

Edgware Town Centre Framework

November 2012 – Draft





Looking south along Station Road outside the bus and underground interchange

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Preface

This Town Centre Framework aims to create the right environment to encourage private sector investment and growth in the town centre to secure a vibrant and viable future for Edgware.

The framework will provide the basis for managing and promoting positive change in the town centre and offers a significant opportunity to secure infrastructure improvements to support existing businesses, address traffic issues and enhance the attractiveness of Edgware as a place to live, work and shop.

The framework will:

- address the mixture of land uses in the town centre, focusing on main town centre uses of retail, leisure, entertainment (cinemas), offices, and hotels but also including residential uses
- create a strategy, which promotes and maximises existing and future movement opportunities including public transport and pedestrian and cycle connections
- promote a safer and more secure environment in which all sectors of the community can have a sense of ownership of and pride in the town centre

- create a clear role for the town centre in the context of the planned growth at Brent Cross and other centres
- identify and take account of the opportunities and constraints for sustainable development

This draft is intended to engage land owners, local businesses, residents and other stakeholders to help shape the future of Edgware town centre and we would welcome your views on the draft framework before it is finalised.

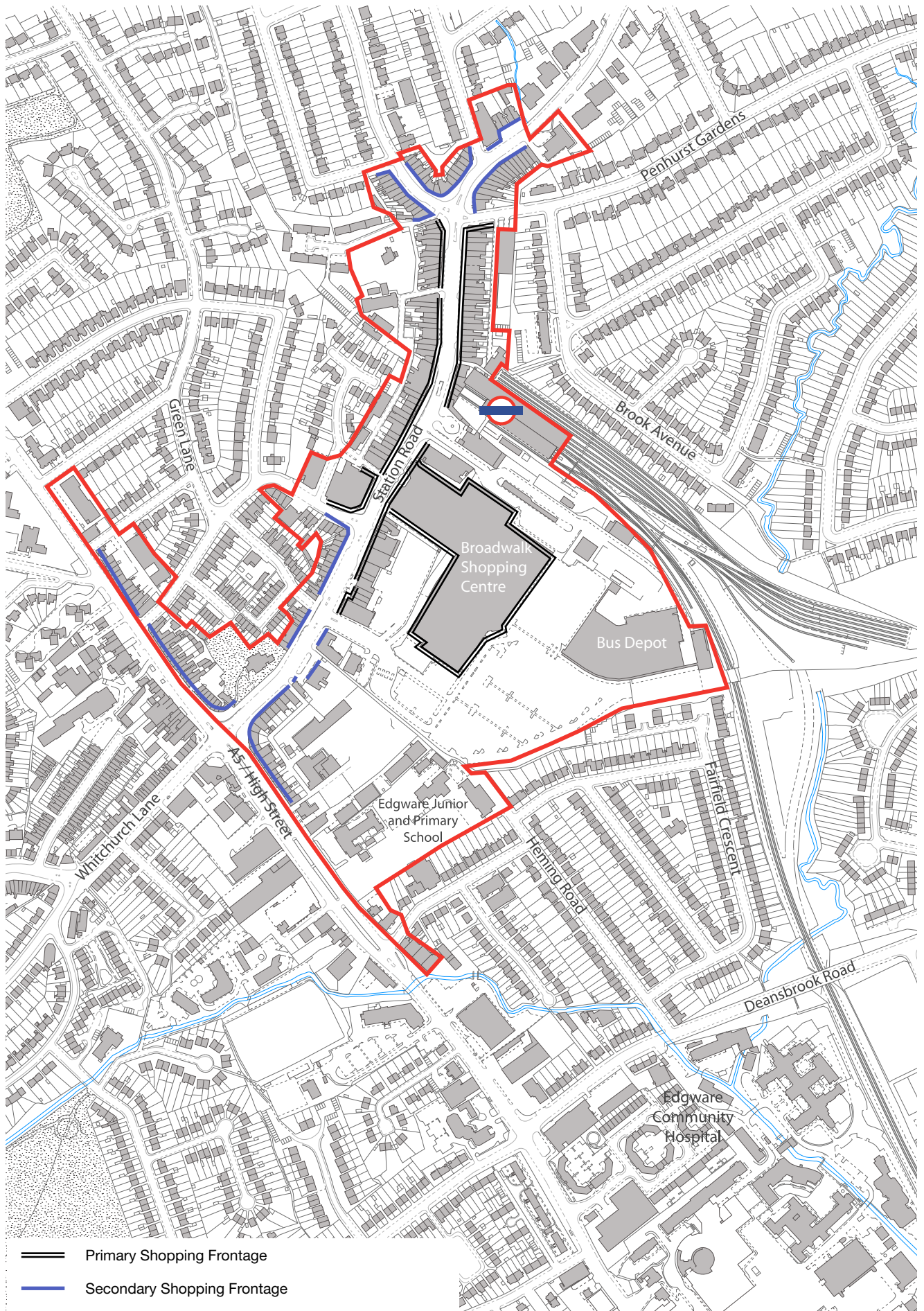
Please visit our website and complete the online feedback form at engage.barnet.gov.uk

Alternatively you can send your comments to:

Edgware Town Centre Strategy Consultation
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London Borough of Barnet
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All comments should be received by 5pm on Friday 25 January 2013 and will be considered in the finalisation of the document.





Edgware Town Centre Framework boundary

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1. Introduction

1.1. Background

Barnet’s suburban town centres are the economic, civic, retail, leisure and transport hubs of Barnet and a good indicator of the economic, environmental and social health of the borough. The network of 20 town centres in Barnet plus Brent Cross shopping centre contributes significantly to the economic prosperity of Outer London as a whole. Nearly every resident in Barnet lives within half a mile of a town centre. Each centre has a special character that contributes to Barnet’s distinctiveness.

Edgware is classed as a major centre in Barnet beneath which there are 14 district centres, 5 local centres and 10 neighbourhood centres. The map below shows how these are distributed across the borough.

In order to promote Barnet as a place of economic growth and prosperity the Council aims to support the continued vitality and viability of 20 town centres in the borough, focusing commercial investment in the four

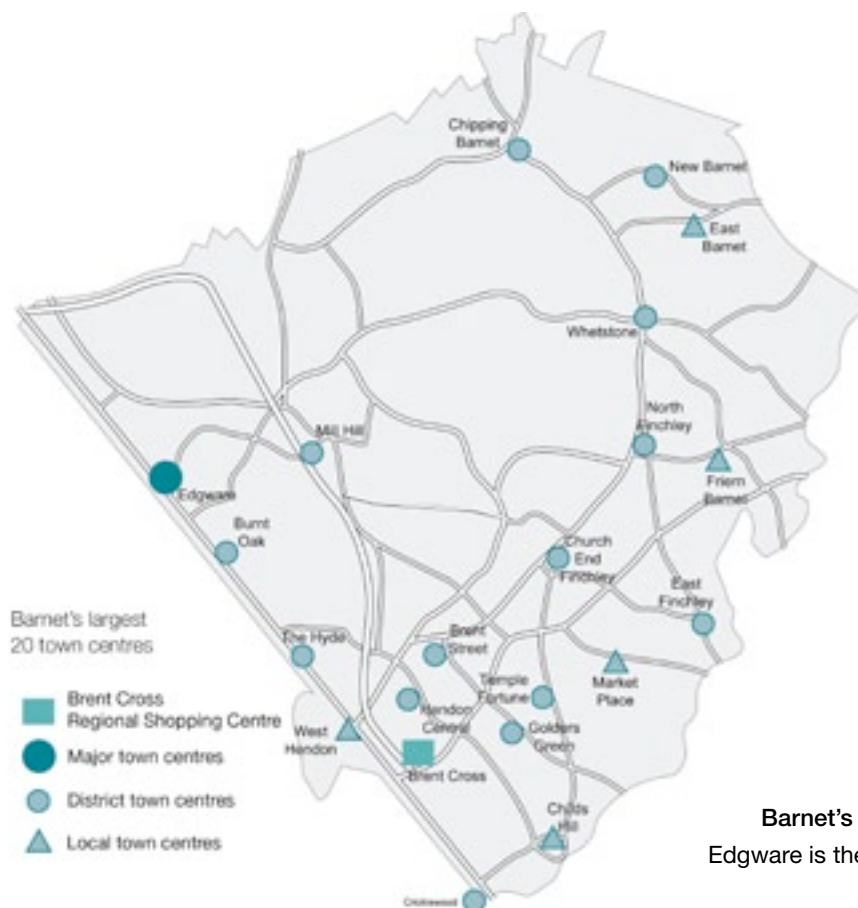
priority town centres of Edgware, Chipping Barnet, Finchley Church End and North Finchley.

1.2. The purpose of the framework

As one of the objectives of Barnet’s adopted Core Strategy (September 2012) set out in Policy CS6 - ‘Promoting Barnet’s town centres’, this Framework sets out the Council’s planning strategy for Edgware town centre.

The Framework responds to the development opportunities that are emerging in the town centre by providing a spatial strategy to guide future development proposals for key sites, manage changes in land use and secure necessary infrastructure improvements within the town centre.

The Town Centre Framework is intended to be a high level strategy for Edgware that sits within Barnet’s overall Local Plan. The Framework does not establish new planning policies but it does provide specific guidance on the implementation of development



Barnet’s largest 20 town centres
Edgware is the only Major town centre in the borough

plan policies within Edgware. It is therefore a material consideration for planning applications in Edgware Town Centre.

The Town Centre Framework will be used to inform planning discussions with developers including negotiations over infrastructure and planning contributions, and to make decisions on planning applications over the next 5 to 10 years.

1.3. Town Centre boundary

This town centre framework uses the same boundary for Edgware town centre as the one identified in the adopted Local Plan Development Management Policies document (September 2012) and is shown on the plan on page 6. This covers the primary and secondary retail frontages that make up the main retail and business core of Edgware Town Centre within Barnet's control. This includes the Broadwalk Shopping Centre, the high street along Station Road and the businesses along the east side of the A5.

The wider residential area around Station Road has also been reviewed to ensure that proposals have a strategic approach and integrate successfully with the surrounding area.

1.4. Opportunities in Edgware

Edgware is one of the most sustainable locations in Barnet with excellent public transport facilities at Edgware Underground Station and Edgware Bus Station. The average weekly footfall through the centre is estimated to be around 130,000 with a broad catchment population of approximately 400,000. Edgware's role as a commuter interchange with large numbers of associated footfall present a key opportunity to capture this audience and encourage them to stop, linger and spend time and money in the town centre rather than pass through.

While the property market in Edgware has fared relatively well during the recession, there is a recognised need to strengthen the town centre in order to maintain its function as a major centre in light of the prevailing economic climate, competition from nearby retail destinations and the projected population growth for the borough of Barnet (12% between 2010 and 2026). The largest and key anchor

stores currently in the town centre are Sainsbury's which is currently approximately 4,645m² gross (2,787m² net) and Marks and Spencer which is approximately 1,858m² gross (1,239m² net).

The Council updated its Town Centre Floorspace Needs Assessment for the borough in 2010 (GVA Grimley 2010). This informed the amount of retail development planned for in the adopted Barnet Core Strategy. The TCFNA identified key opportunities for substantial enhancement in the comparison retail offer in Edgware, Chipping Barnet and North Finchley.

In this context, there are a number of development sites within Edgware town centre which, if managed properly, offer opportunities to deliver improvements to Edgware that will help retain existing retailers and attract new retailers to the town centre.

The biggest development opportunity lies around the Broadwalk Shopping Centre which currently has approximately 18,500m² of floorspace shared between 43 individual retailers and benefits from 1,100 car parking spaces. The car park and land to the rear of the shopping centre could potentially accommodate extensions to provide new retail units.

Other opportunities exist to redevelop derelict land around the Forumside area and land around Premier House. These sites could deliver retail and other town centre uses to contribute to the vitality and viability of Edgware town centre.

In addition to retail development the town centre is also an appropriate location for new residential development which would help provide a mixture of uses to make the town centre feel active, particularly in the evenings.

Edgware town centre is an important public transport node in the borough with the benefit of both an Underground station and bus interchange. It is therefore vital that plans and proposals for the town centre and interchange area are taken forward in partnership with Transport for London.

1.5. Vision for Edgware

A key objective of this planning framework is to enhance and expand the retail offer in Edgware. This means providing new and better shops that will attract modern retailers to the town centre. This will in turn encourage private investment by retailers in the existing shops within the shopping centre and high street. However it is important that new development provides new and improved connections to Station Road so that any retail expansion compliments the existing high street rather than compete with it. Other town centre leisure uses such as a cinema, hotel and restaurants can also help attract people to Edgware. Introducing residential flats above some sites will also provide activity at different times of the day and night.

The following vision has been set for Edgware town centre which responds to local issues and opportunities as well as a sense of the town centres' local distinctiveness and character.

Vision

Edgware town centre will be a successful and thriving place with new and expanded shops around The Broadwalk Shopping Centre integrated with Station Road and the surrounding residential suburbs by new streets and connections. Improved public space outside the Tube Station will provide opportunities for markets and local events while enhancements to the public realm and junctions along Station Road will make Edgware a place that people will enjoy shopping and spending time in .

1.6. Objectives of the Town Centre Framework

The following objectives underpin the Town Centre Framework and set out how the vision for Edgware will be achieved:

- Protect and enhance Edgware's position as Barnet's Major Town Centre by identifying sites for retail growth and other town centre uses to enhance the range of shops on offer and secure a vibrant local economy;
- Secure transport and infrastructure improvements so that new retail development is fully integrated with Station Road;
- Reduce congestion on Station Road and encourage more people to access the town centre by walking and cycling along attractive routes and streets;
- Encourage the development of a distinct Northern Quarter around the Hale Lane and Edgwarebury Lane area with specialist shopping and services;
- Identify and deliver new public spaces and improved public realm including new tree planting an improved environment and public space outside Edgware Tube Station;
- Provide an attractive and safe environment, encompassing the highest quality urban design, architecture and open spaces.

1.7. Structure of the Framework

The Framework is composed of four sections. This first section provides a vision for Edgware town centre and sets out the opportunities and objectives that underpin it.

Section 2 of the document sets out some of the issues facing Edgware town centre and provides the physical, socio-economic and planning policy context for the strategy.

Section 3 sets out an overarching spatial strategy for the town centre which identifies key development sites along with 7 elements of infrastructure which underpin the development opportunities.

Section 4 contains information on how the changes in Edgware town centre can be delivered and the next steps in the process.



Looking north along Station Road, at the junction for access to the Broadwalk Shopping Centre

2. Understanding the issues

This section provides analysis of the urban environment, socio-economic profile, local property market and planning policy context and looks at some of the issues affecting Edgware Town Centre.

2.1. Edgware Town Centre

Edgware town centre is Barnet's largest town centre and the only one in the borough classified as a Major Centre (as defined in the London Plan). Edgware is approximately 10 miles north-west of central London and acts as one of the northern termini for London Underground's Northern Line and is directly served by 19 bus routes, most of which terminate in the centre. It also has good access to the A1 and M1.

2.2. Urban analysis overview

The quality of Edgware town centre's connections, both to its immediate hinterland and to strategic London-wide links, are important for the town's long term economic success. The quality of the buildings, streets and public spaces within the town centre also has a bearing on the perceived attractiveness of Edgware as a place. In addition, the distribution and range of activities in the centre provides a measure of Edgware's vitality and impacts strongly on the way people use and move around the centre. These factors are looked at in more detail under the headings below.

Routes and connections

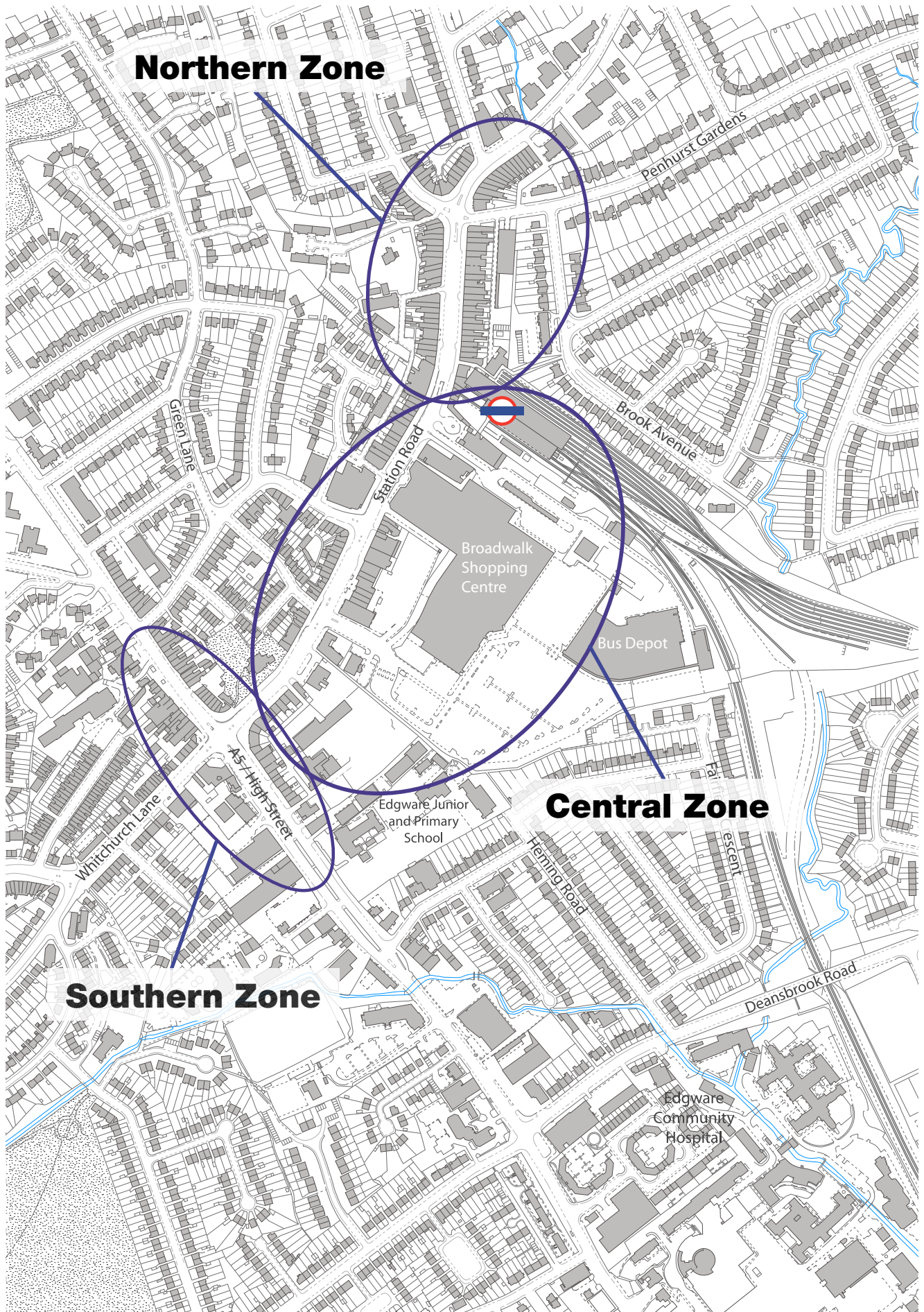
Transport connections between Edgware to the wider London area are very good with the extensive bus network serving the centre, a total of 19 day time services, and the Northern Line underground service. However pedestrian links to the town centre from the surrounding residential neighbourhoods are more limited. This is partly due to the large area occupied by the Broadwalk Shopping Centre, its car park and the TfL bus depot, which, along with the railway tracks, create a barrier which limit access to the town centre, particularly from the east. This large area is dominated by access for vehicles and surface car

parking and has a character more suited to an out of town retail area than a town centre.

The Underground Station and bus interchange currently work reasonably well and are well used by local residents and commuters. However, the volume of buses that travel along Station Road impacts negatively on the quality of the environment along this key street which results in the centre being perceived as a less attractive destination compared to other competing centres.

Current access arrangements for buses mean that 17 of the 19 services go through the bus station behind Station Road using the entrance adjacent to the Underground Station. These bus movements conflict with pedestrians who have to cross this busy access road and creates a barrier to movement which results in severance between the shopping centre and the Underground Station. The turning movements also contribute to congestion on Station Road as other vehicles have to wait when buses are turning into and out of the access road. This is further compounded by the fact that the current routing of the buses mean that almost all buses have to travel along the length of Station Road.

There would be significant environmental and amenity benefits for the town centre if fewer buses needed to travel the length of Station Road to access the bus station and depot, provided the quality of bus service provision was maintained. Reviewing the existing bus routes and considering new routes through the town centre could help make Station Road a more pleasant place to shop and spend time.



Character zones within Edgware Town Centre

Townscape and public realm

Edgware's growth as a suburban centre was precipitated principally by the opening of the underground station in 1924. By this time Station Road had developed into the town's principal shopping street with a cinema facing the original train station. However, passenger services from the over ground station ceased to run in 1939 and goods traffic ceased by 1964. The overland station building was demolished in 1961 and the Broadwalk Shopping Centre was built on the site in 1990.

The town is characterised by three to four storey interwar brick built buildings typical of London suburbs. This pattern of development results in well defined commercial streets with ground floor shops and frequent doors providing access to the offices and residential flats on the floors above which all have windows directly overlooking the street. This character is most evident along the length of Station Road north of the Underground Station. This type of layout works well at creating a lively, varied and durable high street that is of a human scale, can accommodate a wide range of activities and adapts well to change. However, these high street retail units are less well suited to the requirements of today's major retailers who favour larger, purpose built units with servicing facilities.

Character areas

Edgware town centre can be divided into three broad character areas covering the northern, central and southern parts of Station Road. Each of these areas provide different uses and have slightly different functions in the town centre. The three areas are each described in more detail below.

- Northern Zone -

The stretch of Station Road north of the Underground station is perhaps the most intact part of Edgware town centre with consistent and architecturally high quality buildings forming the shopping parades either side of the high street. It also has the greatest concentration of Edgware's independent traders with a high proportion of specialist ethnic and kosher retailers and restaurants located at the northern end of

Station Road and along Hale Lane and Edgwarebury Lane forming a discrete and distinctive character area.

The environmental quality of the public realm within this area is generally good with wide pavements that have recently been resurfaced. However, unlike other suburban town centres there is a noticeable lack of street trees in Edgware.

With small building plots and multiple land and lease ownerships, there are few opportunities for major development or change in the Northern Zone.

The focus in this area should be on enhancing the environment and protecting and strengthening the independent retail offer.

- Central Zone -

The central area between the Underground Station and St Margaret's Church is more varied in character. The Broadwalk Shopping Centre, Premier House and the development on the former cinema site differ significantly from the character of the Northern Zone. The scale and form of Premier House at 14 storeys, in particular deviates from the more traditional prevailing two and three storey high street developments.

The Broadwalk Shopping Centre is located within this area on the east side of the high street. The shopping centre frontage lacks presence within the context of Station Road and is easily overlooked. The main entrance is at a lower level to the road and as a result it is divorced from the street environment. The central mall through the shopping centre leads to a large car park to the rear. The shopping centre and associated car park takes up a significant area of land and there are few public streets or routes through this part of the town centre.

There is less of a prevailing character in this central area although it tends to be dominated by national high street retailers rather than independents. However, there are several individual buildings of note which contribute positively to the area including the Grade II Listed former Railway Hotel and St Margaret's Church.

Whilst there have been some recent improvements, the environmental quality and public realm in this central zone is generally poor. Pedestrian crossing



The northern zone north of Edgware Underground station



The central area of Station Road, with access to the Broadwalk Shopping Centre



The southern end of Station Road

facilities and the physical relationship between the Underground Station, Bus Station and the shopping centre is also poor.

The Central Zone contains the majority of the development opportunities within the town centre. This mainly comprises the three key sites of: The Broadwalk Shopping Centre, the sites in and around Forumside, and the land around Premier House. The Argos store at 158 Station Road which sits between the shopping centre and Edgware Underground Station is also an important site which, if it came forward for redevelopment in the longer term, has the scope to be developed in a way that could radically improve the relationship and linkage between the shopping centre and the Underground Station and improve the pedestrian environment at this key junction in the town centre.

- Southern Zone -

The third principal character area in the town centre is the southern end of Station Road and the A5 / Edgware Road area, of which the western side of the A5 is in the London Borough of Harrow. Edgware Road is a busy dual carriageway south of the junction with Station Road. The area is a marginal retail location and has developed a role as a location for bulky goods, retail warehousing and self storage. The environmental quality of this part of the town centre is dominated by the busy road and buildings that have not been particularly well maintained. Edgware Junior and Primary School is located to the south east of this zone.

Beyond the commercial centre of Edgware are established, leafy and generally attractive and well maintained areas of suburban housing. These attractive housing areas are characterised typically by spacious Edwardian and post-war two storey detached and semi-detached housing with established gardens.

2.3. Land ownership

The Broadwalk Shopping Centre and with it a large portion of the land with the greatest development potential within the town centre, is owned by Scottish Widows Investment Partnership (SWIP) who acquired the centre in May 2012. Sainsbury's are a

key leaseholder within the existing shopping centre and will be central to any redevelopment proposals. London Buses, who own the bus station and depot, also have a major stake in the centre and would need to be key partners, along with TfL in any alterations to the transport interchange.

Premier House, the adjacent parade of shops on Station Road and the car park behind it also present opportunities for development that could integrate with the high street. A large part of this land is owned by Reichmann Properties.

The Forumside area is made up of a number of sites which are under multiple land ownerships, some of which are unknown. However Sainsbury's own a major part of the land in this area which could help unlock its potential. The former Post Office site and health clinic to its rear also offer opportunities for development that could be incorporated into a wider masterplan.

2.4. Socio-economic profile

The following provides a summary of Edgware's socio-economic context, initially specifically the town centre (using the four relevant lower level super output areas each of which typically comprise approximately 1,500 people) followed by the ward of Edgware:

Edgware town centre:

1. The average household income in Edgware town centre is 17% less than the average for the borough.
2. Edgware town centre has a higher than average number of job seekers allowance claimants compared to the borough.
3. Edgware town centre ranks 34% in the index of Multiple Deprivation 2007 which is worse than the borough average of 45%.
4. Edgware town centre has a significantly higher than average proportions of Mosaic Group C – 'older families living in suburbia' and Group D – 'close-knit, inner city and manufacturing town communities'.
5. However Edgware town centre has a lower than average proportion of Group A – 'career professionals living in sought after locations

compared to the borough average’ and Group E –‘educated, young, single people living in areas of transient populations’.

Edgware’s catchment (ward) population:

1. Edgware Ward population accounts for 5% of Barnet’s population which equates to approximately 16,000 people.
2. The average household income in Edgware Ward is 5% less than the average for the borough.
3. Edgware Ward has a better (lower) than average number of job seekers allowance claimants compared to the borough.
4. It ranks 44% in the Index of Multiple Deprivation 2007 which is broadly in line with the borough average.
5. Edgware Ward has a significantly higher average proportion of Mosaic Group A –‘career professionals living in sought after locations’.
6. However Edgware Ward has a lower than average proportion of Group E – ‘educated, young, single people living in areas of transient populations’.

Edgware is home to one of London’s major Jewish communities and contains the country’s first “eruv”, a boundary within which Orthodox Jews can do basic tasks otherwise forbidden by the Sabbath. The local Jewish population is an important characteristic which is shaping the nature of the town centre and the type of shops that are on offer.

Analysis of the local socio-economic profile reveals the differences between the characteristics of those living within the town centre and those living around it within the wider catchment. Broadly speaking Edgware’s residential hinterland includes people earning good incomes who are well placed to support the town centre economy. However, given the intense competition between centres and the choice of other retail destinations on offer, people are choosing not to spend their money in Edgware. It is therefore very important that Edgware town centre continues to attract new investment in order to establish itself as the town centre of choice for local people if it is to take full advantage of it’s catchment area.

2.5. Property market overview

Retail market

Edgware town centre has a reasonable retail offer. The Broadwalk Shopping Centre provides a managed retail environment with a range of well known national retailers supported by dedicated car parking facilities. Sainsbury’s and M&S are key anchors within the centre. The Station Road area provides a typical ‘high street’ shopping environment within the town centre with retail units of standard high street configuration of approximately 93-140 m2 (1,000-1,500 sq ft). These units contain some well known high street names but the high street is predominantly characterised by smaller, independent retailers. It is these independent traders who contribute significantly

Table 1 - Competing retail destinations

Shopping Centre	Floor Area (sq ft)	Distance from Edgware (miles)
Brent Cross Shopping Centre, Hendon	880,000	4
Borehamwood Shopping Park, Borehamwood	180,000	5
Central Square, Wembley	110,000	6
Waterfields Shopping Park, Watford	80,000	6
Harlequin Shopping Centre, Watford	725,000	6
Westfield, Shepherds Bush	1,600,000	9
The Chimes Shopping Centre, Uxbridge	440,000	9
Colney Fields Shopping Park, London Colney	60,000	10

Source: CoStar Focus 2010

to the character of the centre. There are also a high proportion of specialist ethnic and kosher retailers and restaurants located at the northern end of Station Road and along the retail pitches of Hale Lane and Edgwarebury Lane.

In recent years the proportion of non-shopping uses (cafes, restaurants, pubs, estate agents, betting shops etc) along Station Road has increased as the number of traditional retail shops has declined. The level of A1 uses has dropped by approximately 7% since 2007 whilst the number of A3 cafes and restaurant units has increased from 27 shops to 44 shops. As a result the centre has a lower proportion of comparison retailing than is considered average for town centres of Edgware's size and type.

Edgware is facing increasingly stiff competition from other town centres in Watford, Borehamwood, St Albans, Harrow, Uxbridge and central London. Major retail-led investments are planned at Brent Cross Cricklewood which will intensify this competition. Table 1 opposite sets out the significant retail destinations that have the potential to capture shoppers from Edgware's catchment.

Whilst Edgware has generally performed well in difficult economic times and vacancy levels remain low (6% compared to the national average of 15%), the centre's greatest opportunity is to claw back some of the retail expenditure which some local people are currently choosing to spend elsewhere. In the face of stiffening competition the town centre needs investment to retain, and ideally strengthen, its retail position.

Other town centre uses

The Grade II listed Railway Hotel at 38 Station Road has planning consent for extensions and conversion to a 100 bed hotel. This permission was granted in 2008 and renewed in February 2012 however the site has been on the market for a number of years. Having regard for the London Plan strategic target of 40,000 net additional hotel bedrooms in London by 2031 and given Edgware's excellent public transport links, a further hotel development in the town centre would be appropriate.

There is currently no cinema in Edgware. If planned with other leisure uses such as restaurants and health and fitness clubs, a new cinema could help attract people into the town centre as part of a healthy evening economy.

Local agents indicate that there is a weak office market in Edgware and that supply is currently greater than demand. Through the provision of alternative formats of office an business space such as enterprise hubs or innovation centres, town centre floorspace can be made more attractive to home workers and small businesses. Our objective is to provide the employment floorspace in terms of flexibility and attractiveness that meets the changing needs of modern business. Getting the format of the work space right for small to medium businesses is key to future prosperity.

Where existing office blocks are vacant appropriate alternative uses, as part of a mixed use commercial scheme, could be considered subject to complying with relevant Local Plan policies.



2.6. Planning policy context

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. The NPPF was adopted in March 2012 and replaced all previous Planning Policy Guidance Notes and Planning Policy Statements with a single document.

A key focus of the NPPF is to support sustainable economic growth and it clearly states that the Planning system should operate to encourage and not act as an impediment to sustainable growth. To help achieve economic growth, local planning authorities are required to plan proactively to meet the development needs of business and support an economy fit for the 21st century.

In order to ensure the vitality of town centres, the NPPF states that Local Planning Authorities should allocate a range of suitable sites in their Local Plans to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It also states that it is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites. It also suggests that where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

The NPPF retains the sequential test approach to retail development that was present in previous national guidance. This requires applications for main town centre uses to be located in town centres first, then in edge of centre locations, and lastly in out of centre locations if no other suitable locations are available.

Taking into account the sequential approach advocated by national guidance, retail-led development proposals coming forward within Edgware town centre would be considered to be located within the Borough's most appropriate and preferable location.

Local Plan

As required by the NPPF, the adopted Barnet Core Strategy (September 2012) seeks to establish the capacity for new retail development in the Borough based on levels of expenditures and population forecasts.

Core Strategy Policy CS6 – 'Promoting Barnet's Town Centres' sets out the Council's overarching commitment to promote successful and vibrant town centres throughout the Borough. The Council is committed to realising development opportunities within the town centres of Edgware, North Finchley, Finchley Church End, and Chipping Barnet.

In terms of convenience retail (i.e. food and everyday items), policy CS6 identifies that there is capacity for approximately 2,200m² net of new floorspace across the Borough up to 2026 taking account of existing pipeline (permitted or identified) development. Most of the capacity for new convenience floorspace is expected to come forward in the east and west of the Borough within the centres of North Finchley and Edgware.

In terms of comparison floorspace (items that people tend to compare prices on such as clothes and electrical goods) Core Strategy Policy CS6 identifies that there is capacity for an additional 16,800m² of new comparison goods floorspace in the borough in the period up to 2026. The majority of this capacity arises in the East, West and South West sub areas. Policy CS6 also makes clear that in addition to this capacity, the Council will support additional comparison goods provision in the principal town centres of Edgware, North Finchley and Chipping Barnet if supported by continued expenditure growth.

The Development Management Policies Development Plan Document (DM Policies DPD) sets out the borough-wide planning policies that implement the vision and strategic place shaping objectives of the Core Strategy. The DM policies will be used for day to day decision making by the Planning Service and provide additional detail and guidance on how the Council will make decisions on applications for planning permission.

Policy DM11 sets out the key principles for development in town centres and encourages a mix of appropriate uses within town centres to support their continued vitality and viability.

2.7. Edgware Town Team, Business Survey analysis and trader consultation

The Edgware Town Team (formerly the Edgware Business Forum) was set up in August 2010 as a Community Interest Company comprising local traders and businesses. Its overall aims are the pursuit of economic and social betterment of Edgware Town Centre for the benefit of those living and working in the area. Its role in achieving this includes undertaking promotional activities to encourage visitors into the town, encouraging and enabling cooperation, networking and inter-trading between Edgware's businesses and acting as a representative for business with Barnet Council, the police and other groups and bodies.

A series of regular Town Team meetings have taken place since August 2010 focusing on the immediate and medium term issues that are associated with Edgware's consistent underperformance as a major town centre. These include vacancy rates, streetscene maintenance and improvements, parking and promotion of the town.

In partnership with the Town Team, the Council surveyed all businesses in Edgware in order to help identify the issues considered most important to improving trading conditions and activity in the town centre. Around 70 businesses, mainly small and independent traders, responded to the survey. The results revealed that improvements to parking provision, better management of the local road network, better marketing and promotion of the centre and making the streets safer and more secure for all users were the priority improvements which would assist in attracting more shoppers to the centre. Anecdotal evidence from traders suggest that the Broadwalk Shopping Centre and the high street along Station Road operate independently of one another for the majority of visitors.

2.8. Conclusion

The Core Strategy encourages the realisation of development opportunities in Barnet's priority town centres including Edgware. The NPPF also encourages Local Planning Authorities to favourably consider planning applications that secure sustainable economic growth.

In order to maintain its position as a Major Town Centre in Barnet and to prevent leakage of retail spend to Brent Cross Shopping Centre as well as other shopping centres outside the borough, the town centre offer in Edgware needs to be improved. The Council's priority, as set out in the Core Strategy, is for new comparison retail floorspace to improve the range and quality of stores available in the town centre. There is currently only limited identified capacity for new convenience floorspace in Edgware. However it is recognised that convenience retail expansion around the existing Sainsbury's store on the Broadwalk Shopping Centre site could play an important role in unlocking the wider development and enhancement opportunities in the town centre.

The redevelopment of underutilised land in the town centre around the The Broadwalk Shopping Centre, Premier House and the Forumside area represents the best opportunity to deliver substantial change in Edgware and improve the range and quality of shops on offer. However any retail expansion will need to be supported by enhancements to the town centre, including new and improved connections to Station Road as well as the underground station and bus station, to ensure that the wider town centre as a whole will benefit.

Commercial floorspace in Edgware also provides the opportunity to respond to the needs of modern business providing the flexible and affordable work space formats that can nurture growth amongst small to medium enterprises. There is also opportunity for Edgware to provide a healthy evening economy with a new cinema as part of a mixed use commercial development to act as a key visitor attraction.

3. The Spatial Strategy

This section provides a spatial strategy for Edgware town centre based around the three key sites and seven elements of infrastructure.

3.1. Introduction

The Spatial Strategy shown opposite is a visual representation of the vision and objectives for Edgware town centre. It identifies potential land for new mixed use development (dark brown on the plan) which could deliver new shops and other town centre uses which will enhance Edgware’s role as a successful and thriving town centre.

The spatial strategy also identifies new streets, spaces, infrastructure and physical improvements that are required to ensure that new development is integrated with the rest of the town centre. These are the Elements of Infrastructure.

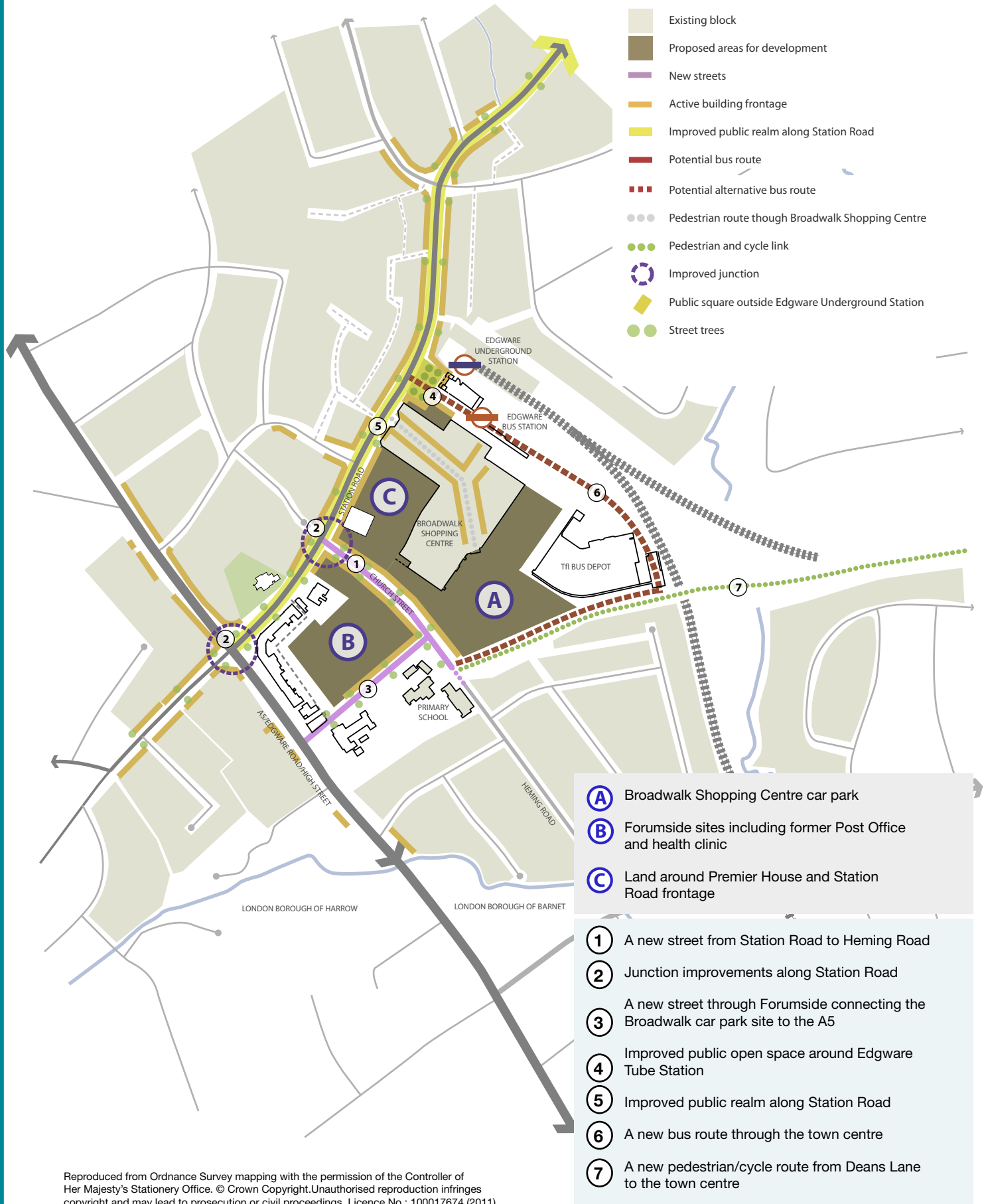
The diagrams on page 22 illustrate how the different components of the Spatial Strategy fit together.

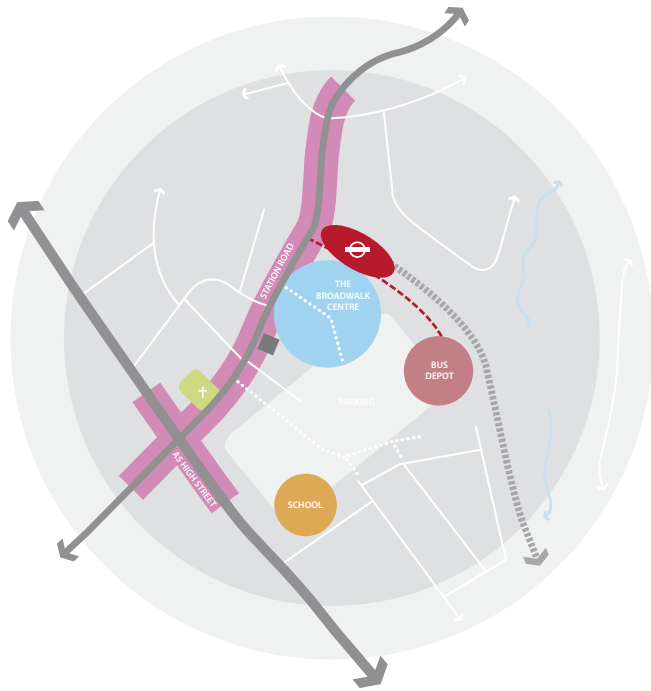


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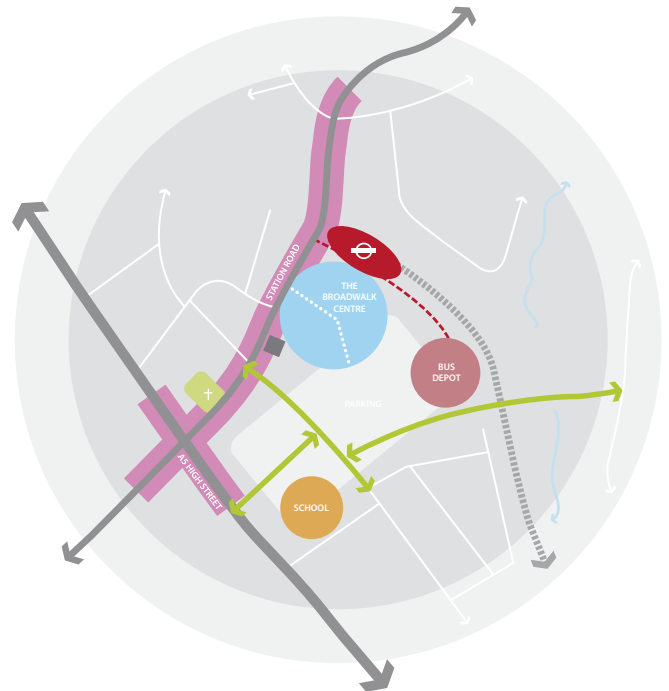
Aerial view of Edgware Town Centre

Spatial Strategy for Edgware town centre

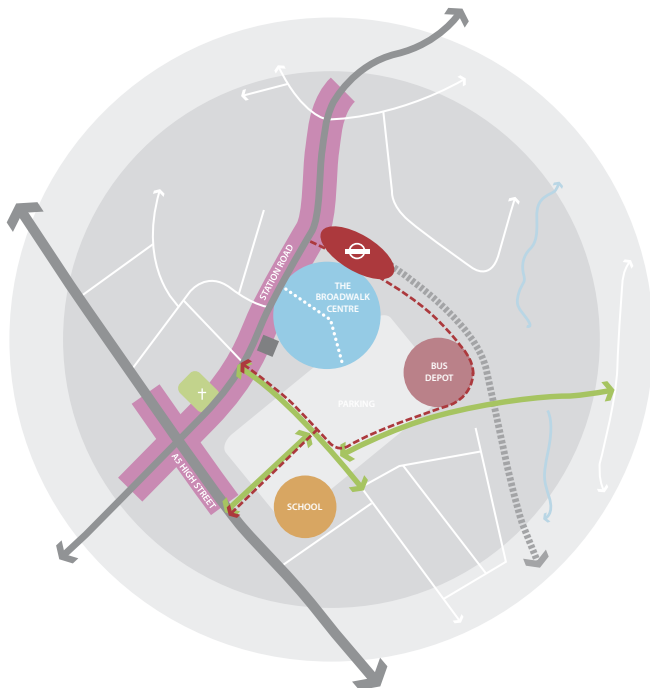




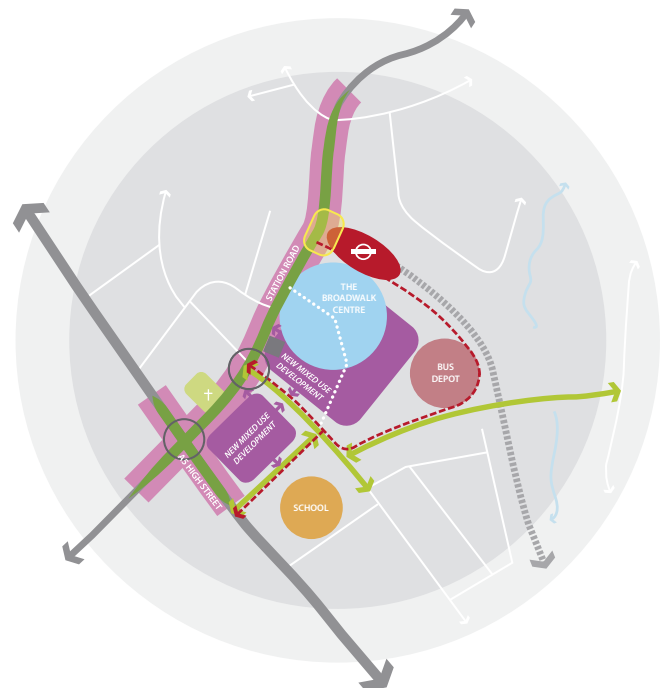
1. The current environment in Edgware town centre, showing the lack of connections and the large area taken up by parking and vacant sites between the Broadwalk Shopping Centre and Edgware School.



2. The green arrows show new streets and routes through this large area helping to reconnect it to Station Road, the A5 and the wider area. This also provides structure to this part of the town centre.



3. The dotted red line shows a potential new route for buses to the rear of the Broadwalk Shopping Centre and out onto Station Road and/or the Edgware Road. This could help alleviate congestion and traffic on Station Road and reduce the number of bus movements into and out of the bus station entrance. An alternative is to redirect some existing routes that currently travel along Station Road.



4. The purple areas show where new mixed use development could be accommodated. These developments would help fund and provide public realm improvements along Station Road (dark green lines), junction improvements (grey circles) and improved public open space outside Edgware Underground Station (yellow).



Existing high street environment within part of the Central Zone near Premier House

3.2. Development opportunities and key sites

A key objective of this strategy is to enhance and expand the retail offer in Edgware. This means providing new and better shops that will attract modern retailers to the town centre. This will in turn encourage private investment by retailers in the existing shops within the shopping centre and high street. However it is important that new development on the key sites identified provide new and improved connections to Station Road so that any retail expansion compliments the existing high street rather than compete with it.

Other town centre leisure uses such as a cinema, hotel and restaurants can also help attract vitality to Edgware as part of a healthy evening economy. Introducing residential flats above some sites will also provide activity at different times of the day and night.

There are three key sites located within the Central Character Zone which could be brought forward for development over the next ten years. These are:

- a) The Broadwalk Shopping Centre;
- b) The Forumside sites; and
- c) Land around Premier House and along Station Road.

These sites can accommodate development including a mix and range of uses that will help deliver the vision and objectives of this framework.

The opportunities for each of these sites are described in more detail below.



Extent of the development opportunity around the Broadwalk Shopping Centre



Extract from the Spatial Strategy highlighting the Broadwalk Shopping Centre car park site (A) and related Elements of Infrastructure

A Broadwalk Shopping Centre

Issue

Edgware town centre is facing increasing competition from other town centres and out of centre shopping complexes where shoppers and local residents are choosing to spend their money. The Broadwalk Shopping Centre serves as the only location in Edgware town centre that meets the requirements of modern retailers in terms of size and type of units. The shopping centre is anchored by M&S and Sainsbury's. Other retail units within the complex, whilst generally well let, tend to be occupied by 'value' retailers.

Shop units along the high street are generally too small and do not have the necessary servicing facilities to accommodate modern retailers. Whilst the shop vacancy rate within the retail frontage of the town centre is below the national average of 15%, there is a high proportion of café/restaurant uses which has increased noticeably over the last 5 years with a corresponding reduction in the number of A1 shop occupiers. These factors, combined with other general changes in retail trends, mean that the current retail offer in Edgware is limited. As a result many shoppers are choosing to shop in competing centres such as Brent Cross, Borehamwood and Watford. The retail offer in Edgware needs to be improved to help attract people back to the town centre.

Proposal

The area behind the Broadwalk Shopping Centre is dominated by a large surface car park. This area is cut off from the high street and the surrounding residential neighbourhood with poor pedestrian access. As a result there is a large area of land in a highly accessible town centre location which is currently underutilised. There is therefore an opportunity to consolidate the car parking and enable additional development to be accommodated within this highly sustainable location.

The car park site is most likely to suit an extension to the Broadwalk Shopping Centre. This would enable new comparison retail floorspace to be delivered improving the retail offer for the town centre. Convenience retail floorspace expansion may also be considered in order to enable the comprehensive redevelopment of the site and deliver the objectives of this Framework.

Leisure uses such as a cinema and associated food and drink would also be considered appropriate on parts of this site.

New buildings should be of an appropriate scale having regard to the neighbouring residential properties to the south east.

It is crucial that this area is well connected to Station Road in order that it compliments the existing shops and services and offers greater opportunities for easy access to the existing high street. Redevelopment of this site should work alongside development of the Forumside and former Post Office site to deliver a new street from Station Road to Heming Road (see Element 1) and positively address it by providing buildings with active frontage onto the street.

The existing pedestrian route through the Broadwalk Shopping Centre should be extended through the new retail space to connect with the new street proposed in Element 1 of the Spatial Framework. This route should also be fronted by active uses and connect with the new route through the Forumside sites to the A5/High Street (see Element 3).

Any proposals for this site would also be expected to improve the existing entrance of the Broadwalk Shopping on Station Road to improve its relationship with the high street.

It is expected that any redevelopment of the site would continue to provide a similar quantum of car parking as currently exists. The dual function of the car parking spaces serving both as a commuter car park for TfL and wider town centre car park will also be required to be maintained.

Benefits

- An extension to the shopping centre could provide comparison retail floorspace within new, purpose built retail units which would attract new retailers to the town centre and expand the range of shops on offer.
- With new connections to Station Road, shops in the existing high street could benefit from the increased visitor and shopper numbers. In the longer term the increased spend in the town centre could incentivise existing traders to improve the existing shops and frontages.
- The possible introduction of new leisure uses such as a cinema could attract people into the town centre outside of the standard shopping hours.
- The development would provide contributions through planning obligations which could deliver other elements of this strategy.
- Development of this land could act as a catalyst for developing the other key town centre sites as well as reinvigorating the wider town centre.

Challenges

- An expansion of the Broadwalk Shopping Centre has the potential to take shoppers away from the existing high street.

- Developments must provide new and enhanced connections to Station Road and contribute to the creation of a new retail circuit within the town centre.
- The existing Sainsbury's store will be key to unlocking the wider comprehensive masterplanning of the Broadwalk site. Any expansion in convenience retail floorspace will need to be carefully considered against the objectives of this Framework and the ability to deliver the elements of infrastructure.
- There are a large number of trees across the car park which would need to be removed. New trees could be planted throughout the town centre to off-set the loss and help 'green' up the high street.
- The relationship to residential properties to the south east in Heming Road and Fairfield Crescent needs to be sensitively addressed and any proposals will need to step down in scale to the boundary with these houses.
- Given the size and complexities of the site and uses currently operating within it, the objectives will not be achieved in one go. Development will have to be considered as part of a phased masterplan.



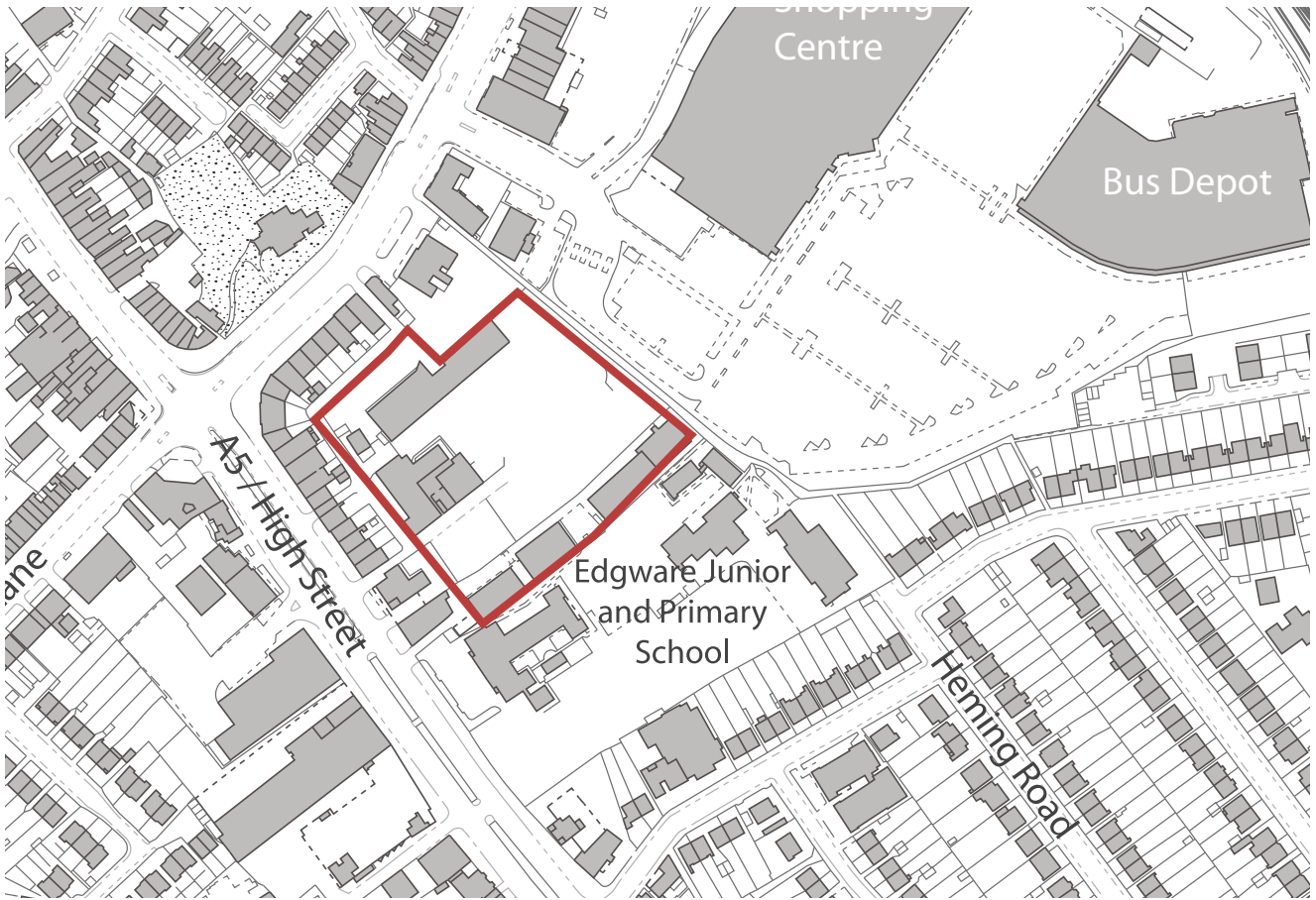
Car park entrance to the Broadwalk Shopping Centre



Broadwalk Shopping Centre from Station Road



Inside the Broadwalk Shopping Center.



Extent of the opportunity on the Formside sites



Extract from Spatial Strategy highlighting Formside site (B) and related Elements of Infrastructure

B Forumside sites

Issue

There is a collection of sites around Forumside on the east side of Station Road to the south of Church Way which have been vacant and derelict for a number of years. This area, when combined with the shopping centre car park, makes up a large urban block within Edgware town centre that is underutilised and isolated from the surrounding area.

The area consists of vacant land, derelict buildings and some light industrial/office uses. The sites are enclosed on the north west by The Railway Hotel and the three storey buildings fronting Station Road, to the south west by buildings fronting onto the A5, and to the south east by Edgware Junior and Primary School. The area is around 1ha and is in multiple ownerships, including a significant area owned by Sainsbury's. This land when combined with the former Post Office site and health clinic presents a significant development opportunity.

Proposal

The site could incorporate residential-led development with an appropriate mix of town centre uses. Development should be of an appropriate scale to respect the existing buildings along Station Road including the Railway Hotel

The redevelopment of Forumside will be expected to aid the delivery of the new street connecting the Broadwalk Shopping Centre car park to the A5 proposed under Element 3.

Development of this site could include the former Post Office building and the single storey health clinic building located behind. This would enable a more comprehensive development to be delivered. The Post Office has relocated to new premises on Station Road. The health centre would need to be reprovided within any proposed scheme.

Redevelopment of the Forumside and Post Office sites should be planned together with the development of Premier House and the Broadwalk

Shopping Centre to enable the delivery of the new street Station Road to Heming Road proposed in Element 1. New buildings should provide active frontages onto the new street.

Proposed buildings should provide active frontage along this new route and the new street proposed in Element 1.

This should be combined with the improved junction design proposed under Element 2 of the Spatial Framework.

Benefits

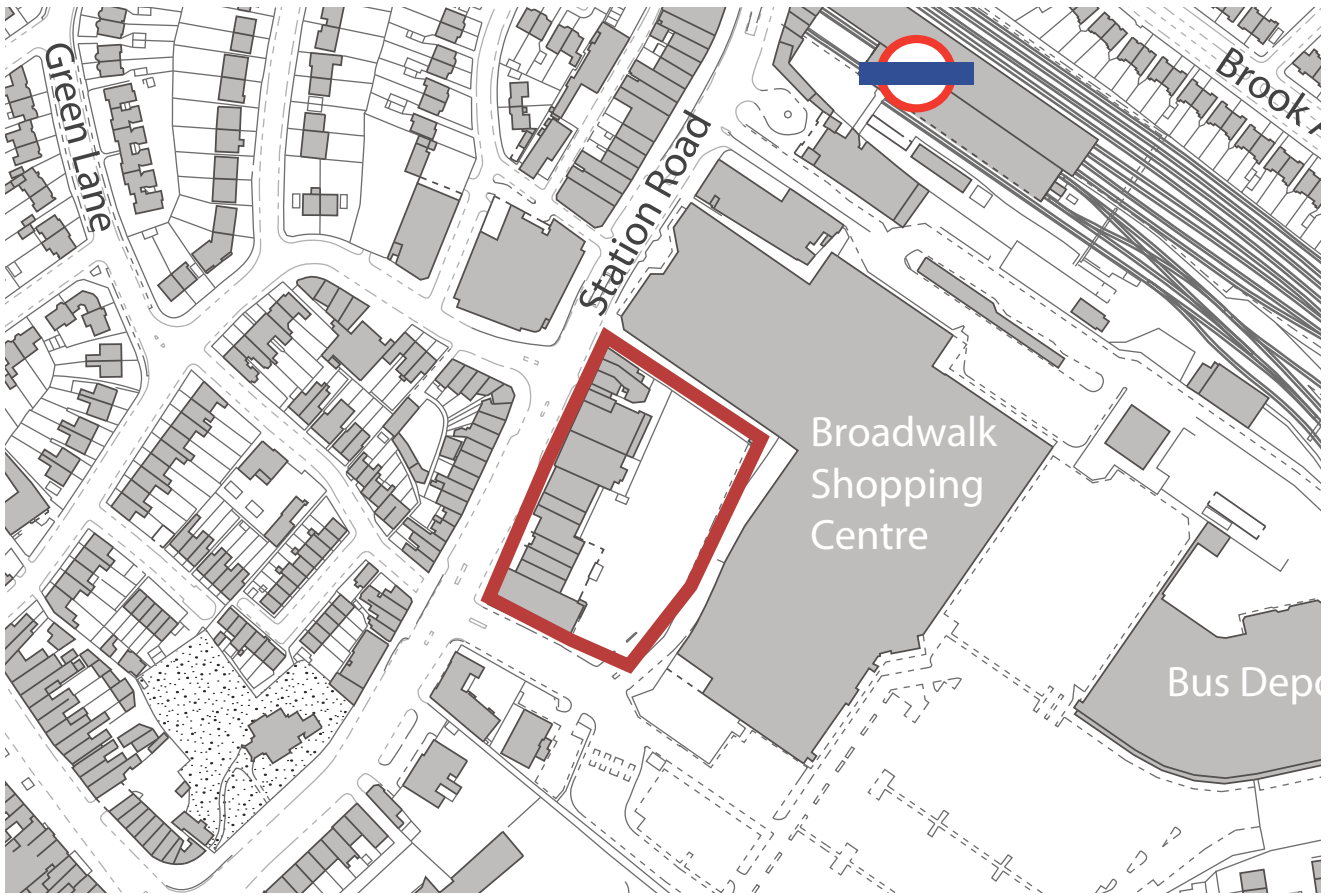
- New residential and town centre uses on the site would help bring activity and security to the town centre.
- Reuse of derelict and brownfield land in a sustainable town centre location.
- Development would provide contributions through planning obligations which could deliver other elements of this strategy.

Challenges

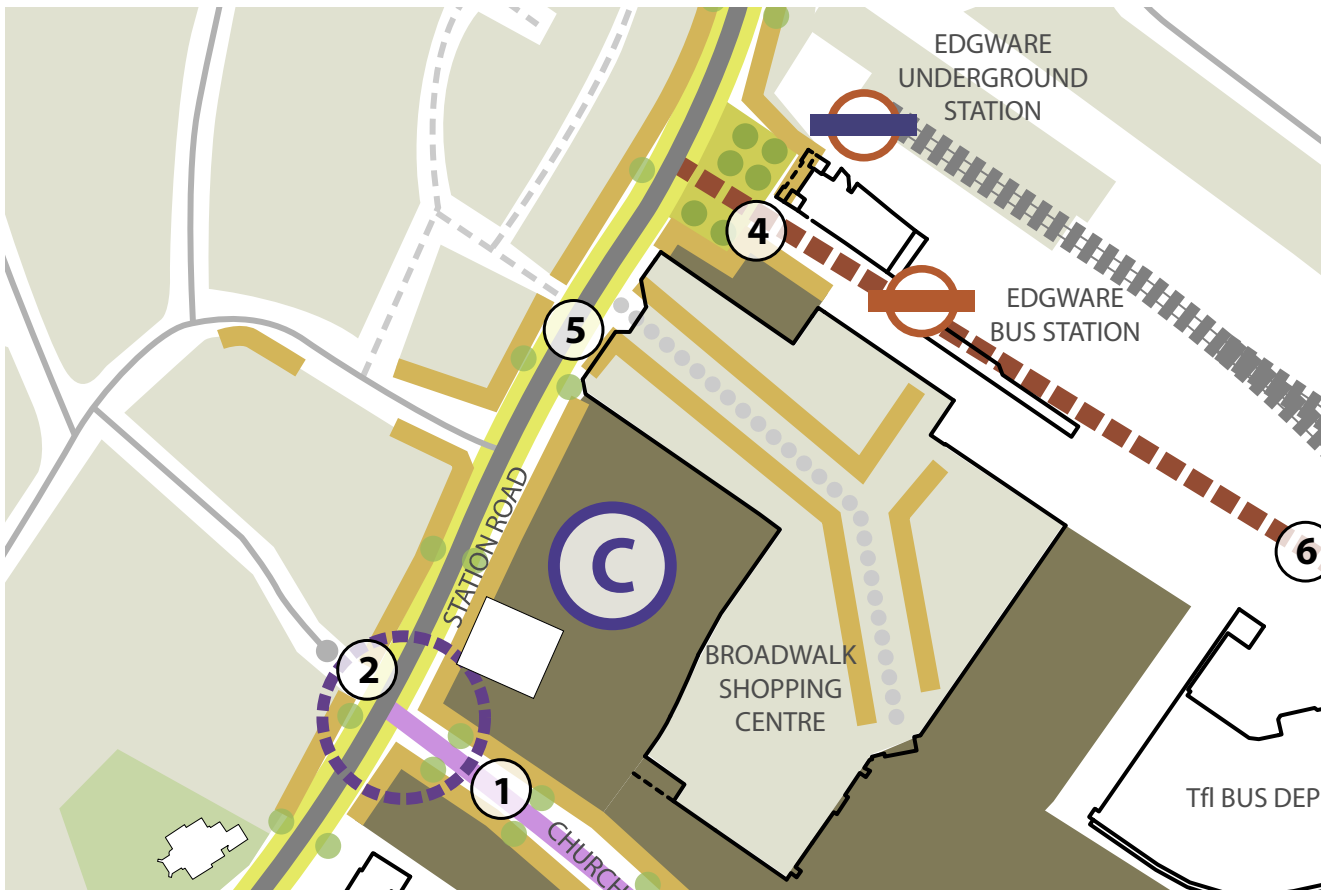
- Challenges around land assembly and multiple land owners. The Forumside area can only be delivered comprehensively if all the land owners come together.
- Relocation/consolidation of existing Telephone Exchange.
- Relationship to backs of existing buildings on Forumside.
- Relationship to Edgware Primary School
- Relationship to Grade II Listed former Railway Hotel.



Derelict sites within Forumside area for potential development



Extent of the opportunity around Premier House and Station Road frontage



Extract from Spatial Strategy highlighting land around Premier House site (C) and related Elements of Infrastructure

Land around Premier House and along Station Road

Issue

Premier House is a 14 storey office block with some integrated commercial units on the ground floor. The building is a prominent feature on the Edgware skyline and is in need of updating. The row of buildings along the South East side of Station Road between the Broadwalk Shopping Centre and Premier House are predominantly two storey buildings of no particular merit. A large private car park is located to the rear of these buildings and is accessed from the car park entrance to the Broadwalk Shopping Centre.

Premier House is relatively well let, but over the last few years it has tended to be smaller, more local occupiers that have taken shorter more flexible leases as the office market in Edgware and north London has declined.

The redevelopment of the parade adjacent to Premier House as part of a comprehensive scheme which incorporates the car park presents an opportunity to provide improved commercial units on the ground floor and improve the building frontage along Station Road.

Proposal

Subject to discussions with landowners, an opportunity exists to redevelop the car park and parade adjacent to Premier House and transform an important section of the building frontage along Station Road.

The site could accommodate a mix of uses including some active retail at the ground floor facing onto Station Road with high quality office or residential uses above. There is also scope for a modern conference and community function hall facility given the site's highly accessible location close to the Underground Station and bus interchange. This would provide a flexible community facility for Edgware.

Retail development on the site would need to be considered against other proposals in the

town centre and the retail capacity set out in the Core Strategy. The site could be a standalone development, or form more of a comprehensive extension to the Broadwalk Shopping Centre. This could offer opportunities to provide a new connection from the shopping centre and car park to Station Road and contribute towards creating a retail circuit within the town centre.

Subject to meeting the relevant Core Strategy and Development Management policy tests, there is potential to convert part of Premier House to residential uses whilst ensuring remaining work space is responding to the needs of modern business in terms of the formats available. This partial conversion and refurbishment could fund re-cladding the exterior of the building to turn Premier House into a high quality landmark and improve the general townscape of Edgware.

The current retail unit on the corner of Station Road and the entrance into the shopping centre car park presents a blank wall to the street in what is an important and prominent location with the town centre. Any proposals for Premier House would be expected to improve this unit to provide a greater active frontage by removing the current blank wall and better addressing this corner location. Proposals should also integrate with the development of the new street proposed in Element 1.

Any redevelopment of the car park to the rear of Premier House would be expected to continue to provide a similar quantum of car parking as currently exists.



Premier house

Benefits

- New high quality buildings and improved shop frontage to Station Road.
- Possible connection from Station Road through to the Broadwalk Shopping Centre and car park.
- New residential use in the town centre would bring activity and security.
- Re-cladding of Premier House to create a high quality landmark building.
- The development would provide contributions through planning obligations which could deliver other elements of this strategy.

Challenges

- Multiple land owners and need for Land assembly. The land owners will need to come together in order to deliver a comprehensive scheme and fully realise the potential of the site.
- Development would need to provide a similar quantum of car parking to that of the existing car park to the rear of Premier House.
- Any loss of office space will need to be carefully considered against the relevant policy tests and new formats for work space will need to be provided.



Parade along Station Road adjacent to Premier House

3.3. Elements of Infrastructure

The Spatial Strategy incorporates the following Elements of Infrastructure and improvements:

1. A new street from Station Road to Heming Road
2. Junction improvements along Station Road
3. A new street through Forumside connecting the Broadwalk car park site to the A5
4. Improved public open space around Edgware Station
5. Improved public realm along Station Road
6. A bus strategy for the town centre
7. A new pedestrian/cycle route from Deans Lane to the town centre

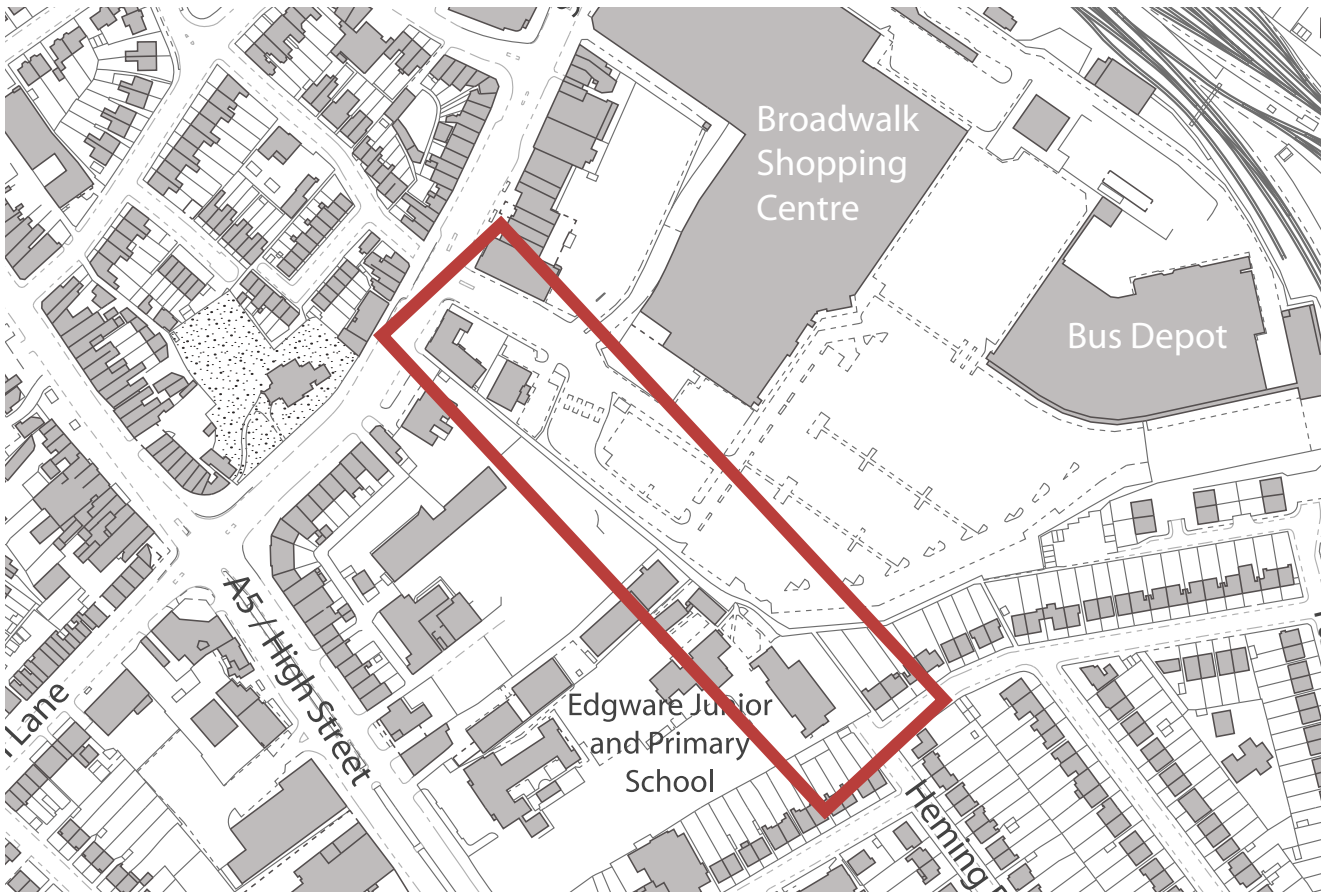
Many of the infrastructure elements of the framework are dependent on each other and therefore cannot be delivered in isolation. Development on the key sites identified in this framework will be required to directly deliver or contribute funding towards the delivery of the infrastructure elements. The owners of the key development sites are encouraged to work together to ensure that their development proposals relate to one another in the context of the Spatial Strategy. This will ensure that developments opportunities are maximised.

The scale of change and development anticipated to come forward in the Framework is significant and cannot be delivered in one go or by one landowner. Commercial constraints and in places complex land ownership will need to be resolved. A phased approach will therefore be necessary in order to coordinate developments with the delivery of infrastructure.

Each of the infrastructure elements is described in further detail in the next section setting out what the issue is, what the proposal is and what benefits and challenges are associated with it.



A high street could include space for café seating, markets, walking, sitting, planting and parking.



Area where the new street would be located



Extract from Spatial Framework showing new street from Station Road to Heming Road (Element 1)

① *A new street from Station Road to Heming Road*

Issue

The large area occupied by the Broadwalk Shopping Centre, its associated car park and the TfL bus depot, along with the railway tracks to the north east, create a set of barriers which limit access to the town centre, particularly from the east. This large area is dominated by access for vehicles and surface car parking and has a character more suited to an out of town retail park than a town centre. Connections from the car park to the high street are limited with pedestrians having to walk through the shopping centre.

There are currently two main pedestrian routes through this area. The first one leads from the rear entrance of the Broadwalk Shopping Centre through the surface car park to Edgware Junior and Primary School, and the second is Church Way which is a separate path that provides a route from Station Road to Fairfield Crescent and Heming Road.

Both routes are relatively unattractive and unappealing for pedestrians, particularly during the evenings as they are not overlooked by buildings.

Proposal

In order that this area can be reconnected to the high street and residential neighbourhood to the south, a new street is proposed from Station Road to Heming Road roughly along the route of Church Way. This new street will sub-divide the large area currently formed by the car park and derelict sites around Forumside and will help introduce a more traditional, legible street pattern for all users. It will also form a direct and safe route from the town centre to the residential area to the south. The new street would not be a vehicular link into Heming Road. It would be designed so that cars can't drive through but so that pedestrians and cyclists can. This will provide an improved pedestrian and cycle link which is clearly visible and legible.

Benefits

- This street will help subdivide the large urban block currently occupied by surface car parking and derelict land. This will help create developable plots on either side.
- New development on either side of the street on the key sites of the Broadwalk Shopping Centre and Forumside sites will provide active frontage and good definition and enclosure to the street making it a safe and attractive route for people to use.
- The new street will still provide vehicular access to the car park for the Broadwalk Shopping Centre and could join with the new street from the A5 proposed in Element 3.
- The new street would provide an improved pedestrian route to the town centre from the residential streets to the south east.

Challenges

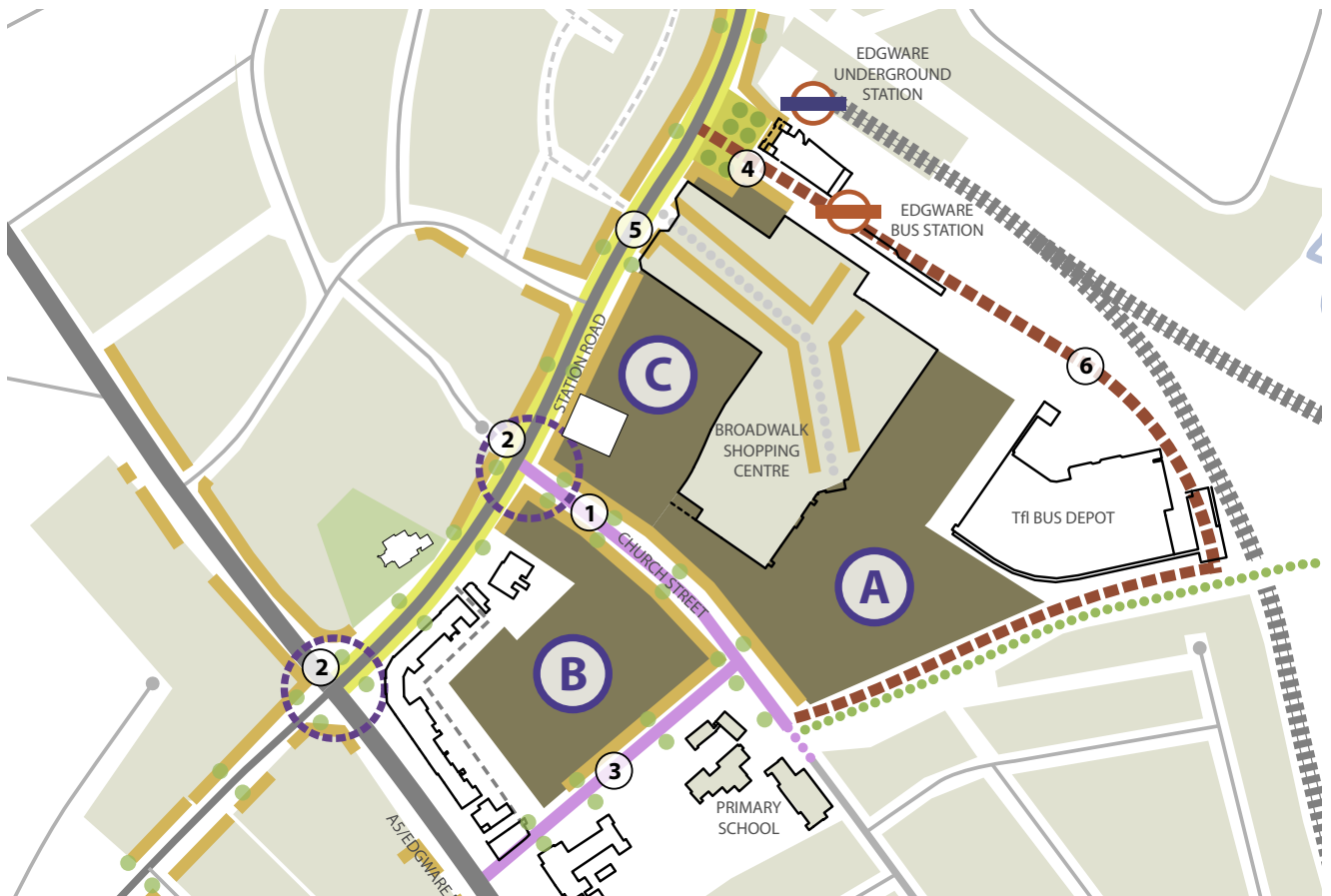
- The new link will require land from part of the current shopping centre car park. Car parking spaces will therefore need to be reprovided as part of the proposals for Site A.
- This link may require a small amount of land currently used by the School as car parking which would need to be reprovided close by.
- The new street would need to link with the new junction onto Station Road identified in Element 2.



Existing access to the Broadwalk Shopping Centre



Location of junctions identified for improvement



Extract from Spatial Framework highlighting junction improvements (Element 2)

② *Junction improvements along Station Road*

Issue

The layout of Station Road and the volume of traffic it carries at peak times hamper bus and vehicular flow which affects the quality of the environment for shoppers and can have an effect on businesses. This is compounded by the junction between Station Road and the access for the Broadwalk Shopping Centre car park which is a congestion point within the town centre.

The junction between Station Road and the A5 is less of a problem for traffic flows but still an important junction within the town centre and can be affected when traffic on Station Road backs up. This junction is currently not a pleasant environment for pedestrians with limited crossing facilities.

Proposal

The junction between Station Road and the shopping centre car park entrance will need to be remodelled and improved. This will need to be considered as part of the development proposals for all three of the key development sites to ensure that the junction can accommodate the increased number of vehicle and pedestrian movements. The improved junction should provide safe facilities for all road users and improve the quality of the public realm around the junction. The junction will need to be designed in conjunction with the new road proposed in Element 1.

The junction between Station Road and the A5 may need to be remodelled as part of future redevelopment proposals. This should provide an improved quality of public realm and improved crossing facilities for pedestrians.

Benefits

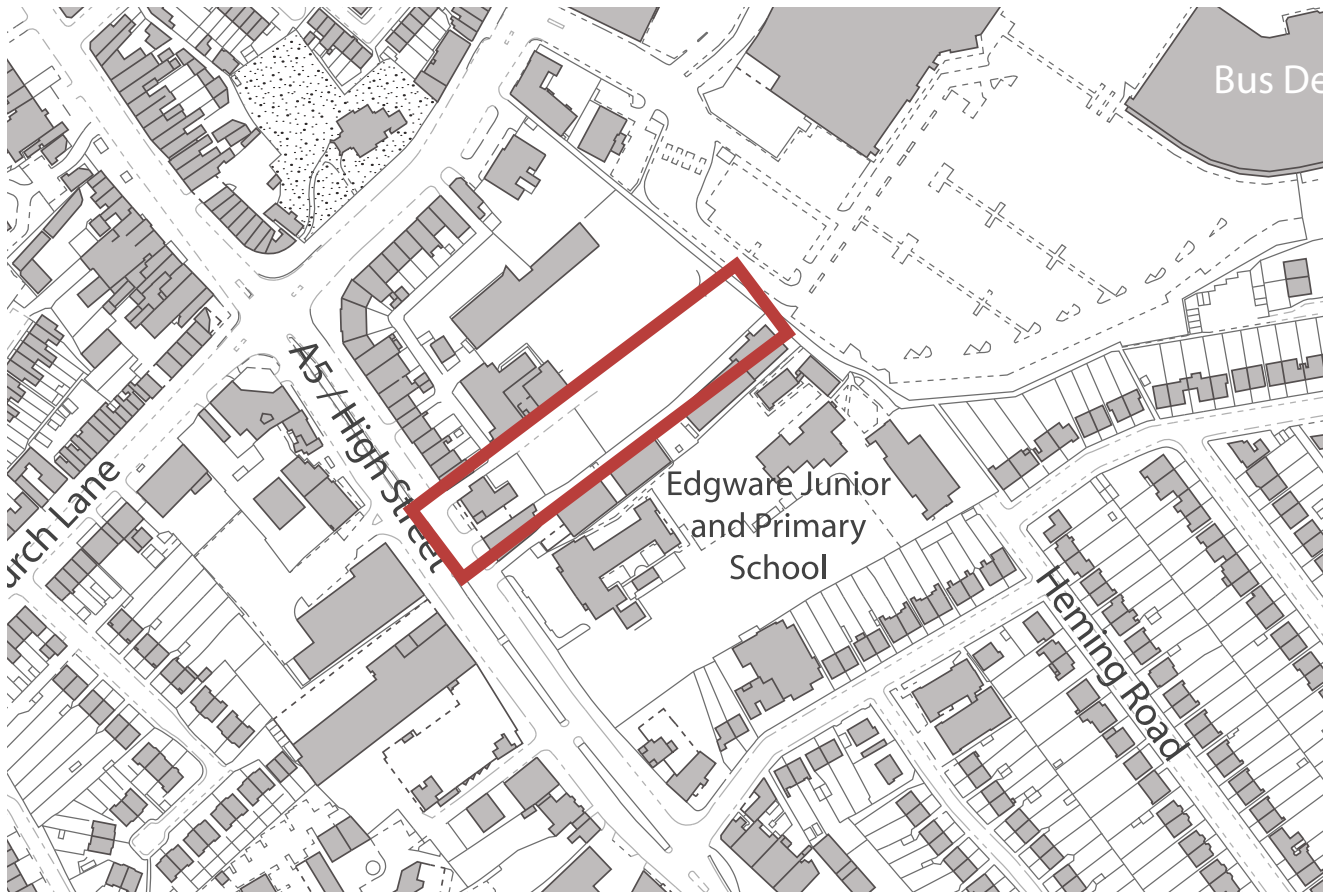
- When combined with other infrastructure improvements such as the new street from Station Road to Heming Road (see element 1) and the new street from the A5 to the Broadwalk Shopping Centre (see element 3) it could help alleviate congestion around the existing junctions.
- Possible improvements to vehicle movements along Station Road.
- Improved environment for pedestrians and shoppers.

Challenges

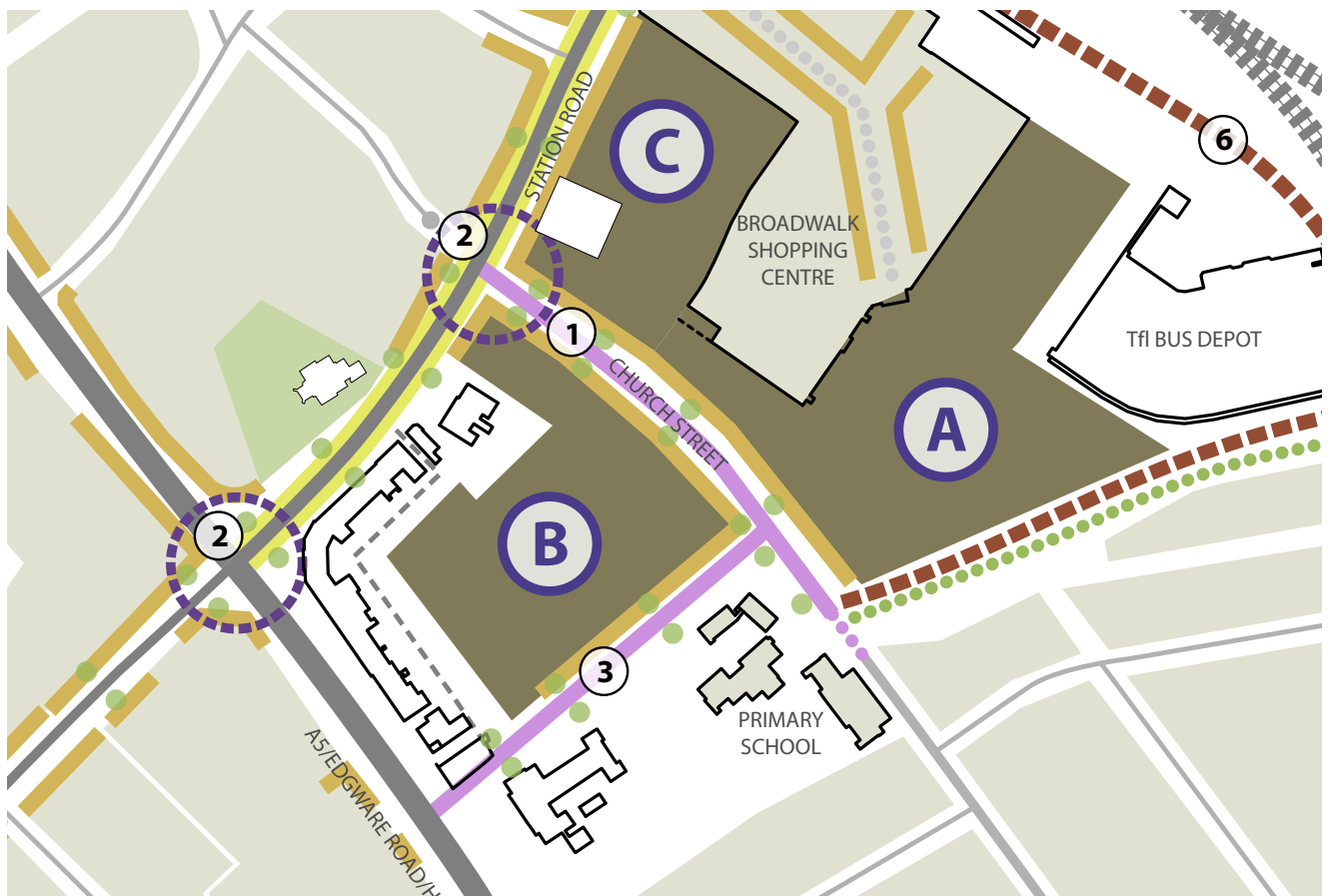
- The improvements may require land from the Post Office and Health Centre sites and will need to be planned in conjunction with developments on these sites.
- Proposed highway solutions will need to balance the requirement for improved traffic capacity with improvements to the public realm and pedestrian environment.



Junction on Station Road
with the shopping centre access road



Area where new street would be located



Extract from Spatial Framework showing new street from shopping centre car park to the A5 (Element 3)

③ *A new street through Forumside connecting the Broadwalk Shopping Centre car park to the A5*

Issue

There are a collection of buildings and plots of land around the Forumside area, some of which have been vacant and derelict for a number of years. This area, when combined with the shopping centre car park, makes up a large urban block within Edgware town centre that is underutilised and isolated from the surrounding area. With few routes through, this block currently has limited access.

Proposal

A new route through the Forumside area is proposed to link the Broadwalk Shopping Centre car park with the A5. This new street could connect with the new street proposed in Element 1.

This new street would be located between Edgware Primary School and the vacant land around Forumside. It could utilise the existing access of Horn Bank or that of Forumside and may require some additional land fronting the A5, depending on the specific access arrangements. The existing right hand turn lane on the A5 into Forumside could also be utilised for the new route. The new route could be used for cars and buses, or just cars, or just buses and is likely to be left hand turn only onto the A5/High Street.

Potential new development on the Forumside sites and surrounding area should positively address this new street and provide active frontage wherever possible. The new street will also form an important pedestrian route from new development around the Broadwalk Shopping Centre to the A5 and should be designed appropriately to accommodate pedestrian movements.

Benefits

- The new street will help create a more permeable network of streets within the town centre.
- The street would help define a new development block at the Forumside sites.
- The new route could help alleviate traffic and congestion issues currently faced along Station Road and successfully accommodate new development in the town centre.

Challenges

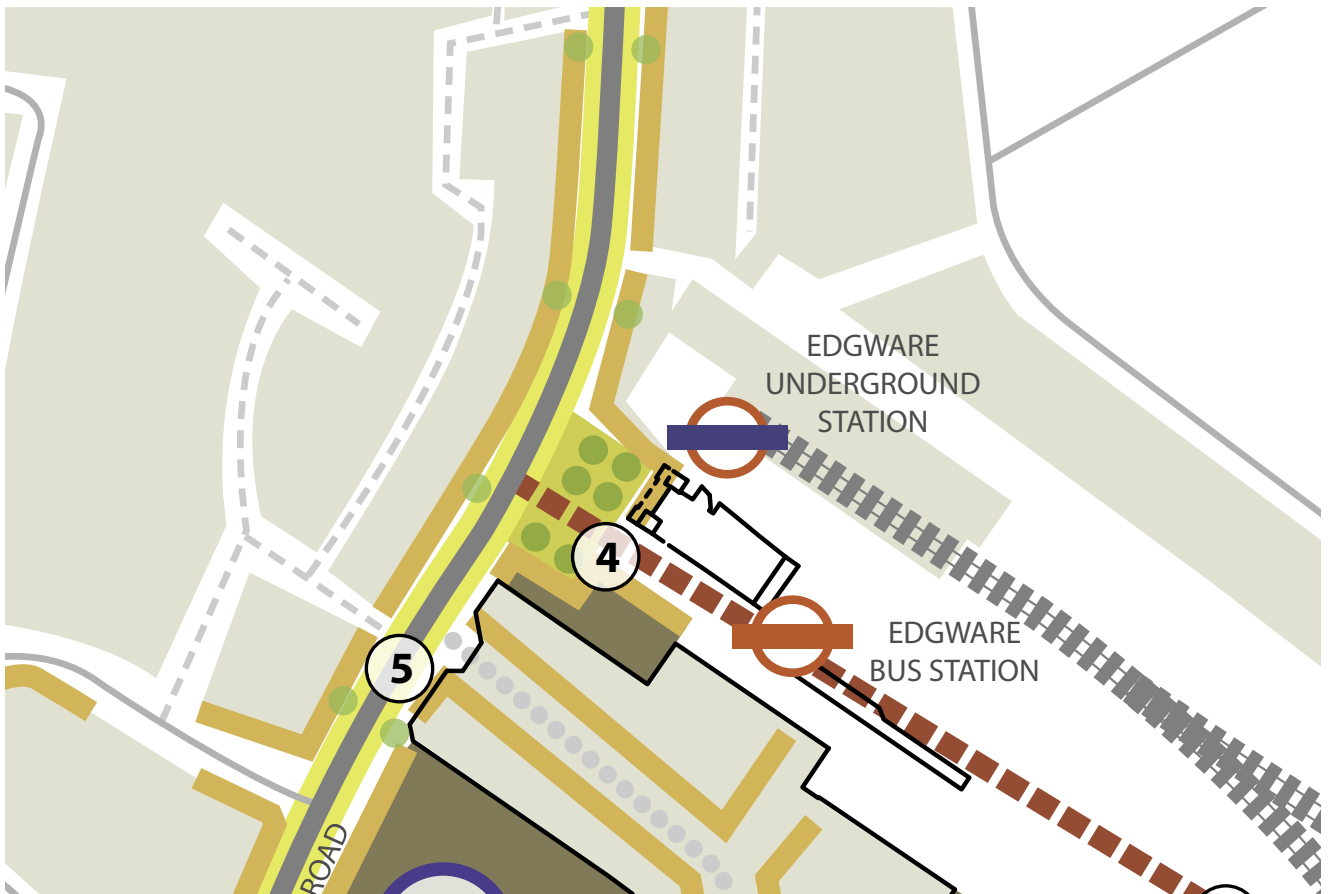
- The new route may require land currently in multiple ownerships. Therefore land may need to be assembled to deliver the new street.
- The A5 is part of the Strategic Road Network and therefore will require consultation with TfL.
- The A5 forms the boundary with Harrow and will require cross borough engagement.



New streets should provide active frontage wherever possible to make them safe for all users



Existing open space in front of Edgware Underground Station



Extract from Spatial Framework showing potential new public open space (Element 4)

④ Improved public open space around Edgware Tube Station

Issue

Edgware suffers from a lack of public open space. Its linear character along Station Road means that there is no clearly defined 'heart' or centre as you might find in a town with a central square for example. The only open space in the town centre is outside Edgware Station and this is currently used as a passenger drop off and pick up facility and is dominated by parked cars and taxis. As a result there are no spaces where people can sit and relax, people watch, eat a sandwich and generally spend time in the town centre. Furthermore the lack of an open area means that there is nowhere for public and community events to be held.

Proposal

The space outside the Tube Station is an ideal location for an improved public space in the town centre which would help to create an attractive, identifiable arrival point from the Station. There is sufficient pavement width to relocate a drop off/pick up point parallel to Station Road, similar to the current taxi waiting bays and on-street parking currently located to the north along Station Road. This would free up the space to create high quality public open space for pedestrians in one of the busiest locations in the town centre. The space could be re-paved and incorporate trees and provide places for people to sit as well as space for public events or market stalls.

In the short term, the existing single storey buildings which face onto this space could potentially be reused for cafe uses to help spill out and enliven the space. Development proposals for the Broadwalk Shopping Centre should attempt to improve the connection and environment between the Shopping Centre and the Tube Station.

In the longer term, the redevelopment of the Argos building could provide the opportunity to extend the open space onto the west side of the bus station access road. The pedestrian crossing facilities across this access road must also be improved as part of any proposals.

Benefits

- Enhance the sense of place and character of the town centre and provide a point of arrival.
- Provide places for people to meet and spend time in the town centre.
- Provide space for community events and gatherings which will help create a sense of community and attract people into the town centre and may lead to increased spend in local shops.
- Provide space for occasional small markets (similar to the French Market which currently comes to Whetstone).
- In the longer term, if the buildings immediately to the south of the bus access route were redeveloped, the space could extend across the bus access route and help improve the crossing for pedestrians.
- A longer term opportunity may also exist to redevelop the current single storey Carphone Warehouse building to help provide greater active frontage and enclosure to the space.

Challenges

- The Station Forecourt area is owned by London Underground Lines (LUL) and changes would require agreement with TfL.
- Possible limitations to tree planting and services due to tube tunnel beneath Station Road and the forecourt area.



The current space outside Edgware Station used as a pick up/drop off space



Parts of Station Road have room for potential new street trees



The Broadwalk Shopping Centre entrance from Station Road is divorced from the street

⑤ *Improved public realm along Station Road*

Issue

The quality and attractiveness of the environment of a town centre can play an important role in whether people decide to shop and spend time in the town centre.

A large part of the high street along Station Road benefits from attractive interwar period buildings and parades. It also has wide pavements along most of its length. However the lack of any street trees along the high street means the environment feels harsh and uninviting. This, coupled with the traffic congestion and frequency of buses, creates a relatively unpleasant environment for pedestrians.

The existing entrance into the Broadwalk Shopping Centre from Station Road is at a lower level than the main part of Station Road. This divorces the entrance from the street and contributes to the lack of connection between the shopping centre and the high street.

Proposal

The space between the buildings along the majority of Station Road is generous. At the moment this space is divided up to provide pavements, parking bays and central reservation. The way in which this space is designed and allocated between different uses and users can influence the character of the place. For example a high street could include space for shop displays, space for café seating, space for markets, space for walking, space for sitting, space for vehicles, space for planting and space for parking.

In the short term the high street environment should be enhanced by planting new street trees, de-cluttering pavements by removing guard rails and other unnecessary features. This could help provide an environment where cafes and restaurants could spill out onto pavements and provide outdoor seating. New coordinated street furniture and signage could help contribute to the character and identity of the town centre. Any public realm proposals should be coordinated

with the improvements to the public space in front of Edgware Underground Station identified in Element 4. The space in front of the Broadwalk Shopping Centre entrance should also be improved as part of any proposals for the expansion of the shopping centre. The connection between the shopping centre entrance and the high street needs to be improved.

Benefits

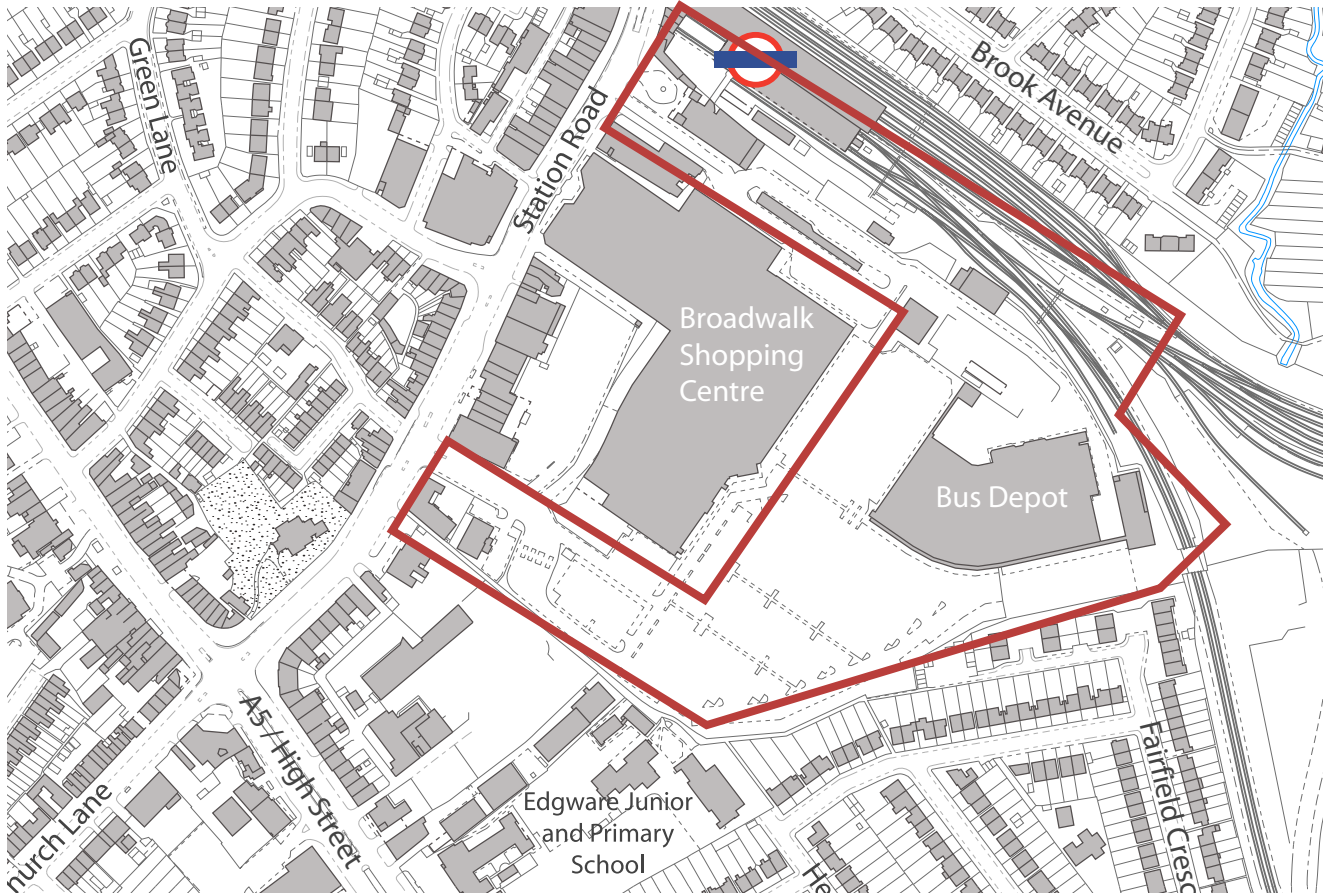
- New tree planting will soften and enhance the urban environment whilst providing microclimate benefits in terms of shade and air quality.
- Tree planting and de-cluttering improvements could be funded from government grants and would not be dependant on some of the major development proposals coming forward.
- Improved pedestrian environment encouraging the wide pavements to become places where cafes can spill onto and provide places for people to sit.
- Improved environment to attract people to shop and spend time in the town centre.

Challenges

- Surveys may be needed to establish where services are located beneath the ground to assess where trees can be planted. Part of Station Road is built over a tunnel associated with the Northern Line tracks. This may not have a deep enough sub-structure for trees to be planted in this location near the Station.



Street trees can enhance the town centre environment



The potential new bus route could run around the back of the Broadwalk Shopping Centre car park.



Extract from Spatial Framework showing potential new bus route (Element 6)

⑥ *A bus strategy for Edgware*

Issue

Edgware town centre is served by an extensive bus network with a large volume of buses using Station Road. While these bus services are crucial in providing an effective interchange with the Underground station as well as ensuring the surrounding area is well connected to the town centre, the volume of bus movements they generate has an impact on the quality of the environment along Station Road through noise and air pollution. The lack of street trees along Station Road, which might otherwise help provide a buffer between the buses and pedestrians, exacerbates this issue.

The current access road into the bus station creates a barrier for pedestrians walking along Station Road between the Broadwalk Shopping Centre and the Tube Station. This is compounded by the number of buses entering and exiting the bus station which makes it difficult for pedestrians to cross the access road and creates an unsafe environment generally. The bus turning movements into and out of the access road also cause delays to traffic along Station Road.

Proposal

A strategy for addressing bus movements in the town centre is needed. This should look at the routing of existing buses along Station Road and consider alternative locations for some buses to turn instead of all buses having to use the bus station. Additional bus stops along Station Road should also be investigated. This should be co-ordinated with the public realm improvements under Element 4.

The long term potential for a new bus route around the bus depot and along the rear of the Broadwalk Shopping Centre car park is identified. The new route could allow some buses to exit the bus station or depot by an alternative route to the existing access which is next to the Tube Station. The buses could then access Station Road further south using an improved junction at the car park entrance (see Element 2). Alternatively the bus route could

connect to the new street through the Forumside sites (see Element 3) which would allow buses to exit directly onto the A5.

Benefits

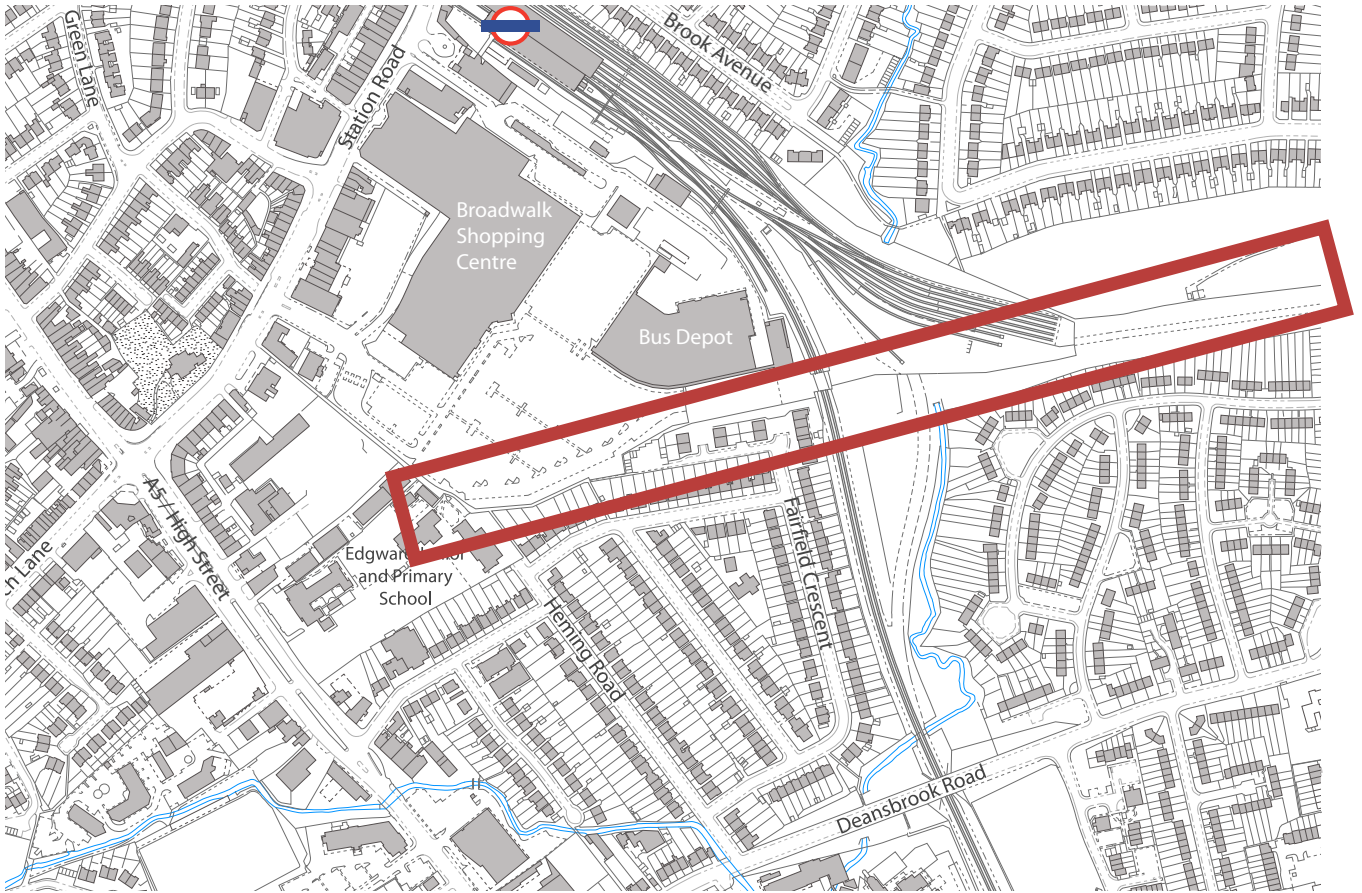
- By reviewing the routing those services that don't need to stop at the bus station the number of bus movements along Station Road could be reduced and could improve congestion.
- Turning some buses further south along Station Road using the new street proposed under Element 1 could reduce the number of buses turning into and out of the bus station entrance. This would reduce the conflict between buses and pedestrians trying to cross the bus station access road.
- The proposals could lead to an improvement in the environment along Station Road while maintaining the quality of bus service provision in the town centre.

Challenges

- Any alterations to bus routes would require agreement with London Buses and TfL.
- The potential new route to the rear of the Broadwalk car park would require land around the bus depot. Existing level changes would need to be addressed.
- There could be cost implications for bus services through the short increase in bus route distances.
- The location and distribution of bus passenger drop off and pick up points would need to be considered.



Buses turning into Edgware Bus Station



Plan showing area where new pedestrian/cycle route would be located



Extract from Spatial Framework showing new pedestrian and cycle route from Deans Lane (Element 7)

⑦ *A new pedestrian/cycle route from Deans Lane to the town centre*

Issue

The Northern Line railway tracks to the north east of the Broadwalk Shopping centre create a barrier which limits access to the town centre from the east. This cuts the town centre off from the residential neighbourhoods to the east and potentially prevents people from shopping or visiting Edgware.

Proposal

A new pedestrian/cycle route is proposed from Deans Lane along the line of the old overground railway line to what is currently the shopping centre car park. The route would come in behind the bus depot and adjacent to the northern boundary of Parkfield Close/Fairfield Crescent and would connect to the new street proposed in Element 1. The pedestrian/cycle route would utilise the existing railway bridge and TfL access road.

Benefits

- The route would open up direct access to the town centre from the residential neighbourhoods to the east.
- The route would be an attractive green pedestrian and cycle route for those travelling to the town centre from the east.
- The route would encourage sustainable modes of travel for accessing the town centre and could help alleviate some of the congestion issues currently faced in the town centre.

Challenges

- The proposal would require a small amount of underutilised TfL land which is currently used as storage.
- Part of the route, from the bus depot to the new street (element 1), would run along the street proposed for the new bus route (see element 5). This would require the careful management and possible segregation of pedestrian and cycle users alongside the buses to avoid conflict.



A new pedestrian/cycle route would improve the way people can access the town centre



Existing path from Parkfield Close



4. Delivering the Plan

This section outlines the stakeholders that will be involved in implementing the Edgware town centre framework and delivering the objectives for the benefit of the town.

4.1. Introduction

The Council considers investment in Edgware town centre necessary to ensure that it maintains its position in the Borough's retail hierarchy and continues to compete successfully with other centres. There are several development opportunities which have the potential to deliver major improvements and investment in the town centre and expand the number and quality of shops on offer as well as introduce other uses and activities into the town centre. If managed correctly, this will provide the opportunity for Edgware to respond positively to the issues it faces and the growing competition from other nearby centres.

4.2. Priorities for retail floorspace

The Council is committed to realising development opportunities in Edgware to deliver a range of town centre uses and benefits. In accordance with the Core Strategy, the priority is for new comparison retail floorspace to be created. This will deliver new shops in modern units that will attract new retailers to the town centre and boost the retailing range and quality on offer. This should be supported by other town centre uses such as leisure and residential uses to promote activity at different times of day.

Only modest capacity has been identified in the Core Strategy for additional convenience retail floorspace in Edgware. However, the Council recognises that the ability to deliver a viable and comprehensive redevelopment of the Broadwalk Shopping Centre site will in part be influenced by the requirements of existing retailers. Therefore further convenience retail floorspace expansion may be considered in order to deliver the objectives of this Framework. Proposals for additional convenience floorspace will need to be considered carefully against identified retail capacity, accessibility and impact on traffic, the

potential benefits it could bring to the town centre such as regeneration, employment and infrastructure.

There is also potential for improving the office and commercial floorspace available in the town centre making it more attractive to small to medium sized businesses.

Development proposals will be expected to deliver the Infrastructure Elements identified in the Spatial Strategy which set out the Council's priorities for infrastructure and improvements within the town centre.

4.3. Roles and Responsibilities

Achieving the vision for Edgware will be challenging and the Council cannot implement this framework alone.

The key sites that offer the opportunity to deliver change and improvements in Edgware are in private ownership. Therefore the Council's role will be to bring the key landowners and stakeholders in the town centre together to ensure that their individual aspirations and development proposals are consistent with, and supportive of, the vision and objectives of this Framework. To facilitate this a stakeholder group will be set up to monitor and implement the objectives of the Framework. The Council will also continue to engage with the Edgware Business Forum on emerging proposals within the town centre.

Each of the elements of infrastructure identified in the Spatial Strategy present a range of delivery challenges and each will require detailed assessments in order to work through and address the risks, financial commitments, land ownership, phasing and other issues.

The Council will encourage developers to work together to coordinate their developments within the overall context of the Spatial Strategy.

The Council has the ability to use Compulsory Purchase Order (CPO) powers as a last resort where developers cannot assemble land to facilitate development of the key sites.

Public engagement and consultation with the local community and resident groups will be important throughout the lifetime of this framework and will be essential to the success of partnership working. The local community will be engaged and consulted with during the preparation of this framework and will continue to be consulted moving forward.

4.4. Planning obligations / Community Infrastructure Levy

Barnet's adopted Core Strategy (September 2012) sets out priorities for securing section 106 contributions from new development under Policy CS 15.

Barnet is currently developing its local Community Infrastructure Levy (CIL), which is a new mechanism that will replace the use of section 106 tariffs by enabling Local Authorities to set a standard charge across all forms of development to ensure new development contributes appropriately towards meeting its associated infrastructure requirements. Barnet's CIL is expected to be adopted in April 2013.

Barnet's Infrastructure Delivery Plan (IDP) identifies some specific necessary improvements to key junctions along Station Road and more general public realm improvements along Station Road that are needed to cater for intensification of vehicular and pedestrian flows. Contributions from development in Edgware, whether by CIL or by section 106, will be required to help secure these and related transport / public realm improvements within the vicinity of the town centre. Planning obligations through section 106 Agreements will continue to be used alongside CIL to secure the provision of appropriate mitigation and compensation for development proposals and their specific associated impacts.

4.5. Planning applications

This planning framework, alongside planning policies contained within the London Plan and Barnet's Local Plan, provides the framework within which all future

planning applications in Edgware town centre will be determined.

Planning applications will need to demonstrate how the proposed development will help realise the elements of infrastructure identified within the Spatial Strategy, as well as the other objectives of the Framework.

As part of any planning application, there will be requirements for accompanying studies and assessments to be made to understand and consider the impacts of development proposals. Such studies may include transport assessments and flood risk assessments, amongst others. The intention is not to over-burden developers, but rather to ensure that the impacts of detailed proposals are understood and appropriately dealt with.

The Council will seek to engage proactively with landowners and developers through pre-application planning discussions to shape development proposals and work jointly towards delivering the objectives of the Framework.

4.6. Conclusion

Edgware is one of four priority town centres in Barnet for which the Council is preparing planning strategies to help secure vibrant a viable physical and economic environments.

This Town Centre Framework provides a spatial strategy to encourage and support investment in Edgware town centre and enhance its distinctive character. Three key development sites are identified around the Broadwalk Shopping Centre, Premier House and the Forumside area, along with necessary infrastructure and improvements that will need to be delivered by development on these sites to ensure that an expanded retail offer is well connected to the existing high street so that it benefits the whole town centre.

The Council will work with a range of stakeholders to secure successful change in Edgware over the coming years and ensure that it becomes a thriving, vibrant and sustainable town centre with an improved retail offer and town centre environment.

For more information:

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