



North Finchley Town Centre Framework Supplementary Planning Document

FEBRUARY 2018

This is a Supplementary Planning Document (SPD) for North Finchley Town Centre. It provides specific guidance on interpreting and implementing Barnet’s Local Plan policies together with the environmental, social, design and economic objectives for the town centre. New development within the boundary of this SPD should be in accordance to the vision, strategy and development principles contained within the guidance in this document.

In Spring/Summer 2017 the Council asked the residents, businesses and users of the town centre their initial view with regards to the issues and opportunities for North Finchley town centre through a series of workshops. The initial engagement comprised stakeholder surgeries, a stakeholder workshop which focused on the desired vision for North Finchley town centre, and a follow up stakeholder workshop to review the emerging ideas.

The key issues and opportunities identified in the initial stages of consultation in addition to the Evidence Base work, have shaped the vision for North Finchley town centre and the resultant development principles.

A Draft SPD was subject to a public consultation period of six weeks from October 2017. This included a number of engagement activities in the town centre and a range of community feedback via questionnaire, emails and letters. Revisions were made to the SPD in response to the representations. Details of how this engagement process has informed the SPD is provided in the Consultation Statement.

For further information, please visit:

<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/supplementary-planning-documents>



This document has been prepared by GLHearn/BDP/Urban Flow on behalf of Re/ London Borough of Barnet



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1. Introduction

a. Preface

- 1.1 Barnet’s suburban town centres are the economic, civic, retail, leisure and transport hubs of the Borough. They are a good indicator of the economic, environmental and social health of Barnet . The network of 20 town centres in Barnet, as shown on Figure 1, plus Brent Cross shopping centre, contributes significantly to the economic prosperity of Outer London as a whole.
- 1.2 North Finchley is one of 14 district centres in the Borough, which together with the one major town centre at Edgware and 5 local centres make up the Borough’s 20 town centres.
- 1.3 In order to focus housing and commercial investment and promote Barnet as a place of economic growth and prosperity the Council aims to support the continued vitality and viability of its town centres.

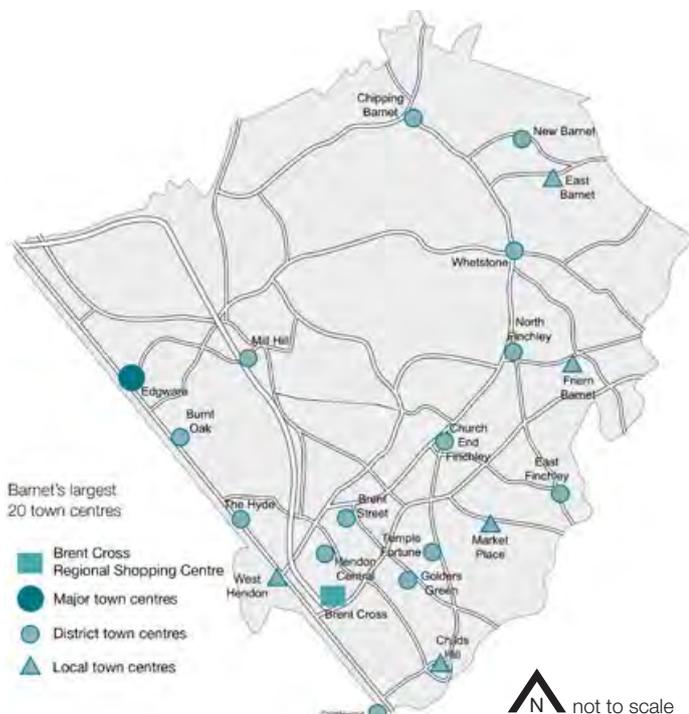


Figure 1: District Centres in London Borough of Barnet

b. The purpose of this SPD

- 1.4 As one of the Borough’s largest district centres, the growth potential of North Finchley is highlighted in the Local Plan and a Town Centre Framework is identified as the mechanism for enabling such growth.
- 1.5 Traditional functional shopping roles are changing. The more successful towns are adopting a much greater focus on a genuine mix of uses, where retailing remains important, but leisure, cultural, business, and residential uses all add to a town centre’s diversification and overall “offer”.
- 1.6 In responding to a combination of tough economic conditions and changing consumer habits the Council has developed a new approach. Entrepreneurial Barnet¹ 2015-2020 entails a focus on building and sustaining the confidence of the business community in Barnet; confidence to start a business, confidence to invest in and take on more employees, and confidence in the local public sector to work together to create the long-term circumstances that allow people with ideas, energy and ambition to succeed.
- 1.7 A key part of Entrepreneurial Barnet is an ambitious programme of town centre investment to create thriving town centres that people want to live, work and spend time in. With investment in main town centres such as North Finchley the outcomes can be diverse, distinctive and attractive places which are well connected and where the public realm is well maintained and there is a sustainable mix of retail, leisure, business and residential uses.
- 1.8 The benefits of increasing the number of homes located either in or close to town centre locations are highlighted within Entrepreneurial Barnet. Town centre living enables residents to have access to quality local services and amenities. With more residents living close to a local centre, using the businesses there, supporting the local economy and employment there is a boost to the sense of vitality and vibrancy in the area.

1. Entrepreneurial Barnet introduces a new category of “Main” town centre, to sit alongside the existing network of District and Local centres in planning terms. The town centres that are designated as “Main” in Entrepreneurial Barnet are Burnt Oak, Chipping Barnet, Cricklewood, Edgware, Finchley Church End, Golders Green and North Finchley. These town centres have a larger scale and economic gravity than other town and local centres and could also be considered employment hubs especially for small and medium businesses.

- 1.9 North Finchley suffers from a traffic dominated environment with often poor quality public realm, acting as deterrents to increased footfall and dwell time. There is significant potential to enhance the physical environment as part of an overall spatial and land use strategy which maximises existing and emerging assets in the retail, leisure, culture and evening economy to create a destination within the North London economy.
- 1.10 In order proactively respond to these changes the Council has decided to create a Town Centre Framework for North Finchley which will maintain and enhance its roles in order that it remains a vital, viable and sustainable centre.
- 1.11 The SPD is intended to be a high-level strategy for North Finchley that sits within Barnet's overall development plan (the Local Plan and London Plan). The SPD provides more specific guidance on the implementation of Local Plan and London Plan policies within North Finchley together with the environmental, social, design and economic objectives for the town centre.
- 1.12 This SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England Regulations) 2012.
- 1.13 The Regulations set out that a SPD must contain a reasoned justification of the policies contained in it, at Reg. 8(3) that any policies contained within an SPD must not conflict with the adopted development plan, and at Reg 12 that the SPD must be subject to public participation.

c. Document Status

- 1.14 Core Strategy Policy CS3 highlights that through a programme of town centre strategies, frameworks for the town centres of Chipping Barnet, Edgware, Finchley Church End and North Finchley will be delivered. These locations will provide the main focus for enhancement and infill housing development and will provide for residential uses above ground floor level.
- 1.15 The challenges and opportunities facing North Finchley are reflected in the evidence base (see Section 3, Appendix A and Baseline Report) and feedback from the stakeholder consultations (see Consultation Statement). Accordingly, the Council considers that the North Finchley Town Centre Framework should take the form of a SPD as part of the Local Plan. This reflects NPPF guidance, which at Para 153 states that:
- “Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development”.
- 1.16 The SPD provides supplementary detail to and should be read in conjunction with adopted policies in the Local Plan and London Plan and other relevant material considerations. As such the SPD is a material consideration for determination of planning applications. The SPD will also be used to inform planning discussions with developers including negotiations over infrastructure and planning contributions.
- 1.17 The SPD is supported by the following documents:
- Sustainability Appraisal
 - Equalities Impact Assessment
 - Statement of Consultation
 - Baseline Report
 - High Level Transport Review
 - Adoption Statement
 - SPD Consultation Representation Report – February 2018

d. Draft SPD Engagement

- 1.18 In order to create a town centre framework which reflects local concerns, issues and aspirations, a draft SPD was produced through a collaborative process with the local community and stakeholders.
- 1.19 The first phase of engagement commenced in May 2017 and sought to capture views from key stakeholders in the North Finchley area. The initial stages of community engagement consisted of the following:
- Stakeholder Surgeries - one-to-one interviews with local stakeholder groups were held on 22nd and 23rd May 2017.
 - Vision Workshop - Group discussions focused on the desired vision for North Finchley took place on 13th June 2017.
 - Development Options Workshop - Group discussions to review key future development sites took place on 25th July 2017.
- 1.20 Based on the first phase of engagement, a draft SPD was published for public consultation for a period of six weeks from October 2017.
- 1.21 During the six week consultation period, the public were invited to comment on the proposed document with hard copies of the Draft SPD made available at Barnet House Planning Reception, North Finchley Library and online. A number of consultation activities were undertaken, including:
- distribution of a leaflet publicising the consultation to 11,500 residents
 - 270 letters delivered to local businesses.
 - Three drop-in exhibition events at North Finchley Library
 - A North Finchley traders briefing meeting; and
 - An online questionnaire to capture consultation responses,
- 1.22 A wide range of responses were received. The details of these and the corresponding amendments to the SPD are set out in the separate Consultation Representations Report. The Consultation Statement contains further details of engagement activities undertaken throughout the production of the SPD.

e. The SPD Area

1.23 North Finchley is located in the east of the London Borough of Barnet (see Figure 2). It is the third largest town centre in terms of commercial floorspace across the Borough. The district centre of Whetstone is located directly to the north, with Finchley Church End to the south west. The Great North Leisure Park is also located to the south of the town centre. The boundaries of two wards, namely West Finchley and Woodhouse, cross the SPD Area.

1.24 The surrounding suburbs grew largely between the 1870s and 1930s, which saw the rapid development of new housing estates fanning out from the stations in the area (Woodside Park and West Finchley).

1.25 Whilst North Finchley is still a popular centre with many, the evidence base and stakeholder public consultation, has highlighted the need for and potential of more substantial change in North Finchley.

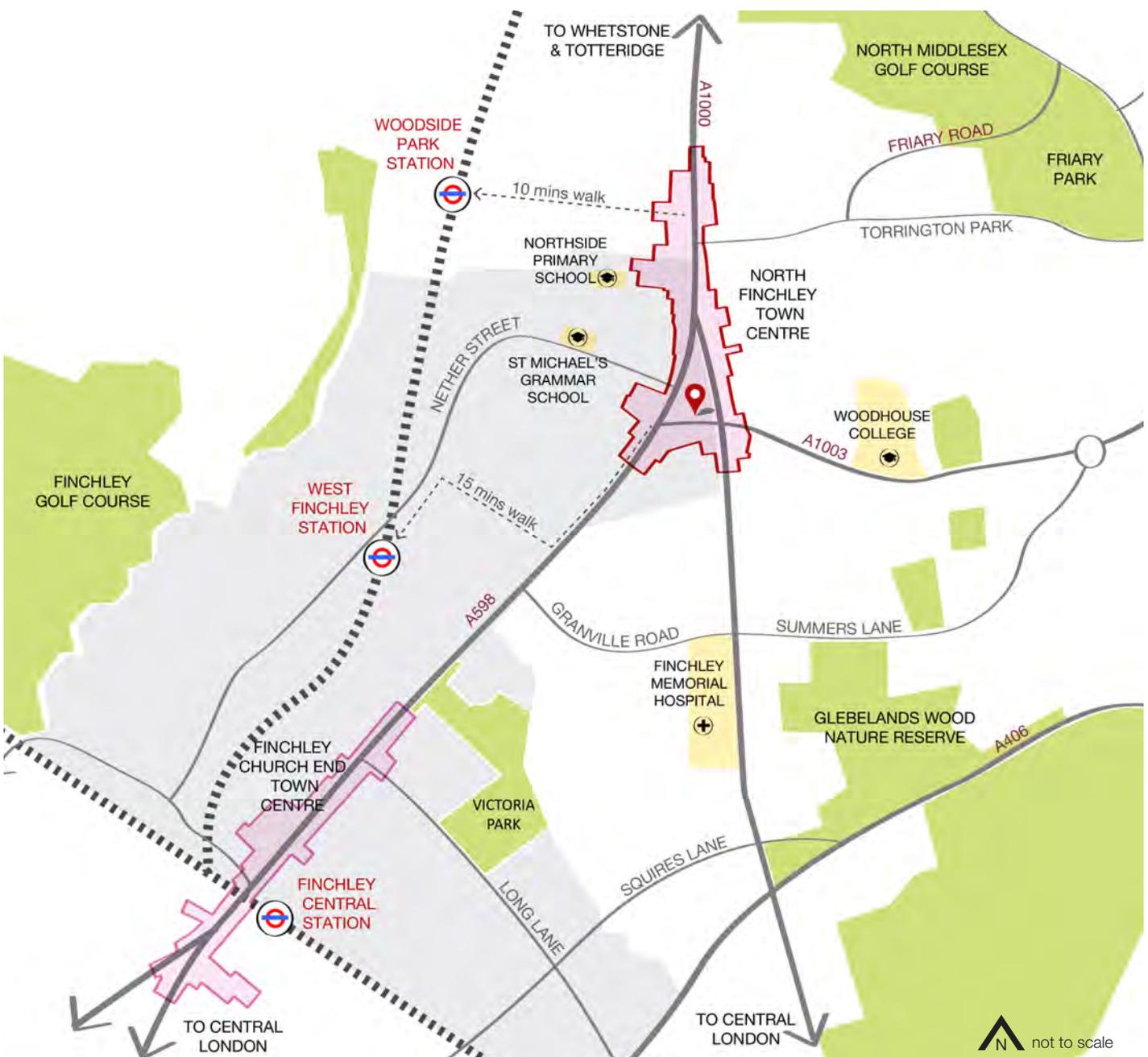


Figure 2: North Finchley Town Centre Context

- 1.26 North Finchley town centre is designated a “District Centre” in the London Plan. It is focused along the High Road (A1000) and is essentially linear in form. The centre stretches from south of the “island site” (encompassing the artsdepot and Tally Ho), to beyond the Sainsbury’s food store in the north. This represents a distance of 0.5 miles or approximately a 10 minute walk.
- 1.27 The centre encompasses a number of retail parades, many with residential properties above, hosting national and independent shops, as well as a variety of coffee shops and independents. A number of office frontages and properties are also contained.
- 1.28 Bounded by residential areas, green spaces and a range of schools, the current context of the SPD Area is one of an outer London town centre based around a “traditional” high street.
- 1.29 The area is served by two underground stations on the Northern Line, both within travel zone 4. Woodside Park station is within 10 minutes’ walk and the West Finchley station is within 15 minutes’ walk. Some seven bus routes run through the centre (focused on the bus station below the artsdepot). The overall public transport accessibility level (PTAL) averages 3 (Good).
- 1.30 The SPD Area extends to some areas beyond and adjacent to the town centre boundary covering an area of approximately 23 ha. It is estimated that the immediate residential population of North Finchley Town Centre is around 4,800 people (Census 2011). The SPD does not make any changes to the North Finchley town centre boundary (see Figure 4). The inclusion of land beyond the town centre boundary in the SPD Area is necessary in order to facilitate and support the regeneration of the town centre. Accordingly, these areas of land, most notably at the southern and northern gateways, are considered important elements in securing the town centre’s future improvement.
- 1.31 Over 200 businesses are currently located within the SPD area with 80% falling within the retail planning use class. In addition to the town centre businesses the SPD Area (as shown on Figure 3) includes the retail stores of Homebase and Waitrose in the south. This southern area has potential for public realm and “gateway” improvements as well as for future intensification to make a greater contribution to town centre vitality and viability.

- 1.32 North of Sainsbury’s and the Finchley Industrial Centre, the High Road is typified by older office buildings (some of which have been converted to residential under Permitted Development Rights), new residential developments, car dealerships, service uses and low rise retail parades which diffuse the town centre frontages and activities. This area continues to undergo change and it is considered that the SPD should contain these areas to provide more detailed planning guidance in order to ensure that future development assists in promoting the improvement of the town centre.

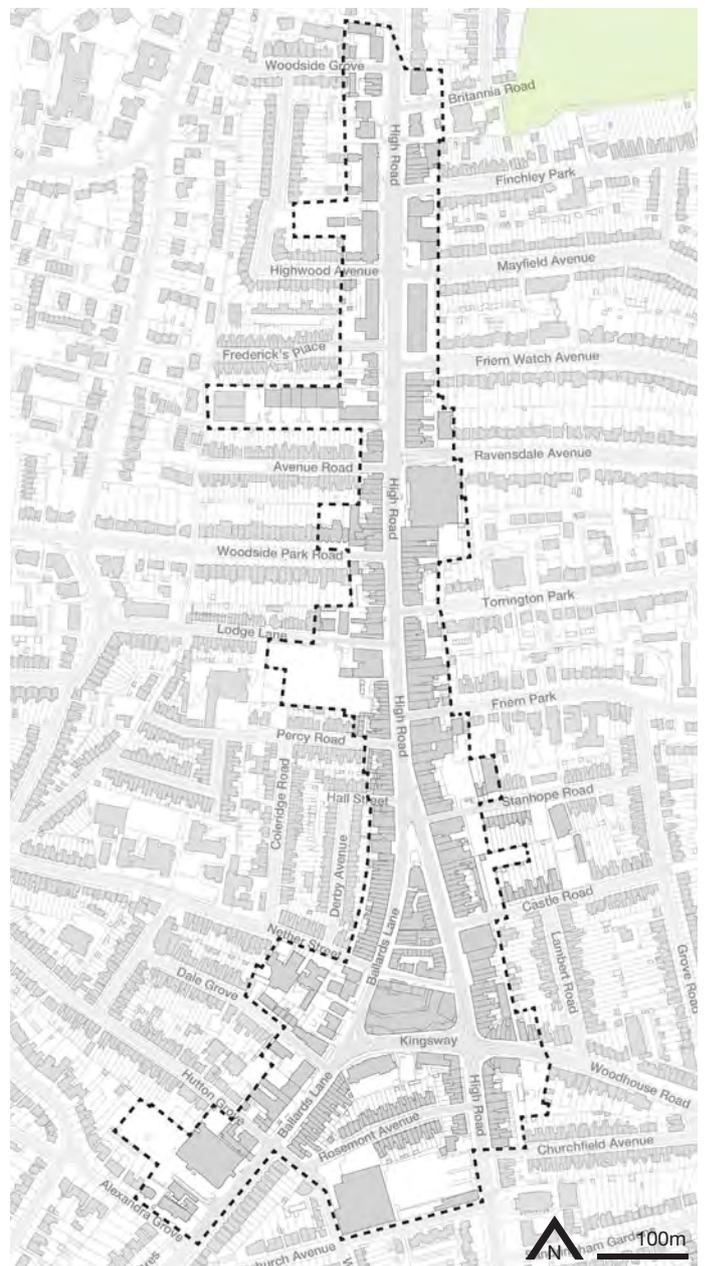


Figure 3: North Finchley Town Centre SPD Area

2. Planning Policy Context

- 2.1 This section sets out relevant Development Plan policies to which this SPD provides further detail and guidance.
- 2.2 Barnet's Local Plan is undergoing a review. A new single Local Plan document is expected to be adopted in 2020. This will look ahead to 2036 and integrate strategic policies, development management policies and site proposals in alignment with the new Mayor's London Plan as well as being consistent with national planning reforms.
- 2.3 The adopted development plan for the North Finchley area consists of:
- London Plan (with further alterations) (2016)
 - Barnet Local Plan (Core Strategy) (2012)
 - Barnet Local Plan (Development Management Policies) (2012)
- 2.4 National planning policies are set out in the National Planning Policy Framework (NPPF) (2012).
- 2.5 Other material considerations include:
- GLA - Town Centres SPG (2014)
 - GLA – Accessible London SPG (2014)
 - GLA - Housing SPG (2016)
 - GLA - Affordable Housing and Viability SPG (2017)
 - GLA Culture and the Night Time Economy SPG (2017)
 - Barnet Supplementary Planning Documents (SPDs), including:
 - Affordable Housing SPD (2007)
 - Planning Obligations SPD (2013)
 - Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 (2014)
 - Sustainable Design and Construction SPD (2016)
 - Residential Design Guidance (2016)
 - Green Infrastructure SPD (2017).
- 2.6 In addition the Council adopted its Community Infrastructure Levy (CIL) Schedule in May 2013.

The London Plan (2016)

- 2.7 The London Plan defines (Annex 2) North Finchley as a District centre.
- 2.8 London Plan Policy 2.6 encourages boroughs to realise the potential of Outer London, recognising and building upon its great diversity and varied strengths, including the contribution to quality of life, by providing locally sensitive approaches to enhance and promote local economic opportunities and transport requirements.
- 2.9 London Plan Policy 2.7 seeks to promote outer London's economic potential, including 'identifying and bringing forward capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and especially higher density housing.
- 2.10 At Policy 2.15 D (c), boroughs are encouraged "proactively [to] manage the changing roles of centres, especially those with surplus retail and office floorspace, considering the scope for consolidating and strengthening them by encouraging a wider range of services; promoting diversification, particularly through high density, residential led, mixed use re-development; improving environmental quality; facilitating site assembly, including through the Compulsory Purchase process and revising the extent and/or flexibility for non-A1 retail uses in secondary shopping frontage policies."
- 2.11 Policy 3.3 emphasises increasing housing supply, identifying that boroughs should exceed their housing targets, in particular through realising brownfield housing capacity via intensification, town centre renewal, and mixed use redevelopment, especially of surplus commercial capacity and surplus public land particularly with good transport accessibility.

Draft London Plan (2017)

- 2.12 The Draft London Plan sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. With London's population projected to increase by 70,000 per annum, reaching 10.8 million by 2041 the Draft London Plan aims to increase housing supply from 42,000 to 65,000 new homes per annum. The Draft London Plan sets out a new housing target of 3,134 new homes per annum for Barnet. This is a 33% increase on the existing London Plan target of 2,349 new homes per annum.
- 2.13 The Draft London Plan is subject to a 3 month period of public consultation from December 2017 until March 2018. It will be subject to a public examination in Autumn 2018 followed by submission to the Secretary of State in Summer 2019. Publication of the London Plan is not expected before Autumn 2019.

The Local Plan – Core Strategy (2012)

- 2.14 Barnet's Core Strategy and Development Management Policies DPD's were both adopted in September 2012, and are consistent with the NPPF's (March 2012) principles of sustainable development.
- 2.15 Core Strategy Policy CS 1 – Barnet's Place Shaping Strategy sets out a three strand place shaping strategy of 'protection, enhancement and consolidated growth' that will 'concentrate and consolidate housing and economic growth in well located areas'. Major growth will be managed to ensure 'we deliver sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit'. A target of around 28,000 homes is established over the 15 year Plan period of 2011/12 to 2025/26. North Finchley is identified as a priority town centre for enhancement where the Council will promote mixed use development in accordance with the plan-making policies in the Core Strategy.
- 2.16 Policy CS 3 addresses the distribution of housing growth (in terms of the target of 28,000 new homes) to meet housing aspirations. It identifies that a town centre framework will be prepared for North Finchley where 'the main focus for enhancement and infill

housing development: and will provide for residential uses above ground floor level.' It highlights that we will 'seek to optimise rather than maximise density to reflect local context, public transport accessibility and provision of social infrastructure.'

- 2.17 Policy CS 4 deals with providing quality homes and housing choice and sets out how we plan to create successful communities. This includes 'seeking to ensure a mix of housing products in the affordable and market sectors to provide choice.' Policy CS4 highlights that we will seek a range of dwelling sizes and types that meets identified housing priorities and does not undermine suburban character or local distinctiveness. In addition, it seeks a variety of housing related support options that maximise the independence of vulnerable residents. It seeks to have a borough-wide target of 40% affordable homes (on sites of more than 10 dwellings), with a mix of 60% social rent and 40% intermediate tenures. It highlights that in 'seeking to maintain the housing supply we will adjust the type and mix of housing sought, having regard to the financial viability of development, the housing market and the needs of different groups.'
- 2.18 Policy CS 5 deals with creating high quality places. It requires that development in Barnet 'respects local context and distinctive local character enabling places and buildings of high quality and design.' It highlights that developments should address the principles, aims and objectives of national design guidance as well as being 'safe, attractive and fully accessible. Developments should 'provide vibrant, attractive and accessible public spaces.' It states that all development 'should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security.' With respect to tall buildings it highlights that tall buildings (8 storeys (or 26 metres) or more) may be appropriate in strategic locations, including the Priority Town Centres which includes North Finchley.

2.19 Core Strategy Policy CS 6 – Promoting Barnet's Town Centres sets out that 'in order to promote competitive town centre environments and provide consumer choice, we will realise development opportunities for the town centres of (inter alia)...North Finchley.' It highlights that 'we will promote successful and vibrant centres throughout Barnet to serve the needs of residents, workers and visitors and ensure that new development is of an appropriate scale and character for the centre in which it is located. Other key matters established in the policy include:

- That additional comparison floorspace will be supported in North Finchley on the basis of expenditure growth;
- That food, drink, entertainment uses as part of a healthy evening economy in our town centres do not have a harmful effect on residents and the local area;
- That the 'efficient use of land and buildings in all town centres will be ensured, encouraging a mix of compatible uses including retail, managed affordable and flexible workspace, leisure and residential that add to the vibrancy of the area whilst respecting character.';
- In order for town centres to compete with other centres and particularly out of centre retail parks and shops retail uses in town centres will be supported by improvements to the public realm, the public transport network, short-trip parking and accessibility by cyclists and pedestrians.
- Existing markets will be protected as part of the retail offer including in North Finchley.

2.20 Policy CS 7 deals with enhancing and protecting Barnet's open spaces. It states that we will create a greener Barnet by meeting increased demand for access to open space by tackling deficiencies and under provision. CS7 identifies that improved access to open spaces is required in North Finchley which is an area of open space deficiency.

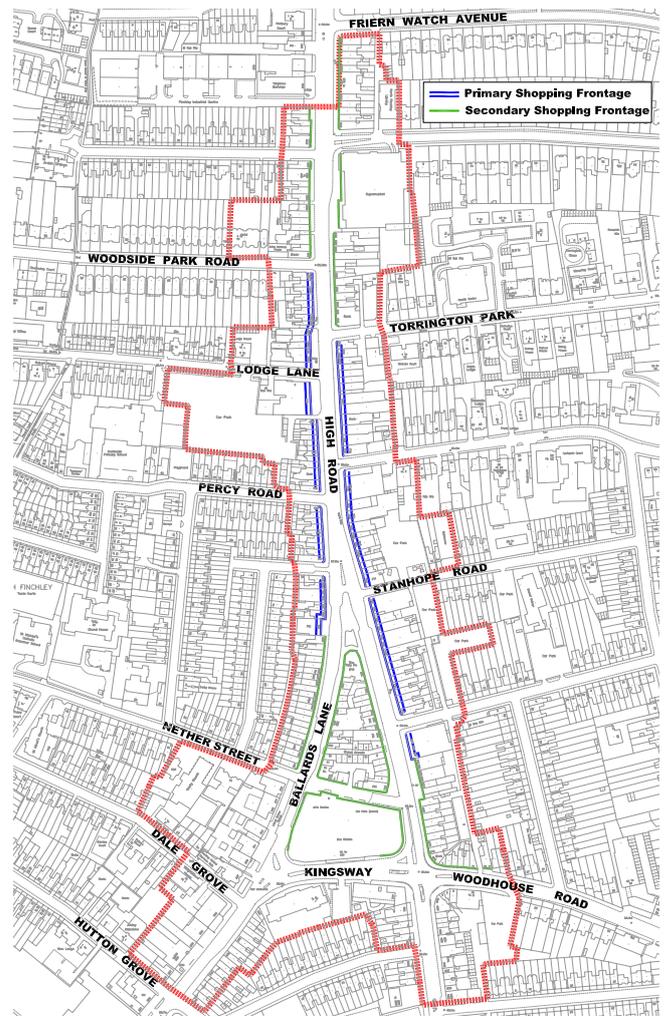


Figure 4: North Finchley Town Centre Boundary (Local Plan)

2.21 Policy CS 8 deals with promoting a strong and prosperous Barnet. It highlights that through attracting business growth to Brent Cross Cricklewood, other growth areas and town centres we will help Barnet residents in accessing work. 'New mixed use commercial floorspace in our priority town centres... (inter alia)... North Finchley' is supported. In supporting businesses it encourages 'development that improves the quality of existing employment provision'. It also highlights that in order to support SMEs new employment provision should include a range of units sizes and types including affordable and flexible workspaces and home working hubs.

- 2.22 Policy CS 9 focuses on providing safe, effective and efficient travel and aims to ensure that the appropriate level of transport infrastructure will be delivered and that any new development will fund infrastructure through CIL, S106 and other funding mechanisms. It states that we will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops. With regard to Town Centre Frameworks it highlights that these planned approaches will be used to improve the public realm, public transport services, and interchange, short-trip making by walking, parking and servicing controls and accessibility improvements. Mixed use development is encouraged to help to reduce the distances people need to travel to access everyday goods and services. It also highlights that we will make cycling and walking more attractive for leisure, health and short trips.
- 2.23 Policy CS 10 sets out that the Council will work with partners to ensure community facilities are provided for Barnet's communities. It sets out that we will 'expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities... or improving existing provision, particularly within town centres.'
- 2.24 Policy CS12 focuses on making Barnet a safer place ensuring through the management of growth that 'Barnet is a place where people from different communities get on together.' It highlights that through the 'town centre strategy programme we promote safer and more secure town centre environments.'
- 2.25 Policy CS13 seeks to ensure the efficient use of natural resources and highlights that within areas of major mixed use growth including town centres we will maximise opportunities for district wide networks supplied by decentralised energy (including renewable generation).

The Local Plan – Development Management Policies (2012)

- 2.26 Barnet's Development Management Policies sets out borough wide planning policies for delivering the long term spatial vision and strategic place shaping objectives of the Local Plan.
- 2.27 Policy DM01 aims to protect Barnet's character by ensuring that development proposals are based on the local context enhancing the vitality of streets and safety of their surroundings. In addition the policy lists design requirements to enhance the landscape and the outdoor amenity space of each development. Using this policy combined with Policy DM02 on Development Standards, DM03 Accessibility and Inclusive Design, and DM04 Environmental Considerations for Development will ensure development makes a positive contribution to the Borough.
- 2.28 Policy DM05 lists the requirements that tall building developments in strategic locations such as North Finchley should demonstrate. It also sets out that any proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape. Policies DM07, DM08, DM09 and DM10 amplify Policy CS4 and ensure protecting the housing in Barnet by providing the appropriate variety of home sizes and tenures to contribute towards Barnet's housing need including need for specific groups such as elderly population and affordable housing.
- 2.29 Policy DM 11 provides development principles for Barnet town centres, setting out that the Council will expect a suitable mix of appropriate uses as part of development within the town centres to support continued vitality and viability. Protecting retail vitality and viability in the frontages is the priority for town centres to maintain their main retail function.
- 2.30 At DM 11(b), proposals which reduce class A1 uses below 75% in the primary and 65% in the secondary frontages will not be permitted.

- 2.31 DM11(c) deals with mixed use development and states that employment uses will be protected (in line with Policy DM14) unless indicated otherwise in a Town Centre Frameworks (such as this document).. DM11 highlights that ‘appropriate mixed use re-development will be expected to provide re-provision of employment use, residential and community use.’ It states further that the ‘Council will consider the location of new and the relocation of existing community, leisure and cultural uses (including arts) to the town centres, only where they maintain active frontages’.
- 2.32 Policy DM11 signposts that town centre boundaries as well as primary and secondary frontages are in Appendix 5. The Local Plan town centre boundary for North Finchley is set out as part of the Development Management Policies DPD at Map 9 (Appendix 5).
- 2.33 Map 5 (appendix 7) of the DM DPD identifies that Finchley Industrial Estate is designated as a locally significant industrial site. Policy DM 14 notes that proposals which result in redevelopment or change of use of such sites to a non B class use would not be permitted, unless otherwise set out in a planning document such as this Town Centre Framework as per DM 11(c).
- 2.34 Policy DM15 addresses open space provision. North Finchley is an area of public open space deficiency. In such locations, the Council will expect contributions from development in order to overcome that deficiency.
- 2.35 Finally Policy DM17 deals with travel impacts and car parking standards. In respect of parking standards the Policy states:
- “g: Parking management
1. The Council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:
 - i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);
 - ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
 - iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).
 2. Residential development may be acceptable:
 - i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.
 - ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.”

SPDs particularly relevant to North Finchley

2.36 The following Barnet SPDs are of particular relevance to North Finchley Town Centre include:

- **Affordable Housing SPD 2007** – although this predates the adoption of the Local Plan in 2012 and the Mayor's SPGs it sets out a Barnet approach to securing affordable housing;
- **Planning Obligations SPD 2013** - focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement;
- **Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 2014** - applies to development that generates new jobs through construction and / or end use as well as developments that involve the loss of employment space and require planning permission. The SPD sets out the mechanisms and benchmarks for ensuring that development positively contributes to Barnet's economy;
- **Sustainable Design and Construction SPD 2016** - sets out Barnet's technical requirements for environmental design and construction management. It sets out requirements on air, noise, water, energy, water, waste and habitat quality in order to achieve protection and enhancement of the environment;
- **Residential Design Guidance SPD 2016** - provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD provides more detailed and locally relevant residential design guidance on issues such as local character, density, built form, car parking and amenity space standards connected with new build development;
- **Green Infrastructure SPD (October 2017)** - provides a clear vision for delivering a range of benefits including enhancing the physical and mental health of residents, making Barnet a better place to live, work, invest, learn and play, joining communities together by creating new green links

between different parts of the borough, preparing for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures, as well as protecting and enhancing the borough's trees and their contribution to cultural and natural heritage.

Community Infrastructure Levy

2.37 Barnet adopted its Community Infrastructure Levy (CIL) Charging Schedule in May 2013. For new development above 100 sqm (gross internal floorspace) the CIL charging rates are:

- £135/sqm for residential uses (C1-C4 and HMOs excluding ancillary car parking)
- £135/sqm for Retail Uses within A1-A5 Use class.

2.38 In addition all residential and commercial developments should provide £35/sqm for the Mayoral charges (Mayor current Community Infrastructure Levy – MCIL 1). This category excludes Health and Education Uses. Further details of the Mayor's proposals can be found on the Mayor's website.

2.39 In June 2017 the Mayor published for public consultation the Preliminary Draft Charging Schedule (PDCS) for a new Mayoral CIL (MCIL2). It is intended that this will be levied from April 2019, and will superseded MCIL 1. MCIL2 will contribute to the funding of Crossrail 2.

The NPPF

2.40 Barnet's Core Strategy and Development Management Policies DPD's were adopted in 2012 in accord with the NPPF. The Core Strategy contains Policy CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development. It sets out that LB Barnet will when considering development proposals will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

2.41 Preparation of the North Finchley SPD is in accordance with the NPPF and the adopted Local Plan and London Plan policies.

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 parades 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.

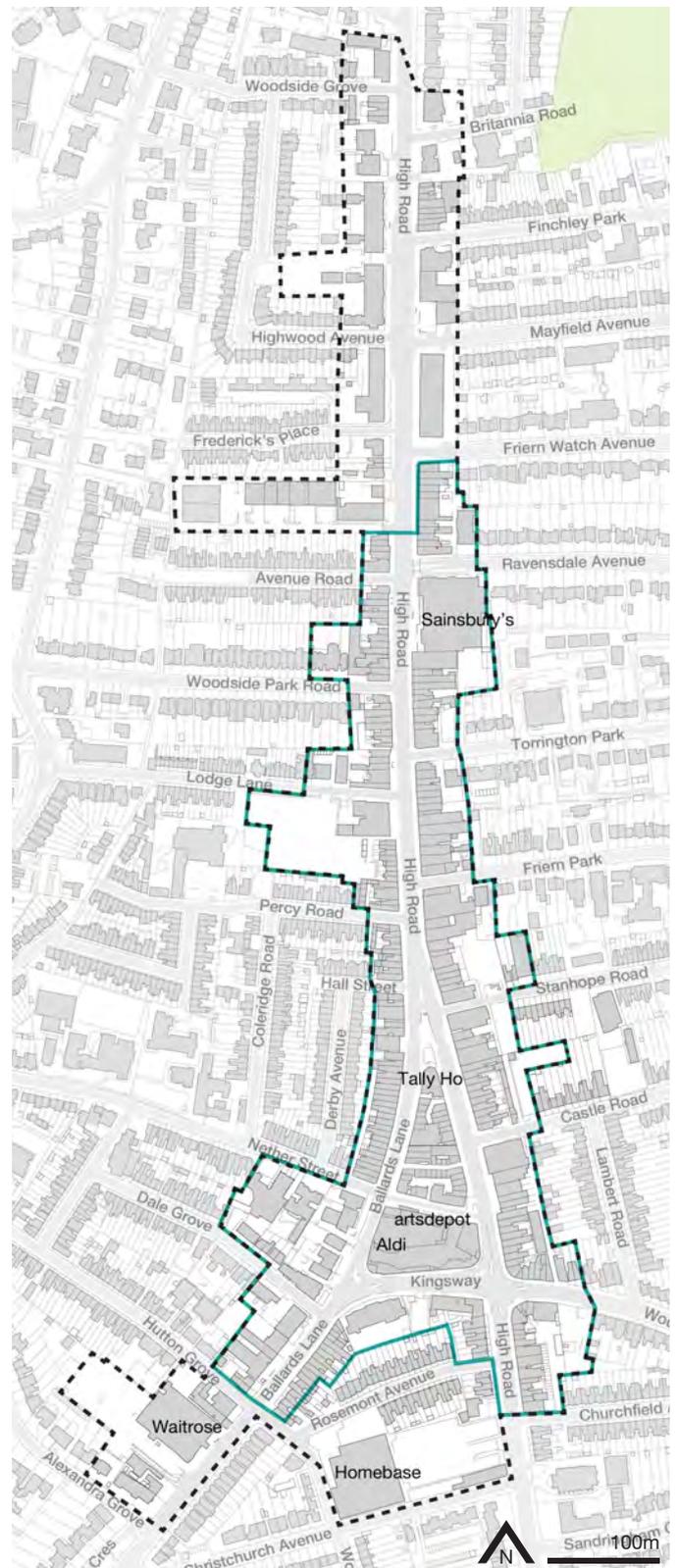


Figure 5: SPD Area boundary

- 3.4 The SPD identifies Key Opportunity Sites within the town centre boundary. The specific approach to these sites is set out in a suite of Planning Briefs at Section 6. Across the SPD Area subject to all other plan policies, encouragement is given, to residential led mixed use development, as well as public realm and highways improvement, especially on sub optimally used sites, in areas adjacent to the town centre boundary.
- 3.5 The High Road (A1000) acts as the spine with retail units on the primary and secondary frontages, and residential streets branching off from this. The SPD Area boundary follows the two key approach roads from the south, Ballards Lane and High Road. It reaches beyond Kingsway in the south to include parts of Alexandra Grove and Christchurch Avenue, and then extends north along the High Road to Woodside Grove.
- 3.6 A summary of the analysis of North Finchley town centre's current situation (Strengths and Weaknesses) as well as the opportunities and threats rising from the wider socioeconomic context and dynamics is set out below. Further information is provided in Appendix A.
- **Character:** the SPD Area includes a mixed townscape with significant proportion of traditional frontage that contributes to local character. There is a distinctive division between the wider Tally Ho gyratory area of mixed quality and form and the area to the north, which is broadly of more traditional character.
 - There are no designated heritage assets within the SPD Area and only one locally listed building – the Tally Ho public house.
 - The overall length of the linear high street restricts the ability to establish an integrated identity together with retail circuits across the town centre. North Finchley's linear nature dilutes the concentration of activity.
 - There are a lack of distinctive and quality gateways (particularly at the northern and southern edges).
 - Poor public realm across the majority of the area with a very different feel to the surrounding residential streets.
 - The design of shop fronts is inconsistent and poor in some instances.
 - **Retail and leisure offer:** North Finchley reflects many of the issues which are faced by town centres across the UK. The High Road has grown too long and the physical extent of the shopping offer has expanded beyond the area's historic core. As a result, the offer is at risk of becoming unwieldy, characterised by weak retail pitches on the fringes. This is a key weakness as there is a risk that the overall impact and attractiveness of the town centre will be diluted.
 - There is a good range of food stores in the area, with the major brands represented at the discount (Aldi) and premium (Waitrose) ends of the spectrum.
 - Comparison retailing is more mixed with a range but greater emphasis on independents and discount retailing and less multiples. The artsdepot provides the core leisure and cultural offer alongside an emerging evening economy.
 - There is a relatively high concentration of betting shops, payday loan lenders and charity shops
 - The vacancy rate at 7% is below the London wide equivalent.
 - **Resident profile:** The town centre is located in the heart of a relatively wealthy multi-cultural suburban residential area, although there is representation and patronage from the mixed local community.
 - Recent increase in residential development: Indicating desirability as a place to live for all ages. This includes a number of conversions undertaken via Permitted Development Rights
 - **Good London wide accessibility:** The area is accessible from the majority of North London an Central locations within 30 minutes. The overall public transport accessibility ranges between 2 and 4 PTAL. This accessibility increases the potential of footfall growth; however it also increases the potential of retail leakage. This competition reinforces the need to strengthen the local offer.
 - Good parking provision but disaggregated in a range of car parks, High Road and residential street parking with opportunities for an increase in parking efficiencies.
 - There is a dominance of the road network which reduces the walkability across the town centre. There are particular points where identifiable safe crossings for the pedestrians are lacking at desire points.
 - No cycling facilities are present including lanes and parking spaces.

4. Vision

a. Vision

4.1 A vision statement has been established as:

North Finchley will be a vital and vibrant town centre playing an enhanced role in serving North London. The supply of housing will be significantly boosted to deliver a wide choice of high quality homes and create sustainable, inclusive and mixed communities that are supported by improved community provision including health and education. The shopping experience will be improved, with a range of shops that include independent and national retailers. Both the day time and evening economy will become more attractive offering a range of cultural and leisure activities and greater food and drink choices for all age groups including for families. The environment will be improved with the local character enhanced, new public spaces created that encourage people to stay for longer and pedestrians given greater priority whilst maintaining ease of access for all users.



b. Objectives

Theme 1 - Town Centre Places

1. Improvement of streets and spaces will occur through local street furniture, new public space creating a heart to the centre and reduced pedestrian, cycle and traffic conflicts.
2. Proposals will contribute to the overall greening of the town centre through, strengthening links to existing open spaces, planting trees and landscaping reflecting the suburban character.
3. Proposals must be of high quality in terms of urban design and architecture, with a specific focus on creating a town centre environment that is welcoming, safe, durable and stimulating whilst responding to the local character of North Finchley and its history.
4. The entrances - gateways - into the town centre will be examples of outstanding and distinctive architecture supported by high quality public realm, in particular landscaping, lighting and local public art as appropriate.
5. In areas identified as appropriate for tall buildings there will be specific development requirements, such as that new development shall be of exceptional high quality design and that such buildings shall be suited to the local context.

Theme 2 - Town Centre Economy

6. The primary shopping area will be protected and enhanced. In order to achieve a better balance of independent and mainstream shops in the town centre across the value range the retail character will be actively curated.
7. Additional new high quality housing offering a choice of tenures and sizes will be promoted to meet housing need, and boost local economy.
8. The evening economy will be enhanced with a stronger offer in terms of restaurants occupying new modern units, notably around the Tally Ho southern area.
9. The market should be retained and improved. A new location with a higher profile and better quality environment is proposed.
10. Opportunity will be sought to introduce visitor accommodation within the town centre, to enhance further the area's visitors and footfall.
11. Employment/office accommodation will be supported and promoted, particularly to the southern end of the town centre. Flexible and co-working office space will be encouraged to support new patterns of working.

Theme 3 - Town Centre People

12. Development will be expected to make a significant contribution to a sustainable mix of housing, including homes for younger people to balance the predominantly family housing.
13. An increased footfall and number of users will enhance the vitality of the town centre, including younger people expected to support the evening economy.
14. Proposals for improved community facilities will be supported within the town centre. Ongoing assessments will be made for the requirements for additional community facilities, particularly health and education, to cater for any increased population.

Theme 4 - Town Centre Movement

15. Encourage local people to stay local for shopping, leisure and amenity purposes to minimise car use and parking demand on North Finchley's streets.
16. Improving the public realm is of key importance to supporting walking, cycling and bus use by providing an environment that supports those travel modes whether through footway improvement, welcoming bus facilities, benches for walkers and attractive and convenient facilities for cyclists.
17. Addressing the impacts of present vehicle domination of the town centre will do much to improve movement conditions for all, reduce real and perceived severance effects, and improve ambience and quality. Where possible, roadspace should be reallocated to the benefit of local people, whilst recognising the A1000 as an important traffic carrying corridor.
18. Sufficient and well-located town centre parking is important in supporting the town centre's retail, business and leisure activities for those whom travel on foot, cycle, bus or rail is not a viable option.
19. Buses should represent a positive presence in the town centre and an attractive movement choice for local people, with high quality waiting facilities, a high profile and good quality route information.
20. Any eventual proposal should also seek to avoid rat running along residential streets.

5. Spatial Strategy

5.1 This section of the SPD sets out the strategy for achieving the vision and objectives for North Finchley by providing a series of interlinked proposals and approaches.

a. The Overarching Strategy

5.2 The character review of North Finchley town centre has identified a number of emerging activity areas as shown in Figure 6. Whilst as part of a healthy and viable town centre, it is necessary to ensure a mix of uses across and throughout, four core activity areas have been identified to support concentrations of similar uses. These areas are indicative and planning restrictions will not be put in place to enforce the activities described:

- North Residential focus: This area sits outside of the town centre boundary and has seen a number of sites redeveloped for residential uses in the last five years. A continued refocusing of this area towards good quality residential activity will reduce dilution of the town centre frontage and increase expenditure in the town centre.
- Retail core: The area running from Sainsburys to Tally Ho has a number of parades offering a range of shops, cafes and restaurants. It also contains the main town centre car park at Lodge Lane. This area should continue to play a core retailing role as the traditional primary shopping area.
- Leisure/cultural hub: The area south of Tally Ho and around the Tally Ho pub gyratory has a number of parades of mixed character and uses, as well as the artsdepot hub. Significant change is envisaged to improve the evening offer and introduce new leisure, retail and cultural activities, creating a more pedestrian friendly destination to compliment the artsdepot.
- Mixed use hub: To the south of Kingsway a mix of uses will be encouraged that intensifies the residential offer whilst retaining commercial activities. Redevelopment opportunities that enhance the built environment and improve land use efficiency will be encouraged.

KEY	 Culture / Leisure Hub	 Mixed Use Hub
	 Retail Hub	 SPD Area Boundary
	 Residential Hub	 Town Centre Boundary (Local Plan)

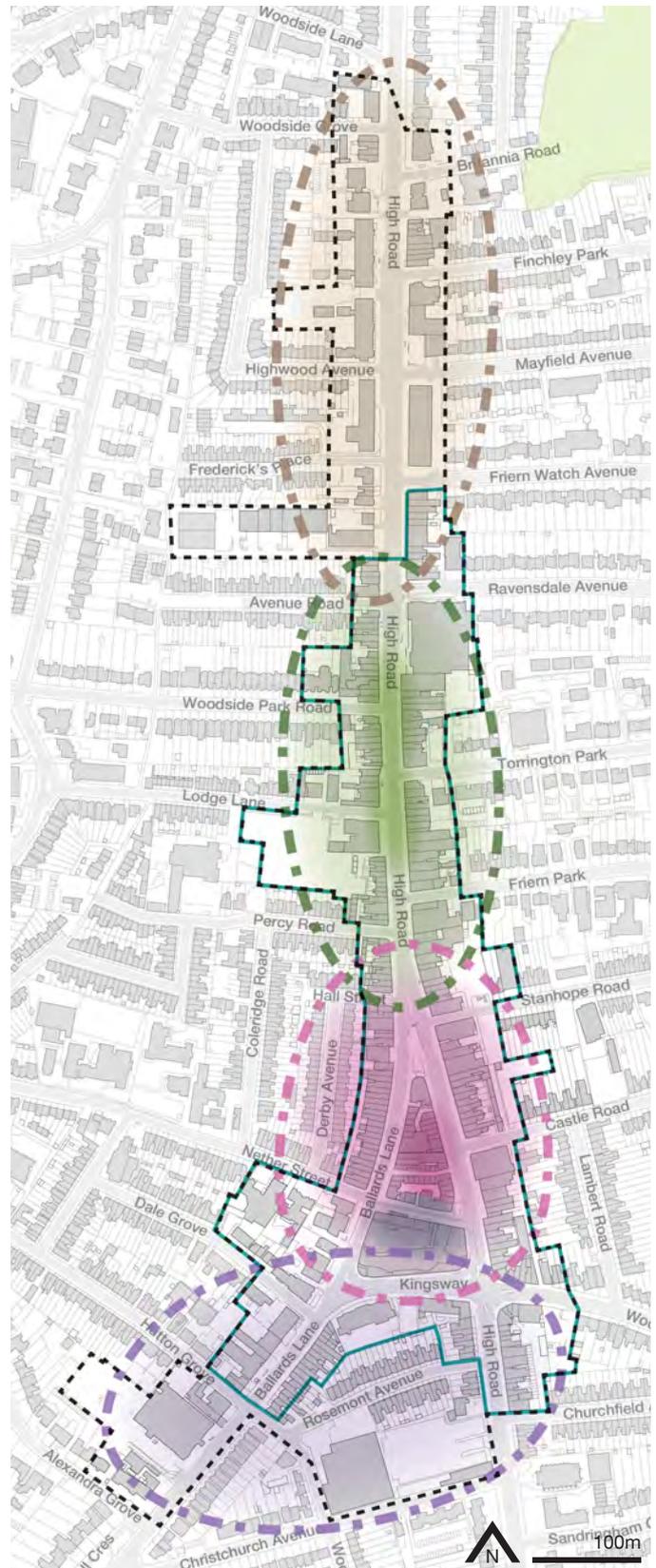


Figure 6: Overarching Strategy

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 has been produced in section 6 to provide clarity on the preferred development and design approach.

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

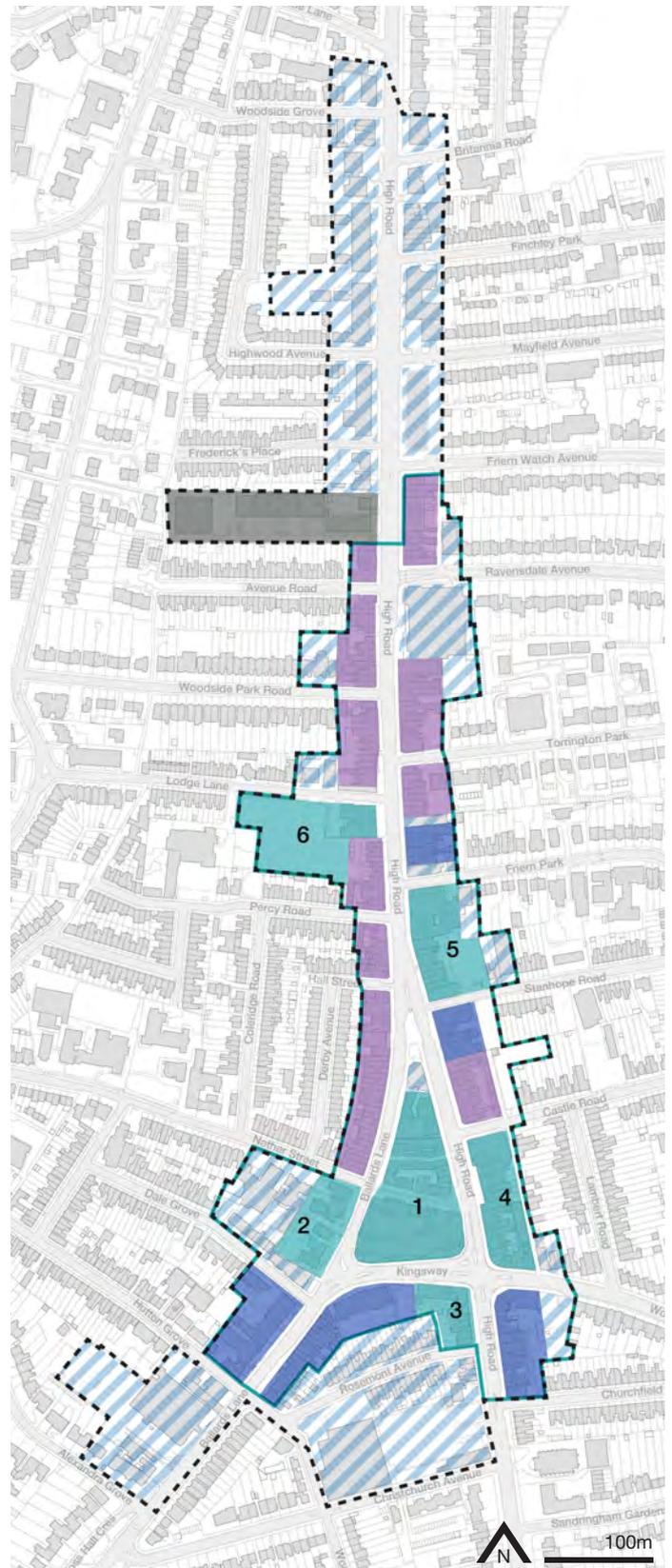


Figure 7: Spatial Approach

ii. Parade Enhancement Areas

- 5.5 Areas identified for “parade enhancement” should be enhanced to maintain the overall character of North Finchley, but also to improve their contribution to the centre’s vitality and viability. The key functions of the parades are primarily to provide retail and active units which are easily accessible from the High Road, but there is also significant potential for improved and new residential uses at upper levels (including additional storeys where appropriate).

iii. Other Opportunity Areas

- 5.6 There are a number of Other Opportunity Areas (OOA) which would benefit from redevelopment to improve their visual and aesthetic contribution to the town centre’s character and setting as well as economic function. These may include an individual or a number of buildings which detract from the appearance of the town centre and / or are an under utilisation of land. Redevelopment will be supported in line with policies in the Local Plan.

iv. Local Plan Policy Area

- 5.7 New housing development will be supported in the town centre and its surrounding areas within the SPD Area in line with Local Plan and London Plan policies.
- 5.8 Residential proposals will be expected to accommodate a sustainable mix and choice of housing which is likely to include a range of apartments complementing the terraced housing stock which typically surround the town centre. An increase in the local population alongside an enhanced town centre offer provides the opportunity to increase local footfall, patronage and ensure a sustainable local economy.
- 5.9 Outside the designated town centre, the SPD boundary contains, a mix of uses, including tertiary retail parades, old office buildings, and sub optimally used sites. The area to the north of the town centre is already seeing a transition to residential development through piecemeal residential development and conversions from permitted development rights.

- 5.10 Whilst no specific sites are identified in these areas in the SPD, the Council will work with stakeholders in line with Local Plan policies, to achieve sustainable development via residential and residential led mixed use redevelopment proposals, by improving the local environment, to increase housing supply and choice to meet local needs and to help underpin the overall vitality and viability of the centre and local economy.

- 5.11 Finchley Industrial Estate is highlighted in Figure 7 as it is designated in the Local Plan as a Locally Significant Industrial site and will be protected in accordance with Local Plan policies.

6. Key Opportunity Sites - Planning Briefs

Key Opportunity Sites:

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

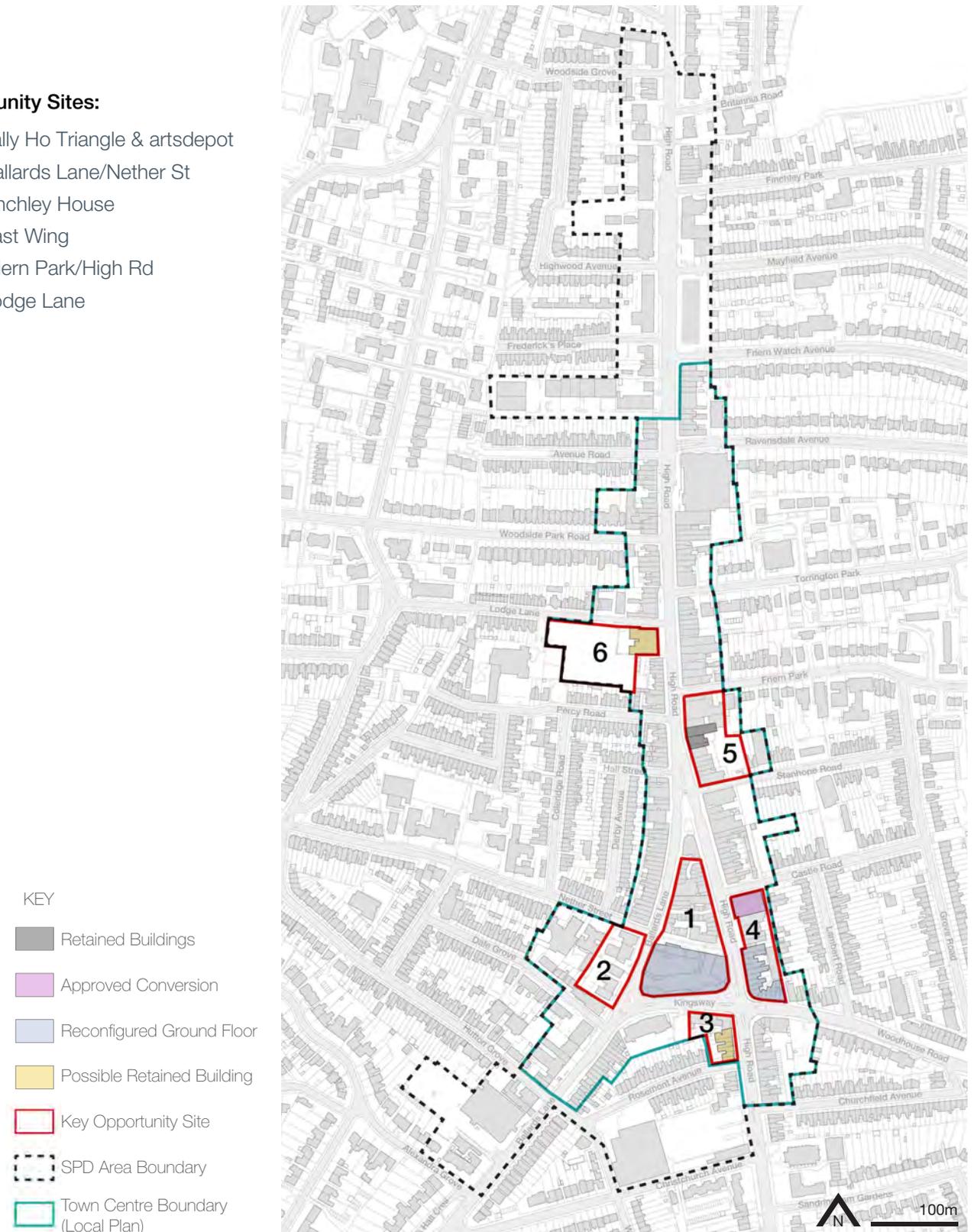


Figure 8: Key Opportunity Sites

Site 1: Tally Ho Triangle & artsdepot

Existing site

- 6.1 Site area: 1.15 ha
- 6.2 The site sits on a gyratory, with the northern part hosting ground floor retail with upper level office space, whilst the Grand Arcade and Rex House located in the centre of the site host retail and community uses. The northern buildings vary from 2 to 4.5 storeys in height, they are generally in poor condition and the office and Grand Arcade typically exhibit high vacancy rates. The artsdepot, bus station and residential tower, located in the southern part of the site rise to 16 storeys. An Aldi, additional retail units, and a basement car park are located within the same block. The artsdepot building is of a contemporary design, however, the height, frontages and materials used relate little to the character of the surrounding area. The artsdepot as a professional arts centre provides a broad array of arts and cultural events to the population of North London. It is also home to the London Studio Centre where over 300 dance students study. The public realm between the artsdepot and Rex House is of poor quality and suffers from the uncomfortable wind conditions as a result of the adjacent tower. The Tally Ho pub to the north of the site is locally listed and provides a gateway function to this part of the town centre.



Image 1: existing aerial view of Tally Ho Triangle & artsdepot



Image 2: street view towards Grand Arcade



Image 3: artsdepot



Image 4: Tally Ho Pub



Figure 9: existing plan of Tally Ho Triangle & artsdepot site



Figure 10: Design Guidelines for Tally Ho Triangle & artsdepot site

Development Strategy Overview

6.3 As a main arrival point into North Finchley from the south, the site is of key significance in delivering a significant step change in the overall town centre offer. It has the potential to complement the artsdepot as a mixed use leisure led destination with new activated public realm, residential development and improved connectivity to the shopping parades on either side of Ballards Lane and the High Road. This will involve the removal of the Grand Arcade.

Movement and Parking

6.4 As identified in the transport strategy within this SPD, there is potential for the buses presently within the bus station to be relocated onto local streets, releasing the ground floor of the artsdepot block whilst retaining access for servicing. The entrance to the servicing should be remodelled to respond to the adjacent public realm and create a safer pedestrian environment.

6.5 TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit.

6.6 As existing transport land, the bus station is safeguarded by TfL and any changes will need to ensure that operational transport uses are retained within or adjacent to the town centre in order to support the bus network and meet bus demand, as explored in more detail in the transport strategy of the SPD.

Land use

6.7 The north of the site has potential to become an area of increased leisure led activities with uses such as cafes, restaurants and retail at ground level, potentially including a small in town cinema and residential or office uses on the upper floors. A new courtyard space should be provided to the west of the site associated with the entrance to the artsdepot.

6.8 With buses relocated from the artsdepot building, additional retail, community and leisure uses could be provided at ground floor and activate the Kingsway and Ballards Lane frontage of the building.



Image 5: Pavement activity



Image 6: Residential above retail



Image 7: Leisure courtyard



Image 8: Shared street

Scale and Massing

6.9 Buildings to the south-east of the site have the potential to reach up to 12 storeys in height, with development gradually sloping down to 3 storeys in the more sensitive northern part of the site. Development in the north should respond to the surrounding townscape and locally listed Tally Ho pub. Residential development should follow the density specifications set out in Barnet’s Residential Design Guidance SPD.

Design Quality and Character

6.10 Tall buildings to the south of the site should be set back at podium level in order to retain the human scale of the street and create a more attractive and safer shopping experience. Any potential wind tunnel impacts should be mitigated through design and orientation, providing a positive local micro climate which supports enhanced local public realm space and mitigates, as far as possible the, adverse effects of the height of the artsdepot.

6.11 The northern part of the site should respond to the local townscape, with particular reference to the neighbouring Tally Ho as a landmark building. The central part of the site at Nether Street would be suitable for contemporary buildings of exceptionally high quality design. Development should consider solar orientation, sunlight and daylight, separation distances and public amenity spaces outlined in Barnet’s Residential Design Guidance SPD.

Public Realm and Streetscape

6.12 All ground floor frontages should accommodate active uses and be designed to create a safe and friendly pedestrian environment. The new courtyard space should be a high quality welcoming public space of a size and proportion to be able to accommodate occasional speciality outdoor market stalls and outdoor seating. The design of the space should be considered together with the transformation of Ballards Lane into a one-way shared street which encourages pedestrian and cycle movement to Nether Street and Castle Road.

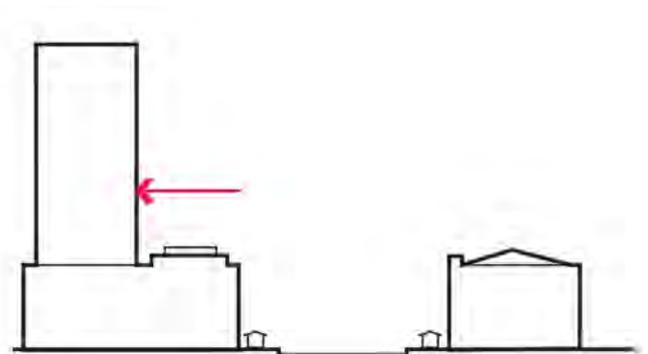


Figure 13: Set back tall buildings from streets with extensive historic fabric

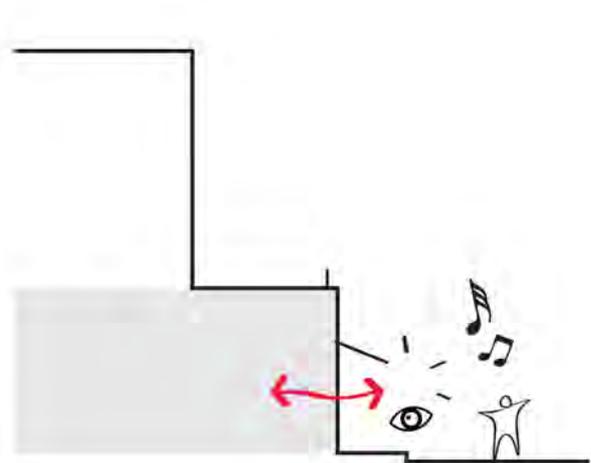


Figure 12: Provide active frontages at ground level with generous floor heights in order to give prominence to street level

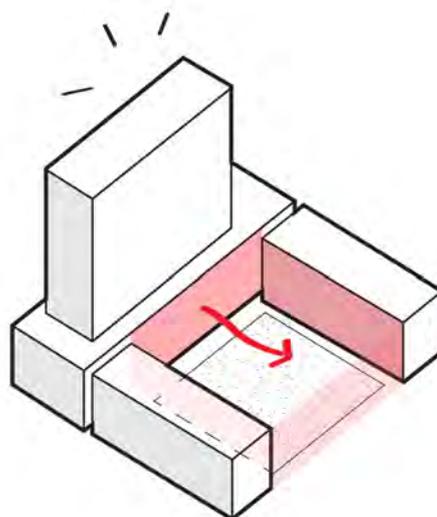


Figure 11: Buildings location and design to frame and address open spaces.

Site 2: Ballards Lane/Nether Street



Image 9: existing aerial view of Ballards Lane/Nether Street site

Existing site

6.13 Site area: 0.43 ha

6.14 The site currently comprises buildings ranging from four storeys in height in the southern part of the site (Premier House) to five in the northern part of the site. The Finchley War Memorial is located to the front of the Finchley United Services Club. Buildings on this site are predominantly offices of mixed quality design with inactive and set back ground floor frontages. A number of the offices have been converted to residential units through Permitted Development Rights and generally make a poor quality contribution to the residential offer. Private car parking and servicing areas, accessed from Nether Street and Ballards Lane are located to the west side of the buildings. All buildings within the site are set back from the Ballards Lane pavement.

6.15 The site is significant for the overall spatial strategy for the North Finchley as it is located at the southern gateway for the town centre.



Image 11: street view 2 towards Tally Ho pub



Figure 14: existing plan of Ballards Lane/Nether Street site



Figure 15: Design Guidelines for Ballards Lane/Nether Street site

Development Strategy Overview

6.16 A comprehensive redevelopment of the site is proposed to create a new high quality frontage and gateway to the town centre. This should reprovide office at lower floors potentially including some active ground floor retail/leisure uses. Enhanced residential should be provided above. Development should be sensitive to the adjacent United Services Club and Finchley War Memorial.

Movement and Parking

6.17 Car parking for the new development is to be provided at the western part of the site with access from Nether Street only.

Land use

6.18 The Ballards Lane frontage should comprise new office development with potential provision of a co-working/shared workspace that suits SMEs and start ups as well as traditional office. Active ground floor retail/leisure uses will be supported. Upper floors can include residential uses. Car parking for office users and residents is to be provided also on site. The Finchley War memorial will be enhanced within an improved public realm.

Scale and Massing

6.19 The southern part of the site is adjacent to the United Services Club and partly terminates views on arrival from the south east. A landmark building of up to 8 storeys would be appropriate for the site however this will need to appropriately respond to the United Services Club and towards the traditional shopping parades on Ballards Lane.

Design Quality and Character

6.20 The site lies within the southern, less sensitive character area. It thus has potential to accommodate new buildings incorporating a more contemporary architectural approach with use of high quality materials, design and roofscape. As a gateway site the development should achieve outstanding architecture of exceptionally high quality.

6.21 Building lines should be brought forward to ensure consistency with the neighbouring shopping parades and active frontages should be incorporated on Ballards Lane which will therefore require parking to be relocated to the rear (west) of the site. Any changes in building frontages and heights should contribute to an improved local microclimate mitigating any effects from tall buildings. Any changes to the building frontage will need to be carefully designed with the design of the public realm and streetscape as part of the Transport and Movement Development Principles of this SPD.

Public Realm and Streetscape

6.22 The creation of a limited access, one-way shared street on Ballards Lane will provide a safe and friendly pedestrian environment, with access for residents, business servicing and buses. Public realm improvements will enhance the area surrounding the adjacent Finchley War Memorial.



Image 12: Contemporary Employment

Site 3: Finchley House



Image 13: existing aerial view of Finchley House site

Existing site

6.23 Site area: 0.28 ha

6.24 The site, located on the corner of Kingsway and the High Road, currently comprises a nine storey office block and six terraced houses with converted ground floor uses. The office block has an inactive ground frontage, and the upper floors are mostly vacant due to the inefficient layout. The design, colours and materials used have little relationship to the surrounding context.

6.25 The site is significant for the overall spatial strategy for North Finchley in that it is located on a highly prominent site at the southern gateway to the town centre.



Image 14: street view of existing office building



Image 15: street view along High Road

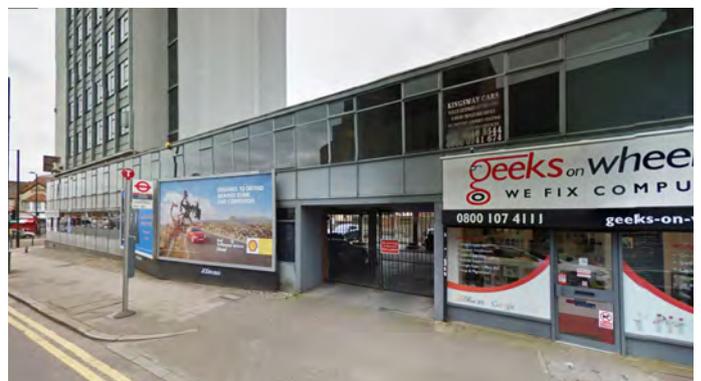


Image 16: street view along Kingsway

KEY

-  Key Opportunity Site
-  SPD Area Boundary
-  Town Centre Boundary (Local Plan)



Figure 16: existing plan of Finchley House site

KEY

-  Up To 10 Storeys
-  4-6 Storeys
-  Up to 3 Storeys
-  Residential Above
-  Potential Landmark Building
-  New Employment Frontage
-  Existing Active Frontage
-  Sensitive Edge
-  Main Vehicle Access to the Site
-  Improved Pedestrian Pavement
-  Streetscape View
-  Key Opportunity Site Boundary



Figure 17: Design Guidelines for Finchley House site

Development Strategy Overview

6.26 The redevelopment of the site will enhance this gateway to the town centre, providing an improved employment offer at lower floors with residential above.

Movement and Parking

6.27 Although the site fronts onto the main road, vehicular access is from Rosemont Avenue in the south. Car parking spaces can be provided as undercroft or surface car parking to the western part of the site enabling continuous active frontages along Kingsway.

Land use

6.28 The site can come forward for development either in two phases, being the office block and the terraced houses to the south, or as a whole, creating a more efficient proposal. Ground and first floor are expected to reprovide employment uses with new residential uses above. Car parking is to be provided in the western part of the site.

Scale and Massing

6.29 The site lies within the southern character area which is less sensitive to height and is opposite the 16 storey artsdepot building. Development therefore has potential to rise to up to 10 storeys at the north-east corner of the site. Development could create a tiered building decreasing in height towards south and west where there is existing residential.

Design Quality and Character

6.30 New development must be sensitive to the surrounding context of roofscapes, active frontages, details and proportions and must use high quality building materials throughout its design. As a gateway building to the town centre it should deliver exceptionally high quality architecture.

6.31 All ground floor frontages should create a safe and friendly pedestrian environment. Any potential wind tunnel impacts should be mitigated through design and orientation.

Public realm and Streetscape

6.32 Improved pavements and crossings should be an integral part of the redevelopment.



Image 17: Residential above employment



Image 18: Roof top terrace

Site 4: East Wing



Existing site

6.33 Site area: 0.56 ha

6.34 The site currently comprises a mix of building styles including a traditional shopping parade frontage in the southern section with protruding, reconfigured retail units on the ground floor and residential uses above. The building parade adjacent to the north includes a later development of ground floor retail and restaurants with residential above. This central building at 3 storeys is lower in scale than the others and is of significantly poorer quality. The former Owen Owen department store building at the northern end of the site is a large building from early 20th, displaying Art Deco character features, century and is currently occupied by Argos.

6.35 The site is significant for the overall spatial strategy for North Finchley as it fronts onto the High Road at the southern gateway to the town centre and in part is significantly underutilised.

Image 19: existing aerial view of East Wing site



Image 20: street view along High Road



Image 21: street view towards Argos



Figure 18: existing plan of East Wing site

KEY

-  Key Opportunity Site
-  SPD Area Boundary
-  Town Centre Boundary (Local Plan)

KEY

-  4-6 Storeys
-  Up to 4 Storeys
-  Residential Above
-  New/Improved Retail Frontage
-  Existing Active Frontage
-  Sensitive Edge
-  Retained Facade with Local Character
-  Main Vehicle Access To The Site
-  Improved Pedestrian Pavement
-  Townscape View
-  Key Opportunity Site Boundary



Figure 19: Design Guidelines for East Wing site

Development Strategy Overview

6.36 The emphasis is to enhance the quality and efficiency of the site to make an improved contribution to the regenerated town centre, maintaining retail and café / restaurants at ground with residential above. Together with the artsdepot, and a regenerated Tally Ho on the other side of the High Road, the objective is for the area as a whole to become a strong retail, leisure and cultural anchor to the town centre.

Movement and Parking

6.37 The existing access to the eastern edge of the site should be retained with potentially a one-way system running from south to north. This will allow for servicing some of the larger retail units from the rear, others can be serviced from the High Road at restricted times. Some car parking for the residential units at upper level should also be provided within the site.

Land use

6.38 The residential frontages at the south of the site contribute positively to the local character and should be retained. The building occupied by Argos has presence on the High Road and contributes to its character. It should be retained, with better use of the currently under-occupied upper floors as residential. Planning permission has been granted to this effect, but remains unimplemented at the current time. The middle part of the site is to be redeveloped with retail at ground floor and residential uses at upper level.



Image 22: Residential above retail

Scale and Massing

6.39 Development should be sensitive to and consistent with the existing and retained buildings, with height on the High Road matching the height of the retained buildings as a guide. Where floors above this level are added, these need to be set back from the building line. Heights of up to six storeys may be appropriate in the south-eastern corner of the site, if set back from the existing High Road building line.

Design Quality and Character

6.40 The new High Road façades must be sensitive to the local townscape and consider the colour, details and materials used in existing properties. Where retail units are reconfigured to provide larger floorspace, original frontage sizes and definition should remain. As one of the southern gateways to the town centre, the site should retain the character of the traditional shopping parade, with new development utilising high quality materials, design and roofscape. All ground floor frontages on the south and west of the site should be active in order to create a safe and friendly pedestrian environment.

Public Realm and Streetscape

6.41 The development should include improvements to the public realm along the High Road, in line with the overall public realm strategy for the town centre.



Image 23: Incorporating historic and contemporary design

Site 5: Friern Park/High Road



Image 24: existing aerial view of Friern Park/High Road site

Existing site

6.42 Site area: 0.61 ha

6.43 The site currently comprises ground floor retail units with residential above. Buildings on this block are up to three storeys in height and are of mixed quality. Two buildings in the centre which house the Bohemia pub and Santander bank are of notable early 20th century character and add to the townscape character of the area. The site is within the core retail part of the town centre and includes a MacDonalD's, Subway and WHSmith alongside other local retailers. The upper level residential units are in general in poor condition, particularly to the north of the Bohemia. To the south-eastern part of the site is occupied by a public car park (52 spaces) accessed from Stanhope Road.

6.44 The site is significant for the overall spatial strategy for North Finchley as it is located on the High Road and is within the central retail core area.



Image 25: street view along High Road



Image 26: street view of the Bohemia and Santander



Figure 20: existing plan of Friem Park/High Road site



Figure 21: Design Guidelines for Friem Park/High Road site

Development Strategy Overview

6.45 The site lies at the heart of the town centre. Development will introduce a high quality frontage, with new modern retail and related units and an attractive revitalised and comprehensive residential offer above.

Movement and Parking

6.46 Car parking provision at Stanhope Road which is outside the SPD Area will be retained or reprovided elsewhere in the town centre subject to a car parking strategy for North Finchley which maintains overall public parking levels in the town centre. If retained, access will remain from the south of the site.

Land use

6.47 The Bohemia and Santander building should be retained as they contribute positively to the character of the area. The redeveloped part of the site should include retail, cafes, and restaurants at ground floor along the High Road, with upper level residential. The existing car parking should be retained or reprovided subject to a car parking strategy for North Finchley.

Scale and Massing

6.48 The redeveloped buildings should match the height of those retained along the High Road, with the potential for upper level residential development to be stepped back from the frontage with total building height not exceeding six storeys. Development should respond to the sensitive edges on the eastern part of the site, where heights should not exceed three storeys .

Design Quality and Character

6.49 Development should respond to the sensitive townscape and character of the area, with use of high quality materials, design and roofscape. The retention of existing residential frontages to the south of the Bohemia / Santander is encouraged if it does not prejudice the wider enhancement of the site. New frontages should make reference to the details and proportion of the retained buildings within the site. New buildings on the High Road should have active frontages in order to create a safe and friendly pedestrian environment. Residential development should consider solar orientation, sunlight and daylight, separation distances and public amenity spaces outlined in Barnet's Residential Design Guidance SPD.

Public Realm and Streetscape

6.50 The development should include improvements to the public realm along the High Road, in line with the overall public realm strategy for the town centre.



Image 27: Residential above retail



Image 28: Modern retail units

Site 6: Lodge Lane

Existing site

6.51 Site area: 0.81 ha

6.52 The site currently comprises the Lodge Lane pay and display car park with 232 parking spaces, and YVA House which occupies the north-eastern part of the site. YVA House currently hosts a number of retail and office uses including Starbucks, Foxtons and Tiger on the High Road, and a barbers, dance school and lawyers office on Lodge Lane. YVA House is set back from the traditional building line of the shopping parade, and is therefore inconsistent with the surrounding townscape. To the west of the site lies Northside Primary School, to the south are two storey residential townhouses, and to the north-west are locally listed terraces at 45-53 Lodge Lane.

6.53 This area is significant due to its role as an arrival point into the town centre from Woodside Park Station and also because the YVA House occupies a large frontage building within the central retail core.

6.54 It is proposed that the existing weekly market which on market days occupies land in the south eastern corner of the car park, is to be relocated to a more prominent location on the High Road, potentially in the new public space near the Tally Ho pub and along the improved Ballards Lane.



Image 30: street view of YVA House site



Image 31: street view of Lodge Lane car park



Image 29: existing aerial view of Lodge Lane site



Figure 22: Existing plan of Lodge Lane site

KEY

- Key Opportunity Site
- SPD Area Boundary
- Town Centre Boundary (Local Plan)

KEY

- 5-6 Storeys
- 3-5 Storeys
- Up to 2 Storeys
- Car Park (Indicative Location)
- New / Improved Retail Frontage
- New Community Frontage
- New Residential Frontage
- Existing Active Frontage
- Existing Pedestrian Route
- Sensitive Edge
- ▲ Main Vehicle Access To The Site
- ▲ Servicing Access
- ↔ Improved Pedestrian Pavement
- Key Opportunity Site Boundary



Figure 23: Design Guidelines for Lodge Lane site

Development Strategy Overview

- 6.55 Redevelopment should seek to improve the sense of arrival to the town centre with improved frontage onto Lodge Lane, encourage a more efficient use of land whilst continuing to provide an important town centre parking function. The High Street should continue to provide active frontage with retailing and similar uses at ground floor as a key part of the primary town centre frontage, with residential and other suitable town centre uses above.
- 6.56 Development will need to appropriately respond to immediate sensitivities including the Victorian terraces directly to the north on Lodge Lane, the adjacent Northside Primary School and back gardens of Percy Road. Given the public parking that the site provides and its proximity to the school, early engagement with the school and local community will be required prior to the development of detailed proposals and any planning application.
- 6.57 A new strategy and location for the North Finchley Market will be required prior to the redevelopment of the site. The Market is expected to move to the new public realm space at Ballards Lane.

Movement and Parking

- 6.58 The new development should reprovide the number of existing public car parking spaces at Lodge Lane, recognising the importance of this car park to the town centre function whilst minimising related vehicle movements. A decked car park up to two levels or another car parking solution which responds to the sensitivities of the site, should be explored. A clear strategy will be required to ensure minimum disruption to town centre parking during the redevelopment of the car park.
- 6.59 Vehicular access into the site should be retained off Lodge Lane, retaining pedestrian access from Winifred Place and Percy Road.
- 6.60 A new pedestrian crossing at Lodge Lane should be introduced, ensuring safe pedestrian movements including those in relation to Northside Primary School.
- 6.61 The existing pedestrian access along the western boundary of the site must be maintained to provide a connection between Lodge Lane and Percy Road.
- 6.62 As with other planning applications, a transport assessment will be required to ensure a safe pattern of vehicle and pedestrian movement and air quality effects, taking into account the proximity of the primary school

Land use

- 6.63 Development should retain or reprovide existing retail frontages and residential units or other town centre uses above. Existing public car parking levels should be maintained. Sensitively developed residential units along Lodge Lane and in the western part of the site are anticipated to be deliverable through a more efficient use of decked parking. Other potential uses fronting Lodge Lane include community space, suitable for example for health or similar uses subject to local requirements, activating the frontage. Development of community space should consider co-location opportunities with Northside Primary School.

Scale and Massing

- 6.64 Building heights should be sensitive to existing residential development on and around the site, with new development responding to the surrounding building typology. At the western part of the site on Lodge Lane heights should not exceed 2 to 3 storeys, responding to the historic character. There is potential for taller buildings at the north-eastern part of the site of up to 6 storeys. Any residential development should follow the density specifications set out in Barnet's Residential Design Guidance SPD.

Design Quality and Character

- 6.65 All development should be of a high quality design, utilising quality materials and being sensitive to the character of the nearby listed terraces at 45-53 Lodge Lane. Any new development must consider sensitive views from existing private residential gardens. Mature existing trees that contribute to local character should be retained.
- 6.66 Active frontages should be created on Lodge Lane and the High Road in order to create a safe and friendly pedestrian environment.
- 6.67 Matters of safety, overlooking, surveillance and secure design will be of high importance in relation to the primary school. Residential development should consider solar orientation, Sunlight and daylight, separation distances and public amenity spaces, as outlined in Barnet's Residential Design Guidance SPD.

Public Realm and Streetscape

- 6.68 There is an opportunity to provide high quality public realm improvements at the junction with the High Road. Public realm improvements must consider the role of Lodge Lane as one of the arrival gateways to the town centre from Woodside Park Station.

7. Development Principles

a. Responding to local character

- 7.1 North Finchley town centre can be divided into three character zones as shown in Figure 24, each with different levels of townscape sensitivity. The northern zone is characterised as a largely residential area with ground floor employment uses and building heights of up to seven storeys. More innovative, high quality, contemporary design approaches are considered acceptable in this zone due to the area’s departure from the traditional shopping parades and the less sensitive nature of the townscape.
- 7.2 The central zone is the most sensitive area, with a larger number of historic, lower scale buildings which contribute positively to the character of the area. For this reason, new development within the central area must respond to context and emulate historic examples and traditional building typologies, while not producing direct copies of historic buildings. Development must consider and be sensitive to; existing roofscape, details, proportions and use of high quality building materials in its design.
- 7.3 Within the southern zone, recent developments have resulted in a loss of townscape character with buildings of varying height, mass and scale. New development should demonstrate how the townscape can be enhanced with new development of high quality materials, roofscape and design. The incorporation of sensitive contemporary architecture will be most appropriate in this area.
- 7.4 Buildings currently identified to positively contribute to the character of North Finchley (see Figure 24) should be protected where appropriate, and refurbishment works or changes to ground floor units on the High Road should be encouraged where they improve the long term viability of the building.



Image 34: Buildings contributing to local character



Image 35: Buildings contributing to local character

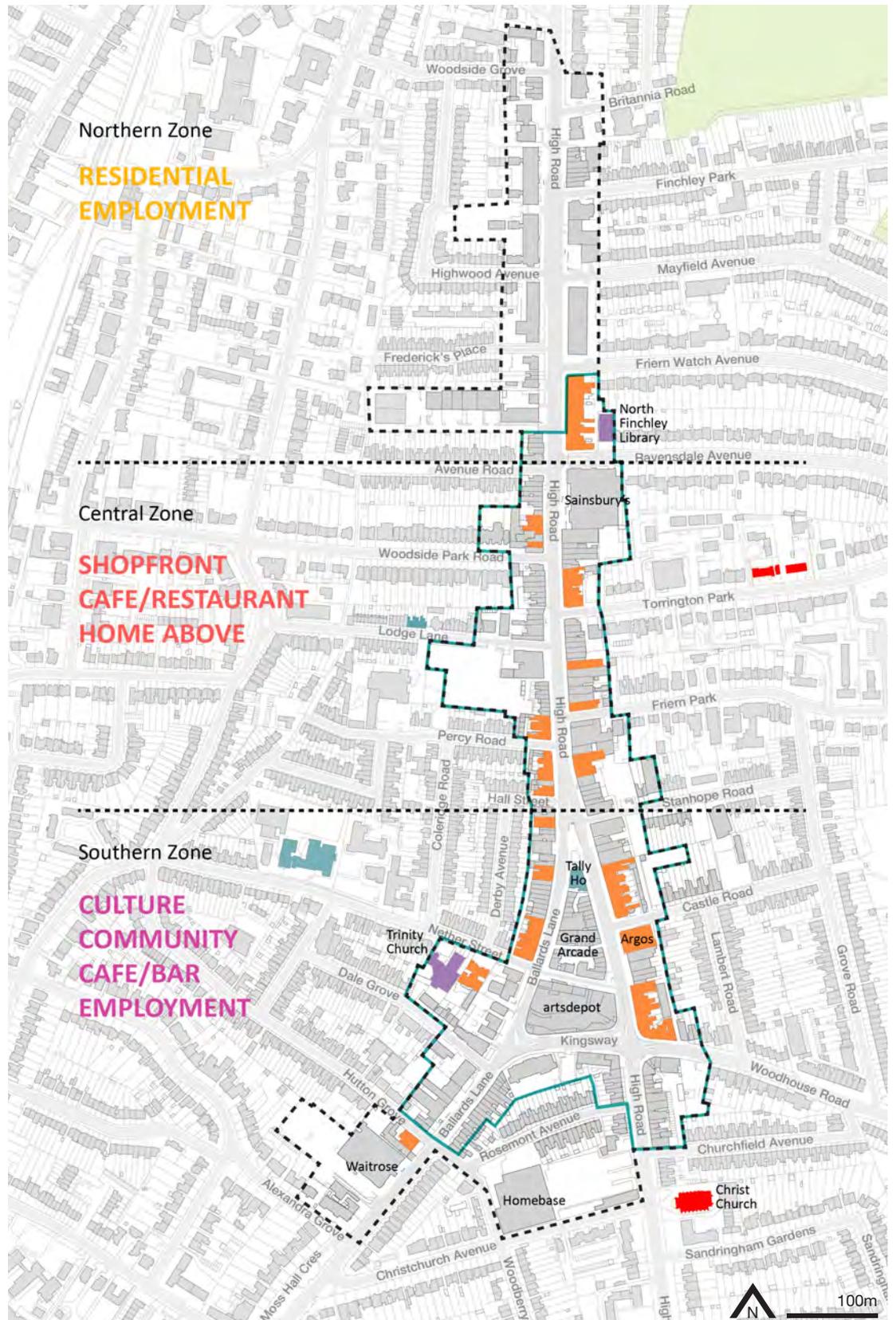


Figure 24: Character of the Area

b. Tall building guidance

- 7.5 North Finchley is identified in the Local Plan as an appropriate location for tall buildings (policy CS5). A tall building is defined in the Local Plan as a building of 8 storeys (or 26 metres) or more. The SPD has identified KOS 1, 2 & 3 as potentially being suitable for sensitively designed tall buildings.
- 7.6 The height, form and proportions of any tall building and the base of the building should respect and respond to the height, scale and built character of the existing surrounding context.
- 7.7 In locations where the adjacent context is of a lower scale and is not anticipated to change we will expect proposals to provide a transition in the base building height down to the lower-scale neighbours and set back from the base, This will help to retain the streetscape character.
- 7.8 Locate and articulate any tall building to make a positive contribution to the local townscape and to create architectural interest when the building is viewed from a distance.
- 7.9 Wind, daylight and sunlight penetration and temperature conditions around tall buildings must be carefully considered. Existing areas around the artsdepot including KOS 1: Tally Ho and KOS 2: Ballards Lane/Nether Street are recognised as having an unacceptable windy micro-climate which impacts on pedestrians in terms of their movement and use and enjoyment of the public realm. The future design of new buildings and public spaces in this area must therefore seek to address these existing adverse micro-climate conditions. New development and public realm areas should provide appropriate mitigation to ensure that the public spaces and streetscapes envisaged within the SPD are comfortable for their intended pedestrian use (this includes the Lawson Comfort Criteria for leisure walking, sitting/standing conditions and building entrances).
- 7.10 Adverse wind conditions can be mitigated through the siting, massing, orientation and articulation of the base of buildings and the taller elements above. The use of stepbacks at the building base is a particularly useful strategy to dissipate down drafts. Architectural devices, such as projecting cornices, screens, terraces, overhangs, and permanent canopies can be applied to reduce the effects of high speed wind at street level around buildings. The placement of permanent landscaping features can also help mitigate wind impacts by reducing wind speed or creating sheltered areas for seating or standing.
- 7.11 The cumulative visual and environmental impacts of the proposed and planned tall buildings in the area must be considered and assessed when developing plans for North Finchley.

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 use 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 TfL 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 Ballards Lane. The Tally Ho gyratory arrangement places a clear priority on that traffic carrying function with its broad carriageways given over to traffic flow.

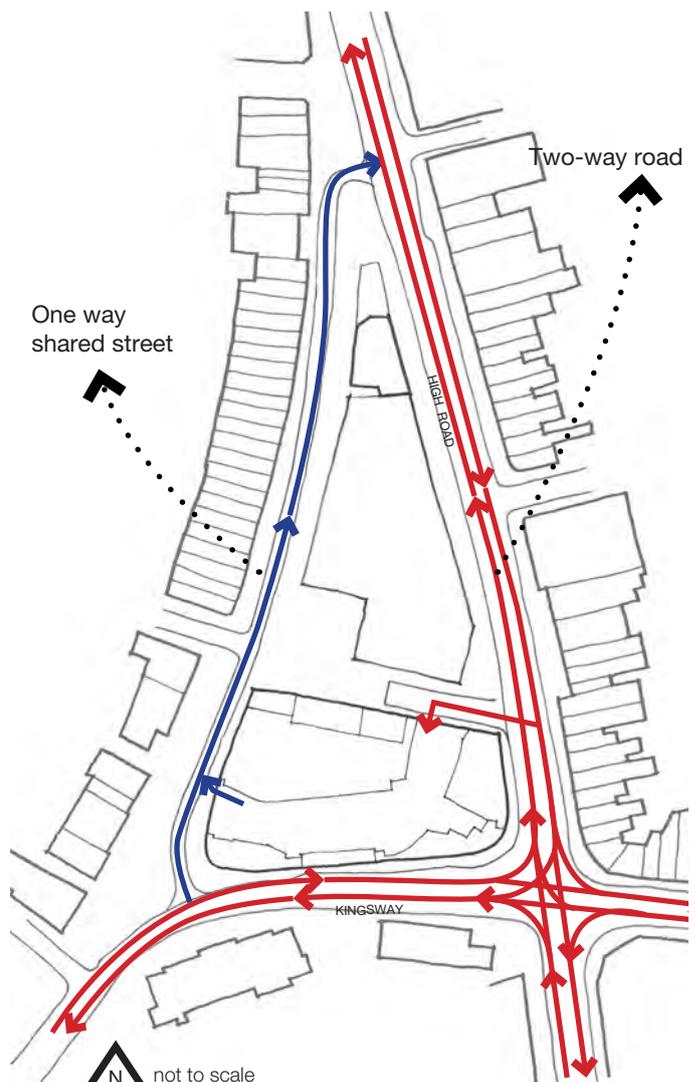


Figure 25: Re-routing of Ballard's Lane through traffic

- 7.17 In comparison to other town centres on the A1000 at Whetstone to the north and East Finchley and Finchley Church End to the south, North Finchley appears to be offering considerably greater roadspace to traffic. This indicates that some of the roadspace could be beneficially reallocated away from carrying traffic and given over to other movement and public realm improvements, such as footway widening and narrower road crossings, street planting, bus waiting facilities and cycle lanes.
- 7.18 A substantial public realm improvement on Ballards Lane can be achieved by limiting through movement to access traffic, retail and business servicing and buses. In this way, a greater degree of street sharing would be made possible. Associated with this is the re-routing of the present Ballards Lane northbound through traffic onto Kingsway and onto the High Road, itself converted to 2-way operation. Achieving such a substantial traffic management amendment would require a detailed technical study requiring data relating to traffic flows, junction operation and highway geometry, along with local and wider area road network modelling. In addition, there would be related public and technical stakeholder consultation to discuss, amend and sign off scheme development. The Council and Transport for London would be involved in modelling traffic impacts and ensuring smooth road network operation. The potential gains for North Finchley from such an intervention would be considerable especially for development sites fronting Ballards Lane, adjacent occupiers and local people.
- 7.19 Through the development of the SPD a working group has been established with TfL to progress the transport proposals in more detail.

Walking and Cycling – Staying Local

- 7.20 Improving conditions for both walkers and cyclists should be a central focus as part of future development and related initiatives. Close attention should be paid to providing specific on-road facilities to encourage cycling, as well as cycle parking and route signing. Allied to public realm improvement, such changes will benefit local people substantially, giving further encouragement to stay local, and walking or cycling to local shops and services.
- 7.21 Although much of the town centre offers good footway width for pedestrians, the carriageway width is often somewhat out of scale with it making the related traffic activity and road width imposing for those wishing to cross it. The footway quality is variable and generally of an acceptable rather than good quality in terms of materials. Seating areas for those wishing to break their journey are few and signing to key destinations such as West Finchley and Woodside Park stations largely absent.
- 7.22 There is very little offered in the way of facilities for cyclists such as cycle parking or route and destination signing. Notably, despite the generously proportioned carriageway and the directness of the A1000 (High Road) as a link between town centres and the related roads crossing it, there are no marked cycle lanes on the A1000 (High Road), highlighted as an increasingly important cycle corridor by TfL in 2017.
- 7.23 The route to both stations is perhaps somewhat lengthy for some, but otherwise of good quality with pleasant residential streets, adequate footways and good natural surveillance. Improving signage to these Northern Line stations should add greatly to North Finchley's connectivity.

Encouraging Bus Use

- 7.24 North Finchley presently offers a good bus service with seven services offering good coverage. However, the presence of buses in the town centre is also sometimes negative at present with the effects of operational bus layover at the kerbside creating a bus 'wall' and the additional travel caused by the gyratory diversion leading to buses being on the road network rather longer than is desirable.
- 7.25 The bus station, though offering shelter, is dark and unwelcoming to passengers and largely hidden from view, all discouraging to bus use despite the services available. The access arrangements also contribute to awkward conditions for pedestrians in the area including road crossings and a generally unattractive streetscape.
- 7.26 Moving buses from the bus station at the artsdepot on to the immediate local streets to clearly marked and optimally designated locations with high-quality bus stop facilities will help to raise the profile of buses and encourage use and contribute to a calmer and more pedestrian and cycle friendly environment on Ballards Lane. Bus operations are complex, requiring service layover, turnarounds, termination and driver facilities. Making such changes will therefore require considerable service planning. TfL has not agreed to close down North Finchley bus station and would only consider moving part or all of the bus station from its current location if there was a clear operational and passenger benefit. It is recognised that the bus station, off street and on street bus facilities are safeguarded land uses as identified in the London Plan (2016) and that any changes will need to retain the operational transport uses within or adjacent to the town centre to support the existing bus network and meet increased bus demand.
- 7.27 Experience of bus movement in other limited access streets suggests that mixing bus, pedestrian and cycle uses as proposed for Ballard's Lane, can work harmoniously and by so doing, bus operations may continue to operate satisfactorily though with an improved passenger environment and facilities.

d. Parking

Parking and Loading

7.28 The total town centre off-street car park capacity is approximately 327 publicly available spaces provided principally by the Lodge Lane car park at 232 spaces, with smaller sites at Stanhope Road and Woodhouse Road offer the balance of 95 spaces. As Figure 26 shows, considerable customer parking capacity is also provided at Sainsbury's to the north, with 156 spaces, Aldi with 184 spaces at the artsdepot and at Waitrose to the south, 170 spaces.

7.29 A considerable proportion of High Road kerbside space is given over to parking and loading, which while highly convenient for users means that roadspace is effectively prioritised away from other uses such as public realm, widening footways and providing for cyclists.

7.30 To understand parking supply and use better, the Council commissioned a survey of on-street (kerbside) and off-street (car parks) usage on a weekday (Thursday) and at the weekend (Saturday) during July 2017 to help inform the SPD's development.

7.31 Analysis of the High Road and Ballard's Lane spaces indicates that the on-street parking supply along the High Road could be refined to provide a better level of service for motorists without increasing supply. Actions to decrease the length of stay and increase space turnover could do much to provide more readily available parking spaces.

7.32 Residents' parking on the side streets is mostly well-used, but offers some capacity for further use at specific locations.

7.33 The privately-owned car parks generally have poor use made of the available space during weekdays, less so at the weekend. The key location for town centre public parking is at Lodge Lane where, for much of the weekday convenient parking can be found until a 'spike' in usage from midday to 3.30pm, variously attributed to the adjacent school use and effects of local resident parking restrictions. There is also evidence of lengthy stays of 4, 5 and 6 hours plus, likely to related to business and commuter use. On a Saturday, use is shorter stay in nature with parking readily available, giving an indication of how

the weekday supply may be better used to benefit shoppers and visitors, be they business or leisure users.

7.34 The parking survey indicates that the town centre's parking supply offers scope for better use, in effect, the opportunity to make that supply work harder. Evidence of available supply can be found at the kerbside and especially within the privately owned car parks. Discouraging long-stay parking through tariff changes would release capacity, to the benefit of the local community. A proportion of presently marked residents' parking is available too, though limited in availability and location.



Figure 26: Existing car parking

Parking – A Town Centre Asset

- 7.35 It is important that the town centre provides a convenient and good quality parking supply to maintain a competitive position with other centres. The proposals in the SPD, through efficiency and rationalisation, will maintain or increase the overall existing number of available public car parking spaces within the town centre and provide additional residential spaces for new development in accordance with Local Plan policy.
- 7.36 In terms of space within the town centre, car parking utilises valuable kerbside and site area that could be put to other positive uses, such as reallocation to benefit public realm, footway widening, narrower road crossings, or perhaps servicing. Each parking space also comes with two related car movements on the local road network which at times struggles with delays caused by turning movements at junctions and disturbance from parking manoeuvres at the kerbside.
- 7.37 Enabling greater parking system efficiency would provide a better level of service for local people, businesses and visitors, and provide some capacity for further demand. A dedicated development related parking strategy for North Finchley is required to review the existing pricing, timing, availability and management of spaces. This will enable enhanced matching of precise space availability in type and location to existing and anticipated future parking demand and assist in achieving the desirable parking system efficiencies.
- 7.38 A proportion of the parking supply needs to accommodate medium to longer stay parking, but given the length of stays it could be better located in the less well-used parking locations leaving parking space more convenient to the High Road/Ballards Lane for shorter stay use, e.g. 20 minutes – 2 hour use.
- 7.39 The principal means of rebalancing parking provision is through amending the parking tariff structure with higher prices for long stay in car parks and simplification of High Road parking to make better use in terms of turnover and stay duration. Convenient methods of payment such as that made by cash, card, phone and internet need to be fully considered.
- 7.40 With the cooperation of the operators of the private car parks there is potential that the longer stay users could fill those available weekday spaces. This will require a formal arrangement to the likely benefit of both parties, motorists and the town's street environment.
- 7.41 For future town centre development, including additional residential requirements, the present supply, suitably optimised should be expected to provide for additional related parking demand given the present parking patterns. Given the high PTAL of the town centre, car free development will be promoted where appropriate (while still providing for disabled people). However individual development sites will be expected to make on site provision for parking at ground, part basement or underground level which will be addressed at the planning application stage.
- 7.42 In addition to the July 2017 car parking survey there is a need for a specific town centre parking strategy. This will be informed by further interrogation of the 2017 survey data and would help with this rearrangement, tuning the supply and demand to work more harmoniously for the town centre and those visiting it.

e. Frontages and shopping parades

7.43 The shop front quality along the High Road is mixed, with a number of poor quality units. In some locations there is a lack of active frontages, with many shop windows covered internally with posters and signage. Vacant units also detract from the shop front quality along the High Road.

7.44 A number of shops have outdoor displays which, due to the lack of pavement space, create a cluttered street environment. This presents an issue for accessibility.

7.45 Given the range, quality and contribution of the existing parades, the Council considers that the approach to parade enhancement may take a number of forms including:

- Enhancing existing shop frontages to make a better contribution to the overall street scene.
- Providing units that are more attractive to a wider range of national and local retailers. This may include refurbishing existing units to improve their size and quality; merging adjacent units to increase floorspace; or undertaking redevelopment which provides deeper units and better access.
- In some instances it may be appropriate for a number of units within parades to come forward as a comprehensive development to create a revitalised offer that supports the other opportunities identified.

- There are opportunities to enhance the quality and quantity of units through; conversion, where low intensity back office storage occurs; refurbishment, to enhance the quality, or; redevelopment, to increase supply and choice including through additional storey height where this suitably responds to the local conditions.
- Improving the residential offer above retail units. Much of the town centre comprises of residential flats above shop units, however the quality and level of occupation varies considerably throughout the town centre.

7.46 Where redevelopments of existing historic shop fronts are proposed, these should seek to retain historic elements or emulate traditional typologies. Shopfronts should seek to conform with the Borough’s Shopfronts Summary Design Guidance No.10. Important considerations in the Guidance include retaining original features, providing fascias that are proportionate, align with stonework and respond to adjacent shopfronts, avoid window posters and avoid garish colour schemes and plastic fascias. Shutter security should utilise lattice or grid grills that enable light and display visibility, rather than solid roller shutters. Shop fronts are not expected to be uniform, individual and creative shop fronts are encouraged where they meet high quality design criteria. Outdoor seating with appropriate awnings and canopies can also add to the quality of the high street.

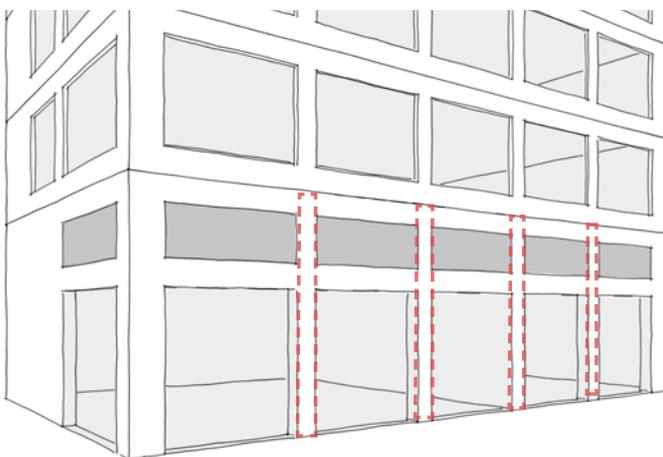


Figure 27: Modern retail frontage



Image 36: Traditional retail frontage

- 7.47 When combining retail units, development should seek to maintain the standard frontage size of the surrounding shopping parade. The purpose of combining units should be to create larger units internally, whilst retaining the overall appearance of single units where they contribute to the townscape quality. This will support the historic townscape by enhancing North Finchley's character as a local town centre of human scale and proportions.
- 7.48 The conversion of upper floors of buildings should take a comprehensive approach with the overall frontages as a key focus in design. Internal floor levels should remain in alignment with windows in order to maintain active frontages.
- 7.49 Any residential intensification on the upper levels of shopping parades should ensure that entrances are via main doors and lobbies adjacent to retail units, in order to promote active frontages and a safe town centre environment.
- 7.50 Residential development should follow policy set out in Barnet's Residential Design Guidance SPD (2016), with particular reference to section 7 on 'Safeguarding residential amenity' for details on proposed distances between buildings, solar orientation, ventilation and sunlight and daylight. Section 8 of the Residential Design Guide SPD should be considered when allowing for provision and design of outdoor amenity space.

f. Public Realm Strategy

7.51 When designed well, the outdoor spaces within the built environment can be made much more usable to people for a greater part of the year than natural weather patterns would normally permit. The SPD on Sustainable Design and Construction sets out design principles with regard to microclimate in particular wind and thermal conditions.

7.52 An overall public realm strategy has been developed to illustrate direction over the potential improvements to the area. Further refinement and details are expected to be established through future planning applications.

7.53 Historic England's advice 'Streets for All' contains useful information on public realm enhancement schemes and can be accessed on their website.

Existing Public Realm

7.54 The key issues with the current public realm of North Finchley include:

- Wide carriageways;
- Lack of pedestrian priority areas with seating to encourage visitors to stay and spend time;
- Lack of tree cover; and
- Patchwork of materials and lack of uniformity.

Key Sitewide Objectives

7.55 The key objectives for the public realm in North Finchley Town Centre consist of:

- Narrowing carriageways and increasing pavements to include planting zones;
- Integrate cycle parking facilities and improved cycling infrastructure to grow footfall;
- Prioritise the provision of cycle lanes within the carriageway when reallocating road space;
- Improving signage and the provision of public art;
- Activating the streets and spaces by providing 'spill-out zones' for cafes/restaurants/shops;
- Creating flexible event spaces;
- Greening the streets; and
- Identifying a new location for the North Finchley Market which enables it to be more prominent in the town centre.

North Finchley Market

7.56 North Finchley Market provides an important local service and is currently located on Lodge Lane

Car Park which is a Key Opportunity Site (KOS 6). Redevelopment of KOS 6 will entail the relocation of the market to a more prominent position within North Finchley. The SPD development strategy will ensure that the market retains a functional operation and important contribution while North Finchley undergoes change. It is expected that the expanded and enhanced public realm of Ballards Lane represents the most appropriate new location for the market.

Streetscape and Spatial Strategy

7.57 The ambition is to create a series of character spaces with the following key interventions in each area.

High Road

7.58 Improvements along High Road should run from the Kingsway to Britannia Road. These improvements include:

- Narrowing the carriageway width;
- Widening the pavement to inset parking within it where necessary;
- Lining each side of the street with trees to improve the character of the street;
- Incorporating planting wherever the pavement width and pedestrian movement allows; and
- Creating resting and dwelling spaces at key points along High Road, particularly where the public realm widens at Lodge Lane.

Gateway Improvements / North and South of Ballards Lane

7.59 Gateway spaces have been identified at the north and south of Ballards Lane. These spaces will help to attract and draw visitors through Ballards Lane and the High Road. They will:

- Create focal spaces for art at either end of Ballards Lane;
- Enhanced location for North Finchley market stalls (including re-allocation of Lodge Lane market) near Tally Ho Pub new public space and along Ballards Lane;
- Creating space for outdoor seating; and
- Prioritise pedestrians with the provision of comprehensive public realm and traffic management measures to discourage vehicle through-movements, whilst providing access for local people, servicing and buses.

Courtyard Space / Nether St

7.60 There is an opportunity to provide a courtyard within the new development along Ballards Lane that connects with Nether Street. This inclusion:

- Provides a room for events and pop-up street markets;
- Becomes a hub of activity along Ballards Lane;
- Should provide a canopy for year round use;
- Providing space for events linking with the artsdepot; and
- Rationalise car park and service yard entrance.

Ballards Lane

7.61 Limited one-way access only traffic (residents, servicing, buses), allows for the reduction in carriageway along Ballards Lane between the two gateway spaces. The could include the following improvements:

- Increasing pedestrian footways to improve the feeling of pedestrian priority;
- Using an increased width of footway for planting/outdoor seating/zones for selling;
- Lining the street with trees; and
- Incorporating street design and public realm features to improve pedestrian priority and slow vehicles.

KEY

- High Road Improvements
- Resting / Dwelling Spaces
- Ballards Lane Improvements
- Gateway / Street Market Opportunity
- Courtyard Nether St
- Improved Connection
- SPD Area Boundary
- Town Centre Boundary (Local Plan)

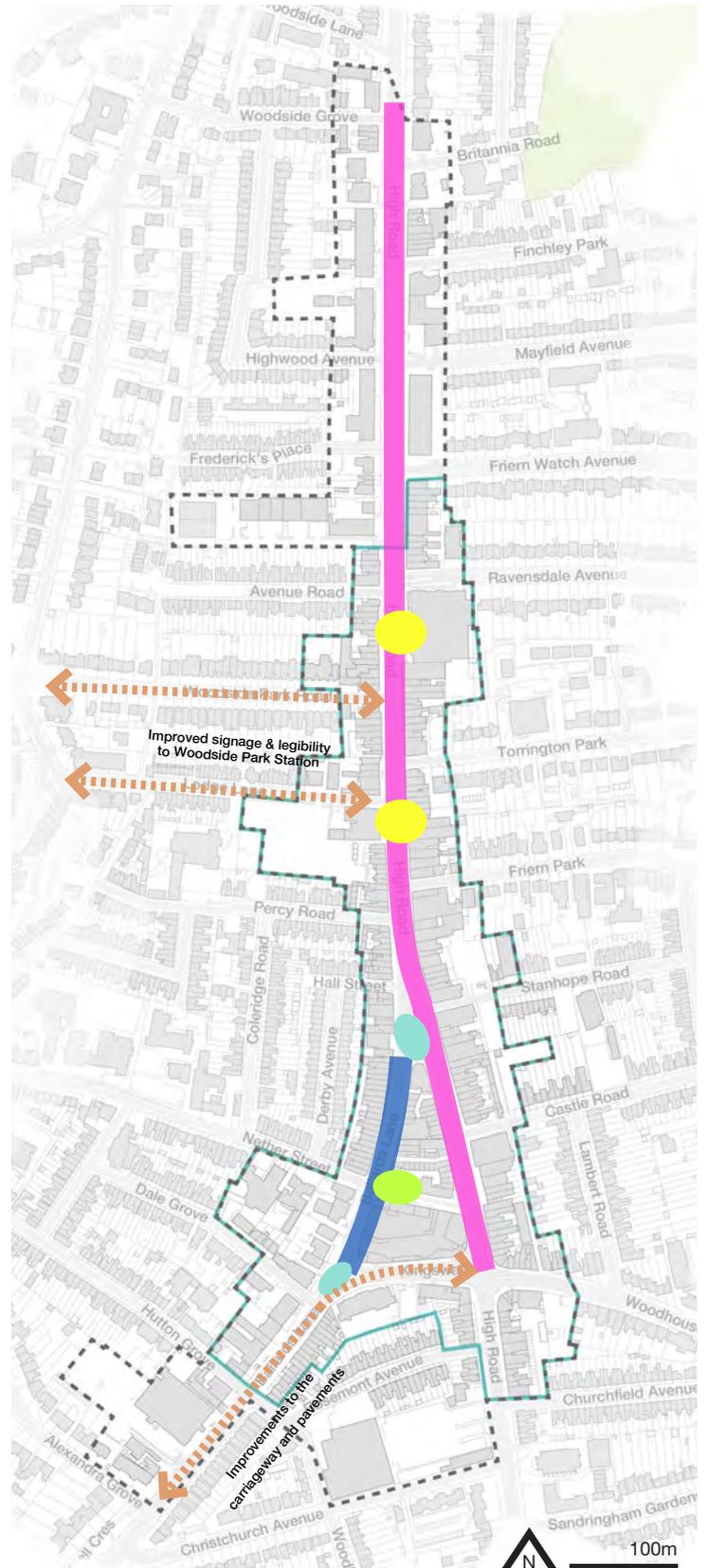


Figure 28: Public Realm Strategy

Tally Ho Triangle and artsdepot Improvements

7.62 A significant location for public realm opportunities is within the Tally Ho Triangle and artsdepot area. Within this part of the site five opportunity streets and spaces have been identified

1. High Road
2. Ballards Lane and High Road Gateway
3. Ballards Lane and Kingsway Gateway
4. Ballards Lane
5. Nether Street Courtyard

These improvements translate into the following proposed characters for each space.

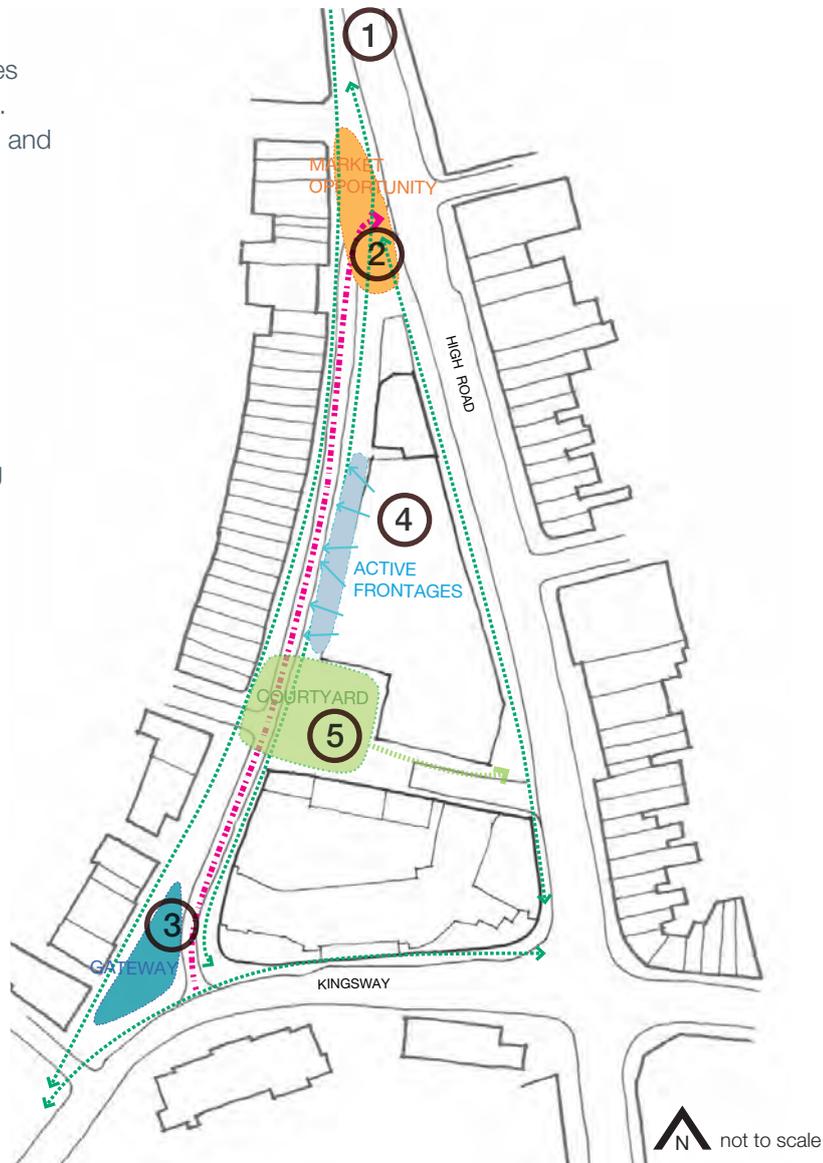


Figure 29: Tally Ho Triangle and Ballards Lane improvements

1. High Road Improvements



Image 39: Space 1: High Road - Existing



Image 40: Space 1: High Road - Proposed

2. Gateway Improvements



Image 41: Space 2: Ballards Lane & High Road Junction - Existing



Image 42: Space 2: Ballards Lane & High Road Junction - Proposed

3. Gateway Improvements



Image 43: Space 3: Ballards Lane & Kingsway Junction - Existing



Image 44: Space 3: Ballards Lane & Kingsway Junction - Proposed

4. Active Frontages



Image 45: Space 4: Ballards Lane - Existing



Image 46: Space 4: Ballards Lane - Proposed

5. Courtyard Space



Image 47: Space 5: Nether Street - Existing



Image 48: Space 5: Nether Street - Proposed

Greening Strategy

7.63 An environment high in biodiversity can improve the amenity of local residents whilst providing further benefits including shading and reducing surface water run off. Green roofs, façades, trees and rainwater gardens can help to attenuate water run off, reduce the urban heat island effect, reduce solar heating of a building and provide habitat for wildlife. Further details on our approach to biodiversity and habitat quality are set out within the Sustainable Design and Construction as well as Green Infrastructure SPDs.

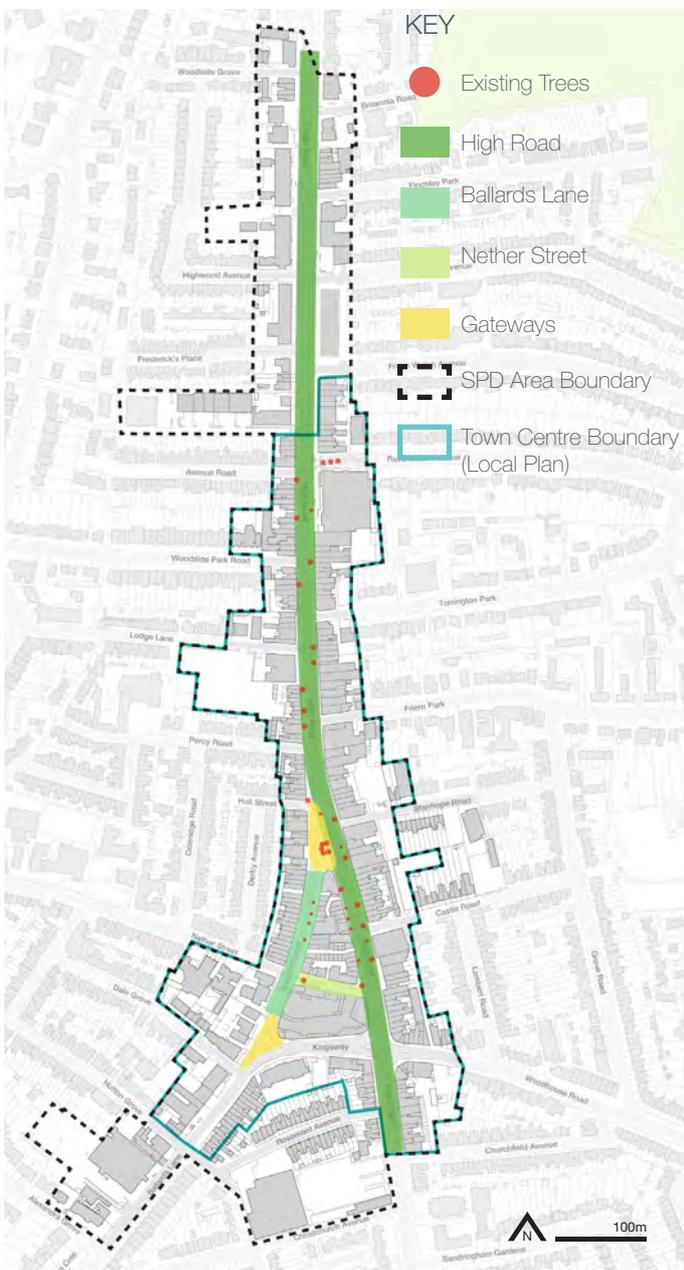


Figure 30: Greening Strategy

7.64 At present existing tree cover within the town centre is sparse and lacks continuity in species. Increasing tree planting throughout the streets and spaces of North Finchley will: enhance the character of the streets; soften the hard landscape; and help improve air quality.

7.65 Tree-lined boulevards are proposed for High Road and Ballards Lane, with planting where possible between the roadways and pavements to improve the pedestrian experience. The character of these two streets will be differentiated by the selection of species. Wayfinding signage will be included to enhance pedestrian movement and connections.

7.66 The area of Nether Street between High Road and Ballards Lane will be treated as a space with tree planting down its centre, again providing a different character.

7.67 Gateway spaces should incorporate large feature trees at their heart, that signify a change of environment and threshold crossing to visitors.



Image 49: High Road character



Image 50: Ballards Lane character



Image 51: Gateway character

Materials and street furniture

Materials strategy

7.68 The roads and footpaths shall be constructed of materials that are appropriate to their location and use, and be compatible with the landscape design principles, to ensure a long lasting, flexible and attractive public realm.

7.69 Paving design strategy:

- Hierarchy of pedestrian footpaths shall be expressed through surfacing
- Main transit roads in asphalt
- Natural materials shall be used in high profile areas, such as arrival spaces and community squares
- All kerbs to be granite
- The selection of materials shall express a range of warm tones to create a welcoming public realm
- Parking areas shall be in permeable paving (min. 50%)

Street furniture

7.70 A consistent street furniture palette will be used that ensures continuity between the different character areas. Comfort should also be considered, ensuring a sufficient amount of accessible seating with both back and armrests.

Public Art

7.71 There are opportunities for small and larger scale art interventions throughout the town centre.

7.72 Particular areas that art should be considered include the Gateway space junction between Ballards Lane and the Kingsway, and Nether Street.

Maintenance

7.73 Materials and street furniture will be easily maintainable. Maintenance teams should be consulted to ensure that all items can be maintained effectively. Consideration should also be given to the long term management of existing habitats, new landscaping and other biodiversity design features.



Image 54: High quality materials



Image 52: Consistent street furniture palette



Image 53: Integrated public art

8. Delivery & Implementation

a. Delivery Strategy for the SPD Area

A coordinated and comprehensive approach

- 8.1 The SPD seeks to maintain and enhance the vitality and viability of North Finchley by promoting sustainable mixed use development, with associated physical and social infrastructure, as well as public realm and environmental improvements. The SPD recognises that areas of land outside the town centre have an important role to play as part of the comprehensive and coordinated regeneration of the town centre and the area of the SPD has been drawn to reflect that recognition.
- 8.2 In accordance with Local Plan and London Plan policies and as informed by the Council's evidence base, capacity assessments, and stakeholder consultation, the Council considers that North Finchley has significant growth potential for additional residential development as well as retail, leisure, workspace and community uses.
- 8.3 In order to achieve the significant growth potential which will secure North Finchley's regeneration a coordinated and comprehensive approach is necessary.
- 8.4 A coordinated and comprehensive approach will ensure:
- the appropriate quantum and mix of development will be delivered
 - development is phased in an appropriate manner and timescale
 - required social and physical infrastructure to support development is in place at the required time
 - improvements to public realm throughout the SPD Area are made
 - the town's car parking management strategy meets local needs
 - there is a coordinated approach to funding infrastructure needs.
- 8.5 The Council's approach to the regeneration of North Finchley will be to work closely with all local businesses, stakeholders, landowners and local communities. This will be required of applicants and developers of sites, supported and when necessary facilitated by the Council.

- 8.6 The Council's approach to delivery strategy and its implementation is as follows.

Town Centre Management

- 8.7 Given the proposed changes to the town centre, which include additional residential units and an enhanced retail and leisure offer, it is expected that an increased level of town centre management will be required. Town centre managers can provide an important point of contact between businesses and residents enabling dialogue over any arising conflicts or strategy for improvement and implementation.

Planning

- 8.8 The SPD details the Council's policies and requirements and provides a spatial framework for stakeholders, including landowners and developers, positively to respond to.
- 8.9 Whilst the Council recognises that development itself may come forward in a phased manner, it will require that proposals are part of a comprehensive approach in order to avoid piecemeal proposals that are prejudicial to the overall vision.
- 8.10 Where proposals are for significant developments in the SPD Area, the Council will want to see these brought forward accompanied by an overall masterplan with associated planning application(s), to demonstrate they are part of and/or contribute to the comprehensive regeneration approach.
- 8.11 Potential applicants are advised to consult with the Council as early as possible to ensure that the form and nature of planning application(s) will facilitate and not prejudice the comprehensive approach. At this stage the Council does not prescribe a preferred planning applications strategy. However, the Council would welcome outline or hybrid applications setting the overall context for development in the town centre, within which detailed applications could be accommodated.
- 8.12 All planning applications will be considered against the adopted Local Plan and London Plan and any other relevant material considerations, including this SPD.

8.13 Planning applications will be required to meet all national and Barnet Council specific validation requirements.

8.14 These are set out at:

<https://www.barnet.gov.uk/dam/jcr:f39eeab0-94e4-4428-b6e9-5a8ad8d846f5/local-requirements-2017.pdf>

Land ownership

8.15 As a large and linear centre, North Finchley is comprised of a wide range of freehold, leasehold and tenancy interests.

8.16 The six “Key Opportunity Sites” (KOS) key sites identified in the SPD are predominately privately owned, each area being within a number of different ownerships.

8.17 The Council is itself also one of the largest landowners within North Finchley. Its ownerships principally comprise the surface car parks, but also the artsdepot, as well as strips of land related to highways.

8.18 In its capacity as landowner, the Council will seek to optimise the use of its land assets to assist in bringing forward the overall vision for North Finchley.

Site assembly and compulsory purchase

8.19 Given the wide range of ownerships throughout North Finchley delivering the vision will require site assembly. The Council will expect to see site assembly carried out via negotiations and private treaty where practical.

8.20 The Council will also work with partners, to support businesses in North Finchley to relocate where required where it enables and secures the regeneration objectives set out in the SPD.

8.21 However, where there is a compelling case in the public interest, the Council will consider the use of its compulsory purchase powers to assemble sites within the SPD Area, especially but not exclusively in the Key Opportunity Sites.

8.22 For the Council to promote a Compulsory Purchase Order or series of CPO's, any CPO Scheme will (in accordance with current CLG guidance on CPO) need to fit with the planning policy framework and deliver economic, social or environmental well-being to the area.

8.23 The Council will also need to be satisfied that any CPO Scheme proposals would be viable, fundable and deliverable.

8.24 The coordinated and comprehensive approach is also likely to require an element of cross subsidisation from one area or site to another.

Phasing and delivery

8.25 The SPD identifies six “Key Opportunity Sites” (KOS) in the town centre, which are considered to be particularly important to North Finchley’s future vitality and viability because of their significant regeneration potential. The Council will therefore expect to see early progress to development in these sites and will work proactively with relevant stakeholders to achieve the objectives set out in this SPD for the areas. It is expected that market forces will influence how sites come forward for redevelopment. The preferred sequencing for the SPD Key Opportunity Sites is set out below.

- KOS1 Tally Ho has the largest regeneration benefits for the town centre and is a priority to be brought forward in an early phase, as it could take a number of years to deliver due to its scale and complexity.
- KOS2 Ballards Lane and KOS4 East Wing are complimentary to KOS1 and should come forward as an early part of the regeneration of the area, including changes to the function of the gyratory, potentially as early wins in development terms.
- KOS6 Lodge Lane is owned largely by the Council however this requires a new location for the North Finchley Market before its delivery, anticipated to be Ballards Lane, and therefore may come later in the process. A clear strategy will be required to ensure minimum disruption to town centre parking during the redevelopment of the car park.

- KOS5 Friern Park / High Road may rely on wider remodeling of the parking strategy for the town centre to ensure that any loss of parking spaces does not lead to a net loss in the centre as a whole, and may therefore be later in the process.
 - KOS3 Finchley House is less reliant on other development activity and can progress as the market dictates.
- 8.26 The Council recognises that the delivery of major regeneration proposals is a complex process. As such, as well as the KOS's, the Council will work proactively with all relevant stakeholders throughout the SPD Area, especially where early delivery in meeting housing, retail, leisure, community, infrastructure needs as part of a comprehensive proposal will be achieved.
- 8.27 A North Finchley Partnership Board will be established comprising representatives of local stakeholders including local councillors, traders, businesses, landlords, Barnet Homes, residents and community organisations, local schools, the artsdepot, faith organisations and the Council lead officer and appropriate representative of the lead developer. This partnership board should help oversee, monitor, scrutinise and hold to account the management of the Town Centre and implementation of the SPD.
- 8.28 The construction process can give rise to disruption at the local level due to noise, dust and traffic effects. LB Barnet encourages construction and development partners to utilise the Considerate Constructors Scheme which monitors contractors against construction appearance, community, environment, safety and workforce. More details can be found on the Council's website.
- 8.30 Infrastructure provision to enable the regeneration of North Finchley will be developed and implemented by the Council, TfL, other relevant statutory bodies and developers as appropriate.
- 8.31 Funding will include the use of S106, S278 and Community Infrastructure Levy funds, as well as developer contributions to be pooled as appropriate to meet identified infrastructure requirements.
- 8.32 The Barnet Community Infrastructure Levy requires contributions towards new retail and residential development that provides additional floorspace. In the case of residential, this is £135 per metre square. With indexation from 2013 to 2018 the rate has increased to £188 per metre which achieves around £14,000 per new dwelling (excluding affordable housing). These contributions are pooled by the Borough and spent on a range of infrastructure priorities set out in the London Borough of Barnet's Infrastructure Delivery Plan. This includes local health and education requirements, where specific monitoring is undertaken by LB Barnet in a continuous approach as part of Local Plan monitoring including through the planned development pipeline to identify where needs and investment opportunities exist or are forecast. Section 106 contributions are made in addition to Community Infrastructure Levy contributions to mitigate the effects of development at the local level, for example of local transport or public realm investment.

Infrastructure and funding

- 8.29 The SPD requires the provision of a range of physical, social and environmental infrastructure. This includes maintaining adequate car parking provision, potential calming of existing highways, narrowing of carriage ways, public realm works and community uses including education and health which are a result of an increasing local population. The Council also recognises the importance of engagement with utility providers at an early stage in the development of any proposals associated with any planning application/s.

Appendix A

A. Spatial Context

Existing Town Centre Uses

- A.1 The SPD Area has a mix of ground floor uses, such as food stores, smaller retail, financial services, bars/restaurants, workspaces, and some community uses as shown on Figure 31.
- A.2 A number of new developments in the northern part of the SPD Area have ground floor residential uses, representing a significant change in recent years.
- A.3 There is a cluster of bars/restaurants at the Tally Ho triangle and opposite the bus station on the west side of the High Road which provide more of a focus for evening activities. Whilst the central section of the town centre offers a number of cafes and retail units which encourage daytime activity.
- A.4 Employment uses are clustered at the south end of the centre at Ballards Lane and Kingsway, which is primarily office space. Finchley Industrial Estate is located to the north set behind the High Road. Large floorplate retail uses include the Sainsbury's food store located at the northern end of the town centre, as well as Waitrose and Homebase to the south, both outside of the town centre boundary.
- A.5 There is a poor relationship of ground floor uses with the streetscape with limited outdoor seating areas across the town centre. This reflects the poor quality public realm and vehicle-dominated street environment.

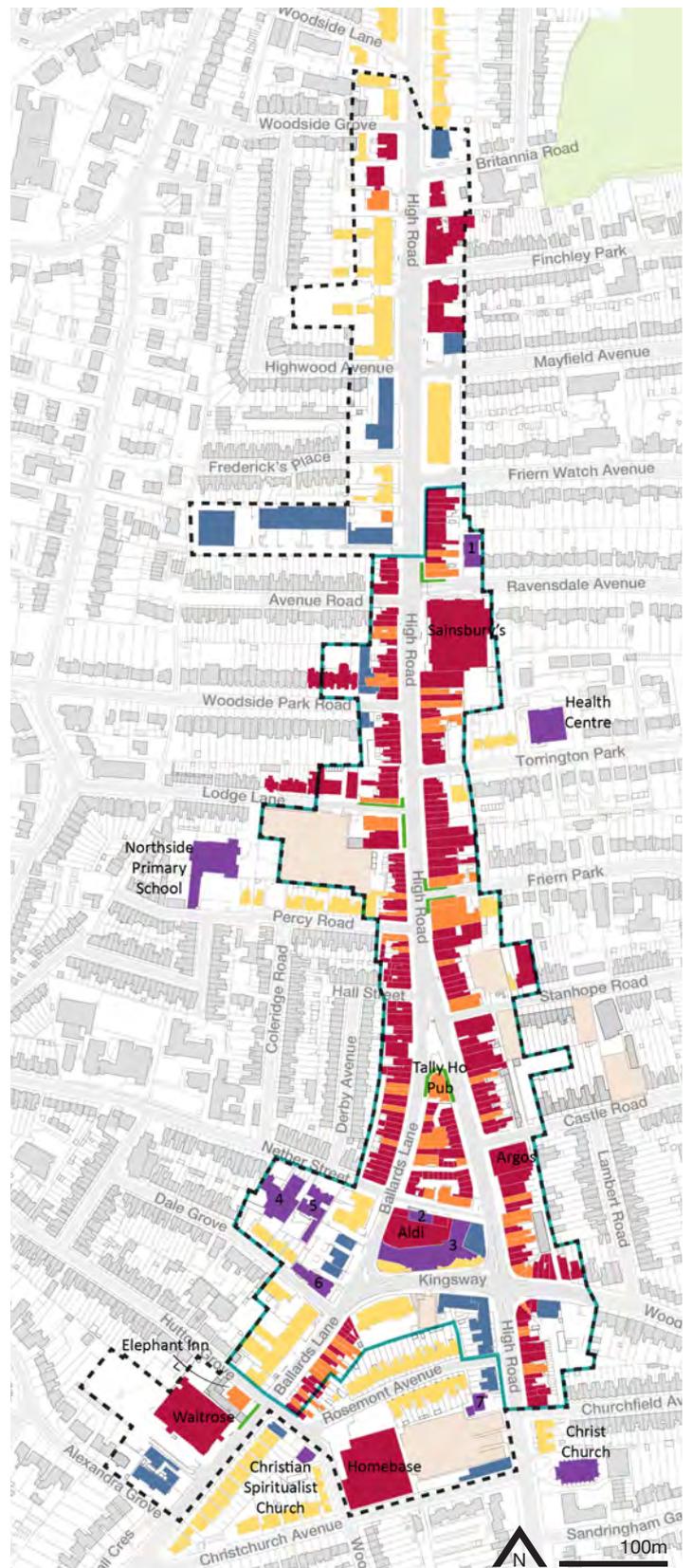


Figure 31: Ground floor land uses

Area Character

- A.6 The SPD Area comprises the urban core of North Finchley, with the short section of the A1000 High Road acting as a town centre hub. A network of Edwardian and Victorian terraced houses connect to this central core from the east and west. The Characterisation Study of the London Borough of Barnet (May 2010) demonstrates that areas to the south, west and south-east of the SPD Area are largely comprised of urban terraces, whilst the area to the east is made up of suburban terraces and suburban periphery residential use. The urban core itself includes a number of buildings with a strong, historic architectural quality.
- A.7 The SPD Area can be divided into northern, central and southern zones, each with slightly differing overall character as shown in Figure 32. The northern zone can be characterised by its distance from the core, in that it demonstrates a quieter area with modern residential and employment uses on the ground floor. This zone is distinguishable from the traditional local centre as the building heights are generally between five and seven storeys with a more contemporary building typology.
- A.8 The architecture within the central zone is typified by small ground floor retail units, with terraced housing above. This zone also benefits from proximity to the tube station at Woodside Park. The buildings in this zone are generally 3 storeys in height, and are of mixed architectural quality. Some poorer quality buildings are in need of refurbishment or façade treatments.
- A.9 The focal point of the southern zone is the triangle Tally Ho site. The architectural character within this area is mixed, with buildings heights of up to 16 storeys at the artsdepot (a cultural, leisure and entertainment centre owned by LB Barnet) and surrounding developments of 4 storeys and above. The zone also has numerous key retail anchors including Waitrose, Homebase, Aldi and Argos, with much larger building footprints than the traditional local centre retail units. The difference in building typologies results in a lack of uniformity and local character in the southern zone.



Image 55: Tally Ho Pub



Image 56: The Bohemia and Santander



Image 57: The Elephant Inn

A.10 Development in North Finchley was limited prior to the 1870s, with a large part of the existing development taking place in the early twentieth century and the remainder of the area established in the inter war period. Whilst not designated heritage assets, buildings of recognition include Christ Church, the Elephant Inn and the Tally Ho pub which contribute positively to the historic fabric of the town centre. Other High Road buildings which are from a later period and also contribute to the character of the street are the buildings currently occupied by the Bohemia and Santander.

A.11 There are a number of buildings on the High Road which contribute to the character of the local area and play a role in the history of North Finchley, but fail to meet the current needs and as such are underused. These include the Grand Arcade and the Argos building. Argos is an example of a retailer with a requirement for a floorspace larger than that of the typical small units seen on the High Road. It trades from the building of the former Owen Owen department store, but the upper floors remain underused. The Grand Arcade suffers from high vacancy rates due to the small size of units, constrained access and the lack of presence on the main street.



Image 58: Argos



Image 59: Christ Church



Image 60: Trinity Church

A.12 Sainsbury's on the High Road seeks to respond to the character of the area in that it utilises high quality local building materials, follows a similar design and roofscape to surrounding development, and the retail frontage doesn't detract from the overall townscape. There are other recent developments within the town centre such as the artsdepot and Waitrose, which are less sensitive to the local context in terms of building materials, design, height and roofscape.

Heritage

A.13 Figure 24 within the SPD identifies buildings contributing to local character. There are no designated heritage assets within the SPD boundary and only one locally listed building, the Tally Ho pub. St Michael's Catholic Grammar School and terraced houses at 45-53 Lodge Lane are locally listed buildings outside the SPD Area. There are also a number of Grade II Listed buildings in the wider area which are a demonstration of North Finchley's architectural heritage. These include the Christ Church and houses at 32-38 Torrington Park.



Image 61: Buildings on High Road contributing to local character



Image 62: artsdepot



Image 63: Sainsbury's



Image 64: Waitrose

Townscape

Existing Building Heights

A.14 As shown on Figure 32 the majority of the buildings along the High Road are 3-storeys high, with upper floors used mostly as residential, offices or storage space. Whilst the southern end of the High Road at the edge of the study area includes mostly 2-storey buildings.

A.15 The artsdepot development, which includes an Aldi store and bus station with residential above, is the tallest building in the town centre. It rises to 16 storeys, significantly exceeding most of the surrounding buildings, though Finchley House Business Centre on the opposite side of Kingsway is a 9-storey office block.

A.16 The northern end of the SPD Area includes several 5-6 storey high residential and commercial buildings.

A.17 There are a couple of one storey units within the High Road.

Views

A.18 Whilst there are no local or metropolitan protected views within North Finchley, southern views within the town centre largely terminate at the Tally Ho which is a local landmark and make this view a key consideration for future developments. Additionally, the view from Woodside Park tube station towards the High Road is an important arrival view for commuters and visitors.

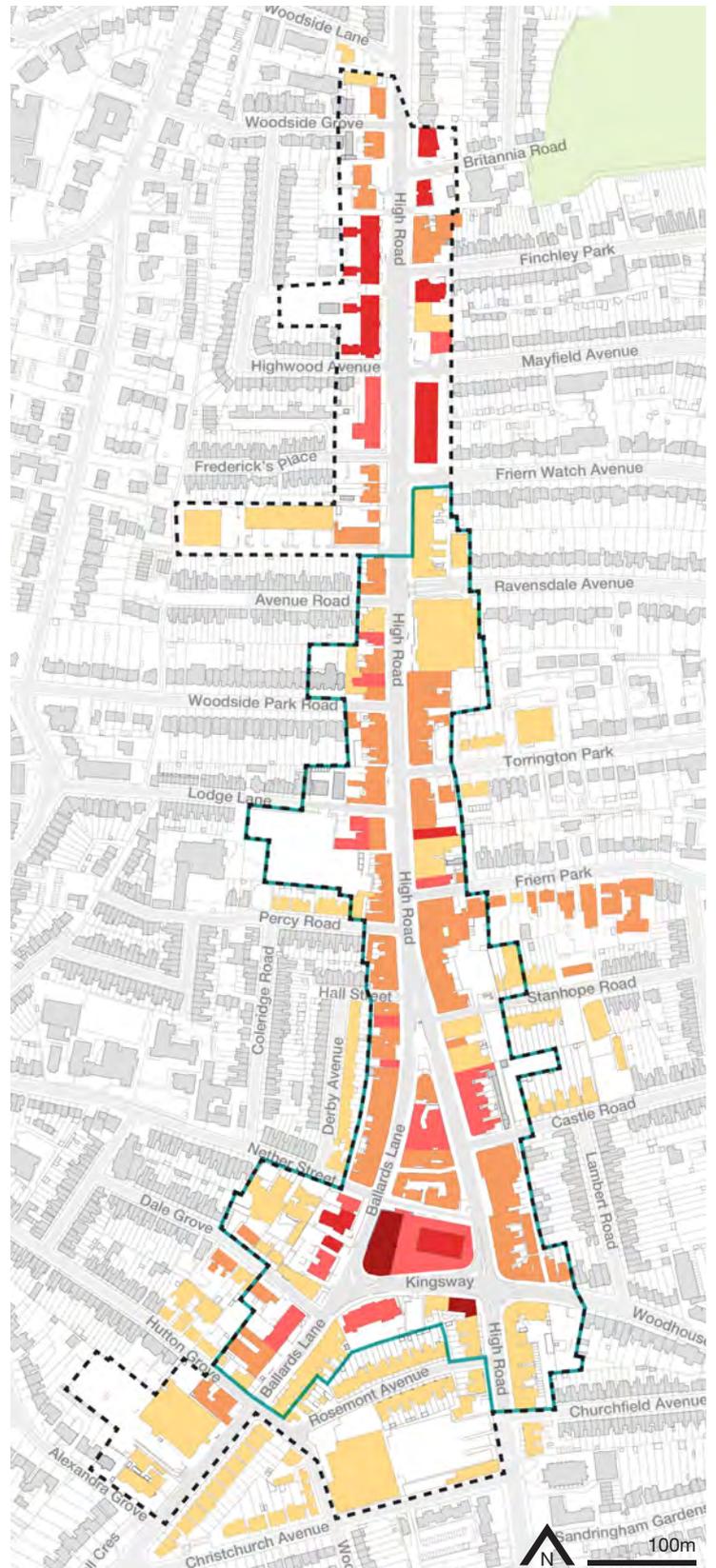


Figure 32: Building heights

Shop Front Quality

A.19 The shop front quality along the High Road is mixed, with a large number of poor quality frontages. There is a lack of active frontages, with many shop windows covered internally with posters and signage. Vacant units also detract from the shop front quality along the High Road. A number of shops have outdoor displays which, due to the lack of pavement space, create a cluttered street environment and present an issue for accessibility.

Public Realm

A.20 There is generally a lack of good quality public realm within the SPD Area with few safe, pleasant spaces for people to gather. The main public space at the corner of the Tally Ho triangle site provides good tree cover and seating however, due to its location it is surrounded by heavy traffic.

A.21 Narrow pavements and on-street car parking impact negatively on the pedestrian environment. The existing street furniture and public art is not well placed, and creates an issue for those who are mobility impaired. Good examples of outdoor seating are demonstrated outside the cafes where a wider pavement enables a more pleasant pedestrian and outdoor café experience, otherwise there are limited opportunities for outdoor dining.

A.22 The Town Centre feels dominated by cars and despite the relatively low level of vacancy and some good quality buildings, the area is not perceived as a pedestrian friendly place where people tend to dwell.



Image 65: Building contributing to local character



Image 66: North Finchley Library

Town Centre Demographics

- A.23 The town centre is at the divide of three electoral wards (Woodhouse, West Finchley and Totteridge), all of which perform broadly in line with the Borough average in terms of skills, occupation, income and unemployment.
- A.24 Analysis of the area surrounding the town centre indicates comparable or higher levels of highly skilled and higher band occupations, compared to the Borough average, which it self outperforms London as a whole.
- A.25 Experian's Social Mosaic Analysis reveals that the majority (52%) of the households around North Finchley are mainly wealthy and affluent urban/suburban families. City Prosperity and Domestic Success Groups refer both to modern middle class wealthy families. There is also a relatively high representation of young professionals or students (21%) and multicultural families (18%). However there are pockets of deprivation in the town centre catchment area particularly to the south east.
- A.26 The findings suggest that there is an affluent and diverse multi-cultural social platform across the wider area of North Finchley who are current and potential key users and visitors to the town centre.

Town Centre Performance

- A.27 North Finchley is a well-established town centre with a relatively low vacancy rate. Whilst the centre has a good range of convenience retail there is a relatively limited one for comparison goods.
- A.28 There is a diverse representation of uses across the town centre with 79% belonging to the A-Class of which 65% relate to shops (A1 retail units) and 16% relate to restaurants. There are also community, culture and leisure uses – including the artsdepot – and a considerable number of schools both primary and secondary in the local area.
- A.29 There is a strong convenience goods offer with Sainsbury's, a Tesco Express, an Aldi and south at Ballards Lane, within less than 3 minutes walk of the town centre, a large format Waitrose.
- A.30 The comparison goods offer is more limited albeit with some multiple retailer presence as well as a number of independent retailers with the majority at the value end of the market.

- A.31 There is a good range of independent restaurants; most of the branded offer is at the coffee shop and fast food end of the market. However these are broadly considered to represent a lower end of the market, with a limited offer of mid and upper market brands. However the relatively recently opened Bohemia (2014) is a more modern and airy large pub which has been successful.
- A.32 The town centre has a high representation of occupiers such as betting shops, loan lenders, charity shops and off licenses. North Finchley has 5 betting shops, the most for a Barnet town centre. There has been an increase in the number of nail bars across the town centre.
- A.33 In general there is relatively low vacancy across the town centre being 8% as of June 2017 compared with a London average of 10%, although it is higher in the secondary frontage. The vacancy rate has been slowly falling in recent years.
- A.34 A total of 230 residential units have been granted permission since 2011/12 within North Finchley town centre boundary. Since 2013, a number of prior approval applications for the conversion of office (B1c Use Class) to residential uses have led to a reduction in the office stock in the centre due to the level of residential demand.

North Finchley Market

- A.35 An open market occurs every Friday in Lodge Lane Car Park. The market has seen a decrease in its retail quality offer and the number of stalls according to the consultation and engagement's findings.
- A.36 Currently located in Lodge Lane Car Park it is slightly isolated and hidden from the town centre's streetscape.
- A.37 It is important to revive its activity and make the market the vivid weekly event that used to be, where the community gathers not only to do shopping but to socialise and spend time together.
- A.38 It is envisaged moving the market to the heart of the town centre activity and strengthening the stalls' relationship to the town centre's shops and restaurants.

b. Transport and Movement

Walking

A.39 Conditions for pedestrians in the area are generally favourable in terms of footway widths and connections. However, the High Road's through traffic carrying function and extensive carriageway width means that perceived severance between the east and west sides of the road is a significant issue. Formal signal controlled crossings are effective in providing crossing facilities at key locations, but inconvenient and hazardous for those wishing to cross elsewhere. Such informal crossing is apparent and meets clear desire lines, indicating a need to better provide for east-west connectivity.

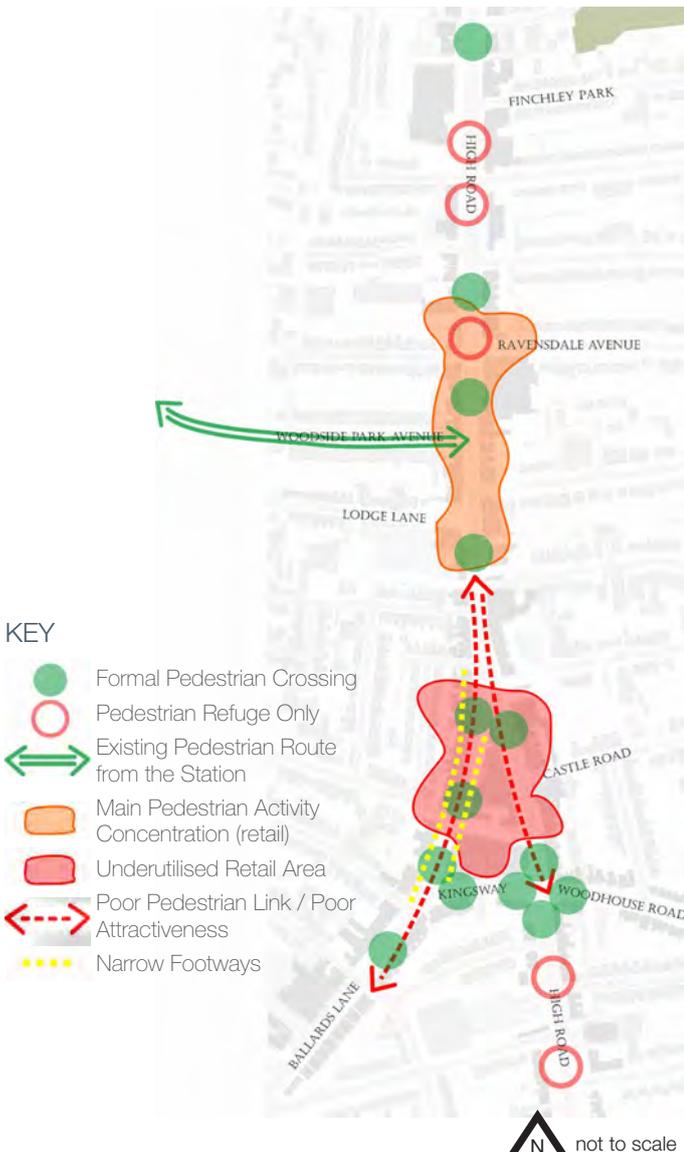


Figure 33: Existing pedestrian situation

Cycling

A.40 As currently arranged, the area is not conducive to cycling with a general lack of cycle facilities on the High Road. There is little in terms of cycling information or parking facilities.

A.41 As part of the Mayor's Healthy Streets Approach, Transport for London are developing a plan for a coherent cycle network across London that will complement walking and public transport priorities. The Strategic Cycling Analysis (SCA), June 2017 identifies that in terms of future cycling demand, the Highgate to North Finchley corridor is one of the 25 identified with the greatest potential for contributing to the growth of cycling in London to help achieve the Mayor's ambitions for Healthy Streets.



Image 67: No available cycle lane at High Road

Rail

A.42 Woodside Park and West Finchley stations are 10-15 minute walk from the town centre area. The links are pleasant, tree-lined with good natural surveillance. There is however little to suggest to town centre visitors that this service is available as a sustainable travel option, with no service profile or information given.

A.43 Woodside Park offers a 140 space (LUL) car park operated by NCP. This is more expensive than the Lodge Lane car park which accommodates similar long-stay commuter parking.

Bus Services

A.44 The area is well served by buses with a variety of services, seven in all, as shown on Figure 35. Bus service operational considerations along with local traffic management and access issues have led to a somewhat convoluted bus access and contra-flow access arrangement nearby the bus station and layover area that does little for service legibility and bus profile. The bus station is somewhat hidden from view though offering passengers shelter and real time service information.

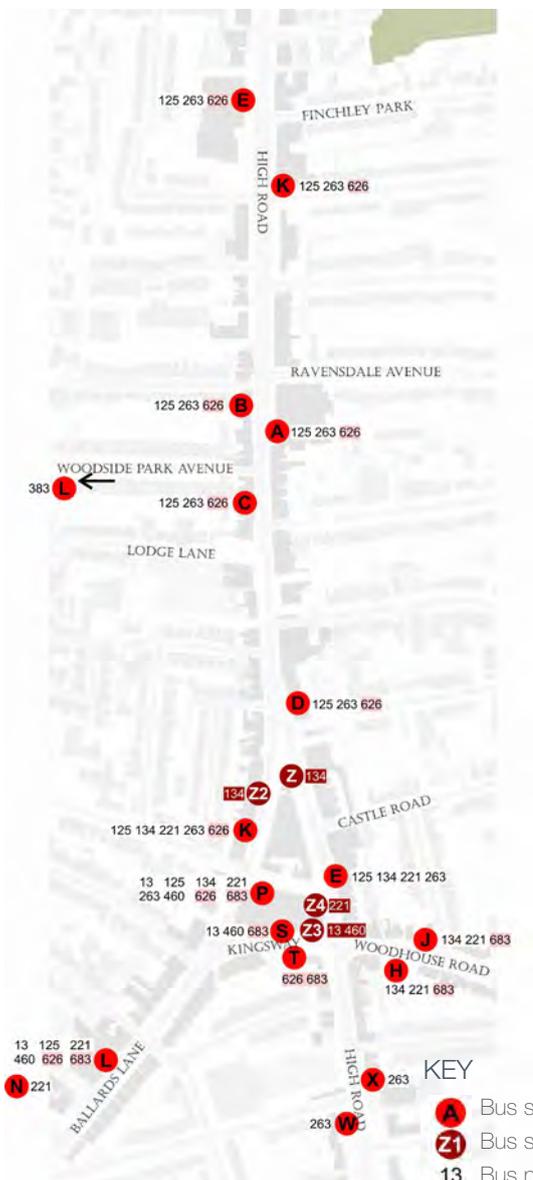


Figure 34: Existing bus stops

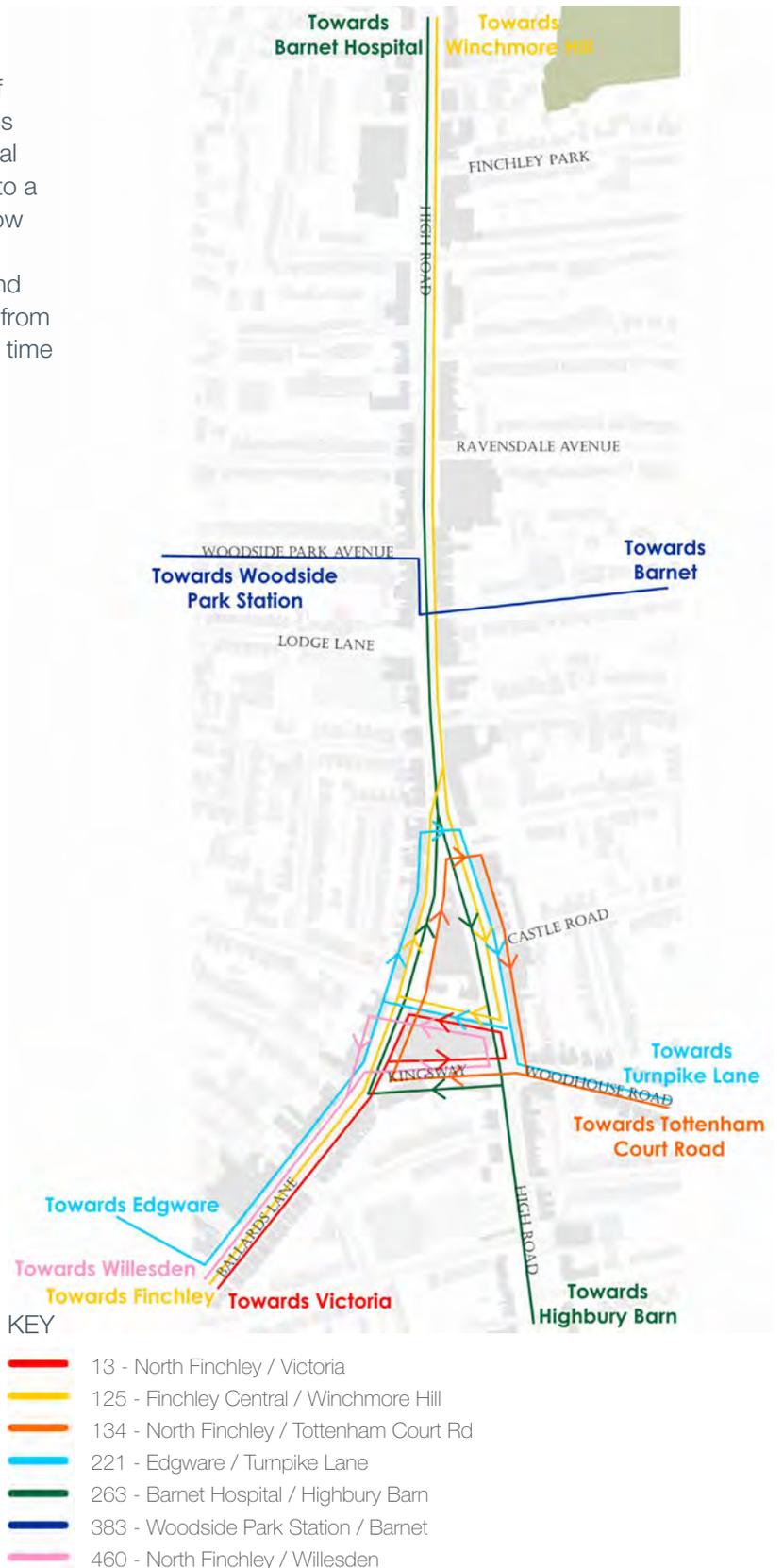


Figure 35: Existing bus routes

Road Network

A.45 The A1000 High Road, as shown in Figure 36, a key strategic link and as such carries considerable volumes of through traffic as well as providing for many shorter distance local movements. Although no detailed survey information is available, site observations suggest that congestion is a familiar component of the town centre experience. Queues clear relatively straightforwardly suggesting local junction arrangements, including traffic signalisation, the gyratory and parking and loading activity may be contributing factors in this and may offer scope for improvement.

A.46 Overall, as mentioned in relation to bus and cyclist movement, the carriageway width and capacity is a favourable element of the town centre’s form suggesting considerable scope for roadscape reallocation in relation to town centre needs for all users, pedestrians, cyclists, buses, parking and loading and streetscape improvement.

