



Redington **Frognal**

Neighbourhood Development Plan

20XX - 20XX

August 2018

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FR: FINCHLEY ROAD: RESIDENTIAL AND RETAIL ENVIRONMENT

Introduction

- The carriageway and footway of Finchley Road are both managed by Transport for London (TfL). It is governed by the Highways Act and planning consent for works to the carriageway and footway are not subject to the Town and Country Planning Act.
- Finchley Road forms the western boundary of the Redington Frogna Conservation Area and is lined by Edwardian mansion blocks and other architecture of high merit. It is home to thousands of residents: large stretches are exclusively residential and other parts comprise residential accommodation over shops or offices.
- Its footways have high pedestrian counts, generated by residents accessing schools, community facilities, shops, other businesses and public transport.
- Formerly an elegant tree-lined boulevard, trees, hedges and gardens have been lost due to the road widening programme of the mid 1960s, which necessitated the appropriation of front gardens¹³⁵. Its appearance has been further degraded by the lack of a succession planting programme to replace felled trees, leaving gaps in the tree canopy.

FR 1 Finchley Road: Residential and Retail Environment

- Victorian and Edwardian shop fronts are to be retained, even if the use of the property has changed.
- Restoration and reinstatement of heritage features that have been lost are encouraged. These include unpainted surfaces, pilasters, corbels, glazing bars, stall risers, part-glazed doors and facias.
- Wide and high-quality footways, compatible with a Conservation Area, and in accordance with Section 7 of TfL’s Streetscape Guidance, are supported.
- The Plan supports development which conforms to the Redington Frogna Design Codes and is serviced through a common utilities duct.
- Where possible, pavement width is to be maximised to enable trees and other planting, along with the provision of seating and resting facilities.

Application

5. The Forum encourages Camden to work with TfL, the Mayor of London and Historic England to revitalise the retail section and generate increased pedestrian flows, through the restoration of heritage features to improve the streetscape.
6. Planning applications relating to retail premises should seize the opportunity to restore and reinstate heritage features that have been lost, such as unpainted surfaces, pilasters, corbels, glazing bars, stall risers, part-glazed doors and fascias.
7. Where development opportunities allow, provision should be made for consolidated areas of green space to achieve a wider range of green space benefits and provide flexibility of use. Where possible, planning consents should also provide contributions for other significant greening measures, such as the creation of pocket parks.

Planning consents should aim to ensure planting of trees and hedges within the site boundaries, where this is feasible or possible.

8. Where an original shopfront survives, in whole or in part, there will be a presumption in favour of its retention. Where a new shopfront forms part of a group where original shop fronts survive, its design should replicate the original. An example of an original Finchley Road shopfront is provided below¹³⁶.
10. Active frontages are desirable for premises with non-residential use classes.

APPENDICES

BD 1

BD 3

BD 4

BGI 1

BGI 2

BGI 3

BGI 4

BGI 5

CF 1

CF 2

CF 3

FR 1

FR 2

UWF 1

UWF 2