

Edgware Town Centre Framework

June 2013





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

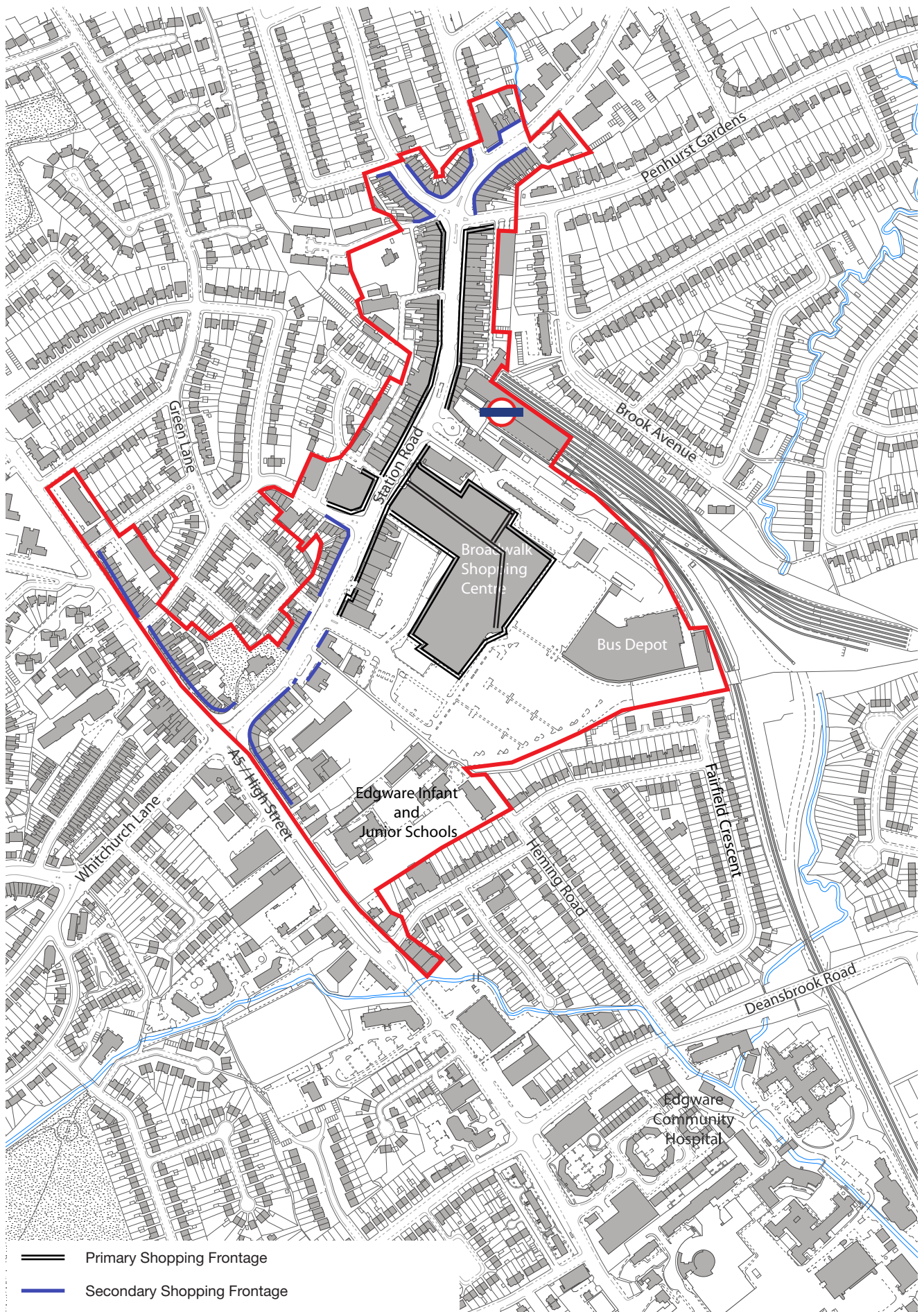
movement opportunities including public transport and pedestrian and cycle connections

- 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

The framework has been prepared in consultation with land owners, local businesses, residents and other stakeholders to help shape the future of Edgware town centre.

The framework can also be downloaded from the Council's website at www.barnet.gov.uk/planning.





- Primary Shopping Frontage
- Secondary Shopping Frontage

Edgware Town Centre Framework boundary

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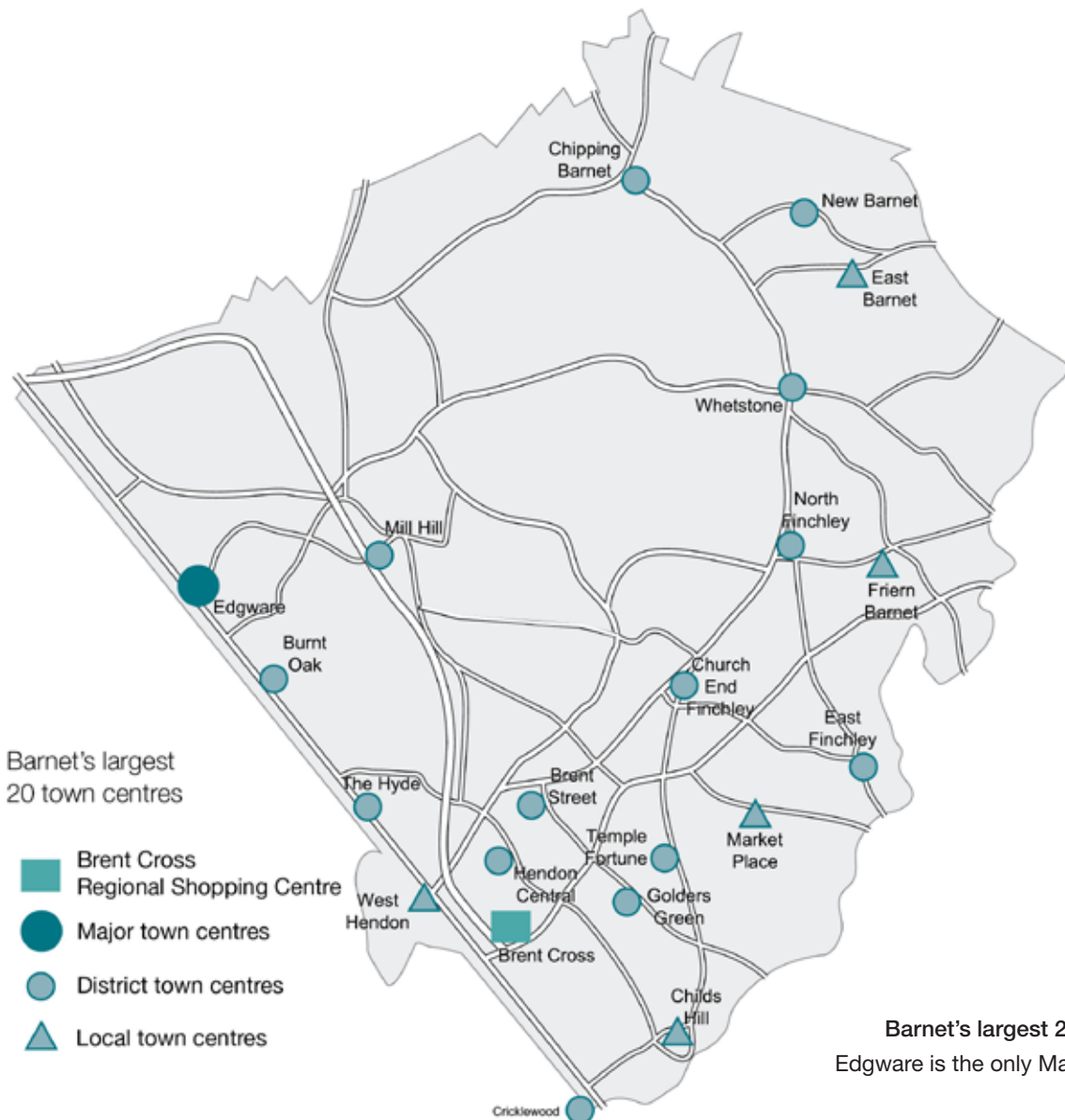
1. Introduction

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 the only 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.



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

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 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.



Aerial view of Edgware
Town Centre



Cities Revealed® aerial photography; copyright The
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1.3. 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.

1.4. 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.

1.5. Opportunities in Edgware

Edgware is one of the most sustainable locations in Barnet with excellent public transport facilities at Edgware Tube 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 (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 (TCFNA) 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 Tube station and bus interchange. It is therefore



New and enhanced range of shops



Space for markets and community events



Improved public realm and spaces for people to sit and meet



Vibrant local economy



Improved bus interchange and transport infrastructure

vital that plans and proposals for the town centre and interchange area are taken forward in partnership with Transport for London.

1.6. 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 complements the existing high street rather than competes 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.

1.7. 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 and 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.



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, A41 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.

Public transport and connections

Public 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 and tube depots, 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

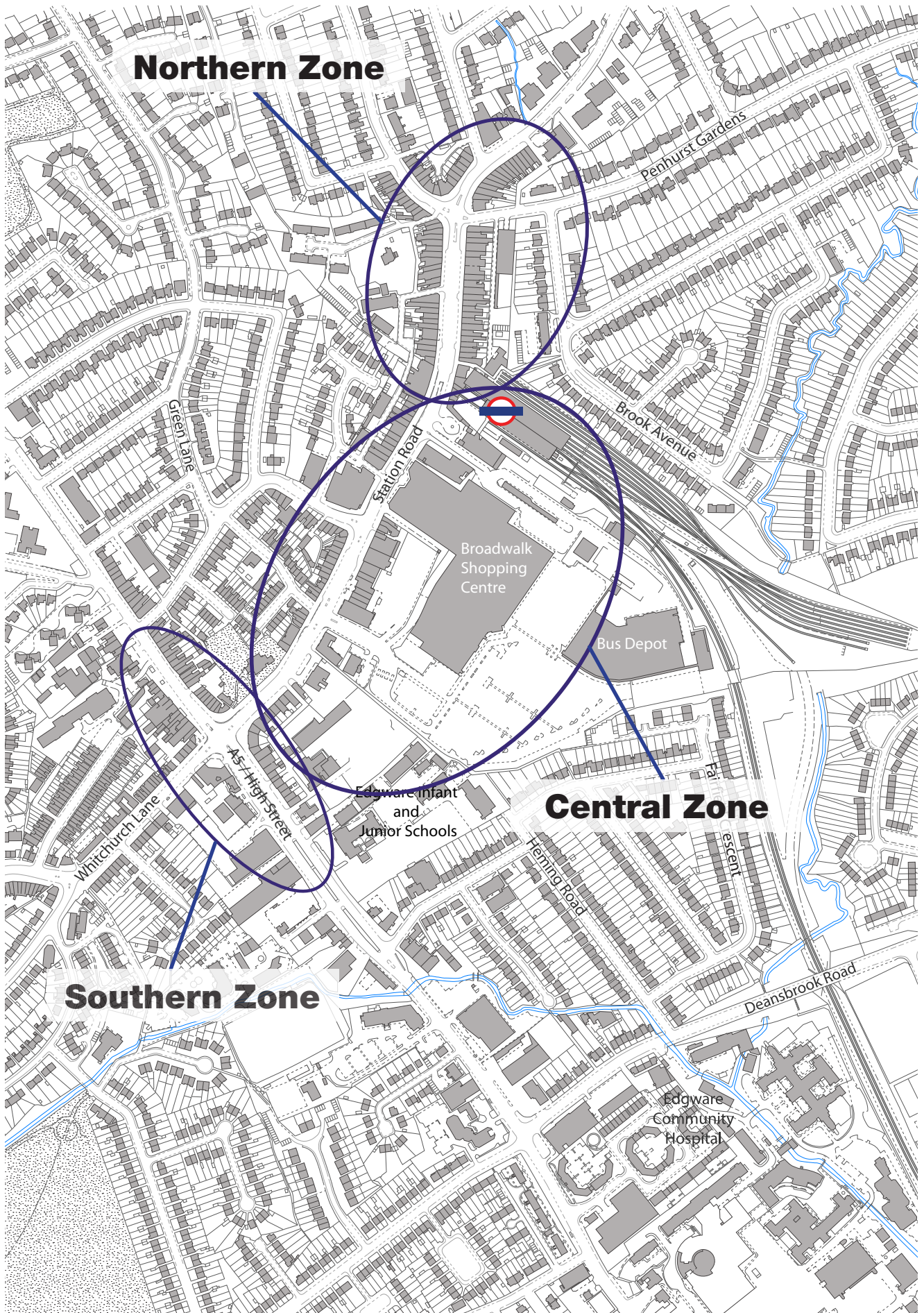
and surface car parking and has a character more suited to an out of town retail area than a town centre.

Edgware has a fully functional but uninspiring bus interchange, which is adjacent to but distinctly separate from the tube station. Although well used, it is generally not as welcoming to passengers as it could be. The existing site of the bus station is fairly constrained and is operating at full capacity with no scope for future proofing within the existing footprint.

The volume of buses that travel along Station Road has an impact on the quality of the environment within the town centre which contributes to Edgware being perceived as a less attractive destination compared to other competing town centres.

Current access arrangements for buses mean that 17 of the 19 services go through the bus station using the entrance adjacent to the Tube 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 Tube 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 some environmental and amenity benefits for the town centre if the junction between the bus station access road and Station Road could be improved and made safer for pedestrians. In the longer term 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 Tube 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 Tube 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. The Broadwalk Shopping Centre currently provides for these types of larger unit with rooftop servicing.

Character zones

Edgware town centre can be divided into three broad character zones 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 Tube 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 buildings of the former Railway Hotel and St Margaret's Church. The former Railway Hotel is a picturesque interwar half-timbered roadhouse and considered to be one of the best examples of its type in the country. The building has been vacant for



The northern zone north of Edgware Tube station



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



The southern end of Station Road including the former Railway Hotel

a number of years and is in need of refurbishment. Development which enables this property to be brought back into use whilst respecting the character and setting of the building will be encouraged.

Whilst there have been some recent improvements, the environmental quality and public realm in this central zone is generally poor. Pedestrian crossing facilities and the physical relationship between the Tube 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 Tube 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 Tube station and improve the pedestrian environment at this key junction in the town centre.

Redevelopment of these key sites within the Central Zone have the potential to transform the town centre and bring about positive change that would benefit the Northern and Southern zones.

- Southern Zone -

The third principal character area in the town centre is the southern end of Station Road and the Edgware Road (A5) 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.

The area to the north of the Edgware Road/Whitchurch Lane junction is within the Edgware High Street Conservation Area within the London Borough of Harrow.

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 Underground own the freehold to the Argos building (158 Station Road) which could be redeveloped in conjunction with improvements to the plaza in front of the Tube Station and the bus station access road. London Buses, who own the bus station and depot, also have a major stake in the town 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. Premier House and the car park to the rear 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. The freehold of the health clinic building is owned by London Buses.

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 its catchment area.

There is a real opportunity for Edgware drawing on its excellent transport connections, to fulfil a potential to support the growing residential communities and expanding population in key areas such as Colindale and Mill Hill East.

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 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. These changes in part

reflect the challenges that traditional high streets are facing across the country with increasing competition from online retailing and out of centre shopping developments. With the decline in traditional retailing, high streets are increasingly becoming places where people go for services and facilities that they can't buy online. This is reflected in the increasing proportion of cafes, restaurants and other services. These uses have now become an integral part of the retail experience and if planned well, can help drive footfall and dwell time to the advantage of a town centre. However the appropriate mix, range, type and quality of the offer (retail or leisure) is important.

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 below 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.

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

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 Tube 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.

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 the next section setting out the issues and proposals for each site along with their associated benefits and challenges.

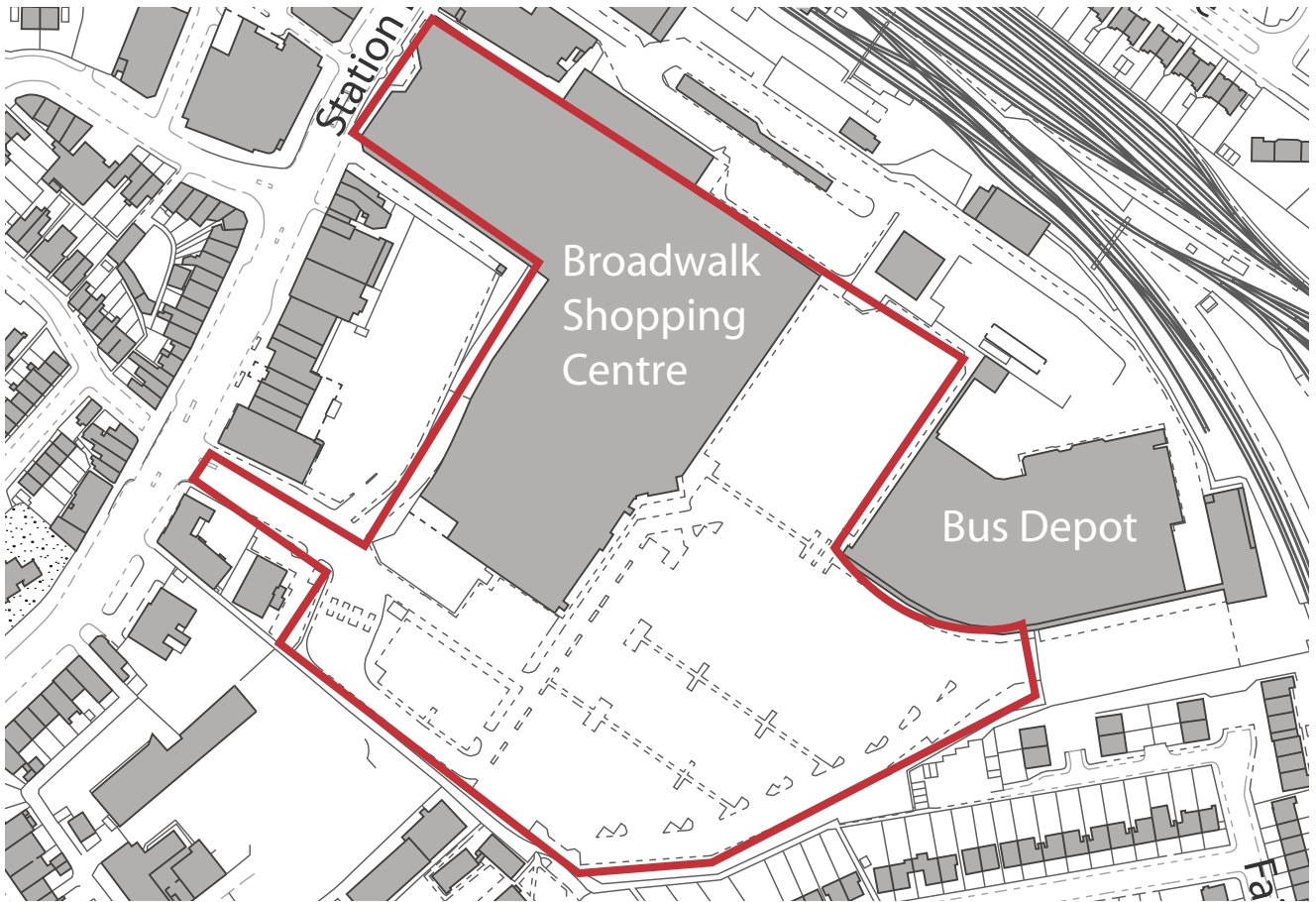


Existing high street environment within part of the Central Zone near Premier House

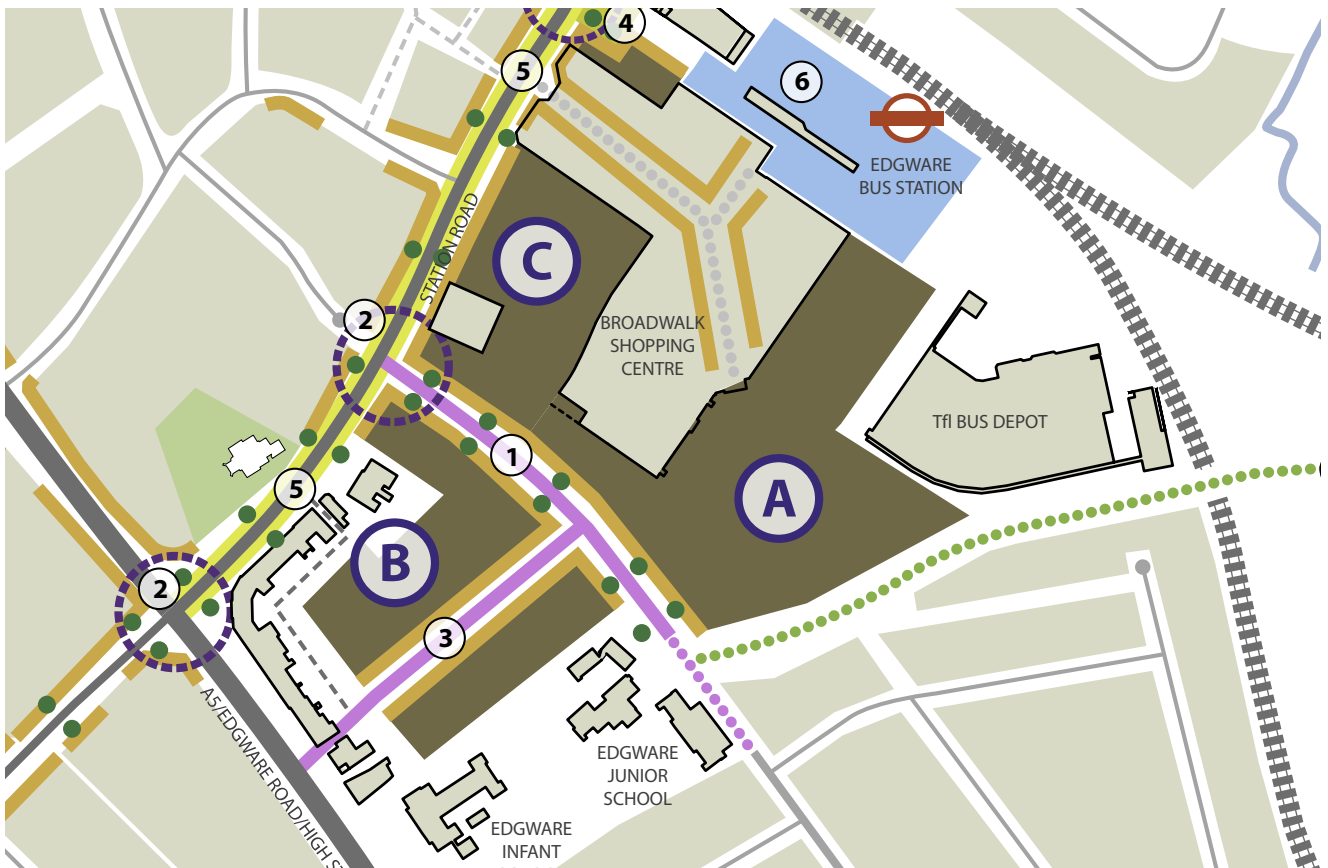
Spatial Strategy for Edgware town centre



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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 what may be described as '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 comparison retail offer in Edgware is limited. 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. Other leisure uses including a cinema, restaurants and cafes can also help drive footfall and dwell time in the town centre. The mix, range, type and quality of retail offer will be important.

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 complements 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 route 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. 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.



Broadwalk Shopping Centre from Station Road



Inside the Broadwalk Shopping Centre

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 and quality 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 and help promote a healthy evening economy for Edgware.
- The development would provide contributions through CIL and other planning obligations which would help 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

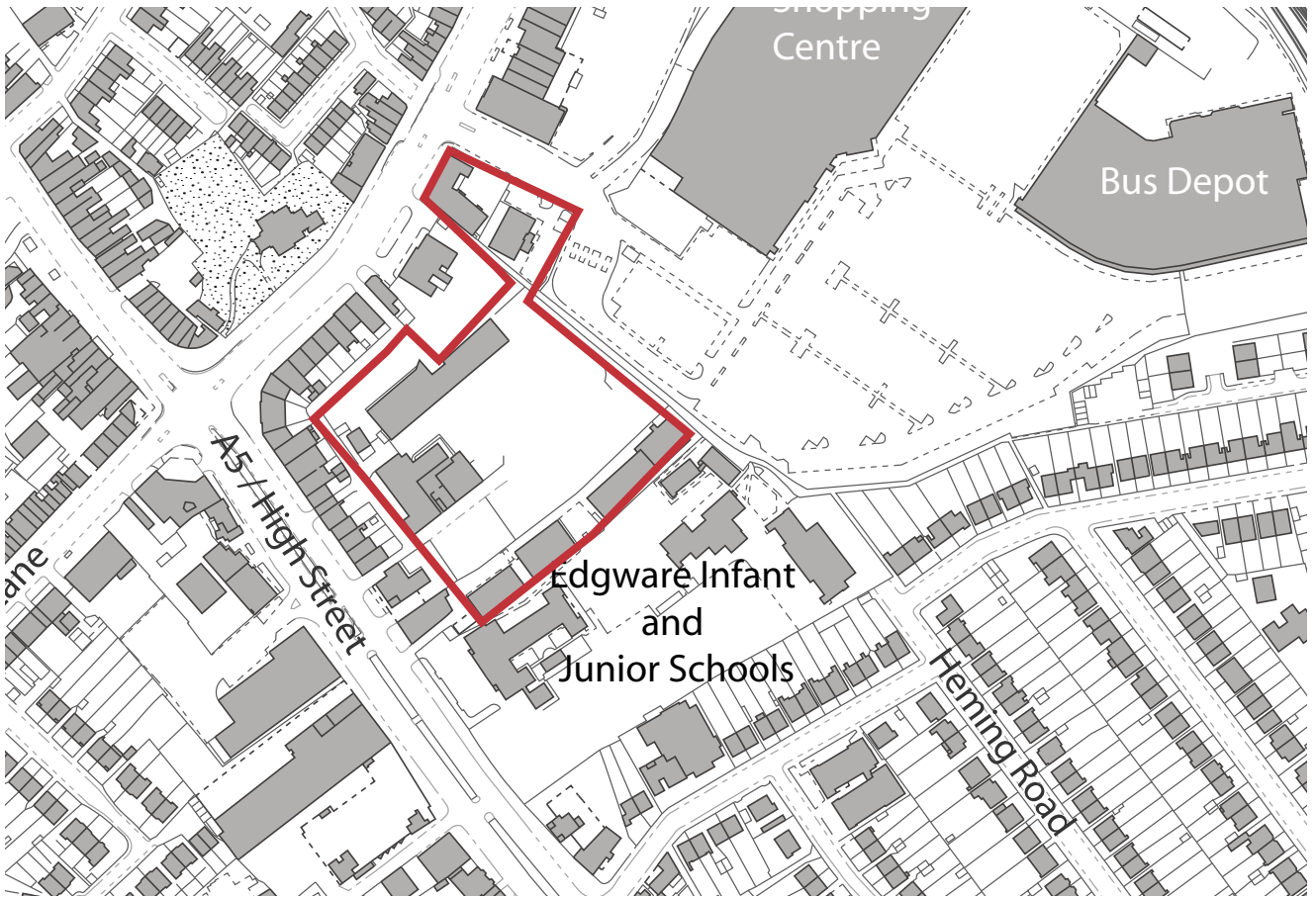
- If not designed carefully, an expansion of the Broadwalk Shopping Centre has the potential

to take shoppers away from the existing high street.

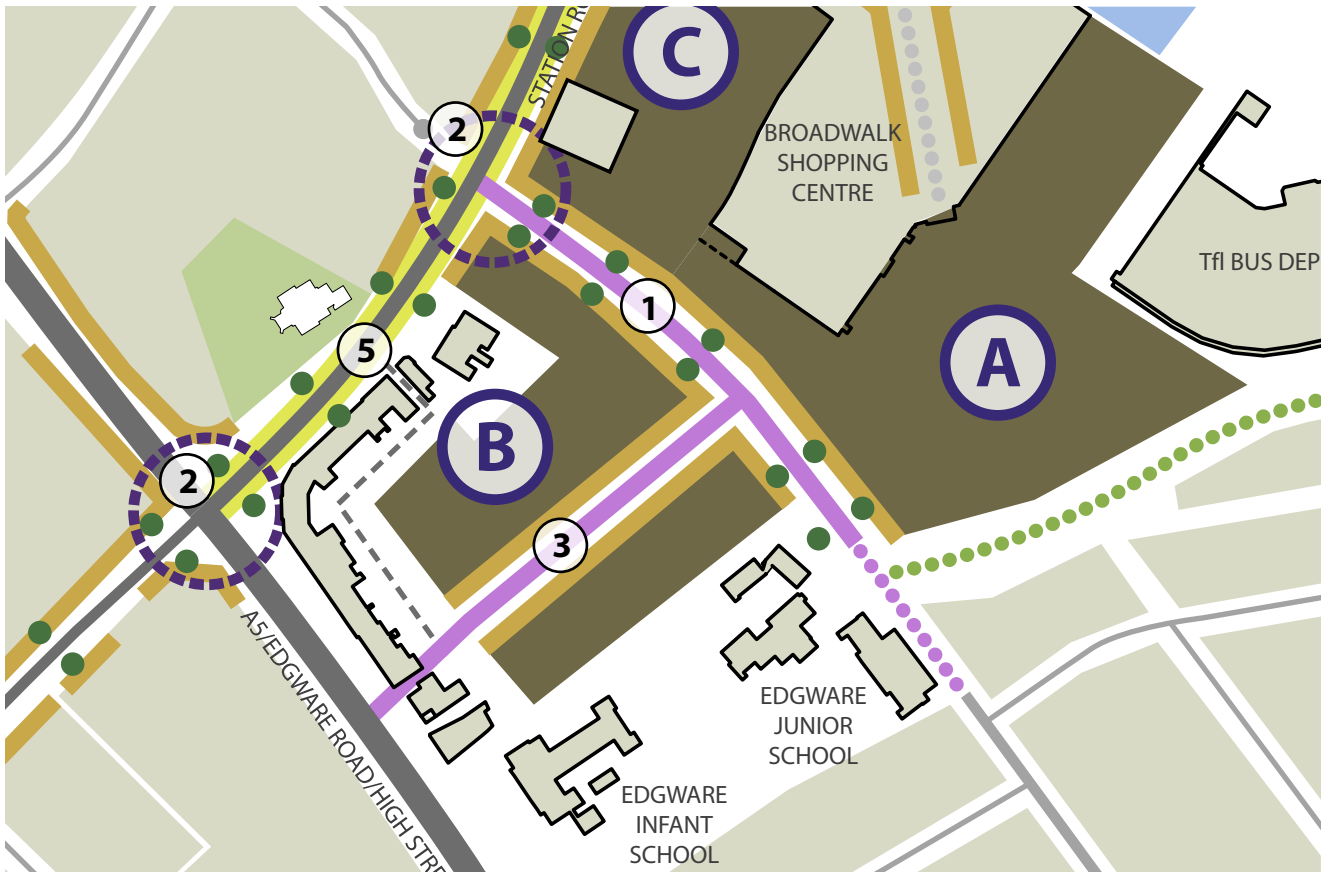
- Development of this site must provide new and enhanced connections to Station Road and contribute to the creation of a new retail circuit within the town centre. Improved connections to the bus station and tube station will also be important.
- The existing Sainsbury's store will be key to unlocking 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 current surface 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 carefully considered and 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



Extent of the opportunity on the Forumside sites



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

B Forumside sites

Issue

There is a collection of sites around Forumside on the south side of Station Road to the south west 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, isolated from the surrounding area with few routes through it.

The area consists of vacant land, derelict buildings and some light industrial/office uses. The sites are enclosed on the north west by Grade II Listed 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 Infants Schools. The area is around 1ha and is in multiple ownerships including a significant area of land 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 including a hotel use. Development should be of an appropriate scale to respect the existing buildings along Station Road and the setting of the Grade II Listed Railway Hotel.

The redevelopment of the Forumside sites will be expected to aid the delivery of the new street proposed under Element 3 of the Spatial Strategy which connects the Broadwalk Shopping Centre car park to the A5. New buildings should provide active frontages to this new route.

Development of the Forumside sites 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. Engagement with the relevant NHS health trust would be required

to establish the requirements of the existing health clinic and how the existing use and facilities can best be reprovided, either within new development or elsewhere.

Redevelopment of the Forumside sites, former Post Office and health clinic sites should be designed to take account of the neighbouring land interests so that proposals do not prejudice development coming forward. The Council will encourage land owners to work collaboratively so that this area to be comprehensively planned whilst allowing separate developments to come forward on each site.

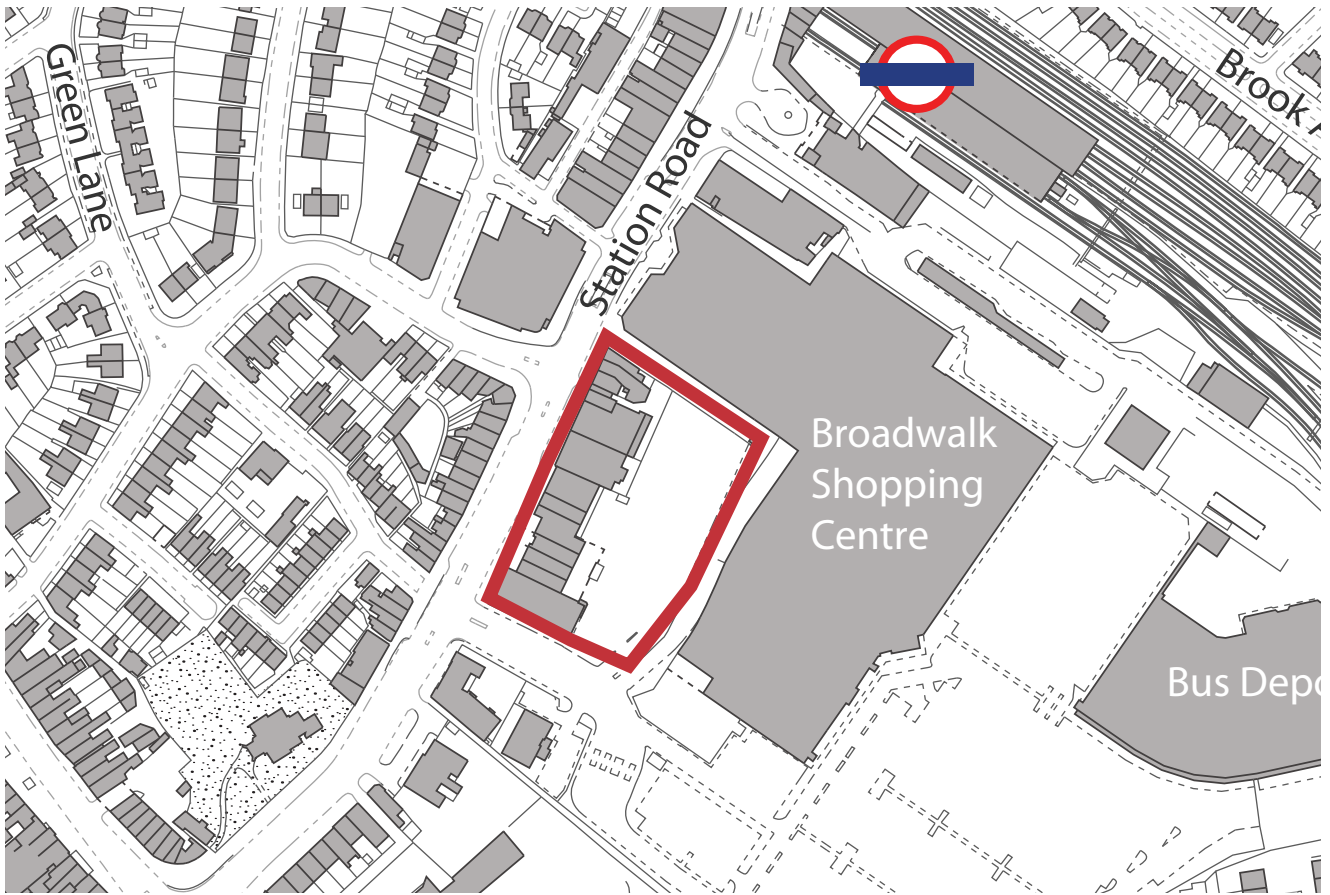
Proposals on these sites should also take account of the potential development of Premier House and the Broadwalk Shopping Centre to enable the delivery of the new street proposed in Element 1 and the improved junction proposed under Element 2 of the Spatial Strategy. New buildings should provide active frontages to this new route.

Benefits

- New residential and town centre uses on the site would help bring activity and security to the town centre.
- Development would involve the re-use 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. Comprehensive redevelopment of the Forumside area will require land owners to come together.
- The existing Telephone Exchange will need to be relocated / consolidated.
- Development will need to respond sensitively to the Edgware Junior and Infant School.
- Relationship to Grade II Listed former Railway Hotel. This site would work better when incorporated as part of a wider 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 providing retail units on the ground floor. A large private car park is located to the rear of these buildings and is accessed via the Broadwalk Shopping Centre car park access road.

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.

Proposal

Subject to discussions with landowners, the redevelopment of Premier House and the adjacent parade as part of a comprehensive scheme which incorporates the car park to the rear, presents an opportunity to provide improved commercial units along Station Road and transform an important section of the building frontage within the town centre.

This combined 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. If planned in conjunction with the Broadwalk Shopping Centre, the site could deliver

a comprehensive extension to the Broadwalk Shopping Centre with a new connection 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

- The car park site can only be comprehensively redeveloped if it is combined with the frontage along Station Road. There is therefore a 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 should be provided.



Parade along Station Road adjacent to Premier House

3.3. Elements of Infrastructure

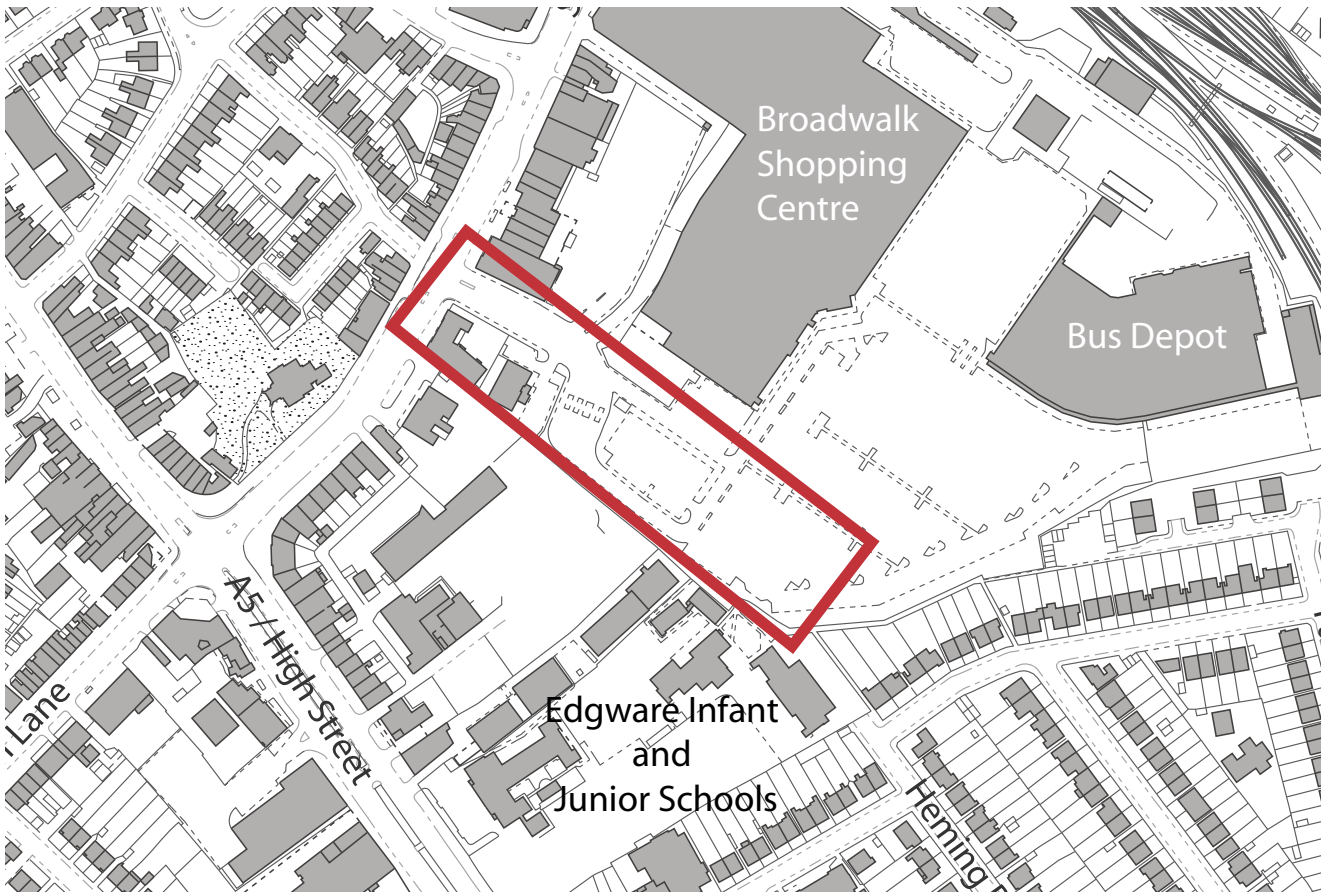
The Spatial Strategy incorporates the following Elements of Infrastructure and improvements:

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

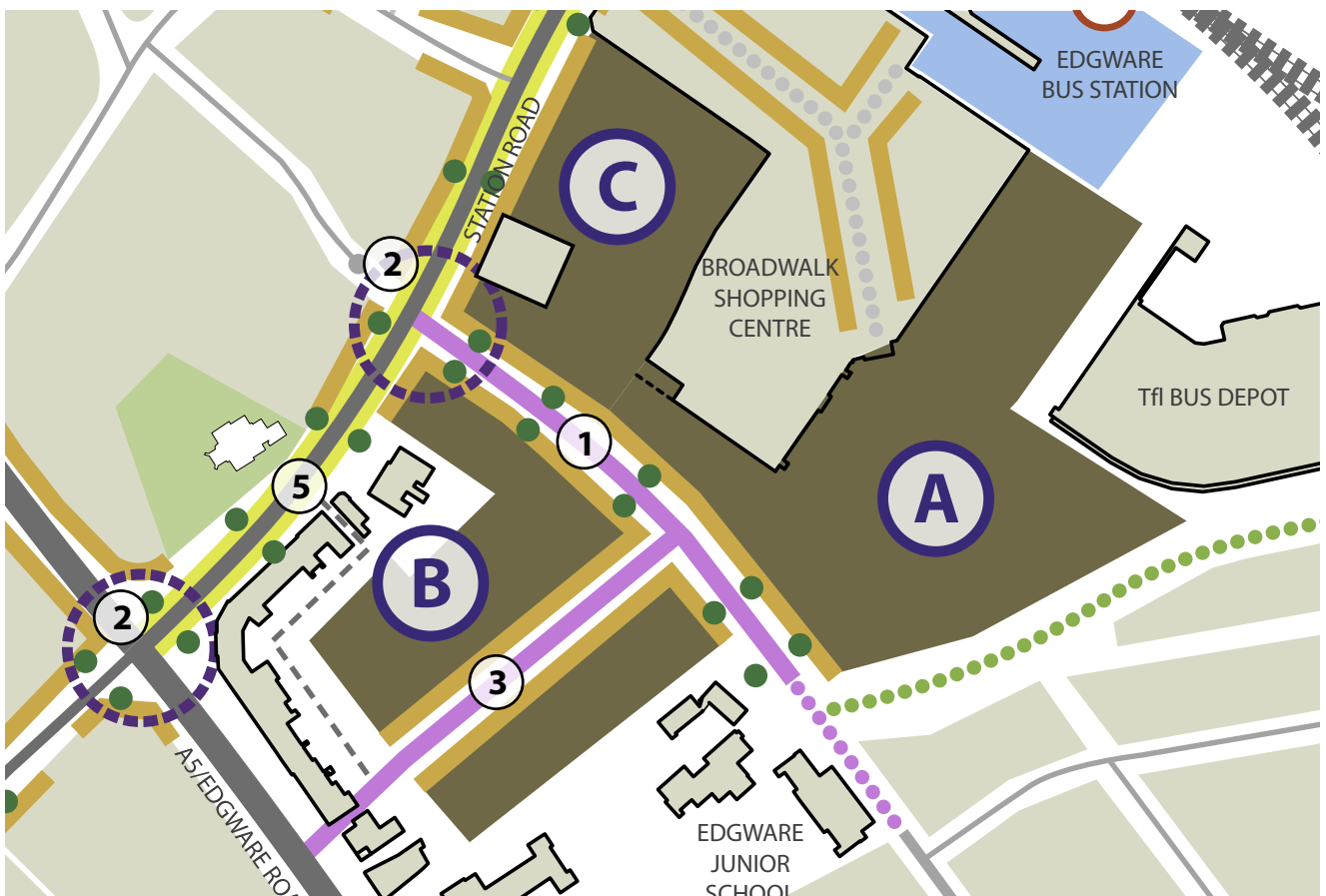
Many of the infrastructure elements of the framework are dependent on each other and therefore cannot be delivered in isolation. Development on the key sites identified in this framework will be required to directly deliver or contribute funding towards the delivery of the infrastructure elements. The 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.



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 into the Broadwalk Shopping Centre Site*

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 or negotiate a narrow path past the car park barriers.

There are two 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 Infant School, and the second is Church Way which is a pedestrian alley way that provides a route from Station Road to Fairfield Crescent and Heming Road. Both routes, although well used, are relatively unattractive and unappealing for pedestrians, particularly during the evenings as they are not overlooked by buildings.

Proposal

In order to help sub-divide the large area currently formed by the shopping centre car park and derelict sites around Forumside, a new street is proposed from Station Road into the site. This will also provide a direct and visible connection from the car park area and future development to the shops and high street on Station Road. The new street could replace the existing alley way along Church Path and provide a safe, overlooked public route for all users. The new street should connect to the existing pedestrian path through to Heming Road which should be retained and enhanced to provide and improved pedestrian and cycle link which is clearly visible and legible. This will help form a direct and safe route from the town centre to the residential neighbourhoods to the south.

Benefits

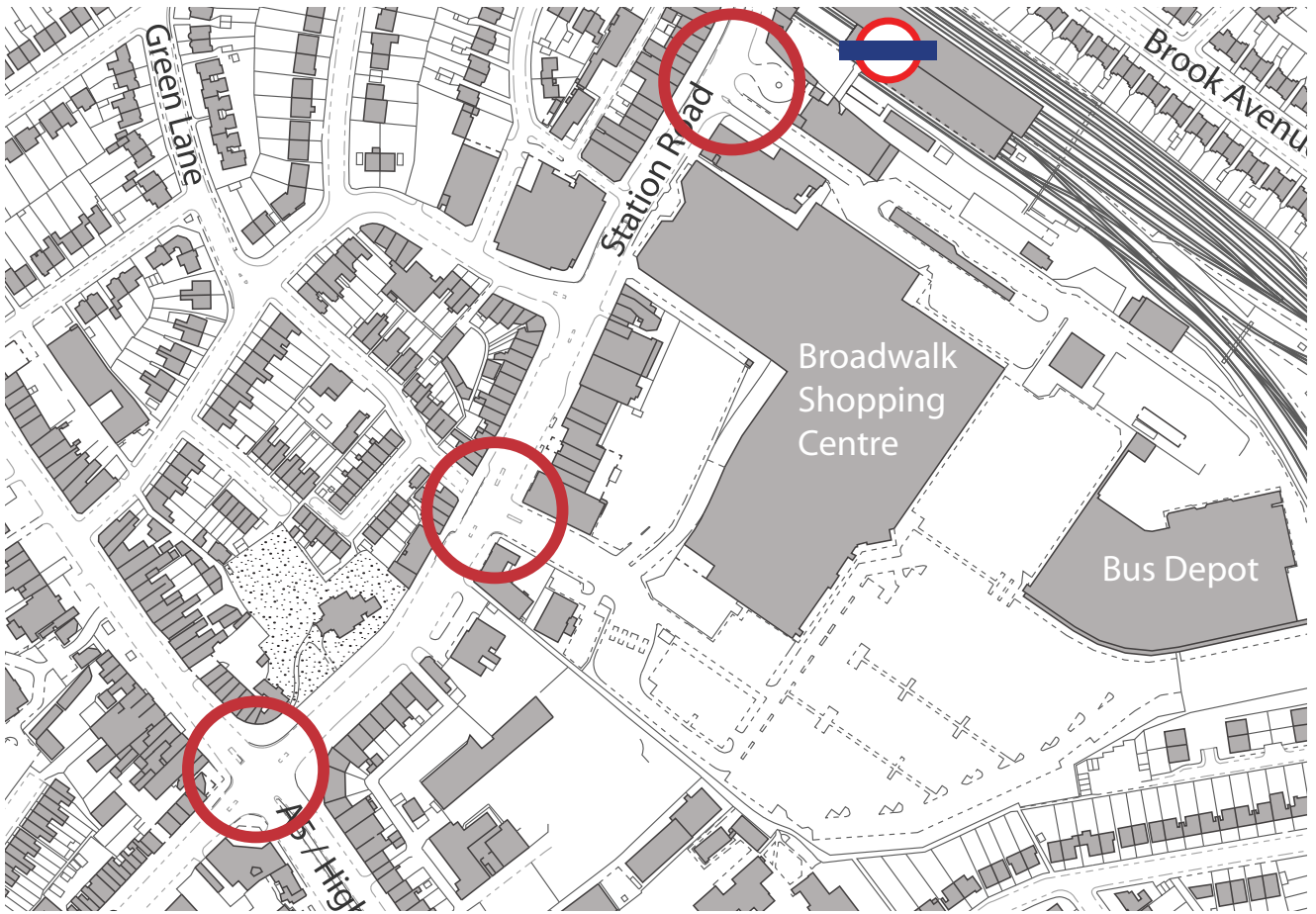
- This street will help subdivide the large urban block currently occupied by surface car parking and derelict land and will help give structure to development plots on either side.
- New development on either side of the street on the key sites of the Broadwalk Shopping Centre and Forumside sites will 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 street 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.
- The new street would need to link with the new junction onto Station Road identified in Element 2.
- The existing footpath through to Heming Road is very narrow and runs between existing residential properties and the car park for Edgware Junior and Infant Schools. There is limited space for widening and improving this route is therefore limited. Car parking for Edgware Junior and Infant Schools will need to be retained.



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 and can affect the quality of the environment for shoppers which in turn can have an impact on businesses in the town centre. Congestion along Station Road is compounded by the junction with the Broadwalk Shopping Centre car park entrance which is a congestion point within the town centre. The junction with the bus station access road is currently uncontrolled making it difficult for pedestrians to negotiate with the high volume of bus turning movements into and out of the bus station.

The junction between Station Road and the A5 is also 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 identified junctions along Station Road need to be assessed to ensure that new development within the town centre can be accommodated.

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 the key development sites to ensure that land is available to configure the junction to 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 street proposed in Element 1.

The junction between Station Road and the bus station access road would benefit from being improved to provide better traffic management, particularly for buses, as well as easier and safer facilities for pedestrians. This could be done through the use of traffic signals which could help regulate bus movements into and out of the

station and will improve pedestrian safety. The junction improvements should be designed with the improved public space proposed under Element 4.

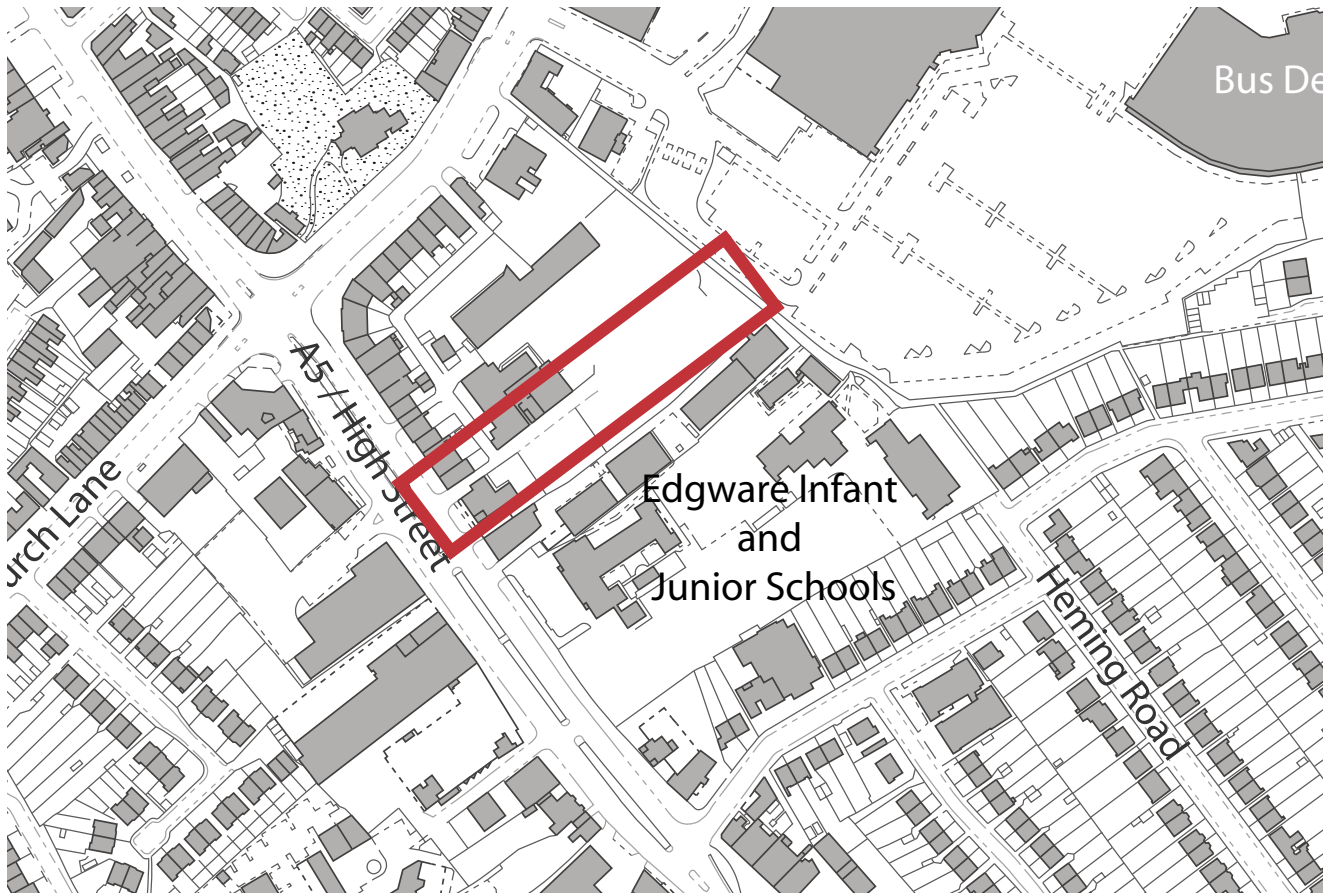
The junction between Station Road and the A5 may need to be remodelled as part of future redevelopment proposals. This should provide an improved quality of public realm and improved crossing facilities for pedestrians crossing from Whitchurch Lane. Further engagement with the London Borough of Harrow will be encouraged.

Benefits

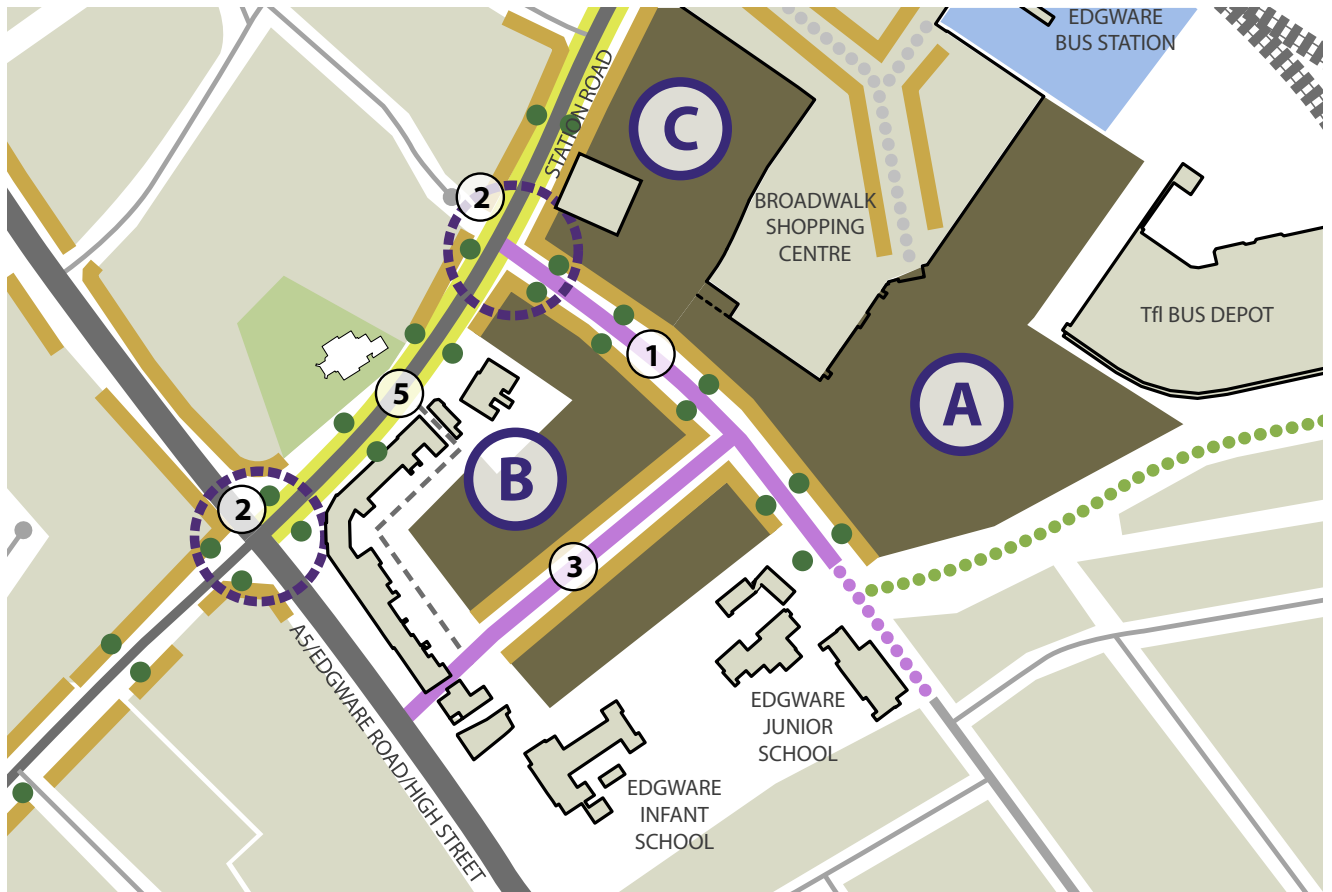
- When combined with other infrastructure improvements such as the new street from Station Road into the Broadwalk Shopping Centre site (see Element 1) and the new street from the Broadwalk Shopping Centre car park to the A5 (see Element 3) the junction improvements could help alleviate current congestion points within the town centre and improve vehicle flow along Station Road.
- Improved environment for pedestrians and shoppers.
- Improved pedestrian access from Whitchurch Lane to the town centre and Edgware Station.

Challenges

- The improvements may require land from the Post Office and Health Clinic 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.
- Signalisation of the bus station access will need to be balanced against the impact on bus journey time and bus priority.



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 area has limited pedestrian and vehicular access.

Proposal

A new route through the Forumside area is proposed to link the Broadwalk Shopping Centre car park with the A5 (Edgware Road). This new street could connect with the new street proposed in Element 1. This route could provide an alternative to the current car park access from Station Road and would help alleviate some of the traffic movements and congestion around the existing car park junction.

The route could utilise the existing access into Forumside from the A5 as well as the existing right hand turn lane from the A5 into Forumside. The new route is likely to be left hand turn only when exiting onto the A5.

The new route should be located away from the Edgware Junior and Infant School boundaries and the school pedestrian entrance on the Edgware Road. Detailed designs and traffic modelling will be required and should take into account child safety and pedestrian movements.

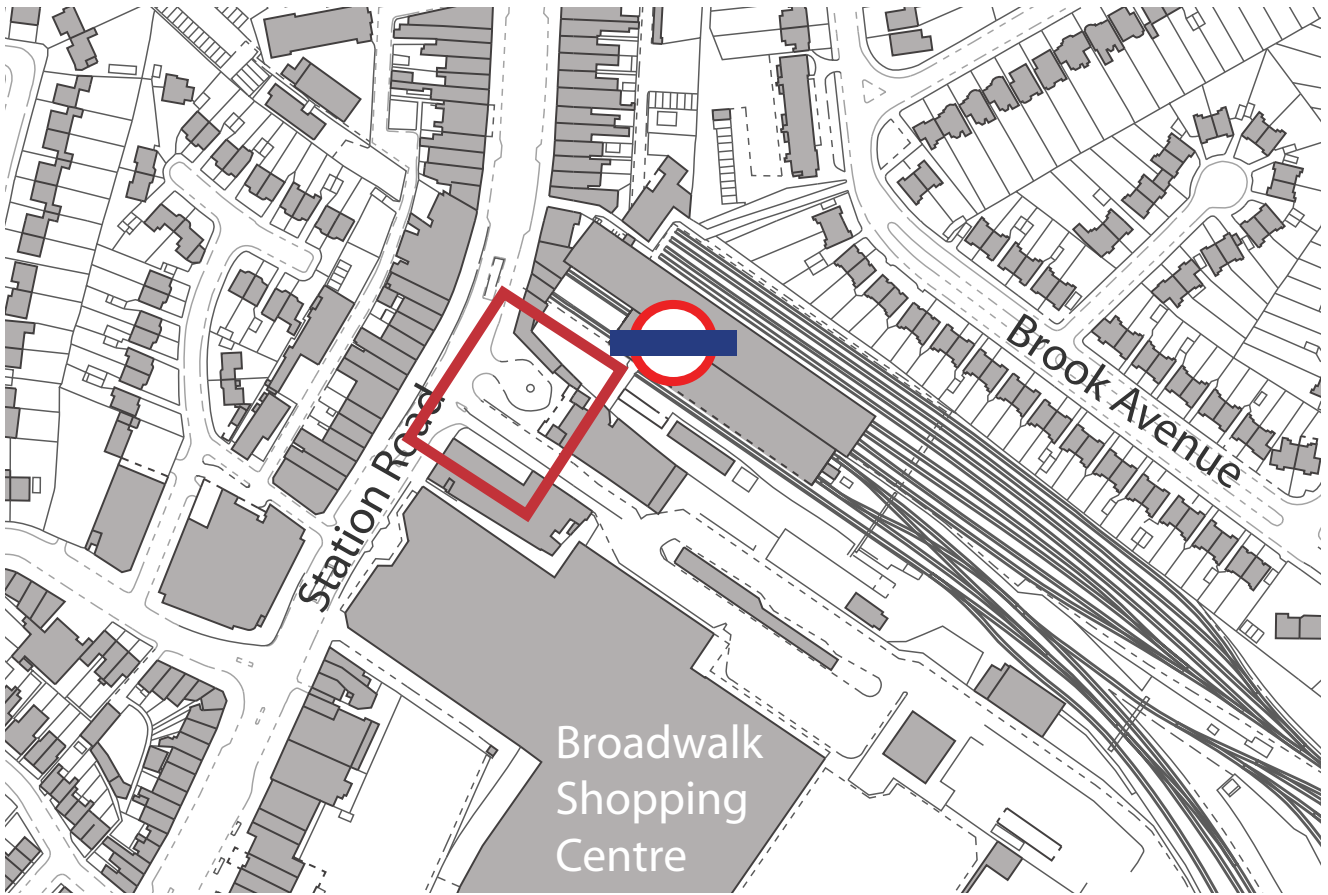
Potential new development on the Forumside sites and surrounding area should positively address this new street and provide active frontage wherever possible. The new street will also form an important pedestrian route from new development around the Broadwalk Shopping Centre to the A5 and should be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

Benefits

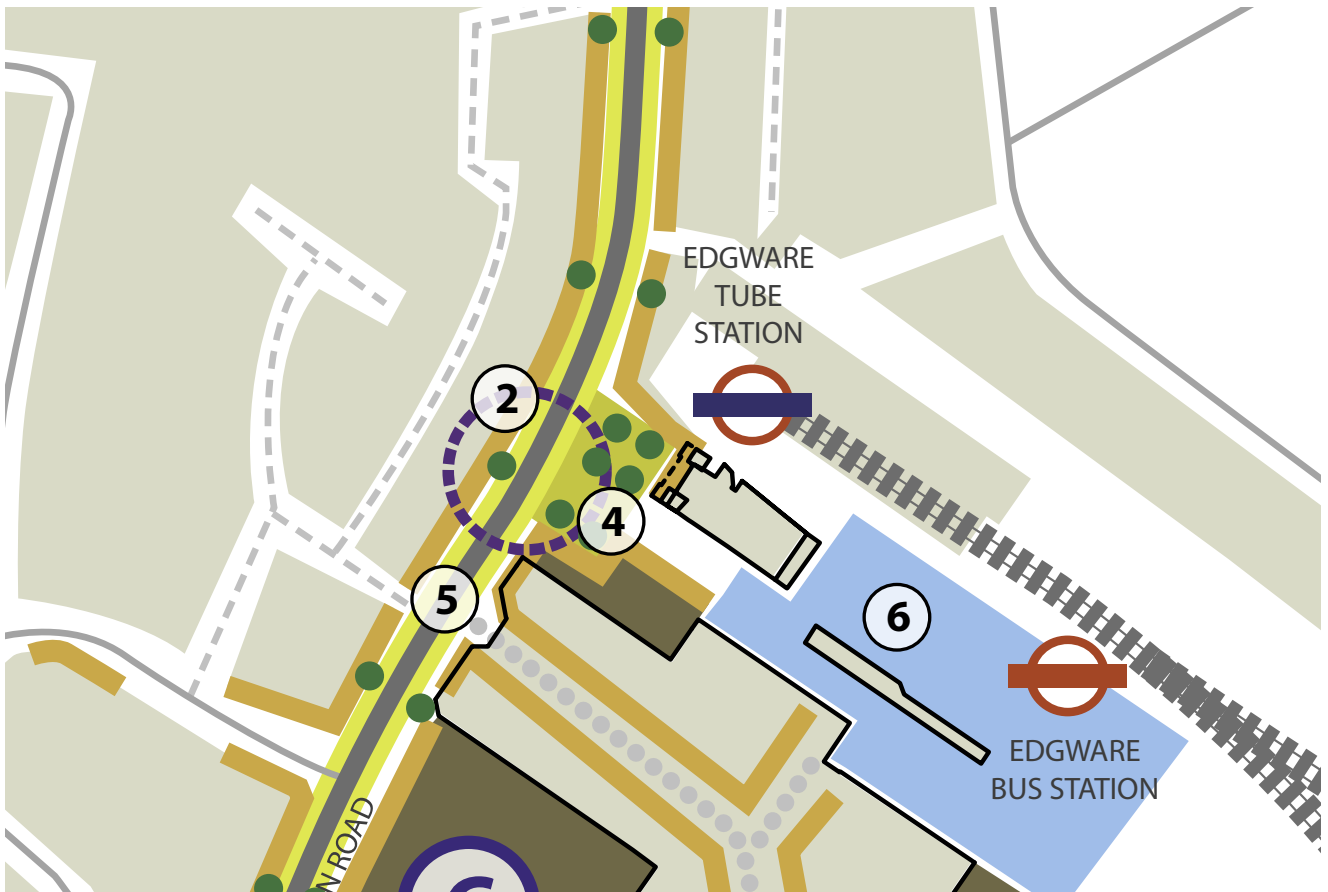
- The new street will help subdivide this area and give structure to development plots within the Forumside sites.
- The new street would form part of a permeable network of streets that will help provide public routes into the town centre.
- The new route could help alleviate traffic and congestion issues currently faced along Station Road to enable new development in the town centre to be accommodated.

Challenges

- The new route may require land currently in multiple ownerships. Therefore land may need to be assembled to deliver the new street.
- The existing access at Forumside is narrow and may require modification to accommodate the traffic movements.
- The A5 is part of the Strategic Road Network and therefore will require consultation with TfL.



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 arrangement stretched along Station Road means that there is no clearly defined 'heart' or central area as you might find in other towns with market squares. The only open space in the town centre is outside Edgware Station and this is currently used by taxis and as a passenger drop off and pick up facility and is dominated by guard railing and parked cars. There are no spaces within the town centre where people can sit and relax 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. This effects the dwell time of people and shoppers in the town centre and in turn impacts on local businesses.

Proposal

The space outside Edgware Tube Station is an ideal location for an improved public space in the town centre which would help to create an attractive 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 and should be coordinated with the junction improvement proposed under Element 2.

Benefits

- An improved public space would enhance the sense of place and character of the town centre and provide a point of arrival.
- The space would provide a place for people to meet and spend time in the town centre.
- A space would be provided 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 other town centres in the borough).
- 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.

Challenges

- The Station Forecourt area is owned by London Underground Lines (LUL) and changes would require agreement with TfL.
- The relocation of the taxi rank should try to ensure that the future rank remains within the sightline of customers existing the station.



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



Subject to detailed surveys, new trees have the potential to “green up” Station road



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 Edgware's 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 Station Road means the town centre 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 way in which space within high streets is allocated and designed for different uses such as shop displays, café seating, pedestrian movements, bus stops, vehicle movements, tree planting, markets, car parking and servicing has a significant influence on the character of a town centre.

The space between the buildings along Station Road is generous. At the moment this space is divided up to provide pavements, parking bays, vehicle carriageways and a central reservation. The majority of the space is therefore currently designed to accommodate vehicles.

In the short term the high street environment along Station Road should be enhanced by planting new street trees and de-cluttering pavements by removing guard rails and other unnecessary features. This could help soften the appearance of the town centre and 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 enhanced as part of any proposals for the expansion of the shopping centre to improve the connection between the shopping centre entrance and the high street needs.

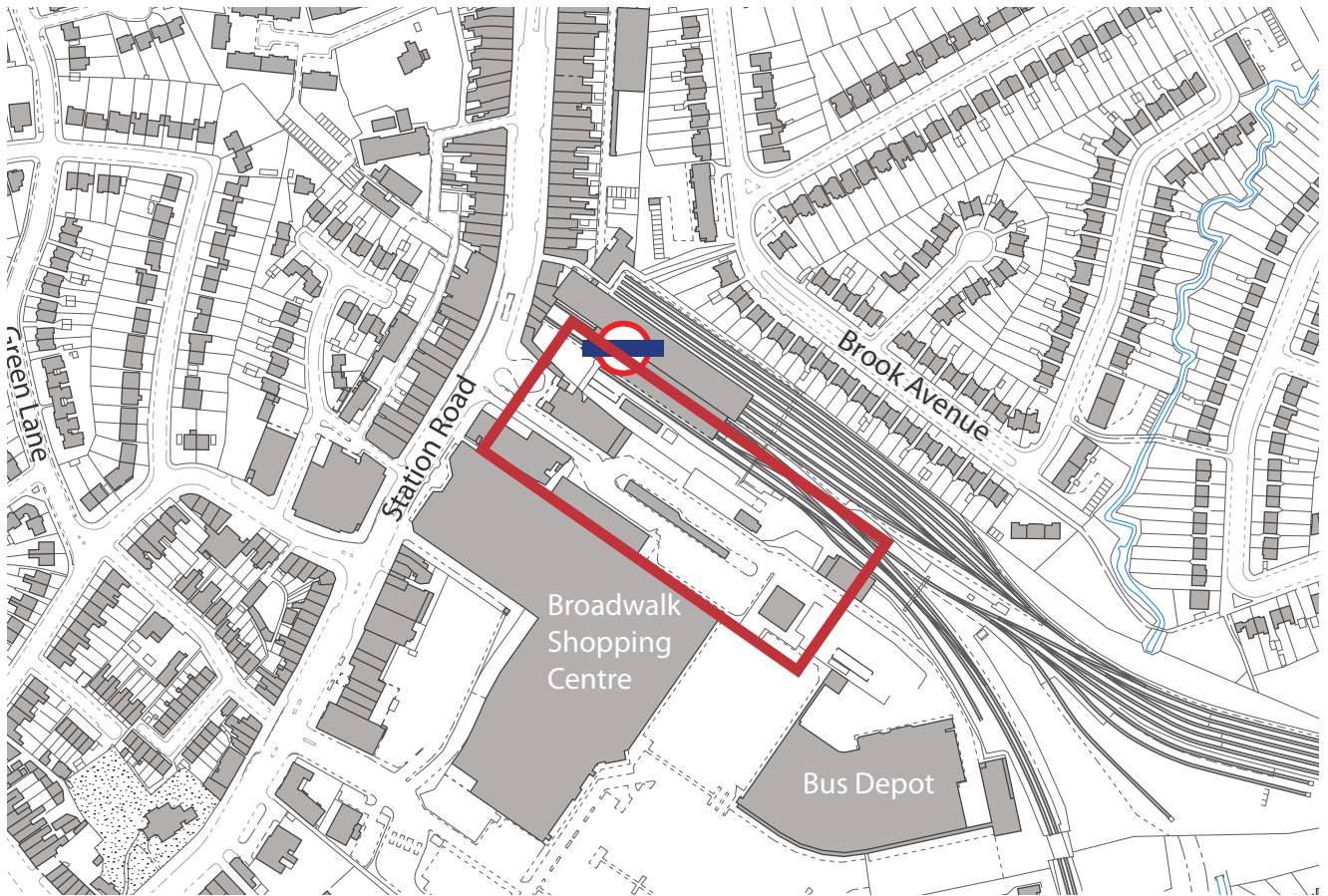
In the longer term more comprehensive changes to the distribution of space along Station Road could be considered.

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 development proposals on the identified sites.
- An improved environment will encourage cafes to spill onto wide pavements and provide places for people to sit. In turn this may attract people to the town centre to shop and spend time.

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 tube tracks. This may not have a deep enough sub-structure for trees to be planted in this location near the Station.



Existing bus station in the heart of the town center.



Extract from Spatial Strategy highlighting area for potential improved bus interchange (Element 6)

⑥ *Improved bus interchange*

Issue

Edgware has a fully functional but uninspiring bus interchange, which is adjacent to but distinctly separate from the tube station and the Broadwalk shopping centre. It is generally not as welcoming to passengers as it could be, as it is essentially an outdoors facility. The existing site of the bus station is fairly constrained and is operating at full capacity with no scope for future proofing within the existing footprint. However, there is an adjacent disused substation, which may offer an opportunity to expand the site.

Proposal

The bus station is in a good location in the heart of the town centre and there is an excellent opportunity to create a new state of the art facility. A new bus station could be created by modifying the existing facility to create a partially covered bus interchange drawing on best practice examples from elsewhere. The improvement would include an upgrade the existing bus station building and overall this would provide a step change in the quality of the public transport offer in the town centre. Consideration should also be given to improving the connectivity for pedestrians with both the tube station and the shopping centre, to create more seamless linkages.

In conjunction with this the opportunity could be taken to investigate the feasibility of removing the disused substation. This would allow a more substantial re-modelling of the existing facilities to be undertaken, and potentially, subject to detailed design work, allow for the future growth in bus services if this were to be deemed necessary.

Any proposals should be considered in conjunction with the development of the Broadwalk Shopping Centre site and should work to enhance the existing pedestrian entrance into the shopping centre from the bus station.

Benefits

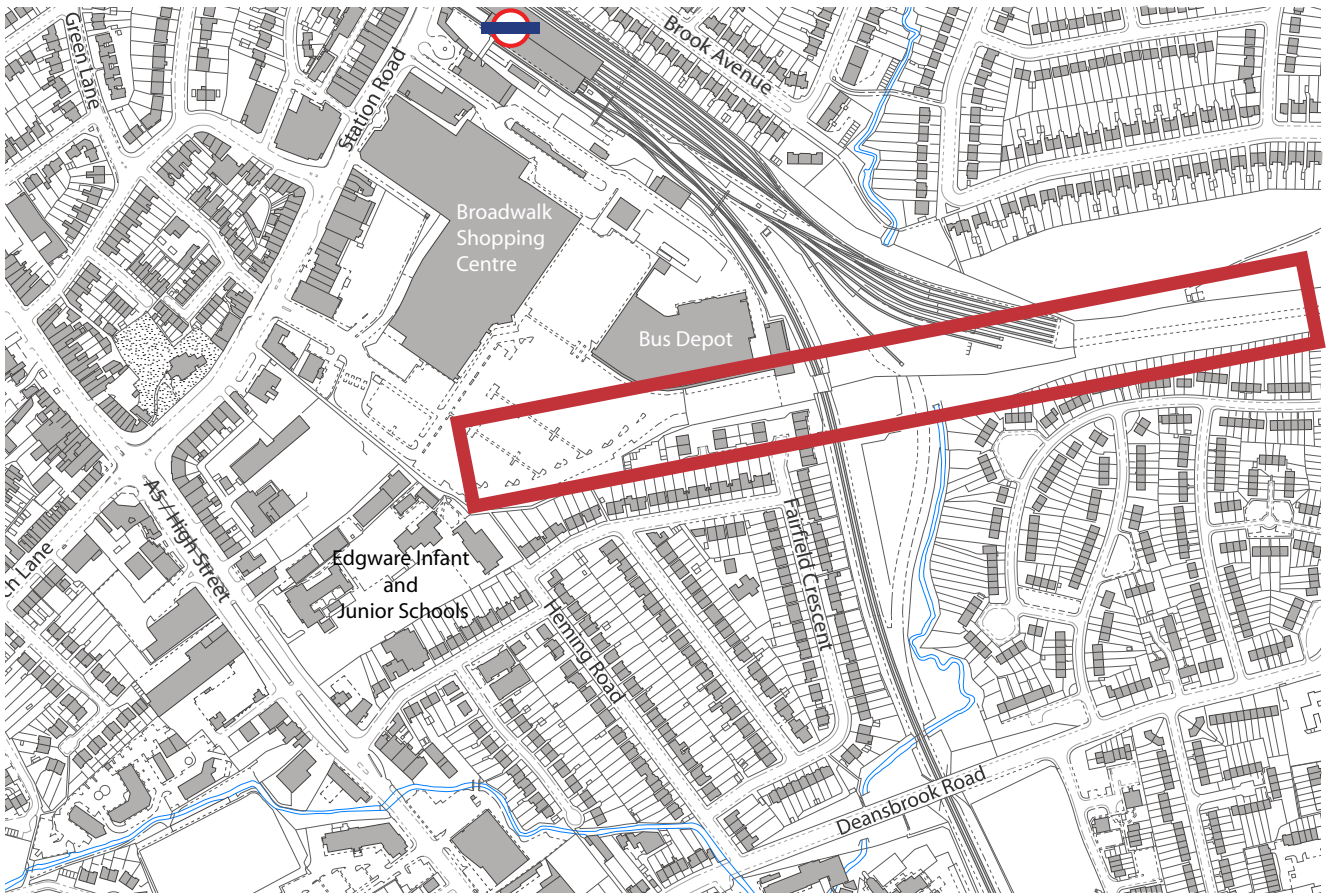
- Improve the quality of passenger interchange.
- Provide better connections to the tube station and the shops.
- Improvements to bus infrastructure.
- Retains the existing excellent level of bus services that call at the interchange.
- Potential, subject to detailed design, to allow for a future increase in services if required.

Challenges

- Any alterations to the bus station interchange would require agreement with TfL and the bus operators, as well as potentially with other interested parties including LUL and the Broadwalk Shopping Centre.



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 parallel to the old overground railway line. There is an existing access road from Deans Lane leading to a service depot in between the existing Northern Line tracks and the railway sidings. The service depot is owned by London Underground and is currently used by Tube Lines.

The new route could utilise part of the existing access road or run alongside it. The route would also utilise the existing bridge to cross the tube tracks and link in to the shopping centre car park at the rear of the bus depot. The route would then connect to the new street proposed in Element 1 and provide a new access for pedestrians and cyclists into the town centre.

Benefits

- The route would open up direct access to the town centre from the residential neighbourhoods to the east and provide an attractive green pedestrian and cycle route.
- 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 Edgware.

Challenges

- The proposal would require a small amount of underutilised TfL land which is currently used as storage.
- Part of the route would run along the southern boundary of the Broadwalk Shopping Centre site. The route would require careful design to ensure that it is safe and secure.
- Part of the route would cross operational railway lands owned by London Underground. Issues of operational requirements will need to be carefully considered in it is safe and secure and
- Trees either side of the existing access road are covered by a group Tree Preservation Order. Proposals should therefore seek to retain trees where possible.



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. 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 and the changing pace of retailing nationally.

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 help attract people into the town centre, improve dwell time and promote activity at different times of day.

The Core Strategy identifies modest capacity 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 as well as the potential benefits it could bring to the town centre such as regeneration, employment and infrastructure improvements.

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 and contribute towards 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. Delivery and phasing

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

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 the vision and objectives of this Framework. To help facilitate this, the Council will consider setting up a stakeholder group to monitor and implement the objectives of the Framework. The Council will also continue to engage with the Edgware Town Team 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 plans and proposals within the overall context of the Spatial Strategy. It will be important that different landowners take account of neighbouring land interests to ensure that schemes do no prejudice wider development coming forward.

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

Policy CS15 of Barnet's adopted Core Strategy (September 2012) sets out the priorities for Planning Obligations and the operation of a Community Infrastructure Levy (CIL) to secure contributions from new development. The Core Strategy is supplemented by a revised Planning Obligations Supplementary Planning Document (SPD) as well as a local Community Infrastructure Levy (CIL) both adopted on 1st May 2013. These sit alongside the Mayor of London's own CIL that was adopted on 1st April 2012.

The CIL regulations enable Local Authorities to set charges in relation to developments and the creation of new floorspace to ensure that new development contributes appropriately towards meeting infrastructure requirements. CIL replaces the historic use of 'Planning Obligation tariffs' with a standard charge of £135 per square metre upon the net additional residential or retail floor space

created in a development. The Levy is designed to ensure that viable forms of development contribute appropriately towards meeting the associated impacts on infrastructure. Where development is mostly or solely based on a change of use within an existing building, as defined within the Planning Obligations SPD this type of development may require a wider range of Planning Obligations in order to ensure such development mitigates for its impacts.

Barnet's Infrastructure Delivery Plan (IDP) sets out specific necessary and critical improvements to key junctions along Station Road and more general public realm and town centre improvements along Station Road that are needed to cater for intensification of vehicular and pedestrian flows. Developments in Edgware will be required to contribute towards infrastructure projects within the town centre. Planning obligations through section 106 Agreements will continue to be used alongside CIL where appropriate to secure the provision of 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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