vehicles adding to through delays on the High Road and Ballard's Lane. The Tally Ho gyratory arrangement places a clear priority on that traffic carrying function with its broad carriageways given over to traffic flow.

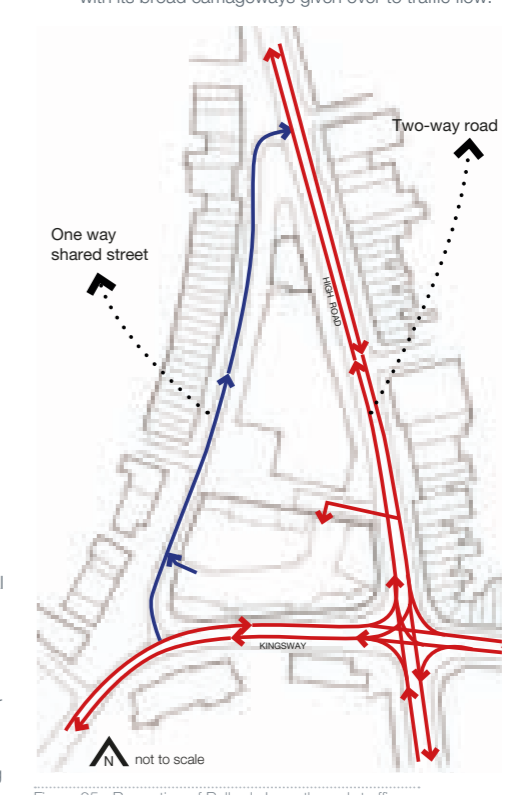


Figure 25: Re-routing of Ballard's Lane through traffic

February 2018

Excerpts from the North Finchley Town Centre Framework (2018)



Future of the High Street

- **Diversifying Uses**
Shifting from a retail monofocus to provide more reasons (work/health/leisure) to visit the High Road.
- **Activating Ground Floors**
Ensuring ground floor commercial space is fully occupied, new public spaces encourage everyday social interaction.
- **Rethinking Movement**
Changing perception of the High Road as a vehicular thoroughfare to a people-orientated environment.
- **Greening the Town Centre**
Softening the urban environment, supporting wellbeing, and addressing air quality.
- **Increasing Footfall**
Using residential development and variety of mixed uses to increase footfall and support local business vitality.
- **Extending Dwell Time**
People need more reasons to visit the High Road, and then activities that make them stay longer, such as developing a culture/leisure, food & beverage evening economy.
- **Encouraging 'Pavement Culture'**
Streetscapes need to be carefully designed to allow shops, cafes, restaurants and bars to populate the area, to make the High Road more sociable and attractive to visitors.
- **Increasing Accessibility**
The High Road needs better pedestrian and cycle facilities, thoughtful car parking and addressing the needs of older people, as well as those with disabilities and young children.
- **Facilitating Curation**
Today, successful places need to be able to refresh their offer on a regular basis. This requires provision of pop-up and events infrastructure, and management, that can facilitate new, exciting local experiences on a regular basis.
- **Enhancing Identity & Offer Differentiation**
Co-ordinating new place strategies, facilities and events with existing heritage to create a new 'brand' for the Town Centre, to change perceptions, differentiate the offer, and draw new visitors into the local economy.
- **Places to Meet**
Creating places for the community to meet and socialise in the public realm.



Connectivity

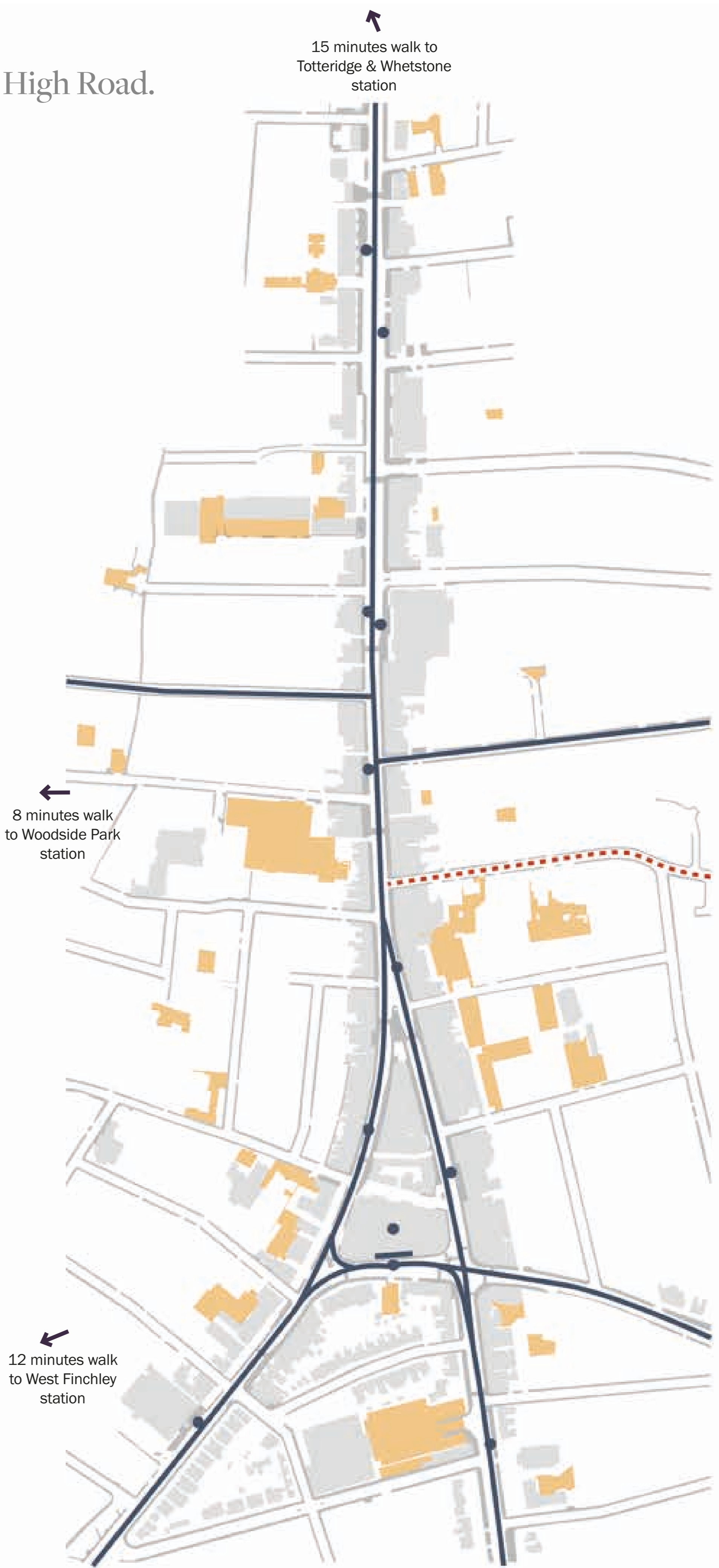
Cycling routes, bus routes and car parks along the High Road.

● Bus stops / Routes

- 13 / North Finchley Bus Station to Victoria Station
- 112 / Haven Green to North Finchley Bus Station
- 125 / Station Road to Colindale Station
- 134 / North Finchley Bus Station to University College Hospital
- 221 / Edgware Bus station to Turnpike Lane Station
- 263 / Highbury Barn to Barnet Hospital
- 383 / The Spires to Finchley Memorial Hospital
- 460 / Pound Lane to North Finchley Bus Station
- 626 / Dollis Park to Dame Alice Owen's School
- 683 / Colney Hatch lane to the Jewish free school
- N20 / Barnet Hospital to Whitehall/Trafalgar Sq.

▬ Future Cycleway: Quietway Link to Alexandra Park

● Parking

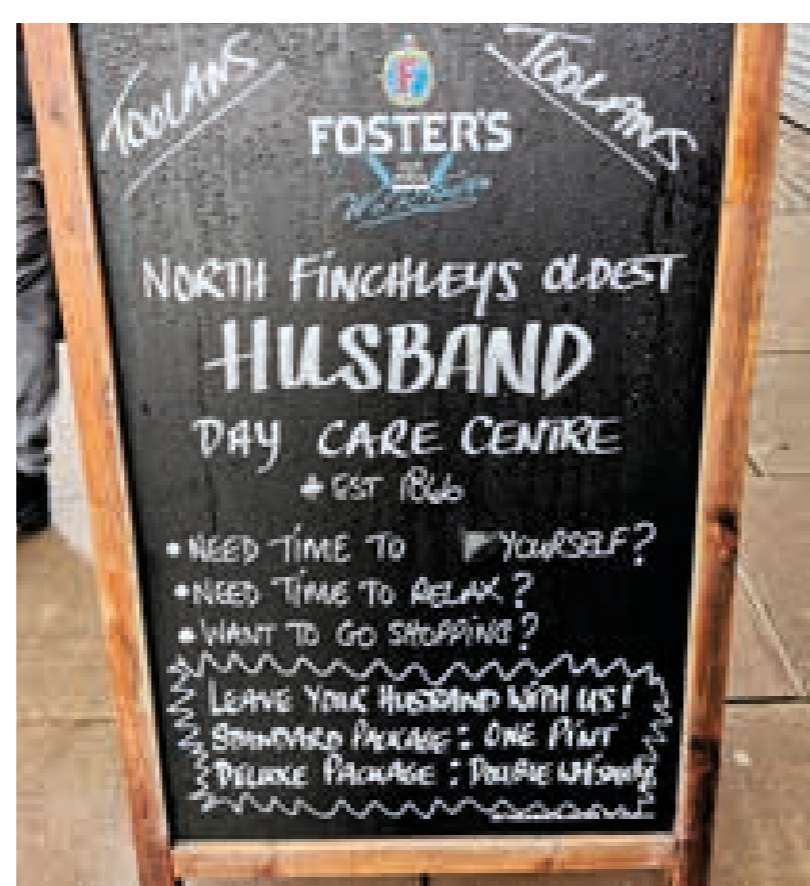




High Street Uses

Ground floor uses along the High Street

- | | |
|---|--|
|  Supermarket, Groceries, Bakery, Fishmongers, Butchers, Deli |  Place of Worship |
|  Food and Beverage |  Electronics |
|  Public House |  Residential |
|  Charity |  Office |
|  Health and Beauty |  Retail - high street |
|  Banks and Building Societies |  Retail - home and furniture |
|  Estate Agents |  Newsagents |
|  Education |  Automobile (hire, garage, tyres etc) |
|  Gambling |  Post |
|  Services (Laundry, printers etc) |  Veterinary |
|  Leisure |  Travel agents |
|  Culture |  Vacant |





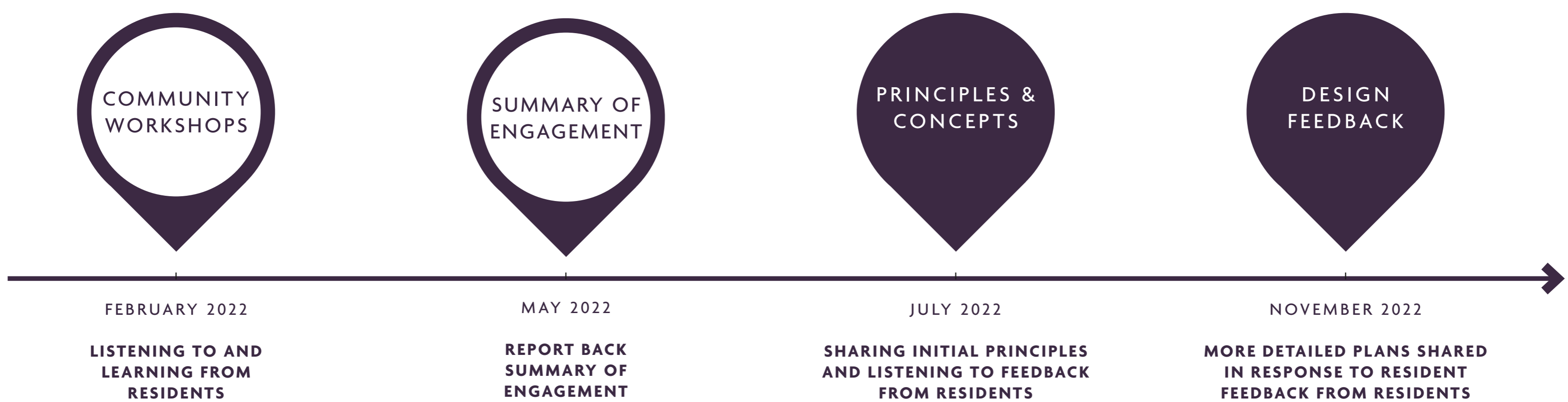
Next Steps

Join the conversation

Regal London and Joseph Partners are excited by the opportunity to improve and regenerate North Finchley Town Centre. To do this we need ideas and support from residents and members of the local community. Our current listening exercise is the first opportunity for you to have your say, our project is long term and there will be many chances to share your ideas over the coming months and years.

You can see from our timeline how we intend to listen and consult residents on future proposals. At each stage of our engagement, we will report back on how your ideas have shaped our evolving plans.

We are committed to consulting residents with a range of tools and methods both online and in-person. We want to ensure that everyone has an opportunity to contribute to our plans and we will provide a wide range of means to do so.



Have your say today

We want to hear local people's views on North Finchley town centre. Please tell us what would make the high street a better place for you.

Scan the QR code or use the following website to leave your feedback:

<https://northfinchley.commonplace.is/>

Scan me



REGAL **North Finchley**

Log in

North Finchley town centre: join the conversation

We want to hear local people's views on North Finchley town centre. Please tell us what would make the high street a better place for you.

Subscribe to project news here.

e.g. sam@smith.com

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