BARNET
LONDON BOROUGH

Harrow COUNCIL
LONDON

Draft Edgware Growth Area

Supplementary Planning Document

December 2020

Preface

Edgware Town Centre has a diverse character, vibrant community and excellent shopping opportunities. There are also enormous opportunities to bring improvements to Edgware through positive change and growth.

The town centre falls within the boroughs of both Barnet and Harrow and the councils are jointly preparing a Supplementary Planning Document (SPD) to guide how Edgware Town Centre can successfully undergo renewal and better serve as a destination for local residents and businesses.

The SPD will support comprehensive redevelopment of key sites to reflect Edgware's status as a major town centre, reinforce the role of the high street, provide new public spaces and make the street environment more attractive. The environment for pedestrians and cyclists will be improved, providing better options for more sustainable transport and safe and active movement. The town centre will also provide opportunities for new high quality homes, including affordable housing.

The councils are undertaking a period of consultation on the SPD. For more information, please visit www.xxxx.

If you would like to comment on this Draft Edgware Growth Area SPD document, you can do so by using the following methods:

By email to: forward.planning@barnet.gov.uk

By post to: Planning Policy Team – 2 Bristol Avenue, Colindale, London NW9 4EW.

In responding to this draft SPD please clearly state the matter and section / paragraph within the document to about which you are commenting, together with any changes that you are seeking.

ACTIVITY	DATE
Approval by Barnet Policy & Resources Committee	xx December 2020
Approval by Harrow Cabinet	xx December 2020
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Further amendments to the SPD	xx 2021
Ready for adoption by Councils	Xx 2021

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1.

Introduction

Figure 1 – Inter-war shopping frontage on the corner of Hale Lane

1. Introduction

1.1. Edgware has evolved from a small market town into a major town centre[1] and a well-known suburban hub of North London. The centre is situated in the north-west corner of Barnet and extends into a small part of Harrow. Edgware has a long and proud history. The town centre is popular, diverse and valued, providing extensive shopping, cafes, restaurants and services for communities in both boroughs, north London and beyond.

1.2. The presence of Edgware Underground Station at the end of the Northern Line, along with Edgware Bus Station, make it a public transport hub. People use the buses and tube to access Edgware for shopping, leisure and work, while commuters can travel in directly to Central London.

1.3. The Town Centre is an important commercial driver of the local economy and provides a range of important employment opportunities, largely in high street retailers and office work.

1.4. There is also much valued local community infrastructure, including a primary school, a library, religious buildings, and numerous active community organisations.

1.5. Edgware has attractive inter-war shopping frontages, along with many nationally and locally listed buildings across the town centre. Edgware has a long and interesting history which is reflected in important heritage buildings that provide distinctive designs and links to the past.

1.6. Despite its many advantages as a destination, the town centre has experienced a range of pressures in recent years like many town centres and high streets nationally. In common with similar town centres there has been a significant shift in retail resulting in the loss of major retail anchors as more people have moved to shopping online or attracted to out of town retail centres as they expand their offering.

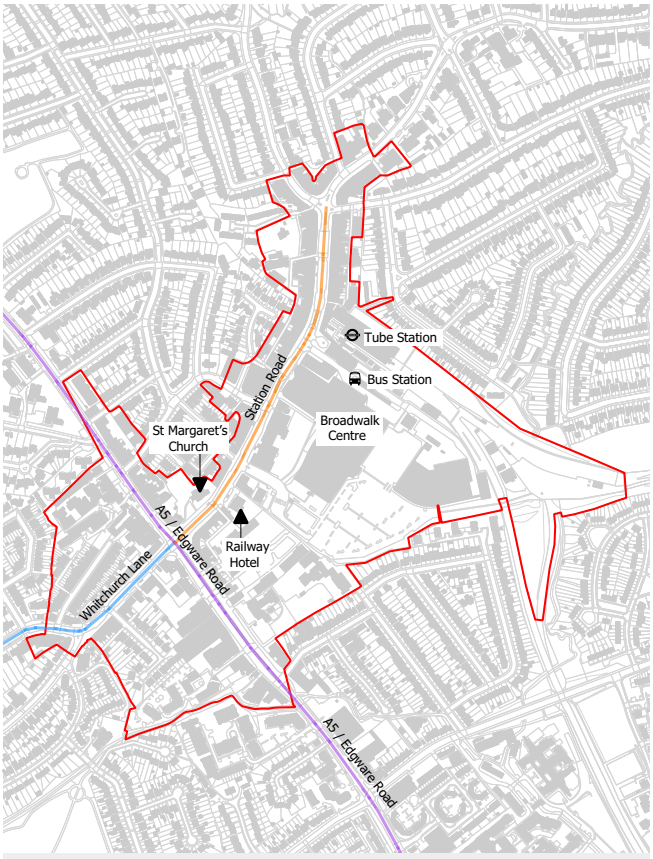


Figure 2 – Key features within the Edgware SPD Boundary

1 A Major Town Centre is defined within the London Plan Hierarchy and generally contain over 50,000 sqm retail, leisure and service floorspace. They may also have significant employment, leisure, service and civic functions.

1.7. This consultation draft SPD seeks to build on the current assets of the town centre and identify where there are opportunities for improvement and development. It sets out a clear vision for a town centre that will guide regeneration and renewal activity by the councils as well as encourage investment into the town centre by landowners, investors and other public sector bodies. It aims to deliver the vision both Barnet and Harrow Councils have for a reimagined Edgware Town Centre and thriving high street.

1.8. Edgware is very well connected by tube and bus, however, travelling to the town centre by more sustainable and active means is less appealing and often not so easy. Major routes along the A5 and Station Road are heavily trafficked, which adds to air and noise pollution and a poor environment. The A5/ High Street creates a physical barrier when travelling east/ west to or from the main shopping areas and Edgware Station. Furthermore, the presence of the tube lines, along with poor quality pathways connecting south of the Broadwalk Centre car park, make for difficult access to the residential areas to the south and east of the town centre.

Figure 3 – The Boardwalk Centre frontage on to Station Road

1.9. The public realm, comprising footpaths and the streetscape environment, is often not as good as it could be. In particular there is a lack of open public green spaces within the town centre, with no parks and little tree coverage or planting. Where planting has taken place, most notably the street trees along the north eastern part of Station Road, it is already having a beneficial effect.

1.10. The town centre lacks a sense of arrival, despite the huge flow of people through the Underground and bus stations. This misses the opportunity for a pleasant and welcoming heart to Edgware which encourages people to visit and enjoy the town centre.

1.11. Some of Edgware's building frontages are not shown in their best light due to excessive signage. Areas to the buildings' rear are often poorly maintained, encouraging anti-social behaviour and crime. Some of Edgware's heritage is well cared for and well used. In other cases, particularly the Railway Hotel, the buildings have been neglected and must be restored and brought back to suitable uses.

1.12. To the rear of the Railway Hotel and within the wider area known as Forumside, is a large area of brownfield land sometimes used for illegal dumping. It has become a blight on the town centre and encourages anti-social behaviour, including further littering and fly-tipping. The whole area to the south of the Broadwalk Centre and Railway Hotel often does not feel welcoming or safe. The Broadwalk Centre car park means this area is dominated by vehicles rather than pedestrians, while the long Church Way footpath which connects Station Road to Fairfield Crescent feels enclosed and isolating.

Strategic Context

1.13. London continues to grow, with rising populations moving out of central into outer London suburbs placing an ever-increasing pressure on the need for more housing, jobs and supporting infrastructure.

1.14. Through the London Plan the Mayor establishes the growth needs for London and places housing targets for all 33 boroughs. The London Plan sets out where the Mayor would prefer to see growth delivered, within an emphasis on directing development towards land that:

- Is brownfield and within or on the edge of town centres;
- Is well connected by existing or planned public transport;
- Can intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

1.15. Outer London boroughs like Barnet and Harrow are required to meet the Mayor's growth requirements through our local plan documents by identifying suitable places where new housing and supporting infrastructure could be delivered.

1.16. This SPD seeks to ensure that alongside growth we also see the delivery of benefits for the local Edgware community within Barnet and Harrow, including improvements to the physical and commercial environment, transport, housing, and social infrastructure such as schools and healthcare.

Managing Growth

1.17. The town centre offers a diverse range of shops, cafes and restaurants, including numerous independent outlets reflecting the mixed local community. The Broadwalk Centre and central parts of Station Road support some national high street chains.

1.18. Retailers and high streets have undergone huge changes in recent years, largely due to the rise of internet shopping as people make fewer physical purchases in town centres. This trend may have been further accelerated by the Covid-19 pandemic altering many aspects of day to day life. While the long-term impacts are hard to fully assess immediately, it appears shopping habits are being affected. There are also likely to be changes to work patterns and the need for improved essential local amenities such as access to open space.

1.19. Edgware Town Centre hosts a range of non-retail uses, including a significant amount of office space for professional and commercial services. There are diverse community uses such as buildings for community organisations, education, healthcare, religious uses, and a library. There is also a presence of leisure uses including a fitness gym.

1.20. Town centre uses on ground floors can be expanded and the frontages activated to provide a much-improved town centre experience. Public squares should play a key role in creating vibrant community spaces where people congregate to shop, eat out, and socialise in a welcoming and attractive environment.

1.21. To secure its status as a major town centre Edgware needs a sustainable response to a changing world. There must be compelling reasons for people to choose to visit and stay in the town centre, generating a positive and self-sustaining circle of renewal. Edgware can draw on its unique character and features while seeking new offerings to enhance the town centre's appeal and support its businesses. Edgware has an enormous opportunity to significantly improve its leisure and cultural experience to draw more people to the town centre during the day and evening. This could mean more entertainment such as a cinema, increased eating out options, and leisure such as sports activities.

1.22. The Edgware town centre experience can be greatly improved for pedestrians and cyclists through improvements to the street environment and dedicated routes. While public transport access is already good, the relationship of the tube and bus facilities with the surrounding town centre could be made much better. There will continue to be provision of car parking spaces for town centre users.

1.23. Edgware's economy must be supported to adapt and grow to provide new local job opportunities and an entrepreneurial spirt. Sustainable economic growth within Edgware is vital to supporting a dynamic community and employment opportunities for local people.

1.24. Local employment opportunities can be greatly expanded through delivery of workspaces for business start-ups and SMEs (Small & Medium Enterprises). Improving Edgware's economy and job environment will reduce the need to travel into central London and will draw wealth creation into the local area. The Covid-19 pandemic restrictions have demonstrated employees' ability to work remotely and interact with clients and colleagues at a distance. Flexible employment floorspace should be provided and people helped to get the right level of skills to fully access the jobs market.

1.25. Within the Town Centre the opportunity for change and growth is supported by extensive areas of brownfield and underused land. These areas can be used to underpin the renewal of Edgware through imaginative development bringing in new investment, homes, new town centre activities and uses, and a much-improved environment.

1.26. Developers will be expected to support wider infrastructure investment for improved community facilities, for example in terms of schools, health and well-being and GPs surgeries. This is also the case with improving the public realm, for example with a network of cycle and pedestrian links, new public open spaces, squares, performance and event space that can provide places for pop-ups artists, community activities and leisure.

1.27. The design of new development must be appropriate to its context in terms of building scale, with high quality design that improves the town centre. Good design means building frontages should respond to the streets and pathways to give a sense of activity and inclusion, with natural surveillance providing improved security.

Figure 4 – Extensive town centre car parking

Consultation Process

1.28. Early consultation has been carried out during preparation of the SPD to seek the views of local stakeholders, including community organisations, businesses and landowners. The feedback received has helped to shape the draft document in terms of understanding the issues faced within Edgware, such as poor public realm, traffic congestion, and anti-social behaviour. It also provided a sense of the importance of the town centre to local people, and how they might like to see certain changes, for example the desire for developers to provide community amenities such as improved and new public spaces.

1.29. The process of preparing the SPD will be used as a springboard to ongoing engagement with stakeholders, including landowners, to successfully secure the future roadmap for Edgware Town Centre.

A Joint Council Ambition

1.30. The revitalisation of Edgware must meet the overall aims and approaches of both boroughs. These are established through the Barnet 2024 Corporate Plan and the Harrow Ambition Plan 2019. Key aspects of these documents which are relevant to the Edgware SPD are summarised below.

1.31. The **Barnet 2024 Corporate Plan** outcomes and priorities that will be supported by the SPD:

A pleasant, well maintained borough that we protect and invest in – Responsible delivery of regeneration; create a better place to live, work and play; ensuring decent quality housing; better movement and transport; investing in community facilities; investing in greenspaces; improving air quality.

Our residents live happy, healthy, independent lives with the most vulnerable protected – Ensure residents lead active and healthy lifestyles and maintain mental health; good schools and enough school places.

Safe and strong Communities where people get along well – Tackling anti-social behaviour and environmental crime; a family-friendly borough; support local businesses to thrive; focussing on the strengths of the community.

Barnet's Covid-19 Recovery Programme:

1.32. Barnet Council's approach to recovery from the COVID 19 pandemic has been developed and subsequently agreed by Policy & Resources Committee on 17 June. The recovery framework contains six workstreams, which are aligned with the Corporate Plan.

1. Thriving	**4. Clean, Safe and Well Run**
2. Family Friendly	**5. The way we work**
3. Healthy	**6. Prevention**

1.33. The Thriving workstream has four emerging strands of work, which are 1) Skills and Employment, 2) Town Centres 3) Regeneration, and 4) Infrastructure. The detail under each of these is intended to be intrinsically cross-cutting and inclusive of all council service areas. They will be maintained and kept under constant review as the programme evolves over time.

1.34. Edgware town centre will need to respond in the short and longer term to the impacts of COVID in relation to practical delivery and longer term operational and investment models. There is an opportunity now to consider clean growth, low carbon transport, prioritise investments in digital infrastructure and place wellbeing at the heart of the town centre through a sense of identity and belonging.

1.35. **Harrow's Ambition Plan 2019 priorities that will be supported by the SPD:**

Building a Better Harrow – Create a thriving modern, inclusive and vibrant Harrow that people can be proud to call home; increase the supply of genuinely affordable and quality housing ensure every Harrow child has a school place; keep Harrow clean; more people are actively engaged in sporting, artistic and cultural activities.

Supporting Those Most in Need - Children and young people are given the opportunities to have the best start in life and families can thrive.

Protecting Vital Public Services – transport infrastructure that supports economic growth, improves accessibility and supports healthy lifestyles; strong and resourceful community sector; continues to be one of the safest boroughs in London.

Delivering a Strong local Economy for All - strong, vibrant local economy where local businesses can thrive and grow.

Modernising Harrow Council - Reduce the borough's carbon footprint.

Purpose of the SPD

1.36. This SPD seeks to provide a clear but flexible planning framework to underpin Edgware as a key destination in North London and establish a clear vision to guide and enable change.

1.37. Supplementary Planning Documents (SPDs) add detail to the policies in development plans. This SPD therefore provides specific detailed guidance expanding upon and supporting the London boroughs of Barnet and Harrow Local Plan policies, together with setting out the environmental, social, design and economic objectives in relation to the SPD area.

1.38. Development proposals should have careful regard to the advice and guidance contained in this SPD which, once adopted, will be a material consideration in determining future planning applications.

Figure 5 – Satellite image of Edgware with SPD boundary

Figure 6 – The Railway Hotel - a valuable but neglected heritage asset

Supporting Documents

1.39. Several evidence base documents were prepared to support and inform this SPD:

- **Edgware SPD Design Guide** - provides a design analysis of Edgware Town Centre and its immediate surroundings and sets out the design approach for key redevelopment sites and the overall area.
- **Transport Study** - provides analysis of the existing transport situation in Edgware; identifies potential opportunities for change; focussing on enabling movement by sustainable travel modes; assesses the transport and movement implications of potential development; and outlines a range of transport measures and interventions for the future.
- **Edgware Town Centre Economic Strategy** – identifies emerging trends and issues, opportunities and constraints, and suggests land use elements for a redevelopment scheme.

The town centre is popular, diverse and valued, providing extensive shopping, cafes, restaurants and services for communities in both boroughs, north London and beyond.

2.

Vision and Objectives

2. Draft Vision and Objectives

2.1. A draft vision for Edgware has been established:

Edgware Town Centre will become a vital and vibrant destination open to all and which supports communities across Barnet, Harrow and beyond.

It will provide an outstanding place for modern urban living in a wider suburban context. The environment will feel safe and welcoming at all times.

Edgware's status as a major town centre in North London will be reinforced as a destination for leisure, culture and civic offerings that supports the day and evening economy. The centre will be home to a new thriving commerce – a place in which companies start up and want to move to.

The town centre will celebrate Barnet and Harrow as family-friendly boroughs, meeting the diverse needs of local communities and people of all ages and circumstances.

Edgware will be a healthy town centre with substantial new and integrated public spaces and landscaping to support wellbeing, to encourage visitors to stay, and to bring people together to relax and play.

Improved connectivity will see a move towards more sustainable options by providing pleasant and easily understandable routes for pedestrians and cyclists, alongside effective public transport improvements including a better transport interchange experience.

Edgware's renewal will be enabled by growth, with new homes delivering an inclusive mixed-use approach that makes better use of brownfield land and brings new life into the town centre.

Residential development must unlock social and economic town centre opportunities while being integrated with the surrounding residential areas. High quality public realm, design and architecture will be essential to creating a diverse, distinctive and attractive feel to the area, and will draw on local character and heritage where appropriate to the surrounding context.

Draft Objectives

2.2. The objectives set out how the Vision will be realised over the lifetime of the Plan.

OBJECTIVE	DESCRIPTION
Objective 1	**Major Town Centre status retained and enhanced.** The core functions of Edgware Town Centre will be retained, supported and enhanced. Edgware will be developed as a destination with a diverse retail, commercial, leisure and cultural offering that attracts people from a wide catchment area to support our existing local businesses and local economy. The retail offer will be focused on Station Road as the main shopping thoroughfare to ensure the traditional shopping parades are maintained and enhanced. Edgware's commercial offering will be supported by new homes, bringing people closer to the activities of the town centre. This coupled with improvements to the public realm and shift towards a greener, cleaner local environment will also improve the Town Centre experience for visitors, existing and new residents alike.
Objective 2	**A significant cultural and leisure offering, including support for the evening economy.** Provide new attractions that make Edgware a destination location and draw people in from a wide area while supporting local identity and the economy. Potential options include a new cinema, swimming pool and a diverse range of eating-out options that support a safe evening economy.

OBJECTIVE	DESCRIPTION
Objective 3	**Improving transport options.** Edgware Town Centre will move towards being more sustainable, with better options to walk and cycle to the Town Centre for those living locally and better public transport options for those coming from further afield. Improvements to transport options aim to deliver a far better local environment that does not lead to significantly adverse traffic congestion impacts.
Objective 4	**New public transport interchange.** Create a better sense of arrival in Edgware with an improved relationship between the rail and bus stations and the wider town centre to reduce congestion, improve the pedestrian experience and increase convenience and choice in transport modes.
Objective 5	**Efficient land use.** Comprehensive regeneration of key sites that will support the town centre and deliver much needed new homes to a well-connected location.
Objective 6	**Deliver new homes on well-connected, brownfield land.** Meet housing needs by increasing the delivery of new homes. High level capacity studies indicate that the SPD area could deliver thousands of new homes which would be a mix of sizes, types and tenures to accommodate a wide need. Sites would need to comply with design and local planning guidance.
Objective 7	**High quality design that will stand the test of time.** Ensure that new development is rooted in good design and meets the challenge of its locational context across Edgware's varied town centre with a focus on appropriate massing and height.
Objective 8	**Celebrate local heritage.** Edgware's valued historical buildings must be protected and restored and constitute an essential part of the town centre renewal.
Objective 9	**New and improved public spaces.** Deliver new, linked public open spaces and transform the streets and footpaths to provide pleasant clean and safe environment for pedestrians and cyclists.
Objective 10	**Meet the need for local community infrastructure.** Ensure new development makes resources available for schools, GP surgeries and community groups.
Objective 11	**Economic growth and local jobs.** Generate investment that leads to sustainable economic growth, with existing businesses benefiting from increased footfall, and provides employment and skills opportunities for local jobs.
Objective 12	**Tackle climate change and pollution.** Ensure that development mitigates and adapts to climate change and reduces air and noise pollution.
Objective 13	**Increase biodiversity and environmental resilience.** Protect existing and create new habitats that supports diverse wildlife.
Objective 14	**A safe place to live, work and visit.** Ensure that people feel safe by designing out crime and anti-social behaviour.
Objective 15	**Support health & wellbeing.** Development and change must holistically support physical and mental wellbeing.
Objective 16	**A diverse and family-friendly community.** Meet the needs of people from all social backgrounds and ensure that families and children feel safe and included.

3.

Spatial Context

Figure 7 – Illustrative example of urban development at Claredale St, East London (Image credit Ioana Marinescu, Karakusevic Carson Architects)

3. Spatial Context

Socio-economic and population profile

3.1. The Edgware SPD lies largely within three wards: on the Barnet side this is Edgware Ward, for Harrow it is the Edgware and Canons wards. Ward profiles can be used to provide an overview of the makeup of this area.

BARNET - EDGWARE WARD		HARROW - EDGWARE WARD
17,744 residents in 2016 (Projected increase to 19,450 by 2028)[2] **5,981** households	 **Population**	**12,187** residents in 2016 (Projected increase to 13,050 by 2028) **3,715** households
22% under 15 **20%** 15-29 **38%** 30-59 **20%** over 60 Relatively young population combined with a growing population of older age groups. 2018 – 2030 sees a projected 4% decrease in the 0-19 age group, while over 65s increase by 26%.	 **Age**	**20%** under 15 **24%** 15-29 **41%** 30-59 **16%** over 60
40% of the population made up of Black, Asian and minority groups **39%** of school children speak non-English first language at home, the most common being Persian-Farsi, Somali and Romanian.	 **Diversity**	**62%** of the population made up of Black, Asian and minority groups Particularly high proportion of Indian ethnic groups. **65%** of pupils do not speak English as a first language at home.[3]
33% Jewish **28%** Christian **11%** Muslim **9%** Hindu **19%** other/ no religion	 **Religion**	**37%** Christian **30%** Hindu **16%** Muslim **17%** other/ no religion
36% Level 4 qualification or above Lower than Barnet (52%) and London (53%) averages **17%** of working age have no qualifications, lower than Barnet (6.2%) and London (6.6%) averages	 **Qualifications and Job Type**	**32%** Level 4 qualification or above Lower than London (53%) average **17%** of working age have no qualifications, lower the London (6.6%) average
7.9% (2011) (London average 8.8%, national average 7.6%) **2.6%** on Jobseeker's Allowance – below borough and national averages	 **Unemployment**	**8.8%** (2011) (London average 8.8%, national average 7.6%) **1.1%** on Jobseeker's Allowance – below borough and national averages

[2] GLA Ward Profile
[3] Harrow Vitality Profiles 2018-2019 Education

BARNET - EDGWARE WARD		HARROW - EDGWARE WARD
Life expectancy at birth: - **Female 87.1 years;** higher than the borough average of 85.5 years and London average of 84.3 years - **Male 84 years;** higher than the borough average of 82.2 years and London average life of 80.5 years **60%** proportion of Barnet adults physically active in 2016/ 17 -below London average 65%, national 66% **56%** Barnet adults overweight or obese; similar to London average (55.2%) but lower than national average (61.3%)	 **Health**	Life expectancy at birth: - **Female 86.6 years;** higher than the borough average of 85.7 years and London average of 84.3 years - **Male 82.3 years;** higher than the borough average of 82.1 years and London average life of 80.5 years **55%** proportion of Harrow adults physically active in 2016/ 17 - below London average 65%, national 66% **55%** Harrow adults overweight or obese; similar to London average (55.2%) but lower than national average (61.3%)
Ward average house price rose **208%** from £175,000 in 2001 to £540,000 in 2018 Monthly median rent of 2-bed flat in Barnet was **£1,350 in 2017**, compared to average outer London £1,295 and England £675 **60%** of homes owner-occupied in 2011, above the Barnet average of 58%; 16% socially rented and 21% private rented	 **Housing**	Median house prices £380,000 to £483,000[4]; the ward is among the less expensive areas of Harrow House prices rose fivefold **1997 to 2007.** Harrow is the 18th most expensive borough out of 326 in England in terms of median house prices, and is above the London average
Edgware above Barnet **average in most categories**, except for 'Burglary' and 'Drugs offences. LSOA indices of deprivation highlights pockets of deprivation that score highly in the crime domain with some LSOAs falling within the **10%** most deprived.	 **Crime**	Th SPD area has **relatively high levels** of burglary and anti-social behaviour.

[4] Harrow Vitality Profiles 2018-2019 Housing

3.2. The data shows Edgware to have a rising population which is culturally and ethnically diverse. In terms of age profile there is a relatively large younger population combining with a growing proportion of older people. House prices are high and have become less affordable in recent years.

3.3. While life expectancy is relatively high there is a need to encourage more physical activity.

Figure 8 – Traditional shopping frontage on Station Road

Town Centre Uses

3.4. Edgware Town Centre is primarily a retail centre and has approximately 300 units of retail and non-retail uses. Land use surveys were carried out in 2020, 2016 and 2013, allowing comparisons over time, along with comparisons to the national average based on Goad data.

TYPE OF UNIT	2020 NO. OF UNITS	2020 PROPORTION OF UNITS	2016 PROPORTION OF UNITS	2013 PROPORTION OF UNITS	UK AVERAGE 2015
Retail – Convenience[5]	36	12%	15%	13%	8%
Retail – Comparison[6]	78	26%	26%	33%	36%
Retail Services	48	16%	17%	12%	12%
Financial & professional services	34	11%	11%	12%	12%
Restaurants & cafes	34	11%	15%	15%	9%
Pubs & bars	4	1%	0%	1%	5%
Fast Food Takeaways	18	6%	4%	4%	6%
Sui Generis	16	5%	5%	5%	-
Other	12	4%	3%	3%	-
Vacant	19	6%	5%	3%	12%
Total	299	-	-	-	-

[5] Convenience retailing refers to shopping for everyday essential items like food, drink, newspapers and confectionery

[6] Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase, e.g. clothes, electrical items, household and leisure goods

3.5. Convenience retailing[5] is well represented in Edgware and is located throughout the town centre. There are several national chains including a large Sainsburys (located within the Broadwalk Shopping Centre), Tesco Express, Lidl and Iceland. However, the majority of convenience outlets are smaller and independent, with numerous stores providing specialist foodstuffs to cater for a range of diverse cultural needs, for example the two independent butchers which provide halal and kosher meat.

3.6. While over a quarter of the retail outlets in 2020 were comparison goods shops, this is a significant decline from the 33% level in 2013, and significantly below the national average. Some national chains, which are concentrated in the Broadwalk Centre, have closed. This is reflected in a shift in the make-up of the comparison sector, and in its place a growth of charity and second-hand shops that is driven in part by a high concentration of second-hand phone shops/repair shops, along with a growth in discount stores.

3.7. Edgware possess a numerous and diverse range of restaurants and cafés across the town centre, and this reflects diversity in offer but also the communities that the centre serves and attracts. While there is a presence of national chains, most are small, independent outlets. The proportion of hot food takeaways has increased in recent years. Drinking establishments in the form of pubs and bars are underrepresented within Edgware, occupying only 1% of the units versus 5% nationwide.

3.8. The town centre has a range of local service uses, including estate agents, hairdressers, beauty salons and opticians. Unlike many town centres, Edgware has successfully managed to retain banks, along with a good representation of other financial services that provides a strong market indicator for future investment potential.

3.9. The number of units in the sui generis category has increased, driven partly by the higher number of nail bars and tanning studios, along with an increase in betting shops and pay day loan brokers.

3.10. Vacancy rates have increased significantly in recent years to 6% of all units, matching the London-wide position, but below the national average of 12%. There is a significant amount of non-retail uses within Edgware Town Centre, with extensive office space providing opportunities for professional services and business to locate there. Leisure uses are present, for example a fitness gym is located on Station Road. Diverse community uses such as community organisations, education, healthcare, religious uses, and a library, all add to the range of activities which jointly underpin the functioning and attraction of the town centre.

3.11. *The Edgware Town Centre Economic Strategy* notes a clear shift away from retailing being the dominant element of town centres. A combination of changing consumer habits with increasing on-line rather than physical in-centre shopping, national multiple retailer casualties, and increased experiential expectations combining leisure, socialising and shopping has led to wide recognition that the role of town centres is changing and the diversification of uses within town centres is needed to support their long-term vitality and viability.

Changes to the Use Class Order

3.12. The planning system categorises land uses into classes, meaning that planning permission must be obtained from planning authorities for certain changes in use at a property.

3.13. In summer 2020 the Government introduced major changes to use classes that allow far greater flexibility to change uses within town centres without need to obtain planning permission.

3.14. A single use class (E) amalgamates retail uses (previously A1), professional services (previously A2), and cafes and restaurants (previously A3), along with offices and some light industrial uses (B1a/b/c) and gyms, child care and health centre (D uses). Bars and pubs and take-aways are now in their own category, known as Sui generis.

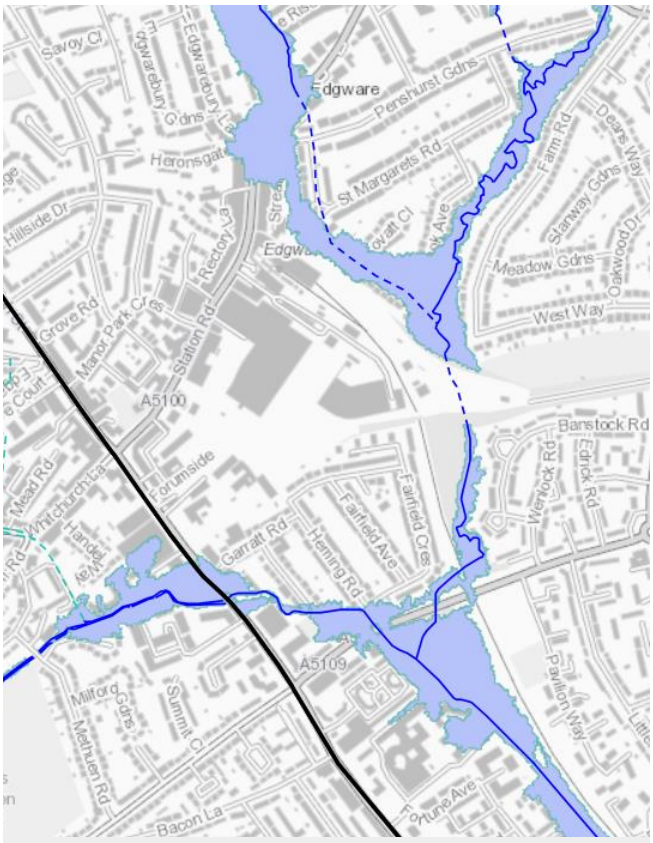


Figure 9 – Areas at flood risk (1 in 100 years)

3.15. The Government is seeking to increase market agility and bring greater flexibility to town centres, an approach that aligns with Edgware's need to focus on providing a broader town centre experience and attractive environment that draws visitors both locally and from the wider region. At the same time the changes also disrupt the councils' ability to manage town centre use types.

Environmental Profile

Waterways and Flood Risk

3.16. Two waterways flow through the area - Dean's Brook and Edgware Brook – leading to some areas lying in Flood Risk Zone 3 (a 1 in 100 year or less risk of flooding). There is also a surface water flood risk in some parts of the town centre.

Open Spaces and Green Areas

3.17. Edgware Town Centre lacks a network of open space and where there are open spaces in the wider area, access and routes to these spaces are not clear or well signed. Part of the SPD area is identified as being deficient in public open space, defined as being more than 400m from a local park or 1.2km from a district park.

3.18. Along the Deans Brook corridor and to the south and east of the Underground sidings is an area classified as a Site of Borough Importance for Nature Conservation.

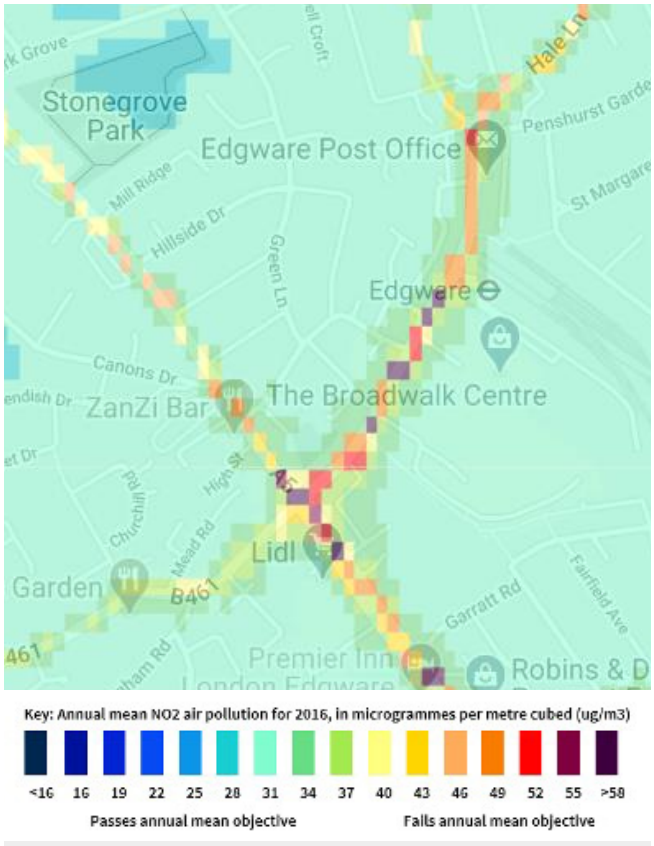


Figure 11 – Pollution from nitrogen dioxide (NO2)

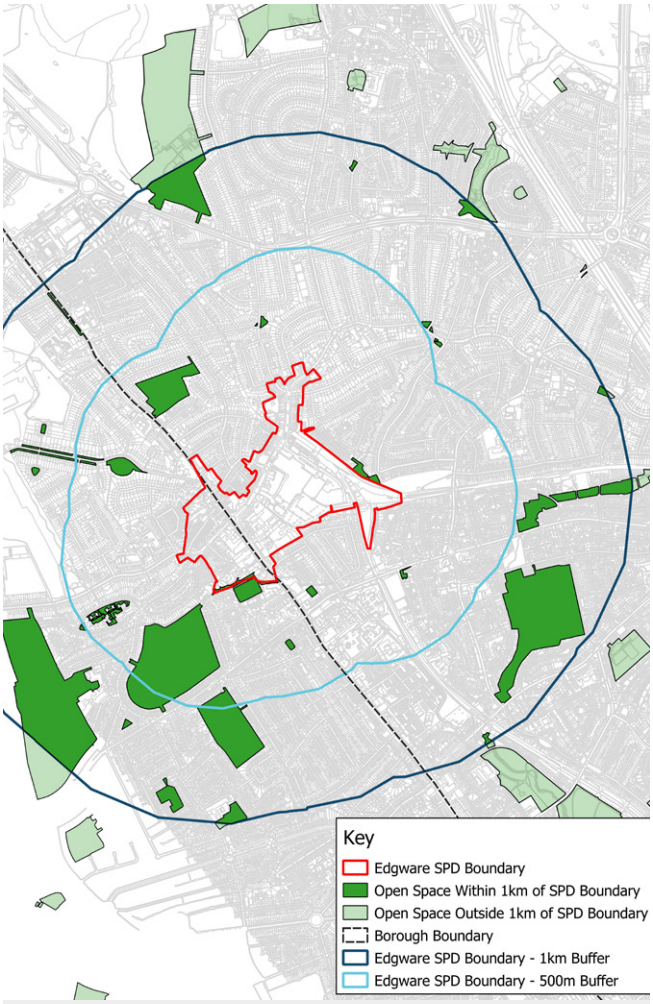


Figure 10 – Public open spaces around the SPD area

Environmental resilience

3.19. Heavy traffic along the major thoroughfares of the A5 and Station Road lead to concentrations of air pollution along these routes, with Nitrogen dioxide (NO2) levels exceeding the annual mean concentration requirement of 40 µg/m3 in some instances. Other measured pollutants of PM10 and PM2.5 are not exceeded.

3.20. Noise pollution, which varies significantly according to the time of day, is again concentrated along the major road roads, as well as the bus station, car park and school. There is a need to promote healthy streets, reducing the dominance of vehicular traffic and better support walking and cycling to create a cleaner, greener and healthier town centre.

Fly Tipping

3.21. Fly tipping is an environment hazard in several parts of the town centre, in particular the Forumside area to the rear of the Railway Hotel. The footpaths and alleyways are also affected by this problem, including Church Way around the perimeter of the Broadwalk Centre car park. Generally high levels of litter along the streets and over-filled bins are also a problem.

Figure 12 – Station Road in the 1920s

Historic Character

3.22. Edgware has a long history of change and development, evidence of which can still be seen today in the buildings and infrastructure.

3.23. The ancient Roman road (later known as Watling Street) ran through the area and provides the basis for the modern-day strategic A5/ High Street route.

3.24. Edgware has been long established as a settlement, with the Medieval Parish Church of St Margaret the oldest remaining building. Along the High Street numerous historic buildings demonstrate the long-standing importance of Edgware as a place to live and work, as well as its position on a major transport route.

3.25. Edgware remained largely rural and agricultural until the second half of the nineteenth century when the Great Northern Railway branch opened in 1867. Manufacturing industry established a presence by the early twentieth century, with suburban development increasing in the southern areas.

3.26. The London Underground network arrived with the opening of Edgware Station on the Northern Line in 1924. By this time the area was rapidly suburbanising and the population increasing. To meet emerging needs, the shopping district around Station Road was developed in the late 1920s and early 30s.

3.27. There were major changes during the post-World War Two period. In 1990 the Broadwalk Shopping Centre was built on the site of a demolished over-ground train station, while the Ritz Cinema, which opened in 1932 and stood on the north side of Station Road, was demolished in 2001 and replaced with a building containing a gym, apartments and retail units.

Heritage Assets

3.28. Edgware has many heritage assets, and while some are well-used and in a good state of repair, other are in a poor condition or even derelict. Heritage assets have an important part to play in the growth and renewal of Edgware, providing historical context and supporting local identify.

Figure 13 – The Masons Arms - a listed heritage building in poor condition

	NATIONALLY LISTED	LOCALLY LISTED	CONSERVATION AREA
Barnet	Railway Hotel Including Sign in Front and Former Off-Sales Building to West Parish Church of St Margaret (Grade II)	St. Margaret's Church Hall Kings Parade, Nos. 1 - 23 (Odd) Edgeware bury Lane NatWest Bank, No. 317 Hale Lane Edgware Underground Station, Station Road	
Harrow	(All Grade II) The White Hart Hotel 65-67, High Street (Grade II) 85-89, High Street 95, High Street 97, High Street 99-101 High Street War Memorial Pair of Telephone Kiosks, The Bee Hive	Police Station, Whitchurch Lane 81 High Street 083A High Street	Edgware High Street Conservation Area

3.29. To the south of Edgware Town Centre is the Watling Estate Conservation Area.

Heritage Assets and Conservation Areas

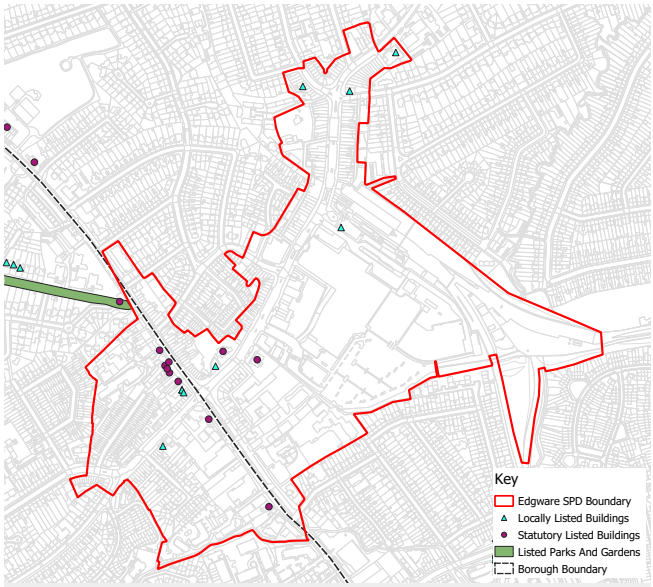


Figure 14 – Listed heritage assets

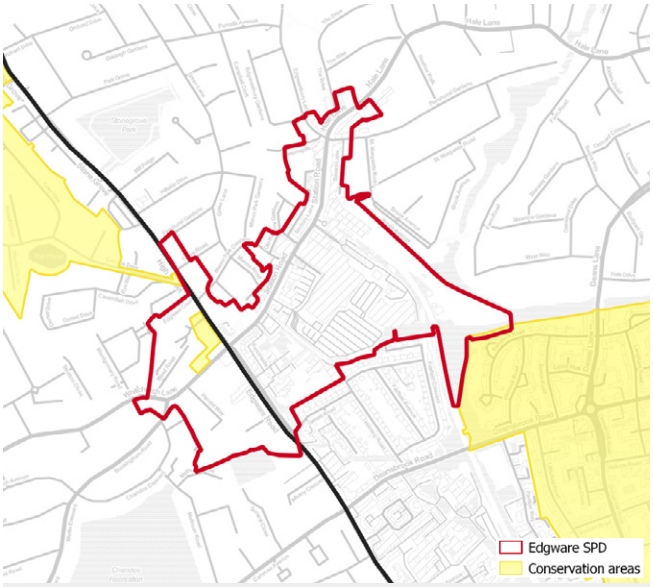


Figure 15 – Conservation areas

Planning Policy Framework

3.30. A supplementary planning document adds detail to the policies in the development plan, providing further guidance for development on specific sites, or on particular issues. A SPD is not part of the development plan and is a non-statutory document, although it can be a material consideration in planning decisions. As a statement of policy intent, it must still be considered within the overarching planning policy framework for the area.

3.31. This SPD is part of a broader framework of national, regional and local policies that will also inform development and planning decisions within Edgware.

3.32. Barnet's Core Strategy Policy CS1 identifies Edgware as a priority town centre. The Draft Local Plan sets out the overall policy position for the SPD area through Policy GSS05 Edgware Growth Area.

3.33. Harrow's Core Policy CS8 *Edgware and Burnt Oak* provides Harrow's principles for growth and development in these locations.

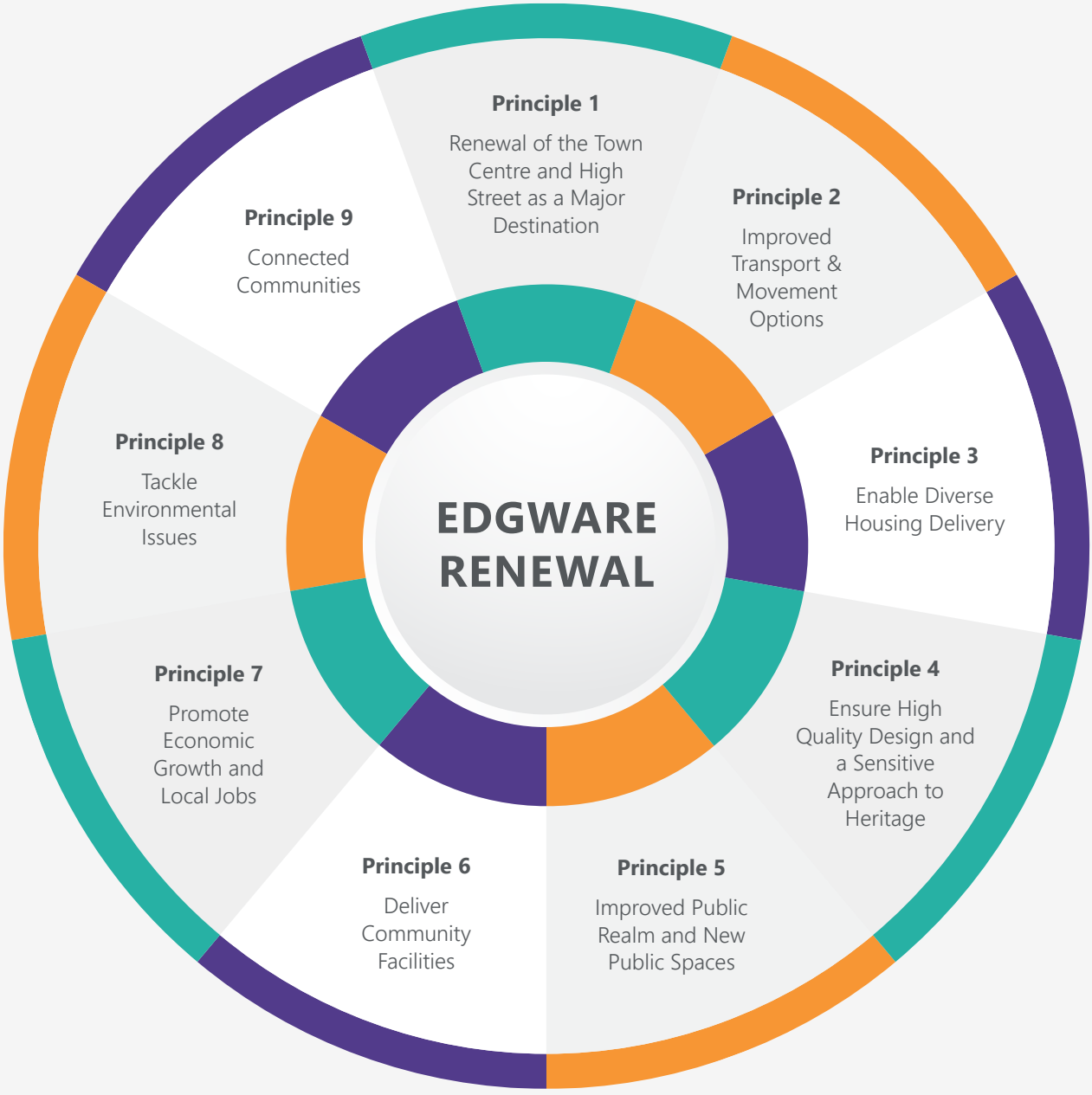
National Policy	NPPF (2019)
Regional Policy	London Plan (2016) (Consolidated with Alterations since 2011)
	Intend to Publish London Plan (2019)
Local Policy LB Barnet	Barnet Core Strategy (2012) and Development Management Document (2012)
	Barnet Draft Local Plan (2020) (will supersede the current local policy documents once adopted)
Local Policy LB Harrow	Harrow Local Plan Core Strategy (2012) and Development Management policies (2013)

4.

Development Principles

4. Development Principles

4.1. To achieve the SPD objectives a set of principles will guide sustainable development to meet the needs of Edgware. The principles are inter-locking with each one supporting the others to bring forward the renewal of the town centre.



Principle 1 -
Renewal of the Town Centre and High Street as a Major Destination

4.2. Edgware is Barnet's only major town centre and is also an important destination for residents in Harrow and further afield. The centre has 300 retail outlets which provide a broad range of shops, services and eating out opportunities, as detailed in Chapter 3. National chains are concentrated in the Broadwalk Centre and the central section of Station Road. Independent businesses are spread throughout the town centre and offer a culturally diverse range of outlets. In some cases, units around the edge of the town centre are not in a good condition and improvement should be sought.

4.3. Traditional high street uses, including retail, have in many cases been negatively affected by the Covid-19 crisis, Changes to the Use Class Order detailed in Chapter 3 also limit the ability of the councils to control and maintain such uses. However, this also provides an opportunity for new active ground floor uses to emerge.

4.4. The *Edgware Town Centre Economic Strategy* notes that the role of the high street is changing and a more diverse mixed-use environment is required where retail will continue to be important but leisure, education, community and commercial/office uses are as important for creating and maintaining vital, viable and sustainable town centres.

4.5. There is a need to renew and broaden the offer provided by Edgware Town Centre to one which is clear, distinctive and diversified, with the aim of both retaining spending from the local population and drawing in new custom from a wider area. The increase in footfall and new opportunities will benefit Edgware's existing businesses and retailers.

4.6. To ensure its future success as a town centre Edgware must:

- Retain and enhance its Major Town Centre status by continuing to provide a quantum of uses that draws in people for a high quality and diverse town centre experience. The main town centre offer should be focused on Station Road to maintain this as the main shopping thoroughfare. Flexible floorspace options should be sought that enables a range of operators to support Edgware as a major destination experience.
- Address those retail units around the edge of the town centre which are in poor condition through encouraging improved frontages;
- Provide a significant new cultural and leisure offering with attractions that make Edgware a destination location during both the daytime and evening. Potential options include a new cinema, swimming pool and a diverse range of eating-out options that reflect the multiple and distinctive cultures that thrive around Edgware. Other uses will be considered where they support the creation of a town centre fit for the future; providing a suitable variety of uses and able to adapt to future challenges.
- Retain local town centre users while seeking to draw in visitors from a wide area of North London and South Hertfordshire.
- Use the town centre renewal to improve the local economy and support local identity.

Figure 16 – A diversity of shops

Principle 2
Improved Transport and Movement Options

4.7. Edgware benefits from the major public transport hubs of Edgware Underground Station and Edgware Bus Station. The town centre does, however, experience high levels of road congestion and consequently a poor environment for pedestrians and cyclists.

4.8. Pedestrian activity is concentrated along the major roads, particularly around the tube station and the shopping centre. While there are pedestrian links to residential areas to the south and east these are often narrow and poorly lit, and the tube lines create a major barrier to east-west movement. There is a need to move towards a far more active/ pedestrian-friendly town centre.

Figure 17 – Illustrative example of a dedicated cycle lane

4.9. There is huge potential to improve cycling infrastructure in Edgware and to significantly increase the number of journeys made by bicycle. TfL analysis indicates that Barnet has the highest number of trips currently driven which could be converted to walking or cycling - two thirds of car trips in Barnet are under 5km. Existing cycle lane and other infrastructure provision is limited and levels of cycling are low. Securing investment in new cycle routes across and between town centres in both boroughs is a Covid-19 recovery priority.

4.10. Bus services are frequent and Edgware bus station is the main bus hub for the area, although the quality of public realm around the station could be improved. Nearly the whole SPD area is within 400m walk of a bus stop. Forecasts indicate a substantial increase in bus use in the area.

4.11. Edgware tube station operates as an integrated interchange with the adjacent bus station. Whilst busy, the station operates within capacity, although the trains are highly congested during peak hours. To the front of the station is an arrival area which prioritises vehicles.

4.12. Off street car parking is provided to the rear of the Broadwalk Centre where there are 1,150 short-stay and long-stay spaces on an expansive, surface level car park. The long-stay commuter off-street parking is used to capacity while the short-stay shopper parking is typically 60% full on a weekday. On-street parking is covered by several Controlled Parking Zones (CPZs).

Figure 18 – There is good provision of bus stops within Edgware Town Centre

4.13. The policy context includes the London Plan and Mayor's Transport Strategy which support Good Growth principles for the coming decades, encouraging mode shift from private car to active travel, public transport and sustainable freight.

4.14. To meet the town centre's transport and movement needs development should:

- Maximise the advantages of the town centre's public transport facilities and services to develop excellent sustainable travel modes and optimise the development potential of the town centre;
- Significantly improve the provision and support for active travel (walking and cycling) and public transport; combined with effective management of car parking supply and car usage to achieve high levels of growth; and
- Use inclusive design to create a place that is inclusive and accessible and can be enjoyed by everyone including people with disabilities, older people, and carers with young children.

4.15. The interchange between Edgware's bus and underground stations is and will remain important. The guiding principle is to improve passenger experience by finding the balance between space, legibility/ visibility and proximity between modes.

4.16. Further detail on transport and movement requirements, including on the bus station, are set out in the Transport and Movement Guide in Chapter 7 of this document.

Figure 19 – Edgware Station and forecourt

Principle 3
Enable Diverse Housing Delivery

4.17. Barnet and Harrow councils need to deliver new homes at the borough and local level to meet local need but also to meet London Plan requirements. Barnet is seeking to deliver several new residential development opportunities, which are identified at the Broadwalk Centre, TfL land, and Forumside areas. Encouraging more people to live in and around the town centre boundary and connecting in with surrounding residential neighbourhoods is fundamental to ensuring the town centre becomes a more successful place.

4.18. House prices and rental levels have risen enormously relative to income in recent years, leading to declining housing affordability levels for many people. More housing is needed to provide for those who cannot afford, or struggle to afford, a place to live.

4.19. It is also the case, as noted by the Edgware Town Centre Economic Strategy, that residential development, by increasing the population, is becoming an ever-more critical component to drive both footfall and spend in town centres.

4.20. To meet the housing needs development at Edgware will:

- Encourage residential development - the core of the centre could accommodate a substantial number of new market and affordable homes (subject to planning permission).
- Provide for a mix of unit sizes and tenures, including affordable housing, in line with Local Plan policies. The varied requirements of both individuals and families should be accommodated where these are appropriate to create a varied and sustainable community.
- Optimise sites to provide high quality housing in suitable locations.
- Barnet's emerging new Local Plan will establish a future housing capacity for the town centre.

Figure 20 – Extensive car parking to the rear of the Broadwalk Centre

Figure 21 – Listed heritage buildings on the A5/ High Street

Principle 4

Ensure High Quality Design and a Sensitive Approach to Heritage

4.21. Good design is crucial to the successful renewal of Edgware and ensuring that the development of buildings, streetscapes and the public realm support the needs of residents, workers and visitors. This is very much aligned with the Government's White *Paper Planning for the Future* which has a strong focus on the need for good design to build high quality homes and places.

4.22. Edgware already has many excellent design aspects, including for example the inter-war shopping frontages to the eastern end of Station Road. There are numerous listed heritage assets across the town centre, with a concentration on the eastern side of the A5, and at the western end of Station Road. Some heritage assets are well maintained and used. Others are not, in particular the Railway Hotel which is derelict and in poor condition but remains highly valued by the local community.

4.23. In parts of the town centre there is a very low intensity of land use, with extensive areas of brownfield land, surface car parking, and single storey buildings. The high level of public transport accessibility and town centre location will support the greater optimisation of land and development opportunity, in line with national and London planning policy. Edgware Town Centre within Barnet is identified by the mayor of London as a tall buildings location, meaning there is potential for buildings higher than eight storeys, and for very tall buildings of over 14 storeys, subject to exceptional design quality and demonstrating that the scheme meets criteria such as integrating with the existing urban fabric, and ensuring no adverse microclimate impact relating to wind or daylight.

4.24. To ensure growth meets the needs of Edgware Town Centre developments must:

- Deliver high quality design and ensure that new development meets the challenge of its locational context within Edgware's varied town centre.
- Show excellent design for any proposal involving tall buildings and demonstrate an appropriate relationship with other town centre buildings, particularly Edgware's heritage assets, and the surrounding low-rise residential suburbs.
- Celebrate local heritage, ensuring that historical assets can fulfil a town centre function. The Railway Hotel particularly is a valued landmark heritage building that must be brought back into use as part of the renewal and redevelopment of the wider area.
- Use land efficiently though comprehensive regeneration of key sites that optimises density and meets the growth needs of the boroughs.
- Use a 'safety by design' approach that helps people to feel safe by designing out crime and anti-social behaviour, for example by natural surveillance in new developments.
- Design in health and wellbeing through a holistic approach that supports physical and mental wellbeing. Space for outdoor recreation is a vital resource, something demonstrated during the Coronovirus pandemic where people needed access to convenient local places for exercise while social distancing.
- Design to meet the amenity needs of a diverse and family-friendly community.
- Construction activity must be planned appropriately to mitigate impact on existing business and residents.

Figure 22 – St Margaret's Churchyard provides a quiet, green and attractive space

Principle 5

Improved Environment and New Public Spaces

4.25. Edgware Town Centre lacks public open spaces, and those spaces which are nearby are not always well signposted. This means town centre residents and visitors do not have ready access to space for recreation and relaxation. There is a missed opportunity for attractive public realm features which provide a sense of space and identity within the town centre.

4.26. Furthermore, in many instances the environment and public realm is in a poor condition. Street furniture is cluttered and sometimes broken. Shopping frontages in some cases could be better maintained and signage can be excessive, with letting agency signs proliferating.

4.27. While Edgware has numerous footpaths and alleyways linking the town centre to residential areas, these are often narrow and isolating, and lack a sense of safety. This is exacerbated by frequent littering and fly tipping.

4.28. To achieve a renewed town centre and deliver many new homes Edgware must provide a high-quality environment which includes:

- The delivery of several public open spaces which provide sufficient areas for residents and town centre visitors to use for recreation, play and relaxation. This opportunity for new spaces should be used to promote a sense of local identity and pride, potentially drawing on local history and culture. These open spaces should be easily accessible and interlinked for pedestrian and cycle-only use, with design that promotes public safety. The open spaces should be extensively planted to provide a sense of greenery and nature. Provision must be made for children's play space.
- Main and side streets which provide a well-designed and clean environment that is attractive for pedestrians and cyclists. This is likely to include reducing the sense of clutter and providing consistent, well-designed street furniture. There is potential to work with property owners and businesses to improve the street scene through improving shop frontages and removing or reducing letting agency signage.
- The numerous alleyways and footpaths which provide direct linkage between residential areas and the town centre must be transformed to provide pleasant clean and safe environments. This may include opening up the available space, better signage and access points, improved boundary and surface treatment, and higher levels of maintenance. The potential for joint use as cycle paths should be fully explored.

4.29. These changes will also support health and wellbeing of the population through providing more opportunities for physical exercise, socialising and relaxation. Improved routes for pedestrians and cyclists will encourage more active travel, further improving health through exercise and tackling air pollution from vehicles.

Figure 23 – Green space with a playground close to Edgware Town Centre

4.30. There is an opportunity to explore whether development could contribute to a fund for improvements to the shopping frontages and improved wayfinding, for example through better signage.

4.31. A better environment will help to achieve a diverse and family-friendly community where people want to spend time within Edgware. It should also reduce instances of crime and fear of crime through providing a place which people can feel a sense of security and pride.

Principle 6
Deliver Community Facilities

4.32. Community infrastructure serves the needs of the local population, providing key facilities for education, health, and locations for community organisations and activities.

4.33. Edgware is well served by a range of community infrastructure, both within the town centre and in the surrounding area. There is a particular concentration of community buildings on Rectory Lane where they are, however, somewhat hidden away and on a narrow, poor-quality road. Community infrastructure and organisations need to be nurtured and potentially helped to expand to support growth.

4.34. Edgware library is located on Hale Lane, within the town centre, and includes community meeting space for hire. Edgware Primary School is part of the town centre; other schools are located nearby, including the Beit Shvidler Primary School. Religious institutions are well represented in or close to Edgware Town Centre, including churches, mosques and synagogues.

4.35. The amended Use Class Order (as set out in Chapter 3) includes community uses such as health centres, childcare and gyms in the same E use class as shops and cafes, potentially enabling more fluidity between these uses within Edgware Town Centre.

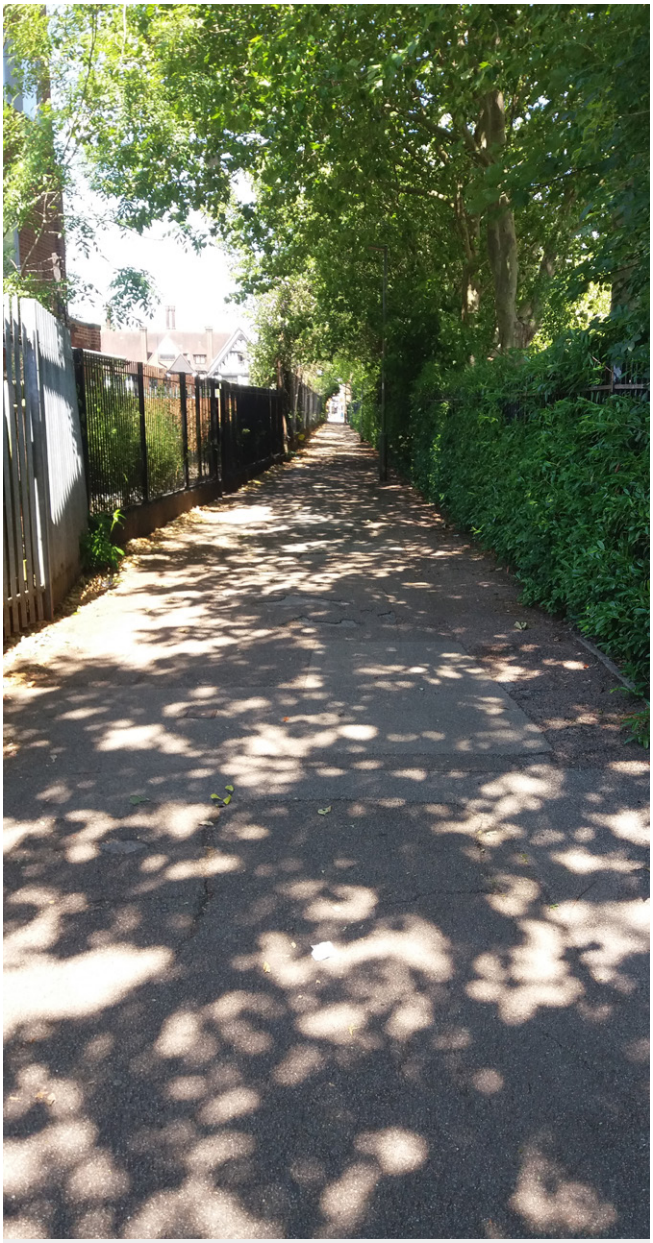


Figure 24 – Church Way is green and traffic-free but can feel isolating and unsafe

4.36. An important consideration for many town centre users is the provision of publicly available toilets, potentially through specific facilities or a 'community toilets' scheme.

4.37. For the appropriate provision of community infrastructure in Edgware:

- The need for community facilities must be assessed to ensure sufficient, suitable space for uses including education, health and community groups, with a likely increase in provision to support redevelopment of the town centre.
- Seek opportunities for relocation to better serve the community and offer more appropriate accommodation.
- Ensure the community facilities support the needs, health and wellbeing of Edgware's diverse community.

Principle 7
Promote Economic Growth and Local Jobs

4.38. Providing economic resilience as part of a Covid recovery programme and growing Edgware's economy and increasing the number of jobs available for local people is a vital element in the renewal of the town centre.

4.39. Opportunities should be sought for new business in emerging growth sectors, for example digital, creative industries, and ICT.

4.40. Economic dynamism and the retention of more local spending within Edgware will help to boost the town centre and support a sustainable, thriving community. More employment opportunities in the local area will mean fewer people travelling out to places of work, reducing pressure on the transport network, particularly at peak hours.

4.41. Much of Edgware's existing economic activity and jobs is based on the town centre uses which will be enormously supported by the renewal of town centre activities and a transformational improvement of the cultural and leisure offer which increases footfall and provides new opportunities.

4.42. Affordable office premises within the town centre are mostly located along the A5/ High Street corridor, including Grosvenor House, along with a number of storage units and small industrial units. Office and industrial units provide an important economic function and floorspace for these uses should be retained or re-provided.

4.43. It should be noted that the amended Use Class Order (as set out in Chapter 3) includes office and light industrial units in the same use class as high street uses such as retail and cafes, along with some community uses such as gyms and childcare, potentially meaning the councils may need to take a broad approach to increasing economic growth and job opportunities.

4.44. While evidence suggests that unemployment levels in Edgware have been relatively low in recent years, the long-term impact of the Coronovirus pandemic is yet to be fully assessed. The long-standing need to increase the level of skills and training for some parts of the working age population is likely to be supplemented by a requirement to assist the workforce where jobs have been lost due to Coronovirus.

4.45. In terms of the economy and jobs Edgware has a need to:

- Encourage economic growth and generate inward investment.
- Encourage the location of public sector service delivery hubs
- Support growth in the evening economy, balanced with the need to avoid issues of anti-social behaviour.
- Seek to provide employment floorspace for businesses, including office and light industrial.
- Support people who have lost jobs due to the Coronovirus pandemic through linkages to local work opportunities and skills training.
- Ensure local employment opportunities, along

Figure 25 – A community organisation located on Rectory Lane

Figure 26 – Healthcare facilities in Edgware Town Centre

with securing construction apprenticeships through development opportunities, to support rates of employment and allow more sustainable working patterns.

- Where required, increase training for local people to help them secure jobs and increase the local skills base as a way of encouraging employers to locate in the area.
- Be aware of the barriers to employment which some people may experience to securing employment and to help overcome those barriers. There may be opportunities for skills and training through working with developers on key regeneration sites in the town centre.

Figure 27 – A place for community meetings

Principle 8
Tackle Environmental Issues

4.46. The impact of climate change must be addressed, with growth in Edgware both seeking to mitigate and adapt to the effects of more extreme weather events. More energy efficient buildings, more sustainable transport, and the use and production of low or zero-carbon energy all have a role. Fluvial flood risk is concentrated along Deans Brook and Edgware Brook, while surface water flooding is a risk in some parts of the town centre.

4.47. Air and noise pollution are problematic due to heavy traffic flow, notably along the Station Road and High Street corridors. This will affect the road users, including pedestrians, cyclists, and the vehicle users themselves. The pollution levels fall away from the road corridors relatively quickly, which should be taken into consideration when locating land uses, particularly residential. Over the medium to longer term a transition to more sustainable transport modes will help to reduce pollution, as will the expected rise of electric vehicles.

4.48. There are areas of biodiversity recognised in Edgware, for example through the Deans Brook corridor classified as a Site of Borough Importance for Nature Conservation. Renewal in Edgware should seek ways to increase and enhance the biodiversity of the area and support wildlife to make it a home. This should be combined with enabling people to experience nature at first hand, seeking potential opportunities to open-up spaces such as the Deans Brook Corridor for public access.

Figure 28 – Dean's Brook provides a nature conservation corridor through the area

4.49. Environment issues in Edgware should be tackled by:

- New developments mitigating and adapting to climate change in line with the policy and regulatory framework.
- Managing flood risk through the design and location of development and make use of sustainable urban drainage systems.
- Ensuring that air and noise pollution effects on residents, workers and visitors to the town centre are minimised.
- Protecting existing habitats and create new habitats where possible that support biodiversity and allows people to experience nature within Edgware on a daily basis.
- Acknowledging that the local and wider environment is a vital element to supporting physical and mental health and wellbeing.

This opportunity for new spaces should be used to promote a sense of local identity and pride

Principle 9
Connected Communities

4.50. Renewal and redevelopment require the participation of local communities and stakeholders to achieve success. This SPD supports a cross-borough approach that enables effective, ongoing communication and engagement.

4.51. Early engagement on the SPD has been undertaken for Edgware through:

- A Barnet Local Plan presentation at St Margaret's Church in March 2020;
- An online cross-borough Member workshop in May 2020 which sought the views of local Councillors in Barnet and Harrow;
- An online local stakeholder event in July 2020 which provided an update on the emerging SPD and sought the views of local businesses and community groups;
- A Designing Out Crime Visual Audit of Edgware Town Centre in September 2020, undertaken with the Metropolitan Police's Designing out Crime team, along with Community Safety and Planning officers, to identify potential crime reduction recommendations relating to the built-environment which could help reduce crime and the fear of crime.

4.52. Key issues raised included crime and anti-social behaviour, heavy traffic congestion through the town centre, concerns about the state of retail on Station Road, poor public realm, and the lack of open or public spaces. The feedback received has helped to shape the emerging plan.

4.53. To ensure connected communities are enabled for Edgware Town Centre the councils will:

- Seek ongoing engagement and consultation with local stakeholders.
- Develop effective partnerships with business, the education sector and other employers to meet the evolving skills and employment needs of the population post-Coronovirus.
- Work with communities and landlords to address blight caused by vacant high street properties.

5.

Key Sites Design Guide

5. Key Sites Design Guide

5.1. This chapter seeks to provide a closer focus on key opportunity sites within the SPD area where there is greater development potential. How these key sites are developed in design terms is critical to the future success of the town centre. The Design Guide establishes broad parameters for development in terms of context, scale and massing, layout and movement.

5.2. The Design Guide is necessarily at a relatively high level, and it may be appropriate to prepare one or more design code(s) to provide more detailed guidance for sites or areas within Edgware SPD.

5.3. The NPPF sets out that:

> *'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

Design Vision

5.4. **The Design Vision sets out the overall design approach across the Edgware SPD area.**

Permeability: A successful urban space needs to be highly connected to surrounding environments, both visually and physically. A permeable public space is easy to get to and use. This is achieved through appropriate scale of development, clear views to and from the space, and a robust wayfinding approach.

Intuitive flows: Pedestrians and cyclists must be able to move around in an attractive environment, without interruptions, with minimal exposure to noise and air pollution and with clear and frequent views to destinations, while also meeting the requirements of vehicular traffic to move through and access the town centre.

Sociability: Successful public spaces have the potential to be vibrant and lively or peaceful and relaxed places to gather in and socialize. The space should provide interest from afar and up close whilst considering the human scale. A good mix of activities should be provided.

Mixed Use: There should be a mixed offer including retail, cultural, leisure and residential uses which complement each other on site and work well with the existing high street. The aim is to provide welcoming, pedestrian friendly town centre uses for Edgware.

Context: Context consists of a range of factors, such as building scale and massing, materials, land uses and design styles. Development should aim to complement and enhance the existing built environment.

Active Neighbourhoods: Cultural and leisure uses, shops, cafes, restaurants and community amenities can all add vibrancy to neighbourhood character. Al fresco public spaces for uses such as eating out enhance the space. A clustering of uses in a pleasant environment increases pedestrian movement which in turn supports a vibrant local economy.

Town Centre Urban Landscape

5.5. Edgware Town Centre is broadly 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 doorways providing access to the offices and residential flats on the floors above, with windows directly overlooking the street. This character is most evident along the length of Station Road northeast 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.

Figure 29 – The urban grain varies across Edgware

Figure 30 – The inter-war frontages of north eastern Station Road

5.6. The urban grain of the built form is dominated by the large footprint of the Broadwalk Centre. Other larger structures are situated along the A5 corridor and Station Road. The building footprints typically become smaller as the townscape transitions to more residential areas.

5.7. To the rear of the Broadwalk Centre is a large area of surface car parking, while adjacent to the west is the Forumside area which comprises a mix of brownfield land and low-rise buildings which do not relate well to each other. In combination this comprises a large, very low density town centre space which has potential for better use.

5.8. There are tall buildings within Edgware Town Centre; Premier House is 14 storeys high, while the redevelopment of Premier Place (approved in May 2016) incorporates a building of 17 storeys. Opportunities for tall buildings will be explored subject to assessment of suitability, impact and exemplary design.

5.9. Area Analysis by Segmentation

5.10. To enable detailed design analysis to be carried out, the area was split into segments based on similar characteristics. This methodology assisted in identifying which segments are appropriate for high levels of new development, and those where the potential is far lower.

All Plots

Plots containing heritage assets

Plots under planning or planning approved

Plots not suitable for major redevelopments

Plots with high development potential suitable for high quality major redevelopments

Assessed Development Potential by Segment

5.11. Those sites assessed as having higher development potential will be addressed individually.

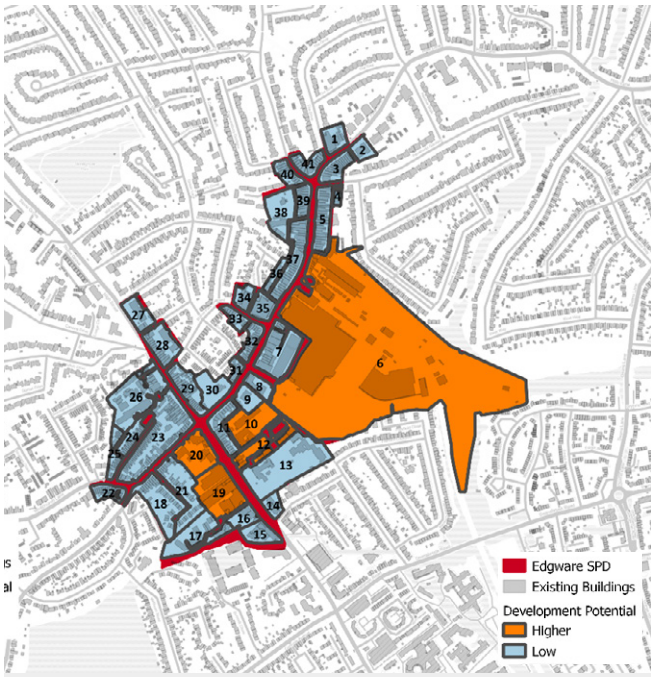


Figure 31 – Assessed Development Potential by Segment

Key Site - Broadwalk Centre and the Station

5.12. This area encompasses the Broadwalk Shopping Centre and associated car parking, Edgware Underground Station, platforms and tracks, and Edgware Bus Station, along with bus standing and garage.

Figure 32 – Aerial view over the Broadwalk Centre, underground station and bus station

Figure 33 – Broadwalk Centre frontage

5.13. This site lies at the heart of Edgware Town Centre and comprises a major strategic development opportunity for Edgware.

5.14. Future development opportunities should prioritise making the Station building and forecourt a welcoming, legible and easy to navigate arrival point to public transport. There should be a sense of arrival in Edgware, making this into a place which brings people into the heart of the town centre, connecting this key public transport node with the surrounding town centre.

5.15. The site is suitable for wide range of town centre uses, including retail, cafes, restaurants and offices, as well as leisure and cultural uses such a cinema and sports centre. Residential uses are expected on a significant scale, along with supporting community infrastructure. Public transport infrastructure will continue to be a key element within the site.

Movement

5.16. Movement of pedestrians within and around the site is vital to ensuring the area is accessible and vibrant. Future development of the Broadwalk Shopping Centre and the TfL land holdings should provide clear and legible pedestrian linkages across the site and with the surrounding areas. Linkages must provide safe, easy and direct access to local services and facilities and form a logical and coherent whole with the surrounding network of streets. Redevelopment of the Broadwalk Shopping Centre must provide excellent pedestrian access across the site. Church Way should be improved to make the route feel open and safe. Redevelopment should also be used as a means of improving Bakery Path to make it feel safe and pleasant to use.

Figure 34 – Edgware Station and forecourt

Figure 35 – The bus station entrance on to Station Road

5.17. New and improved routes will make the area far more accessible for pedestrians and ensure access to/ from the train station from the interior of the site, southwards towards the residential areas, westwards towards the Forumside area and through to the A5/ High Street. A clear movement line towards the rail station and bus station must be part of any redevelopment of this site.

Height and Massing

5.18. The plan of building heights around this site, and the aerial photographs, demonstrate the varied nature of the site and surrounding area in terms of building height, massing and urban grain. Development should be responsive to this context and balance optimising the town centre and public transport hub location.

5.19. The site has potential for the creation of a modern urban environment with opportunities for tall building and higher densities in some parts - dependent on high-quality design - while being sympathetic to the context and adjacent residential areas.

Figure 36 – Existing building heights (note the plan is derived from an analysis of heights in metres translated to storeys and therefore the number of storeys is indicative)

5.20. To ensure development is appropriate the following must be considered in terms of building design:

- Towards the southern and eastern edges where the site is in proximity to low-rise residential areas – notably Parkfield Close, Fairfield Crescent and Brook Avenue – the height and massing of buildings must respond to the suburban context. The height of new development should be sufficiently modest as to avoid overshadowing and loss of privacy.
- Proposals for tall buildings should locate them in the heart of the site where there is more potential to establish a high-quality urban design that achieves higher densities. Within this area building heights and massing should be varied to achieve an attractive mix of building types that is beneficial to the urban landscape and allows new residents access to views and sunlight. Any proposal for tall buildings will be subject to assessment of suitability, impact and exemplary design.
- Along the part of the site adjoining Station Road building heights should be varied to avoid a 'canyoning effect' and excessive shadowing across the main shopping thoroughfare. The overall design must be provided in the context of the Underground Station and demonstrate wayfinding towards the public transport hub.
- Buildings must ensure attractive and active frontages at street level so that pedestrians feel engaged with the built environment at a human scale. This will also assist with natural surveillance and provide a sense of security to town centre users. Designs should avoid or minimise any blank aspects to buildings, including to the sides and rear.
- There should be retention of some car parking for town centre users, and potentially commuters, depending on assessed need. Car parking provision must be efficient, utilising approaches such as multi-storey, basement or podium parking.

Figure 37 – Illustrative example of urban renewal - Agar Grove, Camden (Credit Jack Hobhouse; Hawkins Brown Architects)

Open Space and Landscape

5.21. There is a need for more public open spaces within Edgware Town Centre and new housing will reinforce this as residents require outdoor spaces for leisure and recreation.

5.22. As the largest site within Edgware this location provides the best opportunity for delivering new and enhanced public open spaces. The station forecourt can provide the first in a hierarchy of linked public open spaces that are connected to create a walkable urban environment. A second public space could be used as a focus for community and leisure uses including food and beverage outlets. One or more further spaces should be provided for local residents, which should include children's playgrounds and facilities for older children such as football and basketball courts. The designs should include an attractive mix of planting and hard landscaping.

5.23. Green landscaping can be used to create buffer areas to transition between new development and the existing suburban areas to the east and south. A corridor of trees already runs along Church Way and extends around the railway lines, providing the basis for greenery which could provide an attractive edge to the new developments and reduce the visual impacts for existing properties and residents.

Figure 38 – Aerial view of the Forumside area

Key Site - Forumside

5.24. This location includes land to the rear of the important Railway Hotel grade II listed building and comprises businesses, car parking, residential and brownfield land under several different ownerships. The area represents a combination of derelict and underused buildings and is blighted by dumping and fly-tipping.

5.25. A coordinated approach is required to realise the full potential, including an opportunity to create a new high-quality 'heritage quarter' that enables restoration of the Railway Hotel as a celebrated landmark asset. The current poor-quality environment must be transformed to become welcoming, clean and safe with greatly improved linkages to the surrounding areas. The area would be suitable for a range of mixed town centre uses along with opportunities to introduce new residential and supporting community infrastructure.

Movement and Frontages

5.26. Access is poor, with the narrow Forumside road leading off Station Road, and two narrow access off the A5/ High Street. The route through is twisting and is affected by the presence of wheelie bins and poorly parked cars. There is no access from the south or onto Church Way to the east.

5.27. Redevelopment of the area must provide much improved public access onto the A5/ High Street and Station Road and new access eastwards onto Church Way and towards the Broadwalk Centre site. The priority should be on pedestrian and bicycle access and movement, along with service vehicle access. There must be active frontages facing onto the routes to create an attractive and safe environment.

5.28. New developments must be supportive of the existing frontages on the A5/ High Street and Station Road to complement the existing Town Centre. This includes supporting the restoration of the Railway Hotel and its frontage area of hardstanding which has great potential to benefit this part of Station Road, for example through outdoor seating for a café, restaurant or bar.

Height and Massing

5.29. The existing built environment provides a strong context for the area. The historic Railway Hotel lies to the north, while an inter-war 3-storey shopping frontage curves around to the north west. To the south west of the site a modern tall building block faces on to the A5/ High Street, while to the south are the low-rise buildings and playground of Edgware Primary School. To the east is Church Way and beyond it the surface level Broadwalk Centre car park – the site identified above.

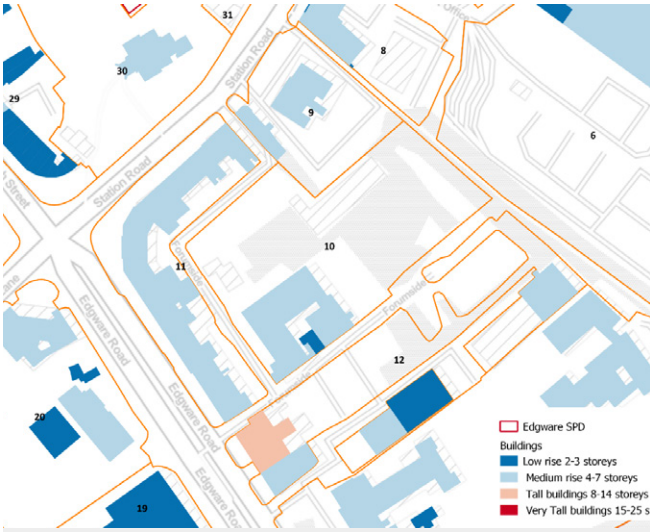


Figure 39 – Existing building heights (note the plan is derived from an analysis of heights in metres translated to storeys and therefore the number of storeys is indicative

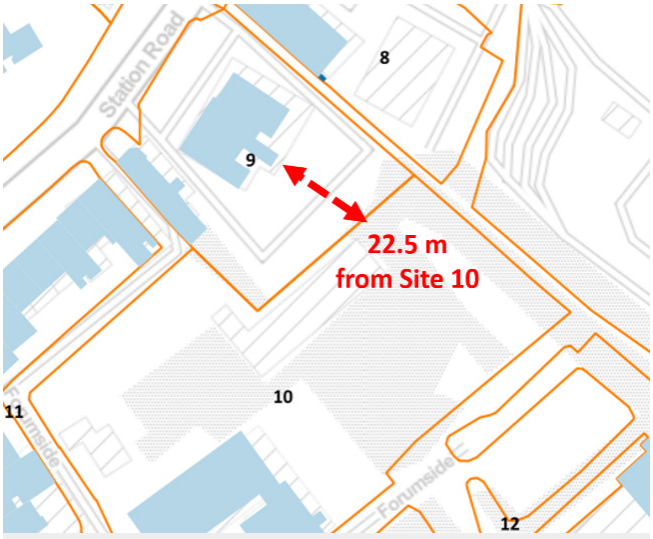


Figure 40 – Distance between the Railway Hotel heritage building and the Forumside site

Figure 41 – Illustrative example of urban development in Barnet at Beechwood Mews (visualisations credit Fumo Studios Ltd; model Peter Barber Architects)

5.30. To ensure development is appropriate the following must be considered in terms of building design:

- The context of the listed Railway Hotel is a key consideration in any redevelopment scenario with the heritage building lying 22 meters from the edge of the Forumside site. The scale of proposals should be modest to the rear of the heritage asset with an approach of low to medium rise-high-density development. A fine-textured urban grain should be used to complement the Railway Hotel and develop a high-quality 'heritage quarter'.
- The westerly parts of the site could see medium rise development with a height and design that complements and does not adversely affect the surrounding inter-war frontage.
- The south western areas have more potential for height towards the existing tall building fronting onto the A5/ High Street. The context of the primary school must be given due consideration in terms of visual impact and avoiding overlooking.

Open Spaces

5.31. The area lacks public open space and new development must ensure sufficient provision for new residents. A small park for leisure and recreation should be provided, including a children's playground and potentially a court for football and basketball. A location towards the southern part of the site could be linked to Church Way and new pedestrian routes through the Forumside area, while providing a buffer with Edgware Primary School.

Figure 42 – Existing building heights (note the plan is derived from an analysis of heights in metres translated to storeys and therefore the number of storeys is indicative

Figure 43 – Illustrative example of urban development in Barnet at Beechwood Mews (visualisations credit Fumo Studios Ltd; model Peter Barber Architects)

Key Sites - Lidl and The Masons Arms

5.32. The sites lie on the corner between the A5/ High Street and Whitchurch Lane. The sites include a Lidl supermarket, self-storage unit, office block, showroom, car parking and valuable heritage assets, including 65-67 High Street, a Grade II listed 16th Century timber-framed Hall house, and the Masons Arms pub which is on the corner between the A5/ High Street and Whitchurch Lane and provides a local landmark.

5.33. The sites could be intensified through new development with residential uses above while continuing to protect the heritage buildings and providing the existing town centre uses on the ground floor, including the Lidl supermarket.

Figure 44 – Aerial view of commercial buildings fronting the A5/ High Street

Height and Massing

5.34. Existing buildings on site range from single storey retailers to medium rise office buildings. The A5/ High Street context includes a mix of low-rise to tall buildings. To the west of the site is low-rise rise housing.

5.35. To ensure the development is appropriate the following must be considered in terms of building design:

- The listed buildings and Mason's Arms should be retained and restored/ brought back into use to preserve the local historic character of the location.
- The remainder of the site could potentially accommodate medium size structures and be optimised through a mass that complements the listed buildings and the low-rise residential area to the west.

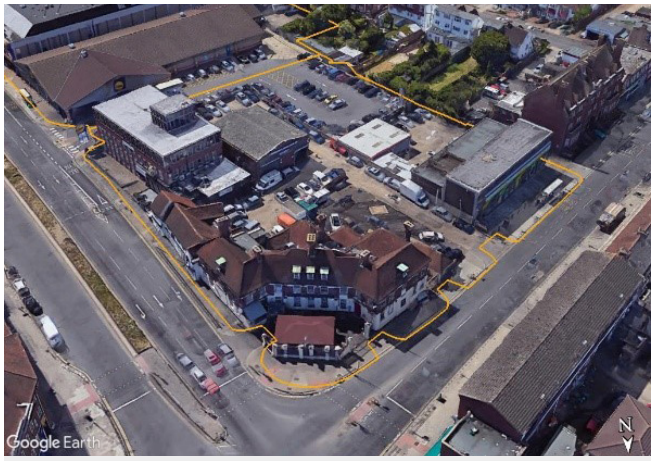


Figure 45 – Aerial view of the Masons Arms

6.

Public Realm Guide

6. Public Realm Guide

6.1. The experience for pedestrians and cyclists within Edgware Town Centre is often not as good as it should be in terms of wayfinding, signage, planting and street furniture. Improvements to the public realm is a key development principle for the Edgware SPD.

6.2. Some of the change will be within the major development sites, while much will be along the main thoroughfares of Station Road, Whitchurch Lane and along the A5/ High Street, and the roads and paths which provide linkages to the surrounding areas.

Signage

6.3. Signage in the area, particularly along Station Road, but also along Whitchurch Lane and the A5/ High Street, is excessive and distracting. There is an issue with letting agent signs on upper floors of buildings as highlighted below.

6.4. Shop signage is often too large and ill-matched with adjacent shops, visually dominating the frontages, giving an overall disjointed appearance and covering architectural features that would otherwise add character.

6.5. Advertisements and signs should seek to:

- Be well related to their surroundings in terms of size, scale and siting;
- Be located to avoid visual clutter;
- Not conflict with traffic signs or signals or be likely to cause confusion or danger to road users;
- Respect the character and architectural details of any building on which they are to be located.

Planting

6.6. Well considered and maintained planting – which includes trees, landscaped areas for shrubs and flowers, or dedicated planter boxes or hanging baskets - all help to improve the visual aspects of an area, can assist with wayfinding, and can help with environmental factors such as reducing temperatures in the summer.

6.7. Planting on Station Road is not consistent; along the eastern section street trees have been successfully planted and will mature in the coming years to form a pleasant and memorable part of the street.

Figure 46 – Highlighting the prevalence of signage on shopping frontages

Figure 47 – Young trees lining Station Road

6.8. Along the central and western parts of Station Road there is very little planting beyond the raised shrub bed in front of the Broadwalk Centre, with the only vegetation provided by the mature and attractive trees in St. Margaret's Churchyard.

6.9. Along the southern part of the A5/ High Street the central reservation raised planted strip is not maintained and has a unkept appearance; unless it can be improved removal should be considered. Some greenery is provided by trees and shrubs growing along the primary school boundary. Otherwise there is a general lack of planting and greenery, particularly around the junction with Station Road and Whitchurch Lane.

6.10. There is an almost no planting or greenery along Whitchurch Lane excepting a few small planters which lack impact or maintenance.

6.11. Many of the numerous pathways which link through the area do have large amounts of trees and other vegetation. While this does provide many advantages, it is not always well maintained and leads to a gloomy and isolating experience.

Figure 48 – Trees provide shading for street users

Potential Improvements

6.12. The good example of street tree planning along the eastern part of Station Road should be used across Edgware Town Centre, including the full length of Station Road, along Whitchurch Lane and the A5/ High Street, particularly in the wide area in front of the listed buildings along the north west section.

6.13. An aspect of planting that must be considered is its potential long-term impact on security and surveillance systems. Lines of sight must be maintained between cameras, while at street level planting must avoid creating locations that are hard to observe and may conceal anti-social or criminal activity.

6.14. Use of raised planters should also be considered throughout the town centre, although a long-term maintenance regime must be in place to ensure they remain a benefit to the area.

6.15. These measures will help to animate Edgware's streets and provide a much-improved experience for town centre users, particularly pedestrians and cycles

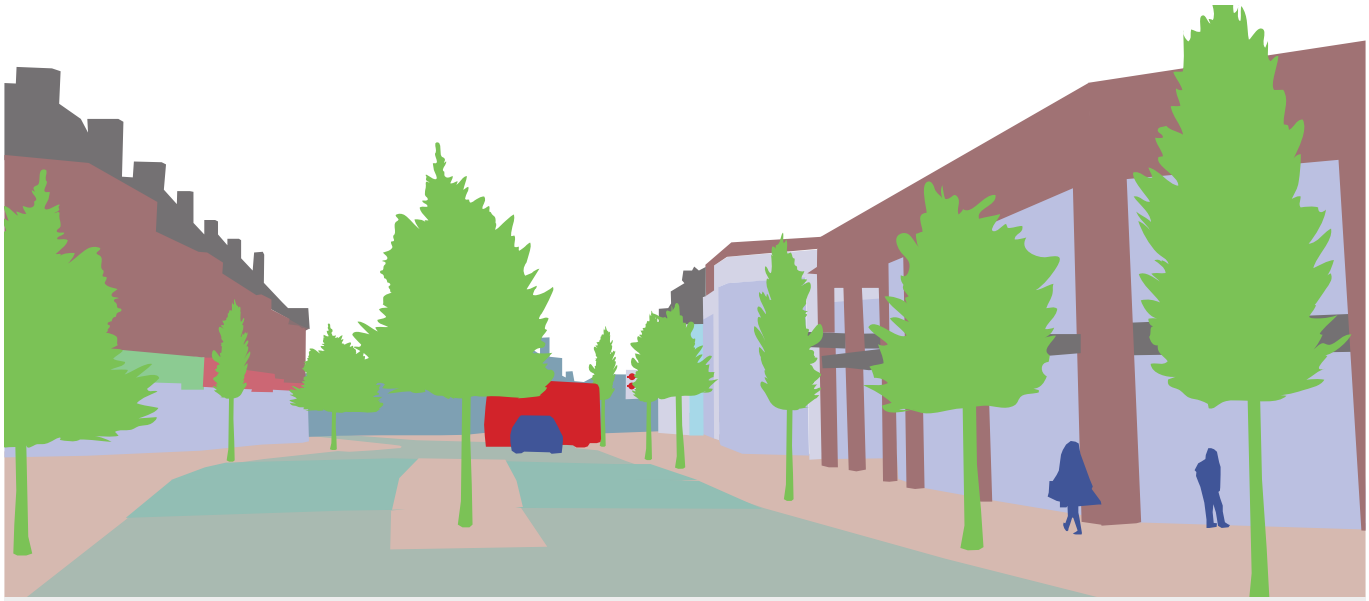


Figure 49 – Illustration of trees benefiting the street scene in front of the Broadwalk Centre

Figure 50 – Illustrative example of a green wall providing a landmark feature

Street Furniture

6.16. There is an overall lack of seating; more benches could be introduced as part of a Street Plan, providing opportunities to rest and socialise. Any new street furniture must be of a high quality and appropriate design that improves the appearance and coherence of the town centre; for example, designs could mirror the inter-war era of the buildings frontages and provide a distinctive and unique feel to the area.

Wayfinding

6.17. While main roads and key buildings do help to waymark the area, routes through Edgware Town Centre are not always clearly marked and signage seems geared towards the private vehicle rather than pedestrians. The bus station for example is not prominent and the entrance is indistinct, while some pathways are hard to find and access.

Potential Improvements

6.18. The situation can be helped through more and better signage. Other public realm improvements such as installing plants and street furniture can be used to provide visual clues that to guide people around the town centre. There is also potential for special/ contrasting pavement to indicate directions and paths.

6.19. Buildings design can be used for wayfinding through height, massing and distinctive elements, for example green walls could be used to help provide mental markers.

7.

Transport and Movement Guide

7. Transport and Movement Guide

7.1. Improving the transport and movement options is a critical element in improving Edgware Town Centre and making it a more attractive and sustainable destination. This section provides further detail to the approach established earlier in the Objectives and Development Principles.

7.2. To provide analysis of the transport and movement context in Edgware Town Centre a Transport Study was undertaken. The Study identifies issues and potential opportunities for change to support Edgware Town Centre, focussing on enabling movement by sustainable travel modes, i.e. walking, cycling and public transport. The Study provides analysis of the existing transport situation in Edgware, assesses the transport and movement implications of the proposed major development sites, and outlines a range of potential transport measures and interventions for the future. Further and more detailed technical analysis and Transport Assessments will be required during master planning and planning application phases.

Analysis of Existing Transport and Movement Situation

7.3. **Pedestrians** show the highest concentrations of activity along the Station Road corridor, particularly around the tube station and the shopping centre – evening peak flows are approximately twice as high as the morning peak. The tube lines create a major barrier to east-west movement, and while pedestrian links provide short-cuts to residential areas these are often narrow and poorly lit. Dedicated pedestrian crossing provision is missing at key road junctions, notably High Street / Station Road. High levels of assessed 'walkability' indicate a substantial number of trips currently made by car within the area have the potential to be switched to walking. There is a need to move towards a fully accessible, permeable and pedestrian friendly town centre with increased street space for walking and cycling.

7.4. There are very low levels of **cycling** activity with peak flows typically only 1-4 cyclists per hour in each direction. Barnet as a whole makes only 2% of trips by bicycle, while in Harrow it is only 1%, compared to 8% in Haringey. Cycle lane and other infrastructure provision is very limited. Cycle racks at Edgware Station were observed to be well-used throughout the day with additional bicycles parked along the railings suggesting demand for commuter cycle parking exceeds supply. There are several pedestrian-only routes where cyclists need to dismount, while Station Road and High Street are the least cyclable due to wide carriageways, high vehicle speeds and a lack of cycling infrastructure. The 'cycleability' of the SPD area varies from low to medium. TfL has identified the A5 as one of London's top 25 routes with cycle potential.

Figure 51 – Cycle racks in front of Edgware Station

7.5. There s a good provision of frequent **bus services**, contributing to PTAL scores between PTAL 5 and 6b (the highest rating). Edgware bus station is the main bus hub for the area catering for local trips, an interchange for longer journeys, and interchange with the underground station. The quality of public realm around the station could be improved. Nearly the whole SPD area is within 400m walk of a bus stop. During peak hours bus speeds are relatively slow, being around 7mph during the PM peak on Station Road and the High Street versus around 9 mph in the AM peak. TfL forecasts indicate a substantial increase in bus boarding and alighting activity in the SPD area. Barnet's Transport Strategy seeks an increase in the orbital connectivity of bus routes to better link together town centres and tube stations.

Figure 52 – The Northern Line provide a good tube service for Edgware

7.6. Edgware **tube** station operates as an integrated interchange with the adjacent bus station with one third of tube station users arriving by bus during the morning peak. Whilst busy at peak times, and despite recent growth in entry/exit flows, the station currently operates within capacity. The trains, however, are highly congested during peak hours towards/ from central London. The station forecourt prioritises vehicles, but this does not prevent congestion and queuing onto Station Road during the peak period.

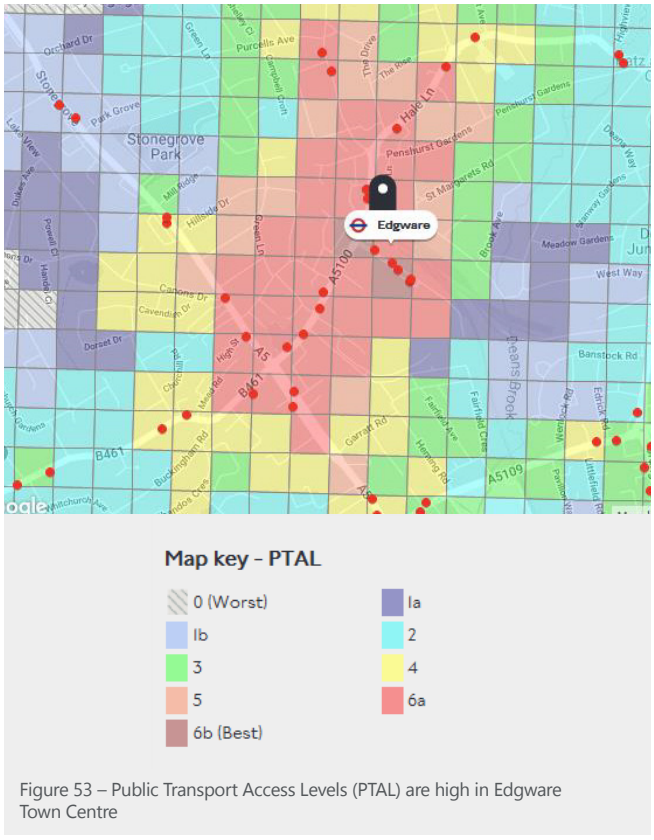


Figure 53 – Public Transport Access Levels (PTAL) are high in Edgware Town Centre

7.7. Edgware roads are often highly congested with **traffic flows** the highest in the morning peak (8-9am) - Station Road flows are around 1,500 vehicles per hour in both directions, while Edgwarebury Lane, Hale Lane and Whitchurch Lane) have flows of around 1,000 vehicles per hour. A worsening highway performance in recent years is suggested by a 6% to 10% fall in in traffic speeds along Station Road and a decrease of 10% to 20% along the High Street between 2013/14 and 2015/16, a performance consistent with falling average bus speeds.

7.8. A single large off-street **car park** serves the town centre with 1,150 short-stay and long-stay spaces. The long-stay commuter off-street parking is used to capacity while the short-stay shopper parking is typically at 60% full on a weekday. On-street parking is covered by several Controlled Parking Zones (CPZs) with spare on-street parking capacity observed at all times of day.

Designing for Edgware's Transport and Movement Needs

7.9. To meet the town centre's transport and movement needs development should include the following considerations:

Promoting Active Travel

- TfL's Healthy Streets approach provides a set of tools to help design and promote active travel in Edgware;
- Edgware town centre seeks opportunities to improve travel choices; supporting measures to prioritise pedestrian and cycle and support reliable buses services;
- Walking and cycling should be designed to be the preferred choice for all short to medium distance journeys;
- Longer distance leisure and commuter travel via public transport, walking or cycling should be encouraged by improved links to more strategic active links that exist or are being developed (e.g. A5, London Loop);
- The choice to walk and cycle should be an easy choice encouraged by design and provision of facilities, by improvements to the quality of public realm and public spaces that encourages people to walk/ cycle to, and use, local services and shops;
- Development to be permeable and enable convenient and high-quality cycle and pedestrian routes from the development areas that link into wider desire lines;
- Public realm design to support walk and cycle links and provide for meeting areas and seating;
- Boost health and well-being of local community through contributing to air quality improvements and lower noise levels;
- Promote a safer and more secure environment for all road users including pedestrians and cyclists;
- Cycle parking designed in accord with London Cycle Design Standards, provision of a cycle hub and provision within the public realm.

Public Transport Accessibility, Legibility and Capacity

- A station capacity which enables people with varying levels of mobility to use the station;
- Protect line capacity to support growth in Edgware and along this branch of the Northern Line, including depot space and rail sidings;
- Support bus reliability and access by safeguarding space for bus operations/ standing and also improving the public realm of the bus station itself;
- Edgware bus station must:

1. Maintain a central location and enable easy interchange;

2. Overcome the severance caused by bus access on to Station Road and reduce conflict with pedestrians accessing the station and its immediate surroundings;

3. Provide intuitive way finding;

4. Offer high quality passenger information and waiting facilities;

5. Ensure integration of the station with its surrounding context.

- Interchange between bus and London Underground services is and will remain important. The guiding principle is to improve passenger experience by finding the balance between space, legibility/ visibility and proximity between modes;
- Make the most of transport heritage and architecture to help promote local identity and sense of place, particularly the London Underground station and design heritage;
- Land uses in Edgware Town Centre must be planned and designed to ensure that public transport uses (bus garage; bus station and stand; rail station, sidings and depot) remain viable and can continue or grow without unreasonable restrictions being placed on them (i.e. in line with the Agent of Change principle - transport services operate around the clock and throughout the year).

Delivery, servicing and vehicle access

- Accessible car parking (Blue Badge) will be needed for future users and residents of the town centre;
- Where vehicle access and car parking is provided this should be designed to ensure access is safe and seeks a balance between supporting a vibrant high street and supporting a mode shift and reducing dependencies on car use;
- Where car parking is provided this should provide Electric Vehicle Charging Points;
- Where there is a conflict between vehicle access points, especially Heavy Good Vehicle routes, and pedestrian and cycle route, a risk assessment will be required to inform any mitigation strategy;
- Development servicing, deliveries and refuse collection will operate on the basis of comprehensive delivery consolidation to minimise vehicle movements to and within the development area; and
- There should be retention of some car parking for town centre users, and potentially commuters, depending on assessed need. Car parking provision must be efficient, utilising approaches such as multi-storey, basement or podium parking. The well-connected nature of the area will reduce the need for cars, particularly in new residential developments.

Transport Measures

7.10. To test the likely impact of Local Plan developments assumptions, particularly the impact of new housing delivery, analysis was undertaken.

7.11. The outcomes indicated a substantial number of trips across the day:

- A clear morning peak that is dominated by work and education trips;
- A mid-afternoon peak created by school departures; and
- An evening peak spread over several hours (4-7pm) that comprises a mix of work, leisure and personal journey purposes.

7.12. A schedule of delivery and timescale for transport measures is included in Chapter 8.

8.

Delivery and Implementation

8. Delivery and Implementation

8.1. The planning framework will guide the redevelopment of Edgware Town Centre with the councils using their planning powers to work towards achieving the Vision and Objectives established through this SPD. Successful implementation will be achieved through council engagement with landowners, developers and local stakeholders including businesses, community groups and residents.

8.2. Growth in Edgware must prioritise employment and skills opportunities for local people, for example through securing construction apprenticeships arising with the development opportunities.

8.3. Building works can be very disruptive and the councils will expect sufficient measures to be put in place by developers to ameliorate impacts on existing business and residents.

Local Stakeholders

8.4. Edgware has a diverse range of local stakeholders who have been engaged during preparation of the SPD. The councils will seek an ongoing relationship with the local stakeholders and organisations to support delivery of the SPD.

Landowners

8.5. Within the main development sites there is a mix of both privately and publicly owned land.

8.6. The Broadwalk Shopping Centre, which is the largest private site, has been recently acquired by the Ballymore Group. Sainsburys are a long-term leaseholder and will be a key consideration in redevelopment of the site.

8.7. The Forumside area to the south west, including land to the rear of the key Railway Hotel heritage asset, is comprised of multiple land ownerships. Access into this area is limited and a coordinated approach is supported to realise the full potential.

8.8. Transport for London are the largest public landowner, with the site comprising the underground rail station and track areas, the bus station, standing area and garage as well as retail, residential and a medical centre.

8.9. The councils will seek a cooperative and coordinated approach, encouraging landowners to work together to optimise the opportunities and address issues.

8.10. In some instances, development may be most effectively realised through a process of land assembly. While it is anticipated that this process will be carried out through negotiation, the councils will pursue the option of compulsory purchases orders (CPO) if required.

Planning Obligations

8.11. Growth in Edgware must deliver the infrastructure and environmental improvements needed by the local community.

8.12. Planning obligation requirements can be used to secure these improvements.

8.13. The infrastructure priorities in Edgware Town Centre include:

- Transport and movement projects that support walking, cycling and public transport use;
- New public open space throughout the town centre;
- Improved public realm - including street furniture, planting and landscaping; better frontages (consider the potential for a fund to provide improved signage);
- Affordable housing;
- Environmental measures – SUDS, renewal and low carbon energy, and biodiversity net gain;
- Community facilities including for education, nursery provision and health facilities.

8.14. Whilst the existing planning obligation mechanisms of Section 106 and Community Infrastructure Levy (CIL) are summarised below, the Government White Paper *Planning for the Future* is proposing a major change in approach which would see the end of S106 legal agreements and CIL set at the national level.

Section 106

8.15. Section 106 (S106) contributions can be sought from major developments coming forward within Edgware Town Centre where it can be demonstrated that the contribution is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Community Infrastructure Levy

8.16. The Community Infrastructure Levy (CIL) is a planning charge that Local Authorities and the Mayor of London can set on new development to help pay for community infrastructure. Most development which creates new floorspace is required to pay the Community Infrastructure Levy. Both Barnet and Harrow councils have adopted CIL Charging Schedules.

8.17. Given the nature and the scale of emerging proposals for major developments within Edgware Town Centre, it is likely that proposals would incur a significant CIL liability.

8.18. Barnet Council has a published Regulation 123 List which sets out which infrastructure projects could be funded by local CIL funds. Within the borough's priority town centres (of which Edgware is one) this is:

- De-cluttering of street furniture
- Additional or replacement street furniture and / or signage
- Footway and carriageway surface improvements
- Pedestrian crossings and associated carriageway improvements
- Contributions towards shop front improvements / heritage conservation
- Improvements to parking layout / traffic flows
- Tree Planting
- Natural features and environmental enhancements to public space
- Provision of Town Centre Car Parking facilities where required

8.19. Developer contributions for the items set out above could therefore not be sought through Section 106 Agreements.

Phasing Strategy

8.20. The scale of regeneration in Edgware means that change will happen over several years, and at different rates in different places during the SPD period. The tables below set out a broad timeframe for key deliverables, with early delivery being broadly 0-5 years, medium term 5-10 years and longer term 10-15 years.

Delivery Timelines (non-transport)

ACTIONS	EARLY DELIVERY	MEDIUM TERM	LONGER TERM
New leisure uses – cinema, leisure centre	✓	✓	
More eating and drinking out outlets	✓	✓	✓
Improved public realm – better quality streets and footpaths, including tree planting and landscaping	✓	✓	✓
New and improved cultural offering	✓	✓	✓
New interlinked open spaces	✓	✓	✓
Housing delivery	✓	✓	✓
Railway Hotel restored and brought back into use	✓	✓	
School places as required	✓	✓	✓
Health facilities as required	✓	✓	✓
Environmental measure – SUDS	✓	✓	✓
Environmental measure - renewal and low carbon energy	✓	✓	✓
Environmental measure - biodiversity net gain	✓	✓	✓

Delivery Timelines (Transport)

THEME	MEASURE	EARLY DELIVERY	MEDIUM TERM	LONGER TERM
Walking and cycling	Use TfL's Healthy Streets approach		✓	✓
Walking and cycling	Active Travel Zone		✓	✓
Walking	Direct, well-signed and high-quality pedestrian links	✓	✓	✓
Walking	Improve pedestrian crossing provision	✓	✓	✓
Walking	Address actual and perceived personal security concerns	✓	✓	✓
Cycling	Provide dedicated cycling infrastructure		✓	✓
Cycling	Cycle parking, including hubs	✓	✓	✓
Walking and cycling	Promote behaviour change (Transport Classification of Londoners)	✓	✓	✓
Walking and cycling	'Travel Planning' measures and interventions.	✓	✓	✓
Traffic Management	Reduce peak time queueing		✓	✓
Traffic Management	Introduce speed-reduction measures		✓	✓
Traffic Management	Modal conflict risk assessments	✓	✓	✓
Traffic Management	Focussed local management (eg schools)	✓	✓	
Deliveries and Servicing	Rationalise existing deliveries/servicing	✓	✓	
Deliveries and Servicing	Delivery consolidation measures		✓	✓
Bus	Reduce conflict between bus station and other users	✓		
Bus	Safeguard space for future bus operations/ standing	✓	✓	✓
Bus	Provide for a larger bus garaging solution (incl. electrification requirements)		✓	✓

THEME	MEASURE	EARLY DELIVERY	MEDIUM TERM	LONGER TERM
Bus	Develop proposals for a relocated bus station following detailed principles		✓	✓
Bus	Introduce demand-responsive service		✓	✓
Bus and Tube	Promote a high-quality interchange between bus and LU		✓	✓
Tube	Investigate need for LU station entry/exit improvements		✓	✓
Tube	Ensure LU sufficient station capacity for all users		✓	
Tube	Protect line capacity to support growth (incl. depot and sidings)	✓	✓	✓
Parking	Reduce off-street car-parking through a phased approach over time	✓	✓	✓
Parking	Maximise utilisation of off-street parking throughout the day	✓	✓	✓
Parking	Introduce car-share clubs	✓	✓	✓
Parking	Accessible (Blue Badge) car parking	✓	✓	✓
Parking	Electric vehicle charging points	✓	✓	✓
Public Realm	Focussed public realm improvements on the Station Road corridor	✓	✓	✓
Public Realm	Create new public spaces that are inclusive and accessible	✓	✓	✓