

Mixed reaction to new Tube homes plan

Under TfL's scaled-back proposals for development at High Barnet Tube, mature trees are to be kept and the multi-storey blocks of flats have been reduced in height. However, there would still be a drastic reduction in the number of car parking spaces, writes Nick Jones

Revised plans for the redevelopment of the station site were unveiled by TfL and developers Taylor Wimpey at an exhibition in the station car park. In response to objections after a consultation in June, the development has been scaled back and plans for multi-storey blocks of flats fronting on to the junction of Barnet Hill and Meadway abandoned.

The latest plan proposes:

- **Construction of up to 300 new homes, instead of up to 450 as previously proposed.**
- Six blocks of flats instead of eight, and their height would be reduced to six to seven storeys high instead of 10 to 12.
- **The existing 159 car parking spaces would be cut to 32. This would comprise five drop-off spaces and 27 spaces for long-term parking, of which six would be for blue badge users.**
- The existing approach road would continue to provide



An aerial view of the revised development - the six blocks have been described as 'monotonous'

Building blocks

Transport for London's five-year business plan contains the ambitious target to build 10,000 new homes by the end of 2021.

"This means that half of the units brought to market since May 2016 will be affordable," TfL says.

"We already have development partners in place for 7,000 homes and by the end of this financial year we will have partners in place for all 10,000 homes." TfL says the homes will cater for every aspect of the market.

"We will continue to deliver a number of large sites through our Property Partnerships Framework and the London Development Panel, and encourage smaller providers through the Greater London Authority's Small Sites Framework and other innovative routes. We are searching for an investment partner to deliver our 3,000 Build to Rent homes targeting longterm revenue over capital receipts."

access for vehicles but would become one way and continue through the development, exiting on Barnet Hill, nearer Underhill.

- **The incline of the footpath beside the approach road would be reduced so that it was "wheelchair compatible" and the bus stop near the top of Barnet Hill would be moved 85 metres nearer the pedestrian crossing.**
- Instead flats on either side of the pedestrian footpath leading to the station from the junction of Barnet Hill and Meadway there would be an improved walkway. 100 trees would be planted, in addition to the existing 200 mature trees.
- **There would be a new "square and community hub" in front of the station which would offer a flexible workspace-café with fast broadband. The block of flats nearest to the station would include a convenience store.**

The revised plan re-affirms that 40 per cent of the new homes would be affordable – "affordable rent" and "shared ownership" homes. Just over half the homes would be family homes – two bed and four person and three bed and five person homes.

In justifying the cut in parking space, TfL says this will reduce the number of vehicle trips to the station by 68,000 a year – reducing "noise,

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A new 'square and community' hub would offer a flexible workspace-café with fast broadband

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