

# New Barnet Town Centre Framework

Consultation Draft

February 2010



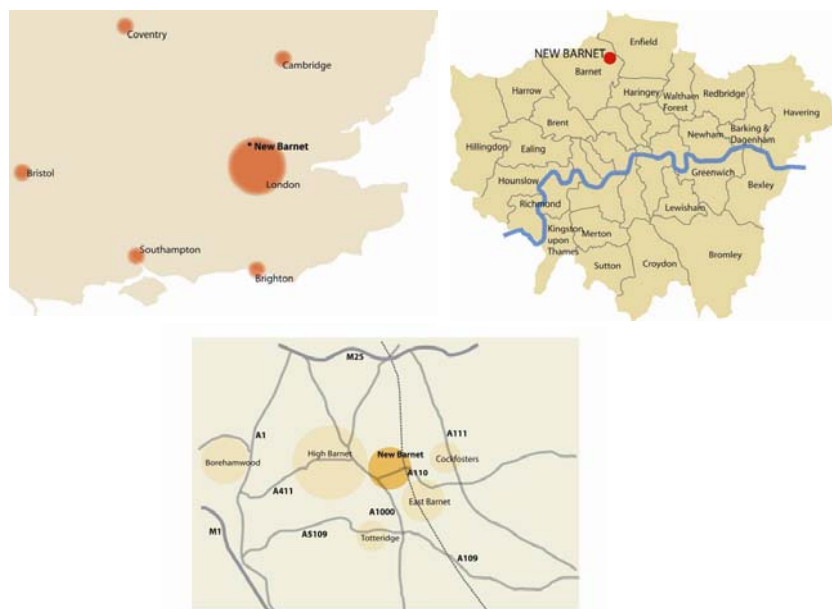
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# 1. Introduction

- 1.1 The importance of vital and viable town centres to successful and sustainable communities and local economic performance is being increasingly recognised, and is playing an increasingly prominent role in the planning agenda. This is reflected in national, regional and local planning policy objectives, together with Barnet’s Three Strands Approach and Suburban Town Centres Strategy which regard successful town centres as a priority for the Council.
- 1.2 New Barnet Town Centre is a small District Centre located to the north east of the Borough, focused along East Barnet Road. The centre performs poorly against key vitality and viability indicators and is generally regarded to be in decline, despite being located in a relatively affluent borough and area of North London. This trend of decline is due to a number of reasons, including the increasing attractiveness of competing centres, changing consumer trends, lack of investment in the centre, and lack of planning certainty. However a number of significant development sites within, and on the edge of, the town centre have recently become available for redevelopment which has sparked significant developer interest in the centre.

Figure 1.1 National, Regional and local Context Maps



- 1.3 In response to this, Barnet Council has appointed a consultant team led by GVA Grimley to prepare a planning framework document for the centre – the New Barnet Town Centre Framework (NBTCF). The purpose of the Framework is to provide a spatial vision for the town centre and further planning guidance to promote future development in a well planned and coordinated manner, and to bring about wider enhancements to the centre as a whole. The Framework will assist economic prosperity and protect and enhance the centre’s future vitality and viability to ensure that it continues to make a contribution to Barnet as a ‘successful city-suburb’.
- 1.4 This report sets out the draft Framework proposals for consultation. It should be read in conjunction with the New Barnet Town Centre Framework Scoping Report (Summer 2009) which forms the evidence base underpinning the proposals. It should be treated as a ‘working draft’ that will be refined through consultation with London Borough of Barnet (LBB) Officers, Council Members, and other stakeholders prior to completion. This represents the second stage in the commission and will be used as the basis for public consultation in early 2010.
- 1.5 This document is structured as follows:
  - **Section 2** provides background information;
  - **Section 3** sets the policy context that underpins the Framework proposals;
  - **Section 4** considers ‘where we are today’ – the baseline position (New Barnet’s key strengths, weaknesses, opportunities and threats);
  - **Section 5** sets out ‘where we want to be’ – a vision and objectives for the town centre going forward;
  - **Section 6** considers ‘how we get there’ – An introductory overview of the Framework proposals which are set out in full in proceeding sections, as follows:
    - **Section 7** – alternative approaches (scenarios) to the future structure, functionality and use of the town centre;
    - **Section 8** – Urban Design Strategy;
    - **Section 9** – Transport and Movement Strategy;
    - **Section 10** – Sustainability Strategy; and
  - **Section 11** concludes the document and sets out next steps.

## 2. Background Information

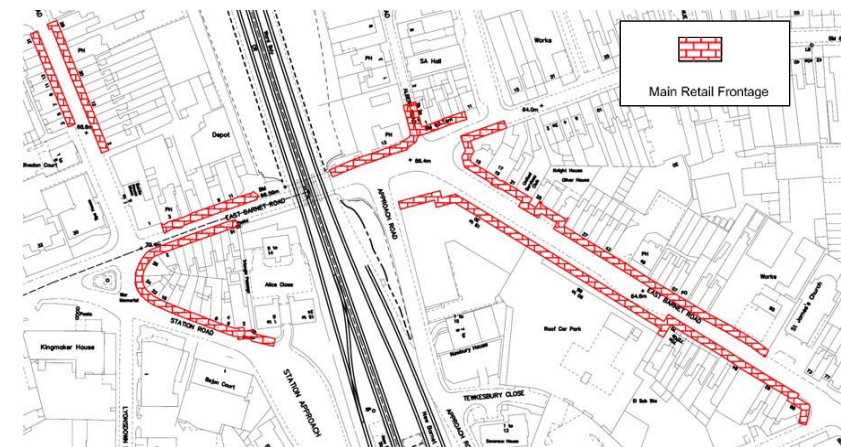
### The Framework Area

- 2.1 The NBTCF area is defined by the main retail frontage (as defined in the Barnet UDP (2006)) and its immediate surroundings (including the former East Barnet Gas Works Site), as shown on Figures 2.1 and 2.2:

Figure 2.1 Aerial Photograph Showing Framework Area and Surroundings



Figure 2.2 New Barnet Town Centre Defined Main Retail Frontage



### Purpose

- 2.2 Parts of the planning policy guidance affecting the town centre are somewhat out of date (the Planning Brief for the former East Barnet Gas Works site), therefore there is a risk of inappropriate development taking place that could adversely affect its vitality and viability, and compromise the Council's sustainable development objectives. The purpose of the planning framework is to look at New Barnet's role and bring spatial and other strategies together to overcome these risks by establishing further positive planning guidance. Such guidance will integrate strategies and proactively direct future development towards a realisable vision in a well planned and coordinated manner, and bring about wider enhancements to the centre as a whole to ensure positive change.
- 2.3 The Framework is intended to be a spatial expression of the Local Authority and local community's aspirations and place shaping objectives for New Barnet. It is also to be used as a tool to guide developers in formulating development proposals which will enable the vision for the town centre to be realised, and to assist the Council in the determination of future planning applications.

### Status

- 2.4 The Framework will be a non-statutory document, however it is being prepared in a manner that would enable it to be adopted as a Supplementary Planning Document (SPD) in the future should the Council choose to do so.

- 2.5 The framework will sit below the adopted UDP, the replacement Local Development Framework, and the published London Plan in statutory policy terms, and will not be a Development Plan Document (DPD) therefore it cannot introduce new planning policies – it will provide further guidance on the implementation of development plan policies set out in the London Plan (2008) and Barnet UDP (2006), having regard to the Borough's emerging Core Strategy (and other Local Development Documents) and other plans/policies/programmes including the Three Strands Approach (2005) and the Suburban Town Centres Strategy for Barnet (2008).

## Preparation Process

### 1. Evidence Base

- 2.6 In order to be effective, the Framework is based upon a sound evidence base which demonstrates an understanding of the existing situation and the potential and opportunities for change (as set out in the New Barnet Town Centre Framework Scoping Report, Summer 2009), covering the following:
- A comprehensive policy review;
  - An assessment of the quantitative and qualitative need for retail and other town centre uses;
  - An audit of the existing centre's health (assessed against key vitality and viability indicators), role in the hierarchy of centres in Barnet, and capacity to accommodate new development;
  - A review of the centre's existing conditions in terms of the existing environment; transport and movement conditions; patterns of land ownership; and catchment area profile;
  - A review of national trends in the commercial retail/leisure sectors; and
  - Targeted stakeholder engagement.
- 2.7 The key issues (strengths, weaknesses, opportunities and threats) identified at the evidence gathering stage are provided in Section 4 of this document.

### 2. Vision and Objectives

- 2.8 The Vision and Objectives set out in Section 5 of this document respond to the key issues and underpin the framework options. The objectives fully accord with national and regional planning policies, and have been tailored to meet local circumstances.

### 3. Framework Scenarios

- 2.9 This consultation paper presents three alternative development scenarios that could be supported by the Framework, and which are accompanied by a series of topic based strategies (urban design, access and movement, and sustainability).

## 4. Options Testing

- 2.10 The framework options set out in this report will be tested against alignment with policy, impacts, community support, and deliverability considerations, and refined to establish a preferred option which will form the basis of the final Framework document, which will include more detailed guidance for each of the opportunity sites. The supporting strategies will in turn be refined and more closely tailored to the preferred option scenario, and further details provided on implementation/delivery.

## 5. Final Framework

- 2.11 The final Framework will provide a positive planning framework for change, supported by details of proactive measures to secure developer interest and delivery mechanisms.

### Programme

- 2.12 Key milestone target dates are as follows:
- Evidence gathering and preparation of Scoping Report: April – June 2009;
  - Preparation of framework options: August – December 2009;
  - Public Consultation on framework options: February/March 2010;
  - Options testing: October – April/May 2010;
  - Preparation of final framework document: May/June 2010; and
  - Approval of final framework document: Summer 2010.

## Community and Stakeholder Involvement

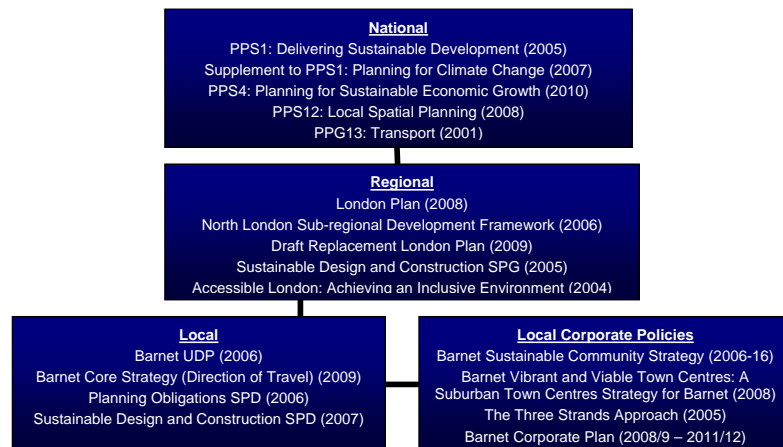
- 2.13 The important role that town centres play in community life is recognised, as is the principle of community involvement in the planning process as a means of securing the deliverability and long term sustainability of development proposals. Accordingly, early engagement has been undertaken with the following stakeholders in order to inform the draft proposals:
- Local Community Groups (Save New Barnet Campaign/New Barnet Community Association and Barnet Residents Association);
  - Major landowners (Tesco Stores Ltd and Asda Stores Ltd);
  - Local Ward Members;
  - Barnet Council Officers; and
  - Transport for London and First Capital Connect.
- 2.14 Dialogue with these stakeholders will be supplemented by a formal period of public consultation on the draft options in order to involve the wider community.



### 3. Policy Context

3.1 As noted in Section 2, the Framework will provide non-statutory planning guidance on the implementation of national and Development Plan policies and the delivery of local corporate policy objectives in New Barnet Town Centre. The existing policy framework is illustrated in Figure 3.1, below:

Figure 3.1 Policy Framework



#### Summary of Key Policies for Town Centres

3.2 Reference should be made to the New Barnet Town Centre Framework Scoping Report (Summer 2009) which provides comprehensive details of the provisions of the policy framework, however a summary of key policy principles in respect to town centres is set out below:

##### National

3.3 National planning policies for town centres are set out in PPS4: Planning for Sustainable Economic Growth (2010). The central message of the guidance is the need for a more proactive approach to securing new investment in town centres and achieving more sustainable patterns of development. The Government's key objective for town centres is to promote their vitality and viability by:

- Focussing new economic growth and development of main town centre uses (defined as retail, leisure/entertainment, intensive sport/recreation facilities, offices, and arts/culture/tourism development) in existing centres and remedying deficiencies in provision in areas with poor access to facilities; and

- Allowing increased competition between retailers and enhanced consumer choice through the provision of innovative and efficient shopping, leisure, tourism and local services in town centres which allow genuine choice to meet the needs of the entire community.

3.4 To achieve these objectives, PPS4 requires Local Planning Authorities (LPAs) to adopt a proactive approach to the management and growth of town centres. This should involve identifying consumer needs for additional development of town centre uses; selecting appropriate centres to accommodate growth; and ensuring that appropriate sites are identified to accommodate such needs following the sequential approach to site selection (where sites within town centres are prioritised over sites outside of centres). This should sit within a London/Borough-wide spatial vision and strategy for the network and hierarchy of centres, and implementation should be supported by strategies and frameworks for individual centres where appropriate.

3.5 PPS4 encourages LPA's to proactively plan to promote competitive town centre environments and provide consumer choice by:

- Supporting a diverse range of uses (including complementary evening and night-time uses) which appeal to a wide range of age and social groups;
- Planning for a strong retail mix so that the range and quality of the comparison and convenience retail offer meets the requirements of the local catchment area, recognising that smaller shops can significantly enhance the character and vibrancy of the area;
- Identifying sites in the centre, or failing that on the edge of the centre, capable of accommodating larger format developments where a need for such development has been identified;
- Retaining and enhancing existing markets and, where appropriate, re-introducing or creating new ones, ensuring that markets remain attractive and competitive by investing in their improvement; and
- Taking measures to conserve, where appropriate, and enhance the established character and diversity of their town centres.

3.6 Where centres are in decline, local authorities are encouraged to consolidate and strengthen these centres by seeking to focus a wider range of services there, promoting the diversification of uses and improving the environment. Where reversing decline is not possible, local authorities are encouraged to adopt a policy approach of managed change.

3.7 In accordance with the provisions of PPS4 and the supplement to PPS1, plans and development proposals should increasingly be driven by the objectives of reducing reliance on natural resources and minimising carbon emissions. In the case of town centres, this translates into ensuring that there is an appropriate pattern and distribution of town centres where residents' day-to-day needs can be met locally (in order to reduce the need to travel); that non-car means of transport are promoted; that buildings are built to the highest standards of design in terms of energy performance

and respond to the effects of a changing climate; and that opportunities for decentralised energy generation are taken advantage of.

- 3.8 The provisions of PPS4 also reflect broader planning objectives of ensuring the highest quality of urban design in new developments (linked to the place-making agenda) and encouraging/enabling sustainable transport choices (walking, cycling and public transport).

## Regional

### *London Plan (2008)*

- 3.9 Town centres are a key priority of the London Plan (2008) – the Spatial Development Strategy for London and, importantly, part of the statutory Development Plan affecting New Barnet. Key policies include:

- **Policy 2A.8 – Town Centres;**
- **Policy 2A.9 – The Suburbs: Supporting Sustainable Communities;**
- **Policy 3D.1 – Supporting Town Centres;**
- **Policy 3D.2 – Town Centre Development; and**
- **Policy 3D.3 – Maintaining and Improving Retail Facilities.**

### *Draft Replacement London Plan (2009)*

- 3.10 The London Plan is under review. In October 2009 the Mayor published the draft replacement London Plan for consultation. Due to its draft status, only limited weight should be given to the draft policies at this point in time, however key relevant policies include:

- **Policy 2.7 – Outer London: Economy;**
- **Policy 2.15 – Town Centres;**
- **Policy 4.7 – Retail and Town Centre Development;**
- **Policy 4.8 – Supporting a successful and diverse retail sector;**
- **Policy 4.9 – Small Shops**
- **Policy 7.1 – Building London’s Neighbourhoods and Communities;**
- **Annex 2 – London’s Town Centre Network.**

## Local

### *Barnet UDP (2006)*

- 3.11 The Barnet UDP is the local ‘tier’ of the development plan affecting the town centre – the Council are preparing a Local Development Framework (LDF) which will ultimately replace the UDP, however until this is adopted the majority of UDP policies have been ‘saved’ (remain in force). Key policies include:

- **Table 11.1/Map11.1b** define the town centre as a District Centre;
- The **Proposals Map** defines a main retail frontage in the town centre; and
- **Policy TCR5/Table 11.3** provides site specific policy guidance for the former East Barnet Gas Works site. It is identified as being an edge-of-centre site where office, retail and leisure uses would be considered appropriate in the southern part of the site, with residential development to the north. The policy requires retail proposals to primarily serve to increase the range or quality of retail provision for the existing catchment area; should be of a scale and function appropriate to the centre; and should be designed so that the existing retail frontage is easily accessible and customers can readily and easily access other town centre shops, services and facilities. To ensure that the sequential approach to site selection is appropriately followed, the supporting text to the policy states that edge-of-centre sites should not be developed for retail use where appropriate town centre sites remain available in the locality. Further guidance on the implementation of this policy is provided in a Planning Brief for the site which was published in 2000.

- 3.12 More general UDP policy provisions include the following:

- **Policy TCR1 – Sequential Approach;**
- **Policy TCR3 – Town Centre Development Sites – New;**
- **Policy TCR11 – Secondary Retail Frontages;**
- **Policy TCR12 – Evening Uses in Town Centres;**
- **Policy TCR13 – Residential Development in Town Centres;**
- **Policy TCR16 – New Markets;**
- **Policy TCR18 – Mixed Use Development;**
- **Policy TCR21 – Town Centre Environmental Quality; and**
- **Policy TCR22 – Design of New Retail Development.**

### *Barnet Local Development Framework*

- 3.13 The Core Strategy will be the principal LDF document and will set out a vision, objectives and policies to guide development in Barnet over the next 15 years. The Council published a ‘Direction of Travel’ paper in November 2009 for public consultation, which represents the mid-point in the preparation of the document. Key policies include:

- **Policy CS4 – Promoting Barnet’s Town Centres** which supports successful and vibrant town centres across the Borough, and promotes the realisation of development opportunities in a number of town centres including New Barnet (including specific reference to the development potential of the former Gas Works site). It supports the preparation of more detailed planning frameworks for a number of centres, including New Barnet, which will be subject to community engagement and inform the next stage in the preparation of the Core Strategy and preparation of the Site Allocations DPD.

## 4. Where Are We Today?

### Built Environment

#### History

- 4.1 New Barnet was developed from 1867 onwards following the construction of the Great Northern Railway Line. The town centre's development was initially slow and it was not until after World War I that significant development took place. The town centre was originally focussed around the war memorial located at the junction of East Barnet Road and Station Approach and the key building was the Post Office to the west of the railway. The focus of the centre shifted to the east of the railway line (on East Barnet Road) in the post war period to reflect the importance of the A110 road network and to benefit from the resulting increase in trade. Other key developments around this time included the construction of a new rail station where it stands today and the erection of the gas-o-meter at the Albert Road Gas Works.

#### Landuses

- 4.2 Landuses currently present within the area are typical for a suburban District Centre of this size, and include (refer to Figure 4.1):
- A large Sainsbury's grocery store on East Barnet Road (the town centre's 'anchor store') plus small-scale independent shops with residential or office space above along East Barnet Road and Lytton Road;
  - Industrial uses, builders merchants, and mechanics garages interspersed within the main commercial area and in the surrounding streets;
  - Predominantly residential uses on the surrounding street network with ad-hoc community uses (schools, community centre, etc);
  - Church, cafes and pubs, dentist and post office within the main commercial area;
  - Significant office space to the west of the railway line (focussed on Station Road and Station Approach) and leisure (private gym with swimming pool) at the East Barnet Road and Approach Road junction; and
  - Partially cleared derelict land to the north of Albert Road and employment uses beyond (the former East Barnet Gas Works site).

#### Scale and Massing

- 4.3 The scale and massing (physical bulk of buildings) of existing development is somewhat haphazard and reflects the embryonic development of the centre. In the main commercial area on East Barnet Road, building heights generally range from 2 to 4 storeys with small building footprints and narrow

frontages (with the exception of the Sainsbury's store and church which are much more bulky buildings). Massing is significantly higher to the west of the railway bridge on Station Road and Station Approach with a number of large blocks extending up to 10 storeys in height. Beyond the main retail area (including the retail units along Lytton Road), the scale and massing of development is more domestic, reflecting its classic suburban setting, with typical building heights of 2-3 storeys. There are a number of low rise (single storey) warehouse style industrial buildings with larger footprints in some of the surrounding streets (Margaret Road and Victoria Road). Refer to Figure 4.2.

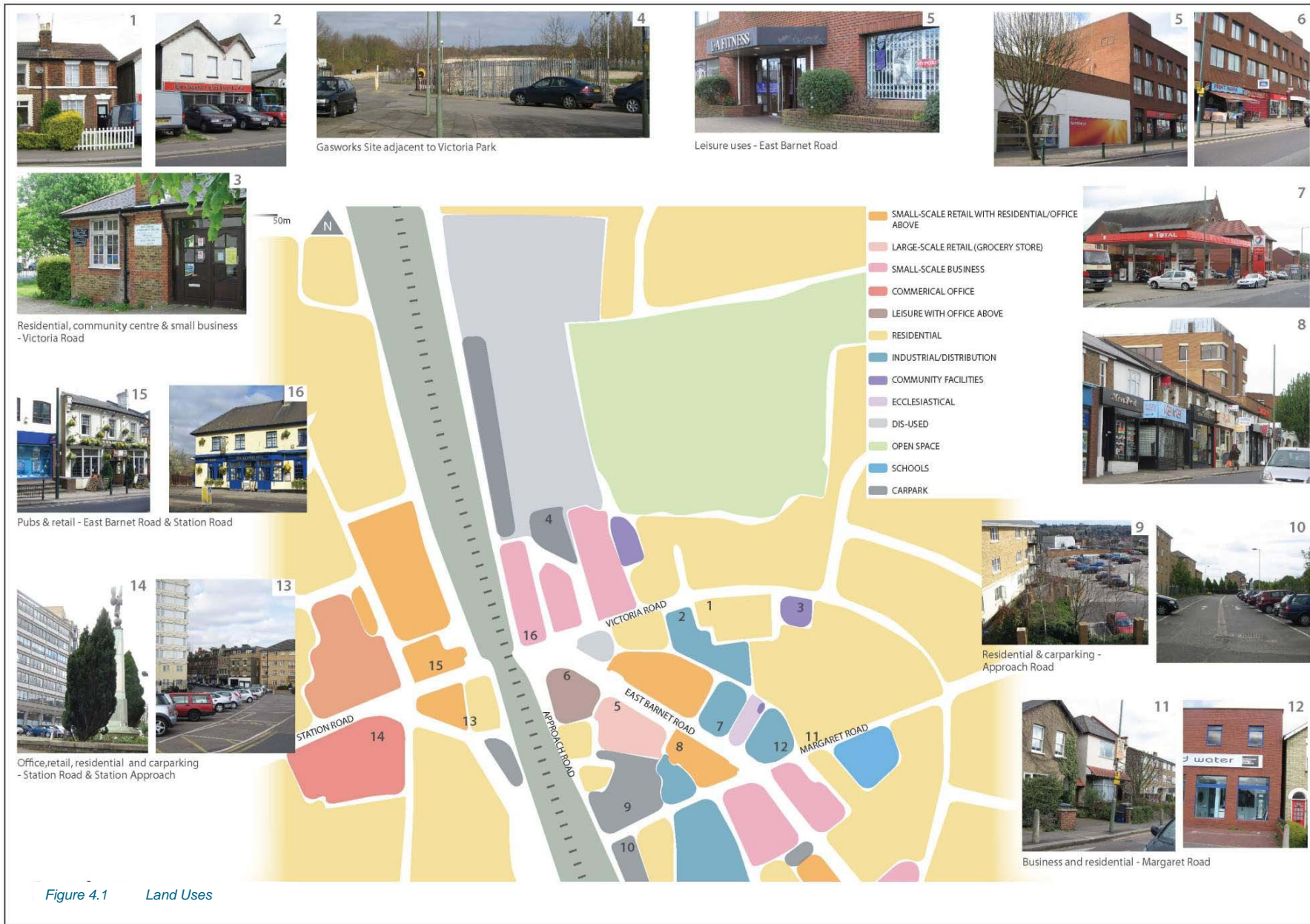
#### Architecture

- 4.4 The town centre suffers from a generally poor quality built form which lacks coherence or a dominant style, although there are some interesting individual buildings. Examples of late 19<sup>th</sup>/early 20<sup>th</sup> century development include the Railway Bell Pub, and the high quality Victorian buildings on Station Road to the west of the railway bridge and in the surrounding residential streets, which are typical of a traditional Victorian London 'suburban railway village'. This is interspersed with more modern, post-war architectural styles which include the large office blocks to the west of the railway bridge, the Sainsbury's store (built in the 1980's) and industrial 'sheds'. The primary building material is red brick which is used in a variety of building styles including the Sainsbury's building and the church. Refer to Figure 4.3.

#### Public Realm

- 4.5 The town centre has poor quality public realm and lacks a coordinated approach. It benefits from wide pavements along its 'High Street', but lacks wayfinding, signage, and a consistent style of street furniture and surface treatments. Key points include (refer to Figure 4.4):
- No open space within the centre for civic or social activity and poor linkages to the open space available at Victoria Park;
  - Wide footpaths along parts of the High Street;
  - Hostile public realm on account of a car dominated environment and lack of surveillance over some public spaces (non-active/blank frontages);
  - Lack of security through public lighting;
  - Inconsistent treatment and poorly maintained paving materials; and
  - Inappropriately located and limited provision of street furniture such as seating, signage and lighting.





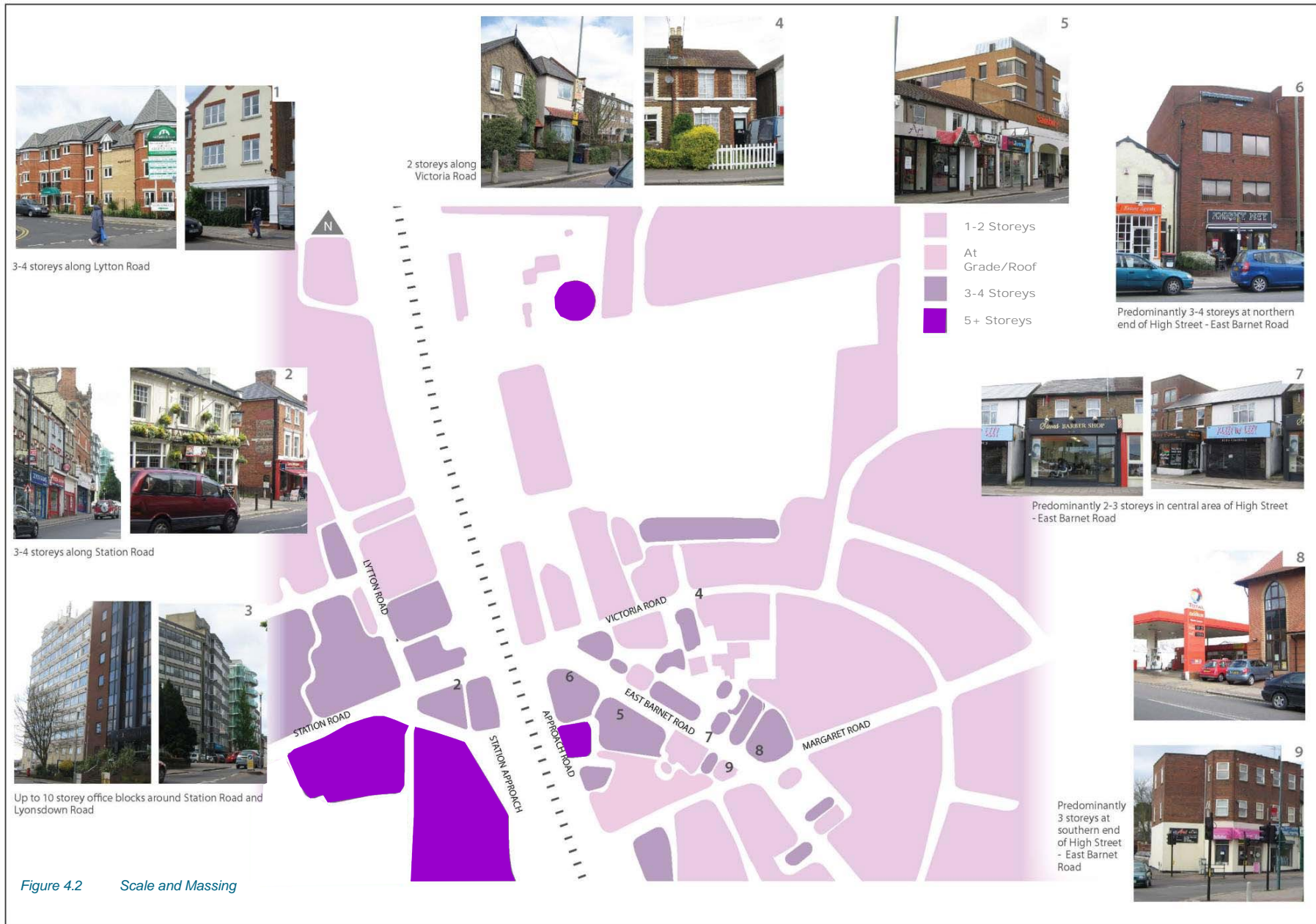
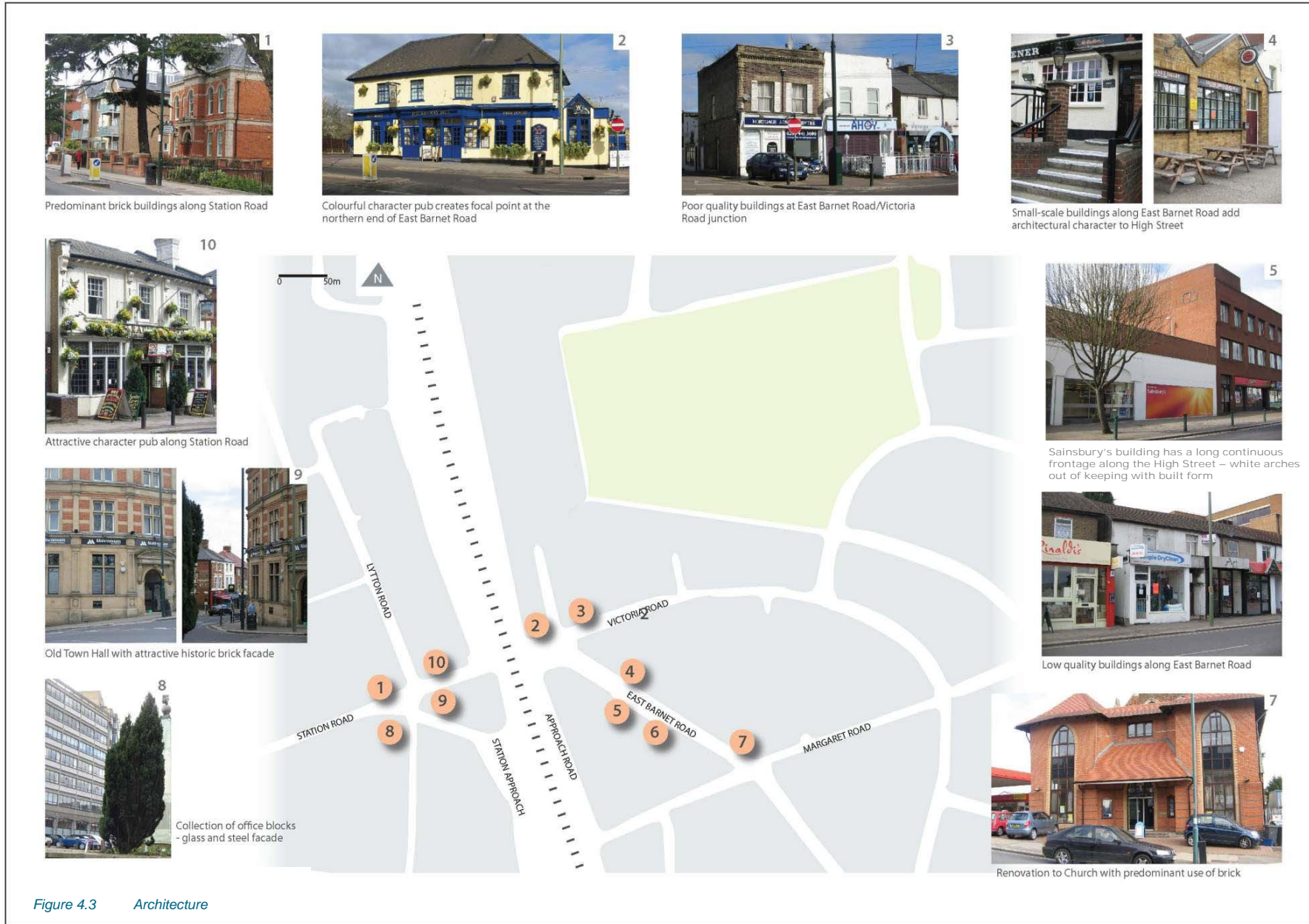
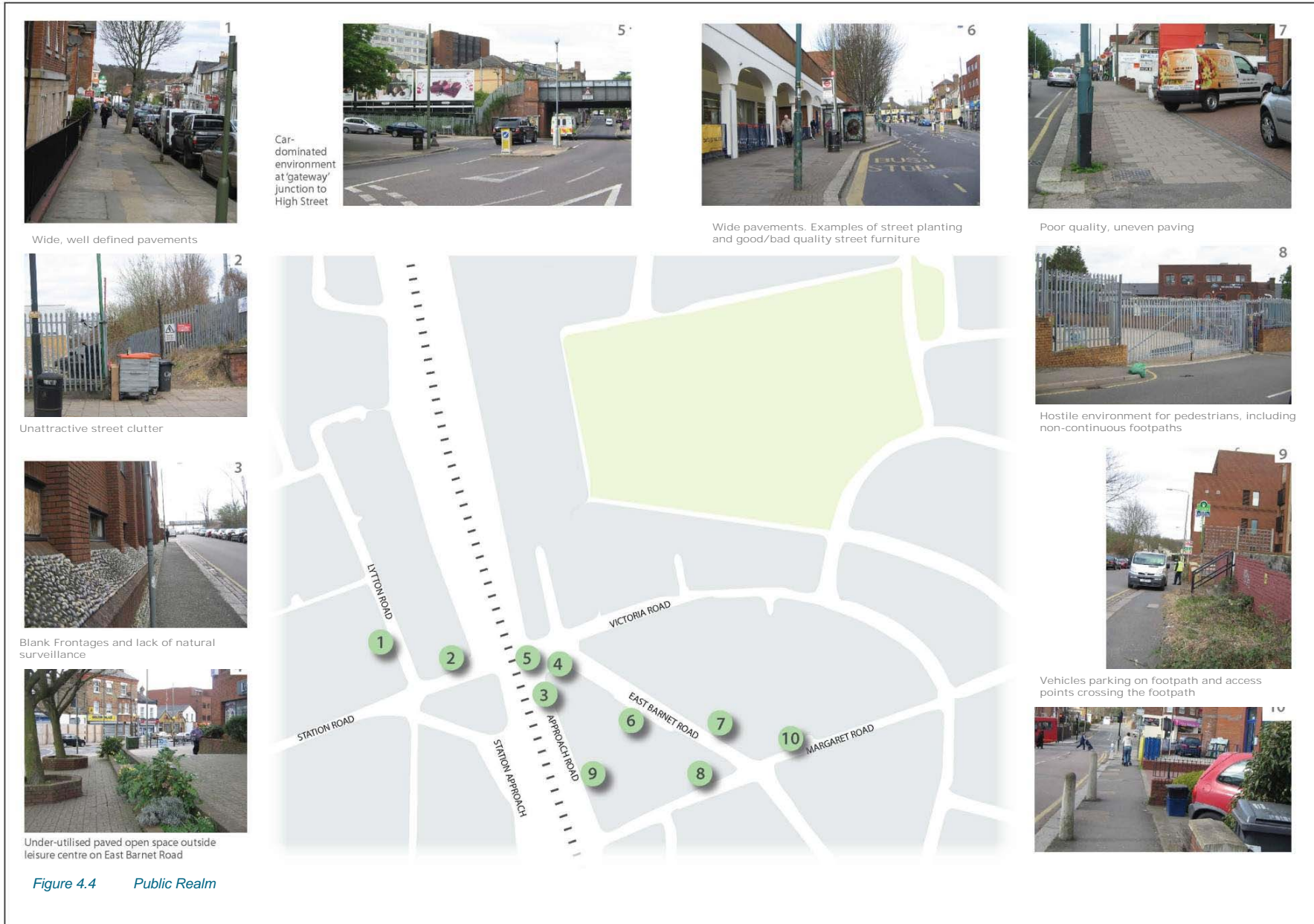


Figure 4.2 Scale and Massing







## Access and Movement

### Pedestrians

- 4.6 The centre has a significant walk-in catchment, however in terms of movement within the town centre pedestrian accessibility suffers from a number of key weaknesses including the following:
- The railway station is physically separated from the principal commercial area on East Barnet Road and suffers from poor quality linkages;
  - There are poor pedestrian connections between Park Road/Baring Road and the main commercial area on East Barnet Road;
  - Pedestrian linkages between the main retail area and Victoria Park (through to the site of the new JCoss school) are poor;
  - The junction of East Barnet Road and Victoria Road/Approach Road is particularly intimidating to pedestrians due to the crossing width and restricted visibility beneath the railway bridge, which lead to a sense of severance;
  - The main commercial area of East Barnet Road is generally wide and straight which is at odds with pedestrian amenity by encouraging high road speeds; and
  - At the southern end of the commercial area East Barnet Road's footway has numerous vehicular crossovers (mainly unmarked) which create conflicts between vehicles and pedestrians.

### Cycle

- 4.7 With the notable exception of East Barnet Road the majority of roads in the area are identified as recommended cycle routes in Transport for London's Local Cycling Guide 2. These recommended routes link New Barnet to East Barnet, Oakleigh Park, and Cockfosters. Further east cyclists benefit from a separate route from Cockfosters towards Enfield. The London Cycle Network is accessed to the south, towards Oakleigh Park, via Dollis Brook. The only specific provision for cyclists within New Barnet is cycle parking at the train station.

### Rail

- 4.8 New Barnet station is located on the edge of the town centre with pedestrian access provided to both the west and east. Whilst its position makes the town centre highly accessible, the quality of the station, arrival environment, and pedestrian routes to the east are poor and uninviting. Commuter car parking is available on and off street on Approach Road with further provision on Station Approach.
- 4.9 The station lies on the Welwyn Garden City branch of the Great Northern Route and is currently operated by First Capital Connect. The station offers 3 services per hour between London Kings Cross and Welwyn Garden City. The New Barnet to Kings Cross journey takes 26 minutes by train.

The wider rail network is accessed at Kings Cross St Pancras as is London's underground network (connections can also be made at Finsbury Park). Alternatively the underground network can be accessed at High Barnet, Cockfosters or Totteridge and Whetstone, each being approximately 2Km from New Barnet (i.e. beyond walking distance).

- 4.10 The town centre has a Transport for London PTAL (Public Transport Accessibility Level) of 3 (good).

### Bus

- 4.11 A number of high frequency bus services serve the centre. All services stop at one of the three stops on Station Road or Station Approach (to the west of the railway line), and most stop on East Barnet Road outside the entrance to Sainsbury's supermarket.

### Car and Parking Facilities

- 4.12 New Barnet is positioned along the A110 which links the A111 to the east to the A1000 to the west. The A111 and A1000 are key arterial routes with connections to the M25 motorway, at J23 and J24 respectively, situated approximately 4 miles north of the centre. Road widths within the centre accord with standard lane widths, although in many areas (particularly along East Barnet Road) they are significantly wider which encourage excessive speeds above the 30MPH speed limit.
- 4.13 In peak periods, the town centre suffers from traffic congestion, particularly on East Barnet Road in the vicinity of the junction with Victoria Road.
- 4.14 There are several car parks serving the centre including commuter car parks around the railway station (c.100 spaces) and further pay-and-display car parks at Sainsbury's (c.200 spaces) and on East Barnet Road (c.50 spaces). This is supplemented by on-street car parking – illegal car parking is common (including parking on pavements) and there are no controlled parking zones (CPZs) on residential streets.

### Deliveries and Servicing

- 4.15 The Sainsbury's store is serviced via a rear service yard accessed from Margaret Road, while remaining retail units are either serviced directly from the High Street or from yards accessed by crossing over the footpath of East Barnet Road (which causes conflicts between pedestrian and service vehicle movements).
- 4.16 Refer to Figure 4.5:



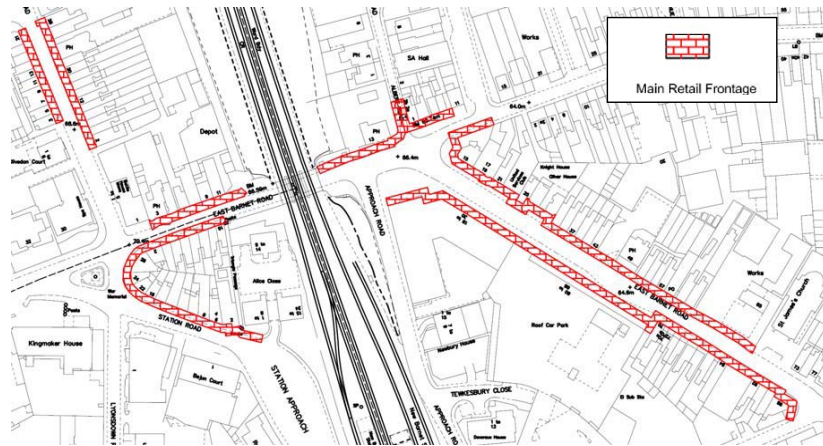


Figure 4.5 Access and Movement

## Role and Function

- 4.17 The centre is linear in structure, focussed along East Barnet Road, and is physically divided by the East Coast Mainline (refer to Figure 4.6 which illustrates the defined Main Retail Frontage). Observational evidence indicates that pedestrian activity is focussed around the Sainsbury's store (the centre's key 'anchor store') – activity is noticeably lower away from this 'core' area.

Figure 4.6 New Barnet Town Centre Defined Main Retail Frontage



- 4.18 The composition of the centre's existing offer (in May 2009) is set out in Table 4.1, below:

Table 4.1 New Barnet Town Centre Retail Composition

Retail Category	Units		Floorspace (gross)	
	Number of units	% of total units	Amount of Floorspace	% of total
Comparison Goods	17	21.3%	2,260sqm	17.6%
Convenience Goods	6	7.5%	5,200sqm	40.4%
Services	43	53.7%	4,490sqm	34.9%
Vacant	14	17.5%	920sqm	7.1%
Total	80		12,870sqm	

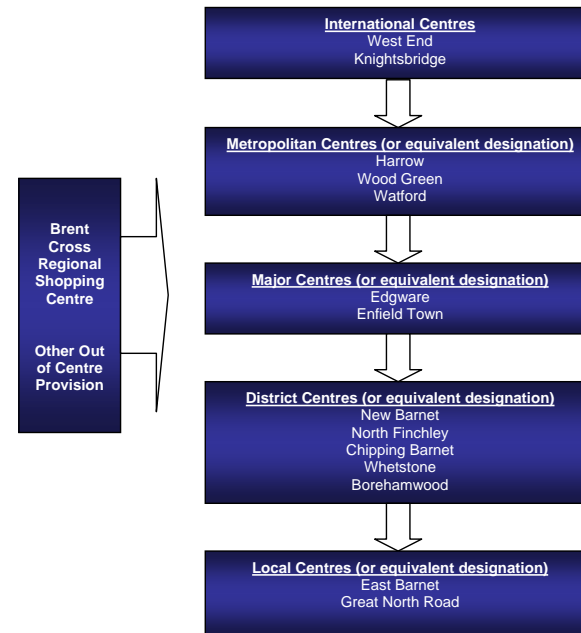
Source: Experian Goad/London Borough of Barnet (2007) – Updated by GVA Grimley 2009

- 4.19 New Barnet is designated as a District Centre in the London Plan (2008) and Barnet UDP (2006). It is the smallest District Centre in Barnet in terms of the amount of floorspace, however its function accords well with the description of a 'District Centre' set out in the London Plan (2008) and Barnet UDP (2006):

District centres have traditionally provided convenience goods and services for more local communities and are distributed across London. Some District Centres have developed specialist shopping functions, often as a result of lower rents. Developing the capacity of District centres for convenience shopping is critical to ensure access to goods and services at the local level, particularly for people without access to cars. Many have a linear nature which may need to be consolidated to make more efficient use of land and transport capacity.

- 4.20 New Barnet performs a role as part of a complex network of centres across London (as illustrated in Figure 4.7) that ensures that London's residents, visitors and workers have ready and sustainable access to a full range of services.

Figure 4.7 Hierarchy of Centres



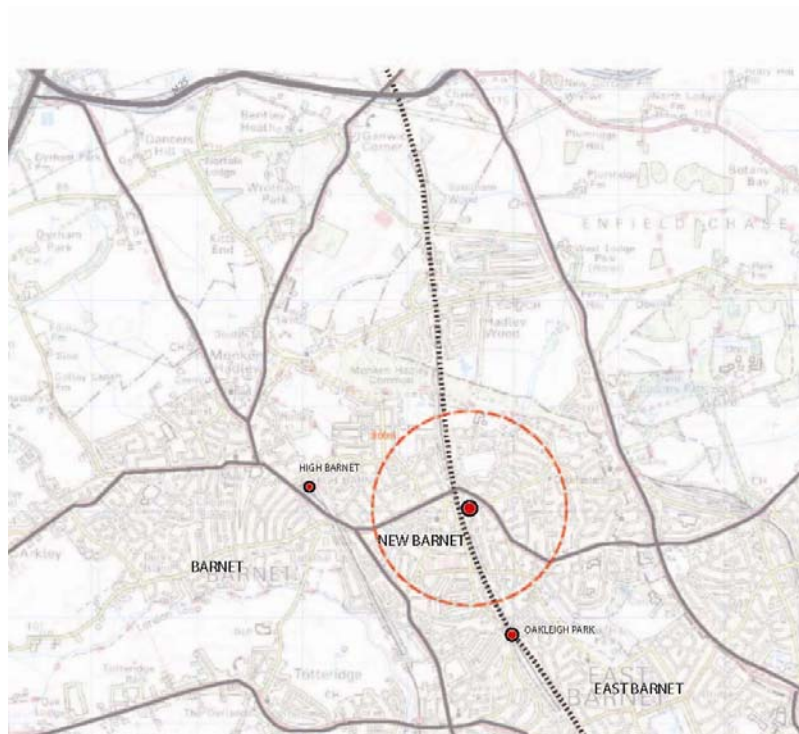
- 4.21 New Barnet's main competing centres (in terms of meeting the day-to-day needs of local residents) are Chipping Barnet, Whetstone and North Finchley, all of which have significantly higher amounts of retail floorspace and which attract a significantly larger market share than New Barnet.

- 4.22 The centre also competes with out-of-centre retail provision including Tesco Express on East Barnet Road; Waitrose in North Finchley; Tesco Extra at Colney Hatch; Tesco at Brent Cross, and M+S Simply Food in Whetstone. The closest retail park is Friern Bridge (which is supplemented by a number of standalone units) where the majority of floorspace is in DIY, electronics and furniture (traditional 'bulky' goods operators).

## Catchment Area

- 4.23 New Barnet sits within a complex network of centres which have overlapping catchment areas on account of their different roles/functions and locations within a large urban area. On account of this it is not possible to define an exact catchment area for the town centre, however telephone survey work undertaken as part of the Barnet Town Centres Floorspace Needs Assessment (2009) indicated that the majority of users of the town centre reside in the local area, as illustrated in Figure 4.8, below:

Figure 4.8 Context Map Showing 800m 'Walk-in' Catchment Area



- 4.24 Census (2001) data has been used to build a catchment area 'profile' of the immediate surrounding area, which indicates the following:
- Slightly older age profile than the Borough average;
  - Higher proportion of Christians and lower proportions of Buddhists, Hindus, Jews, Muslims, and Sikhs than the Borough average, although the religious profile is still more mixed/diverse than the national average figure;
  - The proportion of residents in social classes ABC1 in the local area is slightly higher than the Borough average and significantly higher than the national average;
  - A greater proportion of local residents were born in the UK when compared to the average of all Borough residents, although the figure is lower than the national average. Immigrants were most commonly born in Asian, other European, or African countries – Cyprus, India, Kenya, and the Republic of Ireland are the most common;
  - The local area has a higher proportion of single person households than the Borough and national averages;
  - A significantly higher proportion of owner-occupiers (75.2%) (with or without mortgages) in the local area than the Borough and national averages (66.6% and 68.8% respectively);
  - On average local residents have a lower educational attainment than the Borough-wide profile, although higher than the national average; and
  - There is a higher than average economic activity rate among local residents.
- 4.25 The local population can therefore be summarised as being reasonably wealthy and educated, with a broad mix of household sizes, ages, religions and nationalities, and high economic activity rate.

## Vitality and Viability ('Health' of the Town Centre)

- 4.26 A comprehensive assessment of the 'health' of New Barnet Town Centre (using key vitality and viability indicators) is set out in the Scoping Report. A summary of key messages is set out below:
- New Barnet Town Centre is a relatively small centre (in terms of floorspace) but performs the role of a district centre on account of its mix of uses and the presence of a large foodstore (Sainsbury's), which is trading strongly and acts as the principal attractor to the centre (and dominates the retail offer);
  - The centre has a limited (and lower value focussed) comparison (non-food) goods offer, and limited choice of convenience (food) goods retailers – historic data indicates a trend of retail units changing use to service uses;
  - There is poor representation by multiple retailers (multiple retail outlets under the same ownership – i.e. 'chain stores') which is balanced by a varied independent offer;
  - Above-average rate of vacant units;
  - A high proportion of units are occupied by service operators (including a high proportion of hot food takeaways), and there is a historic trend of retail uses being replaced by service uses;



- There are no banks or building societies in the centre (with the exception of ATM facilities), although the centre does benefit from a post office; and
  - Rental values for retail floorspace in the centre are generally lower (and yields higher (rate of return on capital investment)) than in other centres in the local area (such as Chipping Barnet and North Finchley).
- 4.27 Research undertaken by Barnet Council into customer/residents views in 2007 (Citizens Panel 24) identified satisfaction ratings for New Barnet that were well below the average for all of the Borough's town centres (ranked 13<sup>th</sup>-16<sup>th</sup> out of 17 centres), with the centre's 'attractions' rated particularly poorly. In terms of aspirations for change, respondents prioritised more shops (particularly comparison goods retailers), later opening hours, events/festivals, farmers markets, and more restaurants in New Barnet. Support for more bars, cinemas and health/fitness centres was limited.
- 4.28 Overall, the 'health' of the centre is considered to be fair, with significant opportunities for improvement. For the purposes of comparison, the healthcheck also considers the 'health' of Chipping Barnet and Whetstone District Centres and East Barnet Local Centre, and concludes that these centres are generally performing well.

## Patterns of Land Ownership

- 4.29 Land in the Framework area is under multiple ownership, comprising a complex pattern of freeholds and leaseholds. Major landowners include Asda Stores Ltd, Tesco Stores Ltd, and Transco.

## Development Opportunities

### Consumer Need

- 4.30 In accordance with the requirements of PPS4, Barnet Council are required to pro-actively plan for identified levels of consumer need for additional development of 'town centre uses'. The need for town centre uses is considered in terms of 'qualitative' and 'quantitative' need:
- **Qualitative Need** is measured using subjective matters including consideration of deficiencies (gaps) in provision; consumer choice and competition; overtrading, congestion and overcrowding of existing stores; location specific needs such as deprived areas and underserved markets; and the quality of existing provision.
  - **Quantitative Need** is measured as expenditure capacity (the balance between the turnover capacity of existing facilities and available expenditure in a given area). Expenditure capacity can arise as a result of forecast expenditure growth (through population increase or increase in spending) or the identification of an imbalance between the existing facilities and current level of expenditure available in an area.
- 4.31 PPS4 advises that both have a role to play in reaching an overall judgement about the scale and form of development that should be planned for, accordingly both are considered below:

### Qualitative Need

- **'Gaps' in Existing Provision** – The centre lacks banks/building societies (other than ATM facilities), street/farmers markets, and civic/social functions. Furthermore, there is a limited comparison goods retail and evening economy/leisure offer, and no significant presence of multiple retail and leisure operators;
- **Consumer Choice and Competition** – In order to be competitive, New Barnet needs to improve consumer choice by having a greater critical mass and diversity of retail offer (supported by leisure, cultural and social functions), including a better mix of different types of convenience goods, comparison goods, food and drink, multiple, and independent operators (including specialist/niche retailers) that is attractive to and meets the requirements of its local catchment, whilst offering a local distinctive character rather than simply replicating other town centres and stores ('clone towns');
- **Overtrading, Congestion and Overcrowding of Existing Stores** – The turnover of the existing Sainsbury's store on East Barnet Road significantly exceeds benchmark turnover figures, therefore is assessed to be 'over-trading' (which indicates a qualitative need for more convenience goods floorspace); and
- **The Quality of Existing Provision** – the age, condition, layout and format of much of the existing building stock is of low quality and does not meet the needs of modern retail and

leisure operators. Furthermore, the quality of the existing public realm is in need of improvement.

*Quantitative Need*

4.32 The identified qualitative needs set out above are supported by evidence of quantitative need. The Barnet Town Centres Floorspace Needs Assessment (2009) concludes that there is likely to be significant residual expenditure capacity (quantitative need) in the north eastern part of the Borough to support additional retail floorspace for 'convenience goods' (everyday essential items including food, drinks, newspapers/magazines and confectionary) and 'comparison goods' (items not obtained on a frequent basis – includes clothing, footwear, household and recreation goods). It should be noted that this 'need' does not necessarily have to be provided for in New Barnet, although local provision is preferred where practical to ensure a more sustainable pattern of development in terms of travel patterns.

*Developer Interest*

4.33 There is demonstrable developer and operator interest for significant foodstore-led mixed use development in the town centre. Draft proposals have been worked up for the former East Barnet Gas works site (site 3 on Figure 4.9) and the former Optex site (site 11 on Figure 4.9) (although these have not been granted planning permission).

*Scale of Development*

4.34 The scale of any new development in New Barnet should relate to the role and function of the centre, and have regard to potential impacts on competing centres.

4.35 Shopping trends identified in the Barnet Town Centres Floorspace Needs Assessment (2009) indicate that New Barnet's main competing centres are Chipping Barnet and Whetstone District Centres and East Barnet Local Centre. Scenario testing indicates that the development of additional town centre uses in New Barnet would be expected to result in 'trade-draw' from these centres. Each of these centres has been assessed to be performing well against key vitality and viability indicators and are therefore likely to have 'capacity' to absorb a degree of trade draw without significant adverse impacts on their overall vitality and viability – however, the scale of any additional town centre use floorspace in New Barnet would need to be controlled in order to limit potential adverse impacts.

**Opportunity Sites**

4.36 A significant number of potential development sites have been identified in and on the edge of the town centre, suggesting that the town centre has physical capacity to accommodate new development. Details of the identified sites are set out below in Table 4.2 and Figure 4.9

*Figure 4.9 Opportunity Sites*

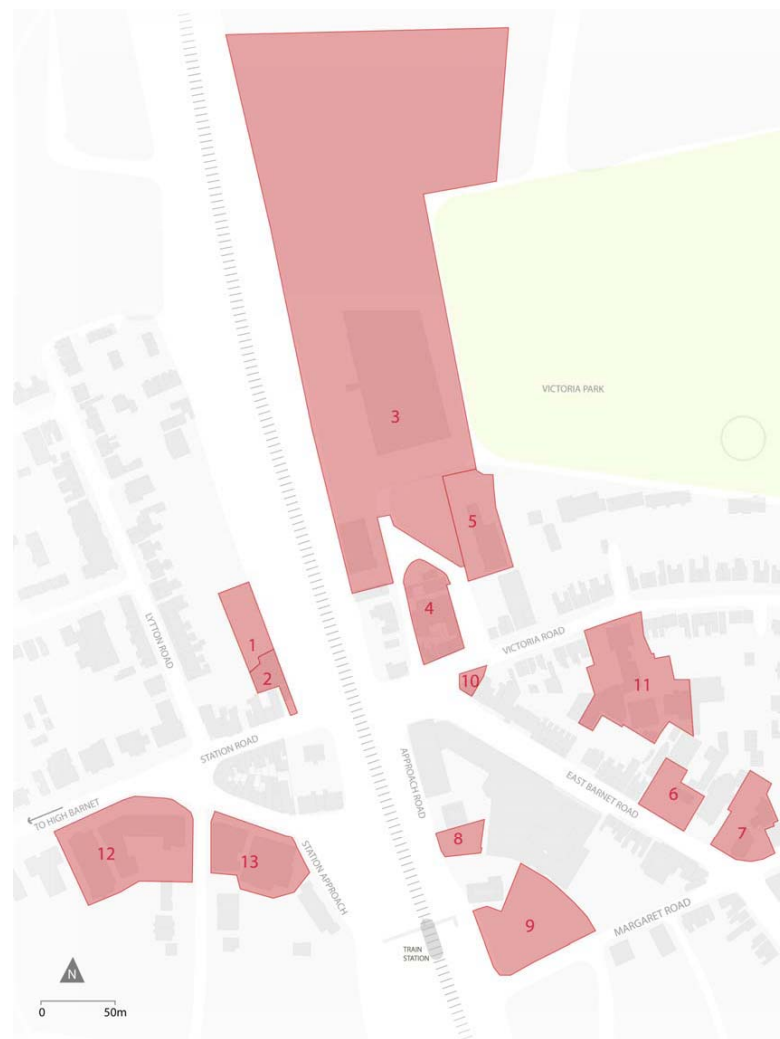




Table 4.2 Opportunity Sites

Ref.	Address	Area	Planning Status	Availability	Suitability	Viability
1	Rear of 2-24 Lytton Road	0.1ha	Edge-of-centre Planning permission for B1/B8 development.	Under construction.	Under construction.	Under construction.
2	Depot site to the Rear of 9-11 East Barnet Road	0.1ha	In-centre Planning permission for residential development.	Under construction.	Under construction.	Under construction.
3	Former East Barnet Gas Works site	4.7ha	Edge-of-centre. Allocated in UDP for mixed use office, retail, leisure and residential uses.	Site is available now. The site is vacant, demolition works have been partly undertaken, and is under a single ownership. Landowners are keen to bring the site forward for redevelopment.	The suitability of the site for town centre uses would be dependant on achieving satisfactory integration with the existing town centre. Should be combined with 4 (largely under the same ownership) and 5 (separate ownership) to ensure comprehensive redevelopment of this area.	Site is being actively promoted for new mixed use development by a developer, therefore is considered to be viable. (This site is understood to be heavily contaminated on account of its former use. The costs of decontamination could affect the type, form and quantum of development that would be viable on this site).
4	Victoria Road/Albert Road Site	0.2ha	In-centre Planning permission for A3/C3 uses on 7-11 Victoria Road site.	7-11 Victoria Road is available now and the landowners have expressed a willingness to implement the planning permission subject to the planning potential of sites 10 and 11 (also under their ownership). The remainder of the site is in use, however is under the control of a single landowner (who owns site 3).	Potentially suitable for a range of town centre uses. Should be combined with 3 (largely under the same ownership) and 5 (separate ownership) to ensure comprehensive redevelopment of this area.	Site is being actively promoted for new mixed use development by a developer, therefore is considered to be viable.
5	Warehouse Site, Albert Road	0.2ha	Edge-of-centre	This site is in commercial use and may become available for redevelopment in the long term.	The suitability of the site for town centre uses would be dependant on achieving satisfactory integration with the existing town centre. Should be combined with 3 and 4 (separate ownerships) to ensure comprehensive redevelopment of this area.	No viability issues identified.
6	East Barnet	0.2ha	In-centre.	This site is in	Potentially suitable	No viability issues

Ref.	Address	Area	Planning Status	Availability	Suitability	Viability
	Road Petrol Station			commercial use and may become available for redevelopment in the long term.	for a range of town centre uses.	identified.
7	Fayers Building Yard (adjacent to church hall)	0.2ha	Edge-of-centre.	This site is in commercial use and may become available for redevelopment in the long term.	Potentially suitable for a range of uses.	No viability issues identified.
8	Approach Road	0.1ha	Edge-of-centre	This site is vacant and is likely to be available for development in the short term.	Potentially suitable for a range of uses.	No viability issues identified.
9	Corner of Margaret Road and Approach Road	0.4ha	Edge-of-centre	This site is in commercial use and may become available for redevelopment in the long term.	Potentially suitable for a range of uses.	No viability issues identified.
10	Corner of East Barnet Road and Victoria Road (derelict building)	0.1ha	In-centre.	The site is vacant and available now – the landowners have expressed a willingness to bring forward the site for redevelopment subject to the planning potential of site 11 (also under their ownership).	Potentially suitable for a range of town centre uses.	No viability issues identified.
11	Former Optex site	0.5ha	Edge-of-centre (would be in-centre if combined with site 6 or adjacent properties along East Barnet Road frontage).	The site is in use but the landowner has expressed a willingness to bring the site forward for redevelopment at short notice.	Potential to combine with site 6 and land fronting East Barnet Road.	Site is being actively promoted for new mixed use development by a developer, therefore is considered to be viable.
12	Existing Office Blocks on Station Road	0.5ha	Edge-of-centre	This site is in commercial use and may become available for redevelopment in the long term.	Potentially suitable for a range of uses.	No viability issues identified.
13	Existing blocks on Station Approach	0.3ha	Edge-of-centre	This site is in commercial use and may become available for redevelopment in the long term.	Potentially suitable for a range of uses.	No viability issues identified.

4.37 In addition to the site specific opportunities identified in Table 4.2 above, the centre's existing building stock (particularly along the defined 'Main Retail Frontage' along East Barnet Road) is considered to offer potential for renovation and reuse and/or redevelopment, and which could be combined with other sites identified above.

## Summary of Strengths, Weaknesses, Opportunities and Threats

Table 4.3 Existing Strengths, Weaknesses, Opportunities and Threats

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>▪ Sainsbury’s foodstore acts as a key attractor to the centre</li> <li>▪ Broad independent retail offer.</li> <li>▪ Good access by car and public transport.</li> <li>▪ Significant walk-in catchment containing a high proportion of ABC1 social classes.</li> <li>▪ Recorded crime statistics rated as ‘Average’ (in line with Borough-wide trends).</li> <li>▪ Broad mix of town centre uses (including retail, offices, residential, gym, post office, church, dentist)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Some examples of good quality Victorian architecture (the war memorial, Station Road and pubs).</li> <li>▪ Good quality suburban residential streets in surrounding area.</li> <li>▪ Wide pedestrian footpaths along main high street and zebra crossings/signalled crossing points assist pedestrian movement.</li> <li>▪ Public Transport Accessibility Level (PTAL) rating of 3 (Good) – the centre is served by several bus services plus railway.</li> <li>▪ Extensive shopper and commuter car parking provision.</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>▪ Large brownfield development sites fronting or on edge of town centre offer opportunities for significant growth and extension of the High Street, supplemented by several in-centre opportunity sites that are suitable, available and viable.</li> <li>▪ Designation as a District Centre allows scope for growth.</li> <li>▪ Demonstrable quantitative and qualitative need for additional convenience goods and comparison goods retail plus food/drink based leisure development.</li> <li>▪ Demonstrable developer interest for foodstore-led mixed use development in the centre.</li> <li>▪ Competing centres are performing strongly enough to manage trade draw impacts of new development in New Barnet without significant adverse impacts on viability and vitality.</li> </ul>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>▪ Increase population and number of persons employed in town centre.</li> <li>▪ Create a locally distinctive town centre with own character (not a ‘clone town’)</li> <li>▪ Niche/specialist role</li> <li>▪ Improve quality and choice of retail offer.</li> <li>▪ Improved evening economy (food and drink offer).</li> <li>▪ Establish a focal ‘heart’ to the centre.</li> <li>▪ Enhance quality of the built environment</li> <li>▪ Improve accessibility</li> <li>▪ A sustainable town centre.</li> </ul>

## 5. Where We Want To Be

- 5.1 There is a significant opportunity to transform New Barnet into an exemplary town centre that not only meets retail and local service needs, but also makes a contribution to the wider economic success of Barnet as a 'successful city-suburb', and becomes a valuable asset to the local community. This section sets out a vision and set of objectives to guide the future development of the town centre which aim to respond positively to the issues identified in the previous section by building upon the centre's existing assets and strengths, addressing the existing weaknesses, taking advantage of the opportunities and managing or deflecting potential threats.

### Vision

**For New Barnet Town Centre to be a vital, viable, vibrant and sustainable centre that is recognised for its attractive, locally distinctive, safe, accessible, and welcoming environment; and strong range of quality shops, services and leisure offer that meet the day-to-day needs of the local community**

### Objectives

#### Protect

- **Objective 1: To Protect the Town Centre from Further Decline**

Attract investment and development to New Barnet in order to improve the economic performance of the centre, strengthen its role as a district centre with local distinctiveness, and reassert its position in the hierarchy of centres.

#### Enhance

- **Objective 2: To Enhance Consumer Choice**

Enhance consumer choice by facilitating development that will provide a wider range of shopping, leisure and community services, and allow genuine choice to meet the needs of the entire community, to include consideration of the introduction of markets as a means of contributing to local choice and diversity in shopping. Greater competition between retailers should be promoted as a means of improving productivity and achieving better value for customers, and

- **Objective 3: To Improve Accessibility to and Within the Centre**

Promote improvements in accessibility to and within the centre and connectivity with surrounding area by all modes of transport, having particular regard to inclusive access principles. Existing vehicle/pedestrian conflicts should be addressed and servicing arrangements more appropriately managed.

- **Objective 4: To Minimise Increases in Road Traffic and Mitigate Congestion**

Walking, cycling and public transport should be promoted as attractive alternatives to the car in order to minimise traffic growth, and traffic congestion should be appropriately mitigated through infrastructural improvements.

- **Objective 5: To Enhance the Town Centre Environment**

Enhance the sense of place and focus for the community by promoting high quality, inclusive, and sustainable design; improvements to the quality of the public realm; enhancements to the existing building stock; protection of buildings of architectural/historic interest and enhancements to 'gateways' to the town centre.

- **Objective 6: To Improve and Manage the Evening Economy Offer**

Improve the range of complementary evening economy uses that appeal to a wide range of age and social groups and which are appropriate in terms of type/form and scale to the role and function of the centre and its catchment (linked to a licensing strategy).

#### Grow

- **Objective 7: To Take Advantage of Key Brownfield Site Opportunities**

Opportunity sites that are suitable, available and viable should be identified, promoted, and brought forward for development to deliver sustainable growth that will transform the economic fortunes of the town centre. Focus should be placed on the reuse of the former East Barnet Gas Works site and former Optex site as the catalyst for the transformation of the town centre.

- **Objective 8: To Ensure an Appropriate Scale of Development**

Ensure that the scale of new development is appropriate, and complementary, to the centre's role and function in the hierarchy of centres, having regard to potential impacts on the viability and vitality of competing centres.

- **Objective 9: To Minimise Natural Resource Use**

Ensure that the town centre evolves in a manner that minimises the use of natural resources through construction and operation. New development should accord with the highest standards of sustainable construction and energy efficiency and take advantage of opportunities for renewable energy generation and district CCHP networks. The retro-fitting of existing buildings to improve energy performance should be encouraged.

- **Objective 10: To Achieve a more Sustainable Pattern of Development**

Contribute to the delivery of a more sustainable pattern of development in Barnet by reducing the need to travel through ensuring that people's day-to-day needs can be met locally, and promote cycling and walking as attractive alternatives to the car.

- **Objective 11: To Ensure Deliverability**

The Framework should identify delivery mechanisms in order to achieve its objectives.

## 6. How Do We Get There?

6.1 Sections 7 to 10 set out the draft planning proposals for New Barnet which seek to deliver the vision and objectives outlined in Section 5. The draft proposals comprise a series of scenarios (options) setting out alternative approaches to the future structure, functionality and use of the town centre – effectively a spatial framework for the delivery of the vision and objectives. The scenarios are supplemented by a series of supporting strategies which provide further detail on urban design, transport and movement and sustainability. Community and stakeholder input is sought in order to refine the scenarios and associated strategies (which will be supported by further technical work), in order to identify a preferred approach which will form the basis of the final Framework document.

### Scenarios

- 6.2 The scenarios are summarised below and presented in full in Section 7:
- **Scenario 1: A Consolidated High Street** proposes to resist significant new retail development and seeks to reverse the decline of the centre through public sector-led investment into environmental and public realm enhancements, the promotion of an evening economy, and clearer planning controls.
  - **Scenario 2: A Compact and Intensive High Street** proposes to create a compact and intensive High Street with retail and leisure uses concentrated into a core area on East Barnet Road. Significant new retail development is encouraged within this core area through redevelopment in order to improve the centre's offer and competitiveness and to act as a catalyst for wider enhancements to the centre as a whole. This scenario makes provision for a secondary/complementary offer outside of this core area (to the west of the railway bridge).
  - **Scenario 3: An Extended High Street** proposes to create an extended yet more intensive High Street, where retail and leisure uses would be concentrated into a core area extending along East Barnet Road northwards into the former East Barnet Gas Works site, where significant new retail development would be encouraged, taking advantage of the one-off opportunity to significantly extend the High Street. This scenario makes provision for a secondary/complementary offer outside of this core area (to the west of the railway bridge).
- 6.3 A preliminary evaluation matrix is provided at the end of the Section.

### Supporting Strategies

- 6.4 The supporting strategies provide further detail for each of the scenarios, and are summarised below:
- **Urban Design Strategy** – sets out design principles that should underpin future development together with details of proposed 'interventions' (enhancements) to the existing urban form;
  - **Transport and Movement Strategy** – sets out enhancements to transport and movement within the centre required in order to deliver the vision; and
  - **Sustainability Strategy** – sets out specific sustainability-related requirements that will be expected to be delivered as part of new development in New Barnet.
- 6.5 Once the preferred scenario is identified, the supporting strategies will be refined and tailored to the selected scenario, and be supplemented by further details on implementation/delivery.

### Delivery

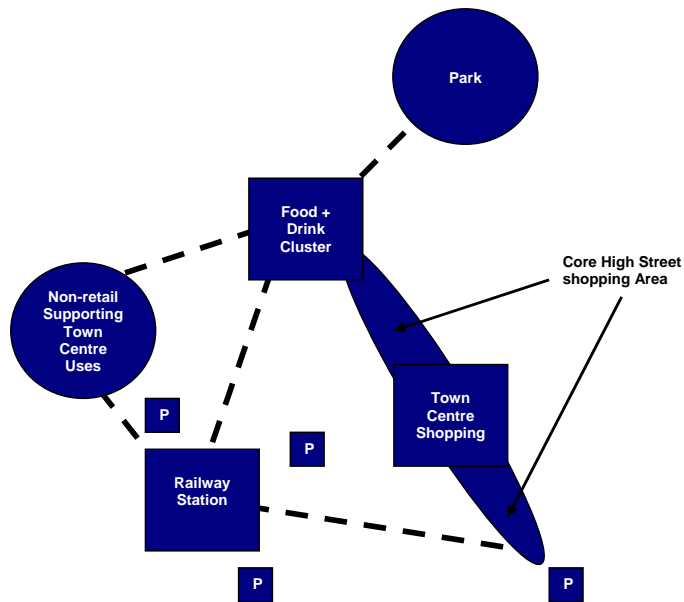
- 6.6 An implementation strategy will be set out in the final Framework plan to guide the delivery of the preferred scenario, which will provide details of sources of funding, delivery bodies/agencies, and phasing of new development, together with proposals for the future management of the town centre.

## 7. Alternative Framework Scenarios

### Framework Scenario 1 – A Consolidated High Street

7.1 This Framework Scenario involves public sector-led investment in public realm (and other focussed environmental enhancements) to support incremental improvements to the town centre. It resists development of significant additional retail and other town centre use floorspace in New Barnet, and seeks to maintain a small but focussed retail function on East Barnet Road (around the existing Sainsbury’s store) which would be subject to environmental enhancements, while supporting the change of use of existing retail floorspace (and other town centre uses) outside of this identified ‘core’ area to non-retail uses suitable for a town centre. This would include the promotion of an enhanced evening economy (food and drink) cluster around the junction of East Barnet Road/Victoria Road/Approach Road (building on the existing offer), and housing development on the key development sites.

Figure 7.1 Town Centre Structure Diagram



Community Uses



**Housing**  
New residential development would be adjacent to the open green space of Victoria Park and integrated into the High Street



## Character Area Proposals

7.2 The strategy for each of the Character Areas is set out below, and should be read in conjunction with the Framework Plan (Figure 7.2):

- **The High Street** – This area would be promoted as a consolidated ‘core’ shopping area where the change of use of existing units back to retail (from service uses), the refurbishment of existing retail units, and limited redevelopment of the existing building stock for retail will be encouraged, building upon its existing role as the main shopping area (however, significant additional retail floorspace would not be encouraged). Town centre public realm improvements would be encouraged in this character area linked with carriageway improvements to East Barnet Road. The northern end of the High Street would be anchored by a ‘food and drink cluster’, where additional food and drink uses would be encouraged in order to improve and broaden the centre’s evening economy offer, building upon existing leisure assets in this part of the centre including the pubs, restaurants, gym and proximity to Victoria Park. The focus would be on additional restaurants/cafes and other leisure uses, with additional pubs resisted, where alfresco dining would be encouraged in order to increase street activity. The redevelopment or refurbishment of the existing building stock (particularly on site 10 and the southern frontage of site 4) would be encouraged in order to provide modern fit-for-purpose accommodation for modern food and drink operators. Town centre public realm improvements would be linked to enhancements to the East Barnet Road/Victoria Road/Albert Road junction to overcome the existing sense of severance caused by the junction and to enhance pedestrian amenity in this area. The former Optex site (Site 11) would be promoted for residential-led redevelopment.
- **Victoria Quarter** – This area would be promoted as a new residential-led mixed use quarter for New Barnet (incorporating the comprehensive redevelopment of sites 3, 5 and the remainder of site 4) where small scale retail, leisure, community (healthcare, children’s nursery etc) and employment uses (offices and workshops) would be promoted in the southern part to complement the core retail offer on the high street. A coherent approach to public realm treatments (to the High Street) would be encouraged in order to ‘stitch’ this redevelopment area into the existing suburban fabric. Strong visual and physical connections between East Barnet Road and Victoria Park should be created through this area in order to enhance linkages between Victoria Park and the High Street.
- **Historic Quarter** – This area would play a secondary, but complementary role to the High Street and Food and Drink Cluster. This area’s existing business and food and drink functions would be supported. No significant interventions are proposed, however in the long term the redevelopment of the existing offices blocks on Station Road/Station Approach (sites 12 and 13) and the change of use of existing buildings for office or residential uses would be encouraged.
- **Station Quarter** – This area’s role as a public transport ‘gateway’ to the centre will be enhanced through public realm enhancements and improved pedestrian facilities to Station

Approach, Approach Road and Margaret Road, strengthening linkages with the High Street. Improvements to the railway station would be supported as a long term objective. Provision will be made for enhanced bus interchange facilities on Station Approach and the intensification of development to the east of the railway will be encouraged (sites 8 and 9) for a mix of uses including residential, business and community uses.

- **Lytton Road** – This scenario would facilitate the gradual change of Lytton Road towards a more residential focussed area.

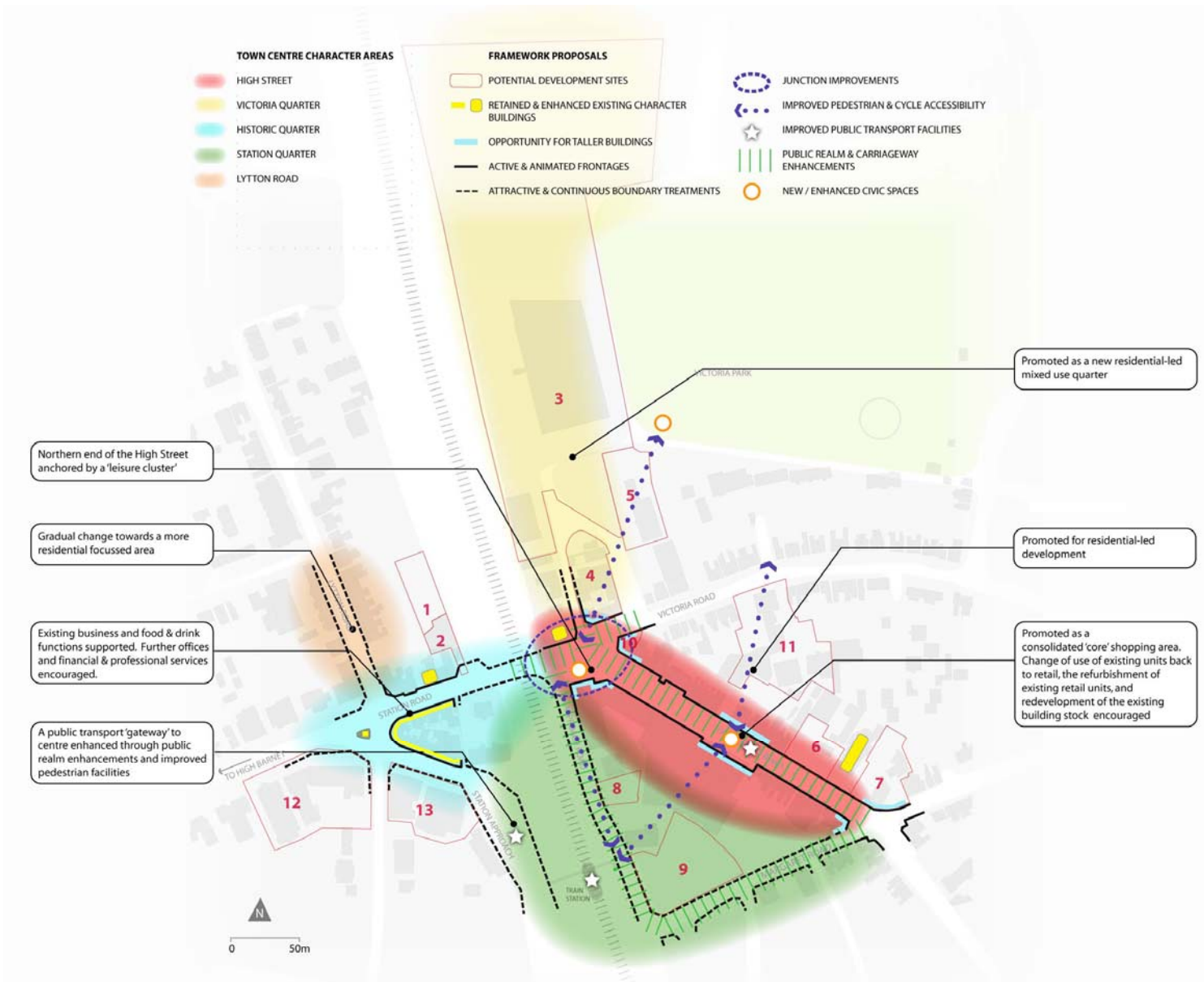
## Delivery

- Private sector small scale development.
- Environmental and highway enhancements would need to be led by the public sector and funded through reallocation of Council capital funding (or other public sector sources), use of s.106 monies, or through direct funding from existing landowners.
- Business Improvement District or similar local delivery vehicle set up to coordinate/manage change and contribute to Council funding.



*An active High Street – mix of retail uses concentrated along suburban high streets to create a compact and intensive core centre*

Figure 7.2 Development Framework Plan – A Consolidated High Street





**Public Realm**  
*A programme of 'streetscaping' enhancements to principal town centre streets to include consistent paving treatment; a considered and recognisable palette of materials for street furniture, lighting and signage; and tree planting*

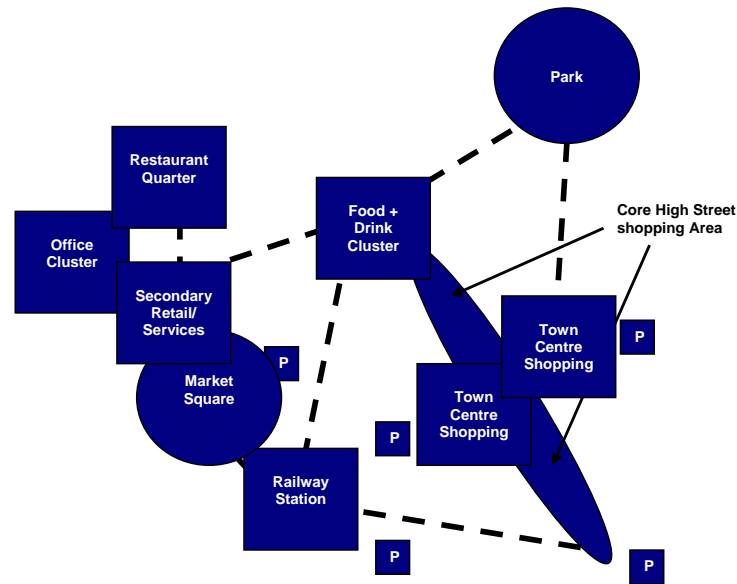


## Framework Scenario 2 – A Compact and Intensive High Street

### Overview

7.3 This scenario seeks to create a compact and intensive centre based on a series of complementary 'Town Centre Character Areas', where retail uses are concentrated into a 'core' area on East Barnet Road (between the junctions with Victoria Road and Margaret Road) with the existing Sainsbury's at its heart (the centre's key existing attractor or 'anchor' store) and a food and drink based 'leisure cluster' anchoring the northern end of the High Street (around the Victoria Road/Albert Road/East Barnet Road junction). The existing retail offer would be supplemented by significant additional floorspace involving the redevelopment of parts of the existing frontage on the eastern side of East Barnet Road and the former Optex site.

Figure 7.3 Town Centre Structure Diagram



7.4 This enhanced 'core' retail and leisure offer on the High Street would be complemented by a secondary retail, leisure, service and business offer to the west of the railway line, maintaining and building upon the existing offer. Lytton Road would be supported as an independent 'restaurant quarter' (building upon the existing restaurant offer and its historic role as a restaurant destination), and Station Road/East Barnet Road (to the west of the railway line) would be promoted as a

secondary retail/service destination (with opportunities to develop a niche role that complements the core high street offer encouraged), supported by a weekend market on Station Approach.

7.5 The structural changes in the functionality of the centre will be supported by comprehensive public realm enhancements within the core shopping area and key routes to and from the railway station, and improvements to access and movement conditions within the centre (refer to Sections 7 and 8 of this report for further details).



**High Street retail**  
Integrating anchor stores into the High Street

## Character Area Proposals

7.6 The strategy for each of the Character Areas is set out below, and should be read in conjunction with the Framework Plan (Figure 7.4):

- The High Street** – This area would be promoted as the core shopping area where the change of use of existing units to retail, the refurbishment of existing retail units, and redevelopment of the existing building stock will be encouraged, building upon its existing role as the main shopping area. It is anticipated that the former Optex site (site 11) could be brought within this Character Area through the assembly of adjacent land that benefits from a frontage onto East Barnet Road, in order to open up a significant growth area to the east of East Barnet Road for comprehensive retail-led mixed use development. Development of this area should create an intensive 'hub' of activity and 'heart' for the centre (building upon the existing activity generated by the Sainsbury's store and bus stops), incorporating civic space (suitable for market stalls, civic activities, exhibitions etc), taller buildings, and a variety of retail formats (a mix of sizes – avoiding domination by a single large store). In the longer term sites 6 and 7 are considered to represent important redevelopment opportunities to further strengthen and intensify activity in this area.

The northern end of the High Street would be anchored by a 'leisure cluster', where additional food and drink uses would be encouraged in order to improve and broaden the centre's evening economy offer, building upon existing leisure assets in this part of the centre including the pubs, restaurants, gym and proximity to Victoria Park. The focus would be on additional restaurants/cafes and other leisure uses, with additional pubs resisted, where alfresco dining would be encouraged in order to increase street activity. The redevelopment or refurbishment of the existing building stock (particularly on site 10 and the southern frontage of site 4) would be encouraged in order to provide modern fit-for-purpose accommodation for modern leisure operators.

Town centre public realm improvements would be focussed in this area linked with carriageway improvements to East Barnet Road and significant enhancements to the East Barnet Road/Victoria Road/Albert Road junction to overcome the existing sense of severance caused by the junction and to enhance pedestrian amenity in this area. Taller buildings will be promoted in the central 'hub' and north/south 'gateways' to the high street to create an increased sense of enclosure and prominence, and, in the case of the gateways, a greater sense of arrival.

- Victoria Quarter** – This area would be promoted as a new residential-led mixed use quarter for New Barnet (incorporating the comprehensive redevelopment of sites 3, 5 and the remainder of site 4) where small scale retail, leisure, community (healthcare, children's nursery etc) and employment uses (offices and workshops) would be promoted in the southern part to complement the core retail offer on the high street. A coherent approach to public realm treatments (to the High Street) would be encouraged in order to 'stitch' this redevelopment area

into the existing suburban fabric. Strong visual and physical connections between East Barnet Road and Victoria Park should be created through this area in order to enhance linkages between Victoria Park and the High Street.

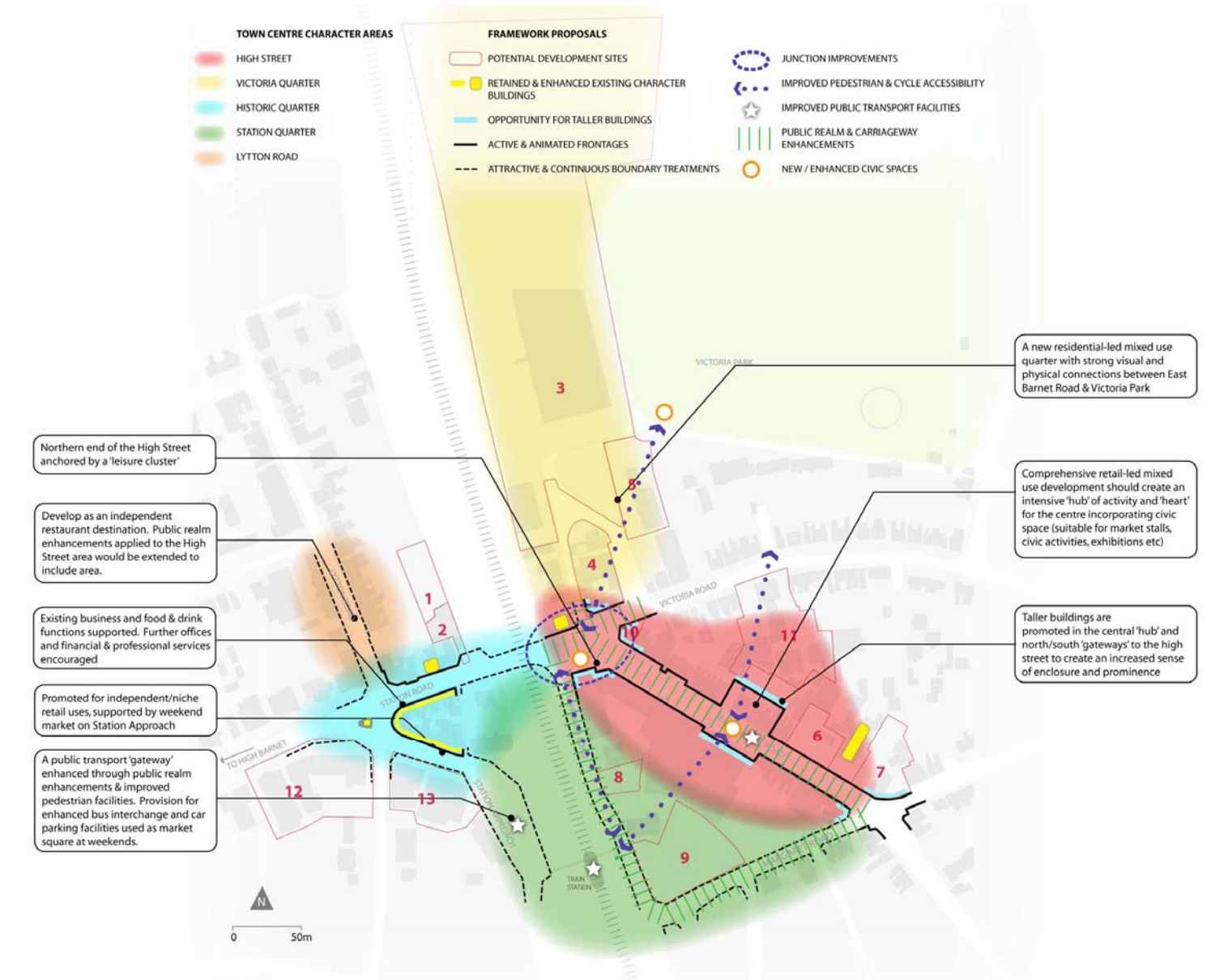
- Historic Quarter** – This area would play a secondary, but complementary role to the High Street. The existing business, service and food and drink offer would be supported while in the longer term the Framework would aim to establish a complementary niche role for this area – perhaps with a food focus (greengrocer, delicatessen, fishmongers, butchers, bakery, fromagerie, chocolatier, wine shop, coffee shops etc) or antique offer, which would be complemented by a weekend (farmers/antiques) market on the car parking/bus interchange area on Station Approach. The public realm enhancements applied to the High Street area would be extended into this area as a longer term objective in order to strengthen its sense of inclusion in the town centre (albeit as a secondary area) and linkages with areas to the east, in order to overcome issues of severance caused by the railway. In the longer term the redevelopment of the existing offices blocks on Station Road/Station Approach (sites 12 and 13) for office or residential uses would be encouraged.
- Lytton Road** – This area would complement the offer in the Historic Quarter and the High Street leisure cluster, by maintaining its existing role as an independent restaurant destination. Further development of the restaurant offer would be encouraged – including the promotion of a niche offer (perhaps focussing on ethnic foods). The public realm enhancements applied to the High Street area would be extended into this area as a longer term objective in order to strengthen its sense of inclusion as part of the town centre (albeit a secondary area).
- Station Quarter** – This area's role as a public transport 'gateway' to the centre will be enhanced through public realm enhancements and improved pedestrian facilities to Station Approach, Approach Road and Margaret Road in order to strengthen links to the High Street. New railway station facilities supported as a long term objective (including mixed use development). Provision will be made for enhanced bus interchange and car parking facilities on Station Approach which would be used as a market square at weekends. Intensification of development to the east of the railway will be encouraged (sites 8 and 9) for a mix of uses including residential, business and community uses.

## Delivery

- Private sector developer-led with Local Authority assistance in land assembly potentially required.
- Enhancements in secondary area to west of railway line likely to require public sector support in order to deliver.
- Environmental and highway enhancements to be funded through developer contributions under s.106/s.278 provisions.
- Business Improvement District or similar local delivery vehicle set up to coordinate/manage change and re-position the town centre in the marketplace through promotion and re-branding.



Figure 7.4 Development Framework Plan – A Compact and Intensive High Street





**Street Markets**  
Markets broaden consumer choice and animate the street



**Leisure 'cluster'**  
Food and drink uses improve and broaden the evening economy offer, building upon existing leisure assets

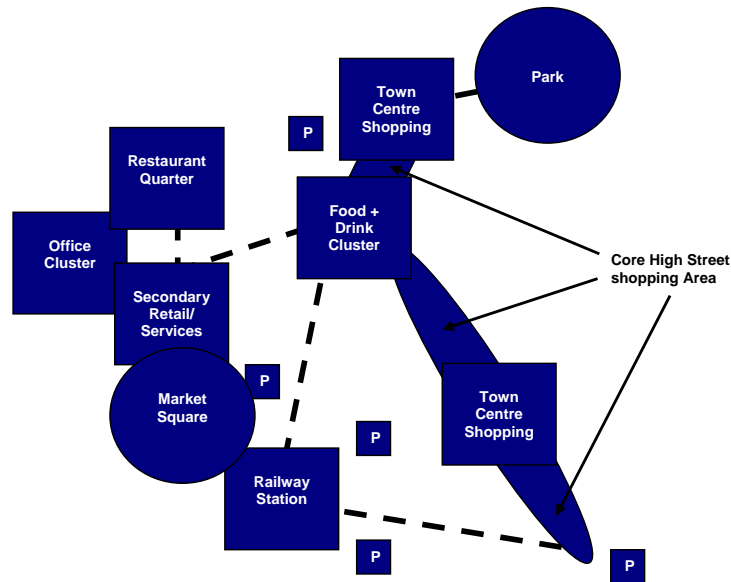


### Framework Scenario 3 – An Extended High Street

#### Overview

7.7 This scenario seeks to take full advantage of the one-off opportunity to extend the High Street north of Victoria Road. It aims to create an extended, yet more intensive, centre based on a series of complementary character areas. Retail uses would be focussed into a core 'High Street' shopping area extending along East Barnet Road (from the junction with Margaret Road in the south, running north into Albert Road and the former East Barnet Gas Works site). The existing Sainsbury's would act as a key anchor store in the south (the centre's key existing attractor) and would be supplemented by a significant new retail and leisure anchor development at the far north of the extended High Street (on Albert Road and the southern part of the former East Barnet Gas Works site), and the promotion of a complementary food and drink based 'leisure cluster' in the 'heart' of the High Street (around the Victoria Road/Albert Road/East Barnet Road junction).

Figure 7.5 Town Centre Structure Diagram



7.8 This enhanced 'core' retail and leisure offer on the High Street would be complemented by a secondary retail, leisure, service and business offer to the west of the railway line, maintaining and building upon the existing offer. Lytton Road would be supported as an independent 'restaurant quarter' (building upon the existing restaurant offer and its historic role as a restaurant destination),

and Station Road/East Barnet Road (to the west of the railway line) would be promoted as a secondary retail/service destination (with opportunities to develop a niche role that complements the core high street offer encouraged), supported by a weekend market on Station Approach.

7.9 The structural changes in the functionality of the centre will be supported by comprehensive public realm enhancements within the core shopping area and key routes to and from the railway station, and improvements to access and movement conditions within the centre (refer to Sections 7 and 8 of this report for further details).



Food Shops

## Character Area Proposals

7.10 The strategy for each of the Character Areas is set out below, and should be read in conjunction with the Framework Plan (Figure 7.6):

- **The High Street** – This area would be promoted as the core shopping area where the change of use of existing units to retail, the refurbishment of existing retail units, and redevelopment of the existing building stock will be encouraged, building upon its existing role as the main shopping area. The comprehensive redevelopment of sites 3 (southern part), 4 and 5 would be encouraged to provide significant additional retail use floorspace as an extension of the High Street, and which should also offer community, employment and leisure uses. Redevelopment of this area should create a ‘focus’ for the centre, incorporating civic spaces (suitable for market stalls, civic activities, exhibitions etc), taller buildings and a variety of retail formats (avoiding dominance of a single store). In the longer term this key opportunity area could be supplemented by the redevelopment of sites 6 and 7 for further complementary uses to further reinforce the town centre offer.

A leisure cluster would be created around the Victoria Road/Albert Road/East Barnet Road junction, where additional food and drink uses would be encouraged in order to improve and broaden the centre’s evening economy offer, building upon existing leisure assets in this part of the centre including the pubs, restaurants, gym and proximity to Victoria Park (the redevelopment of site 4 would complement new development on site 10).

Town centre public realm improvements would be focussed in this character area linked with carriageway enhancements to East Barnet Road and significant enhancements to the East Barnet Road/Victoria Road/Albert Road junction to overcome the existing sense of severance caused by the junction and to enhance pedestrian amenity in the area. Visual and physical connections between Victoria Park and East Barnet Road should be created through this area in order to enhance linkages between the town centre and the park. Taller buildings will be promoted to the north of Victoria Road and around the junctions of Margaret/Victoria Roads with East Barnet Road in order to establish a greater sense of enclosure and prominence.

In this scenario site 11 would be promoted as a residential or employment-led mixed use development (with no retail or leisure uses).

- **Victoria Quarter** – This area would be promoted as a new high quality residential quarter for New Barnet incorporating the remainder of site 3.
- **Historic Quarter** – This area would play a secondary, but complementary role to the High Street. The existing business, service and food and drink offer would be supported while in the longer term the Framework would aim to establish a complementary niche role for this area – perhaps with a food focus (greengrocer, delicatessen, fishmongers, butchers, bakery, fromagerie, chocolatier, wine shop, coffee shops etc) or antique offer, which would be complemented by a weekend (farmers/antiques) market on the car parking/bus interchange area on Station Approach. The public realm enhancements applied to the High Street area

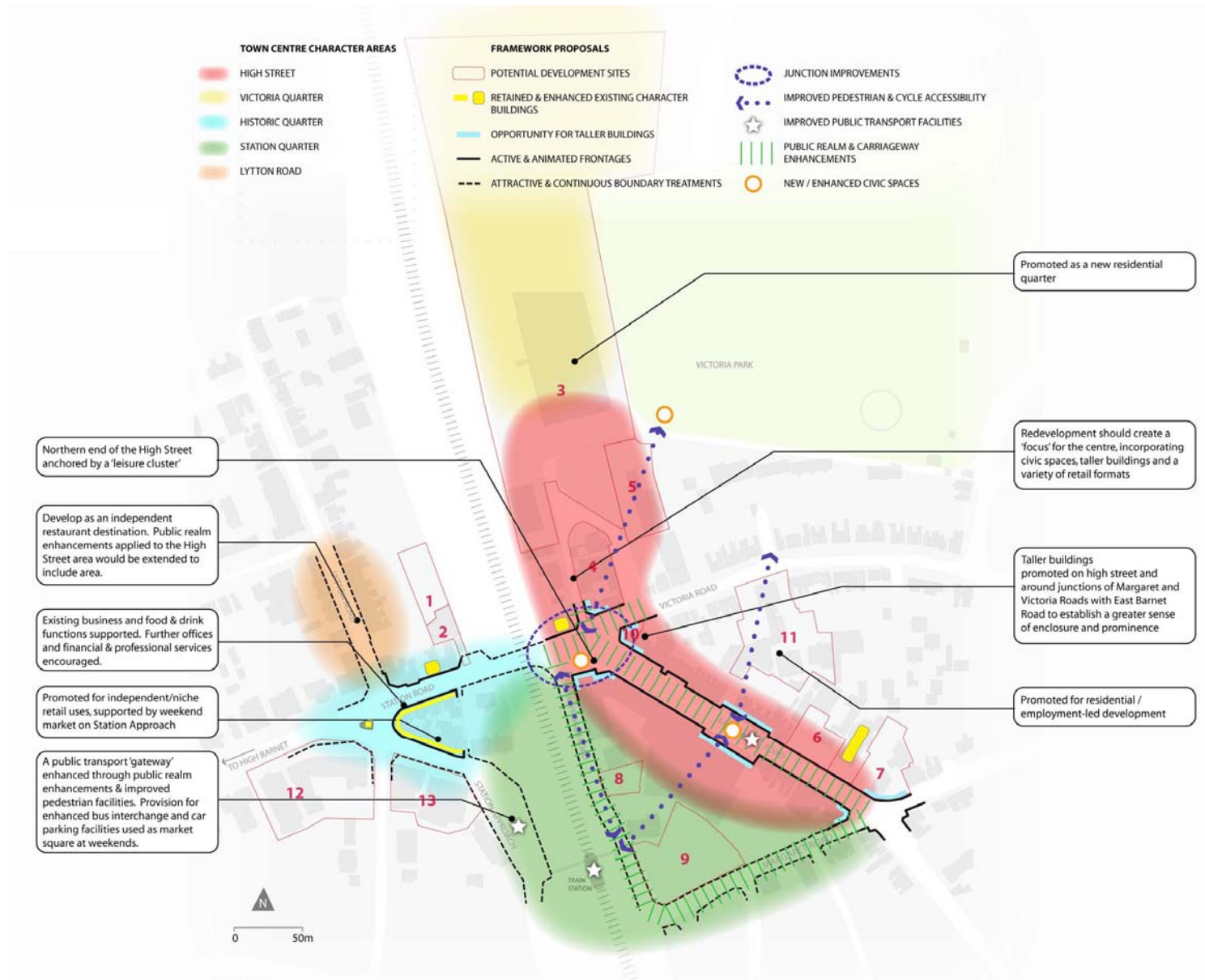
would be extended into this area as a longer term objective in order to strengthen its sense of inclusion in the town centre (albeit as a secondary area) and linkages with areas to the east, in order to overcome issues of severance caused by the railway. In the longer term the redevelopment of the existing offices blocks on Station Road/Station Approach (sites 12 and 13) for office or residential uses would be encouraged.

- **Lytton Road** – This area would complement the offer in the Historic Quarter and the High Street leisure cluster by maintaining its existing role as an independent restaurant destination. Further development of the restaurant offer would be encouraged – including the promotion of a niche offer (perhaps focussing on ethnic foods). The public realm enhancements applied to the High Street area would be extended into this area as a longer term objective in order to strengthen its sense of inclusion as part of the town centre (albeit a secondary area).
- **Station Quarter** – This area’s role as a public transport ‘gateway’ to the centre will be enhanced through public realm enhancements and improved pedestrian facilities to Station Approach, Approach Road and Margaret Road in order to strengthen links to the High Street. New railway station facilities supported as a long term objective (including mixed use development). Provision will be made for enhanced bus interchange and car parking facilities on Station Approach which would be used as a market square at weekends. Intensification of development to the east of the railway will be encouraged (sites 8 and 9) for a mix of uses including residential, business and community uses.

## Delivery

- Private sector developer-led with Local Authority assistance in land assembly potentially required.
- Enhancements in secondary area to west of railway line likely to require public sector support in order to deliver.
- Environmental and highway enhancements to be funded through developer contributions under s.106/s.278 provisions.
- Business Improvement District or similar local delivery vehicle set up to coordinate/manage change and re-position the town centre in the marketplace through promotion and re-branding.

Figure 7.6 Development Framework Plan – An Extended High Street







**Civic Space**  
*New civic spaces should be incorporated into new development proposals. Spaces should be fronted by active uses and overlooked by development to provide safe and attractive environments*

## Preliminary Evaluation of Alternative Scenarios

Table 7.1 Evaluation Table

Objective	Scenario 1: A Consolidated High Street	Scenario 2: A Compact and Intensive High Street	Scenario 3: An Extended High Street
<b>1. To Protect the Town Centre from Further Decline</b>	Discourages significant private sector investment and development – improvements dependent on public sector funds. Risk of further decline in the centre.	Encourages investment and supports an increase in critical mass enabling the centre to reassert its position in the retail hierarchy.	Encourages investment and supports an increase in critical mass enabling the centre to reassert its position in the retail hierarchy.
<b>2. To Enhance Consumer Choice</b>	Lack of significant new retail development, therefore existing level of choice unlikely to significantly improve (and risks declining further). Town centre improvements may attract more independent operators.	Supports new retail and leisure floorspace which should increase consumer choice. Risk of over-dominance of central core by supermarkets. Town centre improvements may attract more independent operators.	Supports new retail and leisure floorspace which should increase consumer choice. Risk of over-dominance of the High Street by supermarkets. Town centre improvements may attract more independent operators.
<b>3. To Improve Accessibility to and Within the Centre</b>	Encourages a programme of transport and movement enhancements but significant funding from private sector is unlikely to become available. Enhancements led by public investment works.	Encourages a programme of transport and movement enhancements. New development to be focussed within the existing retail core which is not adversely affected by north-south movement issues. Significant additional development likely to have traffic implications requiring mitigation.	Encourages transport and movement enhancements; however Victoria Road will act as a barrier between the existing High Street area and the growth area to the north (even following mitigation) which will reduce overall accessibility around the centre. Significant additional development likely to have traffic implications requiring mitigation.
<b>4. To Minimise Increase in Road Traffic and Mitigate Congestion</b>	Lack of large scale development is likely to maintain the existing situation of car-borne travel from local area to competing centres (although improvements to the town centre offer could encourage more local shopping). Infrastructural enhancements (to address congestion) dependent on public funds.	Encourage a more sustainable pattern of development – redistributing and potentially reducing car-borne trips in the Borough. Risk of localised congestion requiring mitigation.	Encourage a more sustainable pattern of development – redistributing and potentially reducing car-borne trips in the Borough. Risk of localised congestion requiring mitigation.
<b>5. To Enhance the Town Centre Environment</b>	Small scale change should deliver enhancements to the built form. Encourages a programme of public realm enhancements but significant funding unlikely to become available.	Supports high quality new development and enhancements to the existing built form and public realm.	Supports high quality new development and enhancements to the existing built form and public realm.
<b>6. To Improve and Manage the Evening Economy Offer</b>	Encourages the creation of a new food and drink cluster (although likely to be difficult to attract higher quality operators in the absence of significant wider enhancements to the centre).	Encourages the creation of a good quality food and drink cluster plus supports the further development/enhancement of the complementary restaurant quarter on Lytton Road (linked to a licensing strategy).	Encourages the creation of a good quality food and drink cluster plus supports the further development/enhancement of the complementary restaurant quarter on Lytton Road (linked to a licensing strategy).
<b>7. To Take Advantage of Key Brownfield Site Opportunities</b>	Residential-led development would not fully optimise the opportunities offered by key brownfield sites for significant investment in town centre uses, as a catalyst to reinvigorate the town centre.	Optimises the potential of the former Optex site to deliver retail growth, while enabling a high quality residential-led mixed use quarter to be created on the former Gas Works Site.	Utilises the former Gas Works site for an extension of the High Street to facilitate significant retail growth, while the former Optex site is put to residential or employment uses.
<b>8. To Ensure An Appropriate Scale of Development</b>	Development of further town centre use floorspace is likely to be small scale and discreet. Scale is likely to be too small to achieve the critical mass necessary for the centre to compete successfully against other centres, and may lead to the further decline of the centre.	Supports a step change in the role of the centre including significant new development on the former Optex site. This scale of development is considered appropriate for the role and function of the centre, and will enable it to establish a greater critical mass to better compete with other centres.	Supports a step change in the role of the centre including significant new development to establish a greater critical mass, however the scale of potential development to the north of Victoria Road could adversely affect the vitality and viability of existing retailers on East Barnet Road if not well integrated.
<b>9. To Minimise Resource Use</b>	Limited development means that positive change to energy/resource performance of the centre is unlikely to be significant – limited to improvements of the existing building stock.	Encourages new development of the highest sustainability standards, including improvements to the existing building stock and the implementation of a district CCHP network.	Encourages new development of the highest sustainability standards, including improvements to the existing building stock and the implementation of a district CCHP network.
<b>10. To Achieve a More Sustainable Pattern of Development</b>	Lack of development is likely to maintain the existing situation of car-borne travel from local area to competing centres (although improvements to the town centre offer could encourage more local shopping).	Should enable the day to day needs of the local community to be met closer to home, reducing the need to travel to other centres – thus creating a more sustainable pattern of town centre development (although more car borne trips to the centre may be encouraged).	Should enable the day to day needs of the local community to be met closer to home, reducing the need to travel to other centres – thus creating a more sustainable pattern of town centre development (although more car borne trips to the centre may be encouraged).
<b>11. To Ensure Delivery</b>	Enhancements to the centre are dependent on public sector funding (lacks private sector investment) therefore risk not being delivered.	Proposals are supported by existing developer interest therefore likely to be deliverable.	Proposals are supported by existing developer interest therefore likely to be deliverable.

## 8. Urban Design Strategy

8.1 The scenarios set out in Section 7 establish alternative spatial frameworks for the future structure and functionality of the town centre based on a series of complementary character areas. These character areas are largely defined through landuses, however this definition should be reinforced through urban design in terms of the built form, treatment of the public realm, and accessibility/movement.

8.2 Accordingly, this section sets out an urban design strategy for the town centre. It comprises design 'principles' that should underpin future development together with details of key proposed 'interventions' (or enhancements) to the existing urban form. The proposals apply to each of the scenarios set out in Section 7 and are therefore somewhat broad in places – the strategy will be refined and tailored to the preferred future scenario when identified following community and stakeholder engagement on the draft proposals.

### Built Form

#### Existing Buildings and Structures

- The retention and enhancement of existing buildings of architectural interest is encouraged (Victorian buildings on Station Road and associated war memorial, Railway Bell Pub, Railway Tavern, and Church).
- Building entrances and accessways should be improved where possible, including handrails and step-free access where possible. All new development should adhere to accessibility requirements and best practice.
- The railway bridge to be subject to significant aesthetic enhancements (planting, lighting, signage) to create a focal point of interest and 'gateway' to the High Street.
- The replacement of poor quality existing buildings of limited or no historic or architectural interest is supported.

#### Scale and Massing

- Redevelopment of opportunity sites should seek to make the most effective and efficient use of land. A design-led approach should be taken to defining appropriate plot ratios and residential densities, having regard to the suburban setting and good public transport accessibility.
- A design-led approach should be taken to defining appropriate building heights, however taller buildings are encouraged within the 'heart' of the town centre in order to create a greater sense of enclosure and prominence (reflective of its role as a town centre), distinguishing the main retail area from the surrounding suburban (mainly residential) context.

- Massing (bulk of buildings) should be reflective of the suburban setting and role of the town centre. Redevelopment should include provision for larger format retail units within the High Street where required to meet the needs of modern retailing, however developers and retail operators would be expected to demonstrate flexibility in terms of store formats and sizes to ensure that high quality design is not compromised, and over-dominance (visual) by a single retail unit should be avoided.



*Architectural interest and character in New Barnet*



*Example of aesthetic enhancements to rail bridges which create a focal point of interest*



### Architectural Style

- New development on East Barnet Road should reflect the existing architectural context of detailed facades with a vertical rhythm.
- 'Shed' or 'warehouse' type development will not be supported within the town centre.



*Existing architectural context of detailed facades with a vertical rhythm.*

### Edges

- Development along the High Street should seek to create a continuous built edge with active and animated frontages and sense of enclosure. A consistent approach to the style of shop frontages along the High Street is encouraged (awnings, signage, exterior materials etc), building entrances should front the street, and pavement activity encouraged (space permitting) (for al-fresco dining and merchandising).
- Existing boundary treatments such as landscaped or non-active built edges should be attractive and well maintained.



*Boundary treatments in New Barnet which need to be improved and maintained*



*Examples of grocery stores in suburban centres that integrate into the streetscape and town centre context*



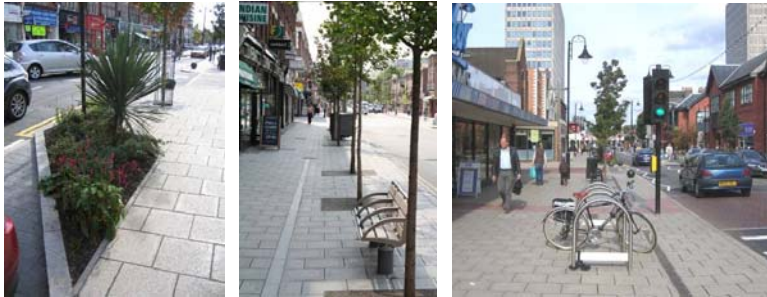
*Development along the High Street should seek to create a continuous built edge with active and animated frontages and sense of enclosure.*



## Public Realm

### Streets

- Future development in the town centre should create an integrated network of high quality streets, spaces and routes that provide and reinforce permeability, legibility and ease of movement.
- A programme of 'streetscaping' enhancements to principal town centre streets to include consistent paving treatment; a considered and recognisable palette of materials for street furniture, lighting and signage; and tree planting. Programme to be extended into sites 3, 10, and 11 in order to 'stitch' this significant opportunity area into the town centre;



*Streetscaping to include consistent paving treatment and a considered and recognisable palette of material*

- Highway improvements and environmental enhancements to be linked and incorporate pedestrian crossing enhancements;
- Encourage units to optimise the wide footpaths for al-fresco dining and reinforce the animation of this key node, such as around the junction of East Barnet Road/Victoria Road/Approach Road area.



*Wide footpaths for al-fresco dining and to animate the street and junction*

- On-street car parking should be retained and more clearly defined through integration with wider Streetscaping enhancements;

### Pedestrian Connections

- The existing grid of pedestrian routes to be enhanced as part of streetscaping enhancements and complemented by significantly enhanced north south linkages between the railway station and Victoria Park (and through to JCoss school). New development to increase overlooking and active uses fronting onto key pedestrian routes (notably on Approach Road and Margaret Road).
- Existing alleyways that suffer from poor surveillance to be closed or gated to improve public safety.
- Pedestrian priority on footpath along East Barnet Road to be reinforced through surface treatment, closing existing vehicle access points that cross the footpath (where alternative provision can be made) and by discouraging front servicing of retail units at core times.

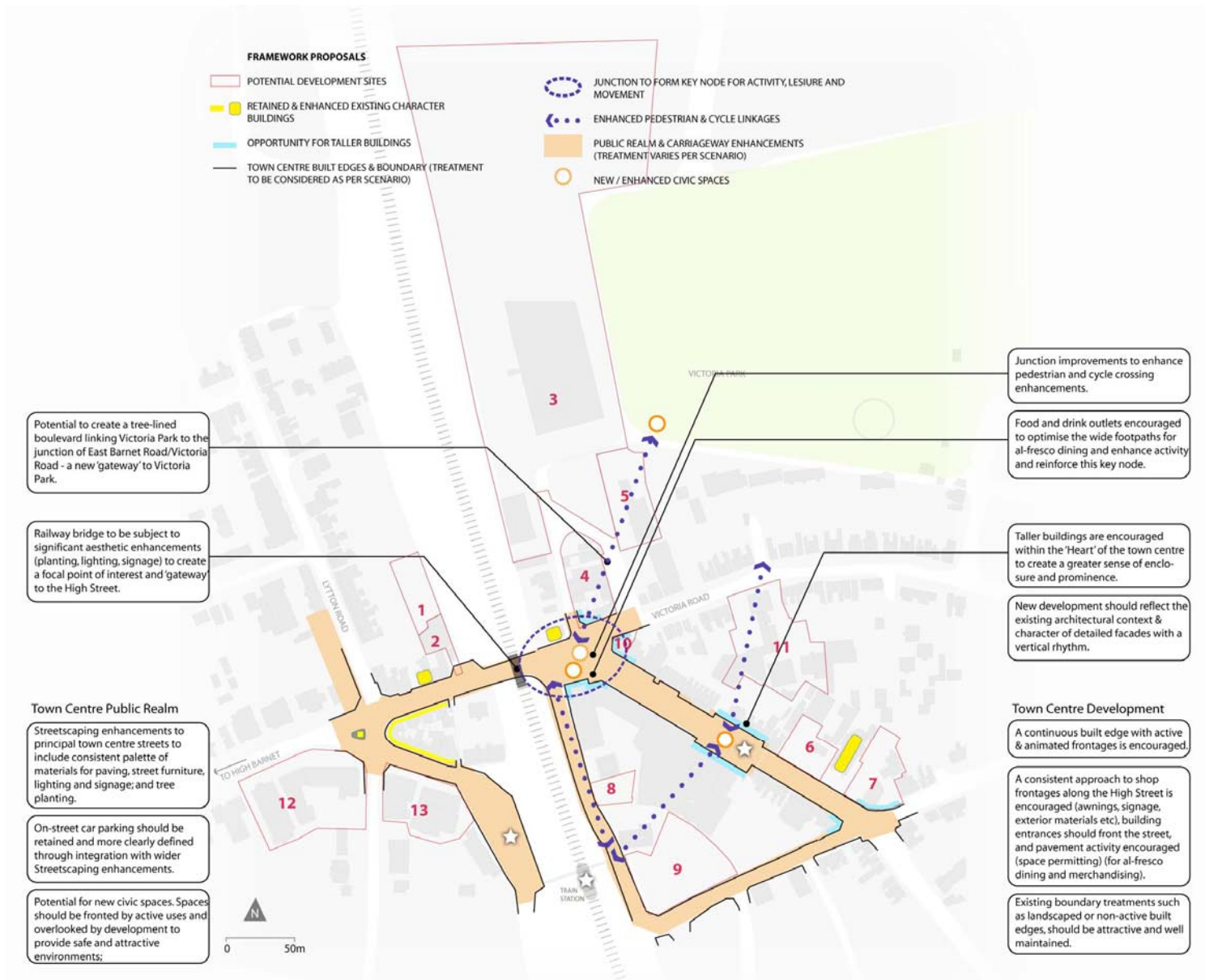
### Spaces

- New civic spaces on land to the north of Victoria Road and on East Barnet Road should be incorporated into new development proposals. Spaces should be fronted by active uses and overlooked by development to provide safe and attractive environments;



*New civic spaces should be fronted by active uses and overlooked by development to provide safe and attractive environments for the community*

Figure 8.1 Urban Design Framework Plan



## 9. Transport and Movement Strategy

- 9.1 The scenarios set out in Section 7 establish alternative spatial frameworks for the future structure and functionality of the town centre which, in order to deliver the vision and objectives, should be supported by enhancements to transport and movement to and within the centre.
- 9.2 In accordance with national policy guidance and sustainable development principles, the strategy focuses on enhancing conditions for sustainable modes of transport: walking, cycling, and public transport (bus and rail). It identifies strategic priorities that should be delivered as part of the transformation of New Barnet Town Centre and sets out illustrative solutions where appropriate. It should act as a Framework for the preparation of detailed transport mitigation proposals likely to be required in association with future redevelopment proposals which should be based upon the outputs of an area wide transport model.
- 9.3 The implications of the scenarios on the highway network in particular will be tested further during the options testing phase. The outcomes of this, along with feedback from the community and stakeholders, will help inform the preferred option scenario.

### Walking

- Pedestrian priority is to be reinforced on footpaths throughout the town centre – particularly on East Barnet Road, Approach Road and Margaret Road. This should be delivered in conjunction with the urban design strategy and public realm enhancements set out in Section 8 and achieved through the use of appropriate surface materials to define pedestrian priority over vehicles.
- Existing pedestrian-only alleys (Triangle Passage and along the western side of the railway) are to be gated, with pedestrians directed along more appropriate routes from a personal safety point of view.
- New pedestrian routes should be introduced in order to improve connectivity with the surrounding area and increase the scale of the centre's 'walk-in' catchment, as follows:
  - A route running east-west from Victoria Road to the railway station (via the main existing retail area on East Barnet Road (Sainsbury's)).
  - A route running from the railway station to JCoss School running along Approach Road, through sites 10/11/3 and into Victoria Park.
- Pedestrian intimidation and severance caused by the car dominated environment within the town centre to be addressed through carriageway improvements to East Barnet Road and the junction of East Barnet Road/Victoria Road (to include improved pedestrian crossing facilities, strengthened pedestrian priority along footpaths, and reduced vehicle speeds).

- Urban design principles set out in Section 8 should ensure that new development improves natural surveillance of and active frontages onto key pedestrian routes.

### Cycling

- The new pedestrian routes identified above should also be designed to accommodate cyclists in order to improve east-west and north-south connectivity between the town centre and surrounding area; and
- Improved cycle parking facilities to be provided at the railway station (on Approach Road and Station Approach) and within the High Street character area.



*Enhanced Provision for Cyclists*



## Public Transport

- Improvements to bus waiting and interchange facilities on Station Approach and East Barnet Road to increase the attractiveness of travelling to the town centre by bus.
- Support for the redevelopment of the existing railway station buildings.
- Promote the re-routing of bus services into site 10.



Enhanced Public Transport Interchange Facilities

## Car

- Highway/junction capacity upgrade works will be required as part of any major development proposals in order to fully manage resultant increase in traffic on the highway network. Details to be defined as part of the preparation of detailed development proposals.



Highway Improvements Linked to Public Realm

A town centre car parking strategy should be implemented that achieves the following objectives:

- Stricter enforcement of existing parking controls and introduction of stricter on-street car parking controls to remove on-street commuter car parking and overcome illegally parked vehicle/pedestrian conflicts.
- Existing car parking provision to be geared towards short term town centre users (shoppers) as opposed to commuters through pricing and time limit controls in order to increase capacity for shoppers and encourage commuters to walk to the railway station (increasing evening and early morning footfall through the centre).
- Additional car parking to be provided as part of major new development proposals in accordance with UDP standards.
- Provision of on-street electric car charging points.



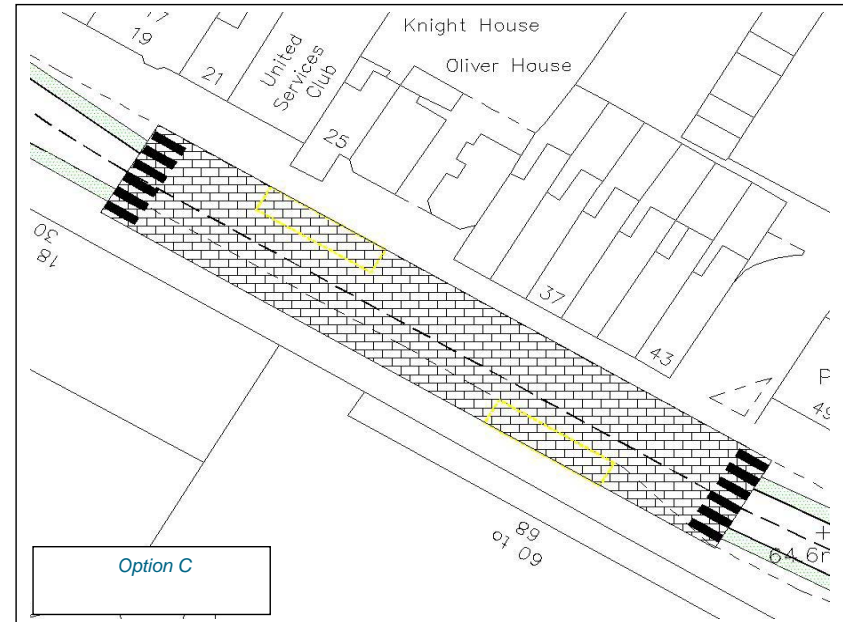
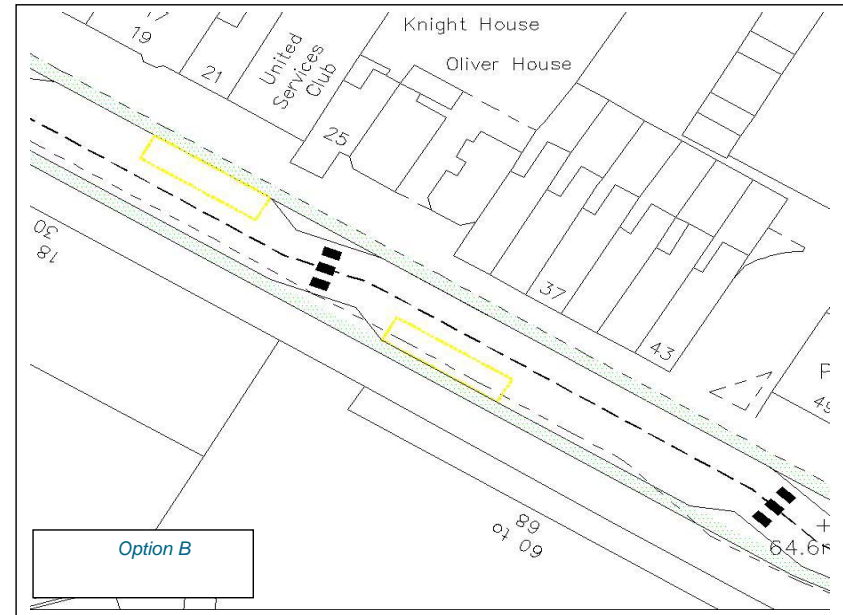
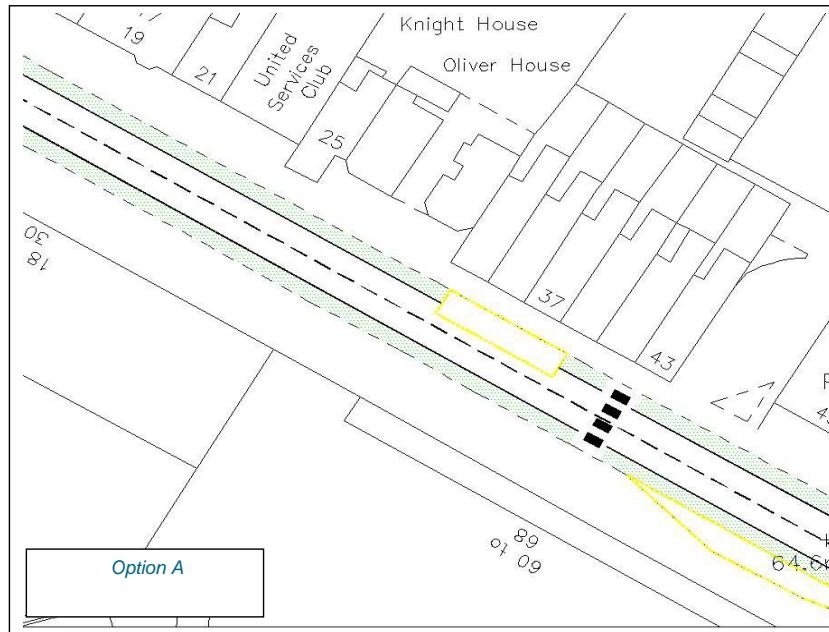
Improved Car Parking Management and Provision for Electric Vehicles



### Highway Improvements within Town Centre

- Carriageway improvements should be made to East Barnet Road (between Victoria Road and Margaret Road) to lower vehicle speeds and improve the environment for pedestrians – linked to public realm improvements. Potential solutions would include (illustrated in Figure 9.1):
  - Option A: Reducing the carriageway width to minimum necessary for the 2-way passage of vehicles (5.5m);
  - Option B: Engineering works to accommodate definable on-street parking bays, together with horizontal deflections to further encourage slower speeds.
  - Option C: Creation of a more pedestrian friendly zone using an alternative carriageway material such as block paving to define the area of greatest pedestrian activity (around the existing Sainsbury's store) to warn drivers to proceed with caution (including a nominally raised 'table').

Figure 9.1 Illustrative Carriageway Improvements to East Barnet Road



- Improvements to the East Barnet Road/Victoria Road/Albert Road junction are needed to improve the connectivity between the former Gas Works site and the core retail area, address the absence of a pedestrian priority crossing facility, and to improve congestion at peak hours (by increasing junction capacity). Potential solutions are illustrated in Figure 9.2 and are intended as a starting point for the preparation of a detailed junction solution in association with the preparation of planning application proposals for the redevelopment of sites 3/10/11 (the necessary capacity of the junction will be dependant on details of the proposed development on this site). Proposed options include:
  - **Option A** – Maintains the existing vehicle capacity of the junction while significantly enhancing pedestrian crossing facilities through the implementation of signal controls to all junction arms incorporating an all-red exclusive pedestrian phase (to enable pedestrians to cross in all directions along their desire lines).
  - **Option B** – Increases the vehicle capacity of the junction and introduces pedestrian crossing facilities through the implementation of a more ‘traditional’ signal controlled junction design, accommodating pedestrians at defined crossing points, including the use of pedestrian islands to avoid interrupting traffic flows.
  - **Option C** – Increases the vehicle capacity of the junction by effectively increasing the amount of road space available to that mode of travel and limits movements in/out of Approach road to left-in/left-out only. Improvements to pedestrian crossing achieved through the introduction of zebra crossings.

[In all options the one-way traffic flow on Albert Road is reversed in order to minimise conflicts at the junction].

Figure 9.2 Illustrative Enhancements to Victoria Road/East Barnet Road Junction

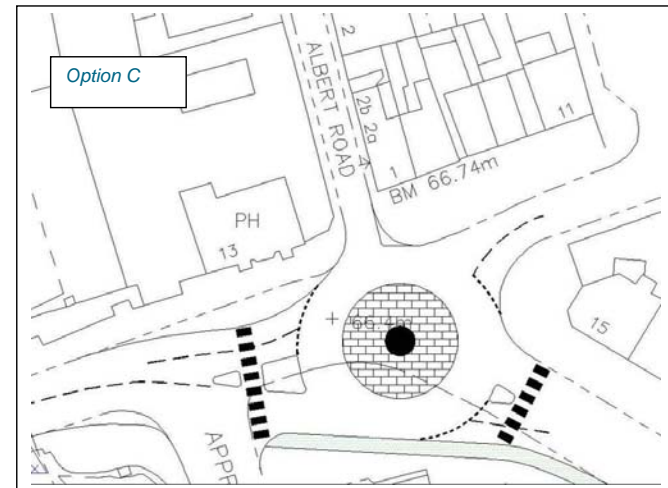
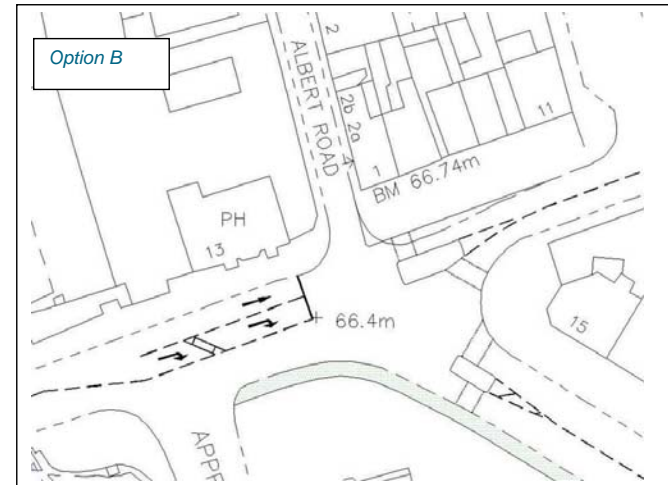
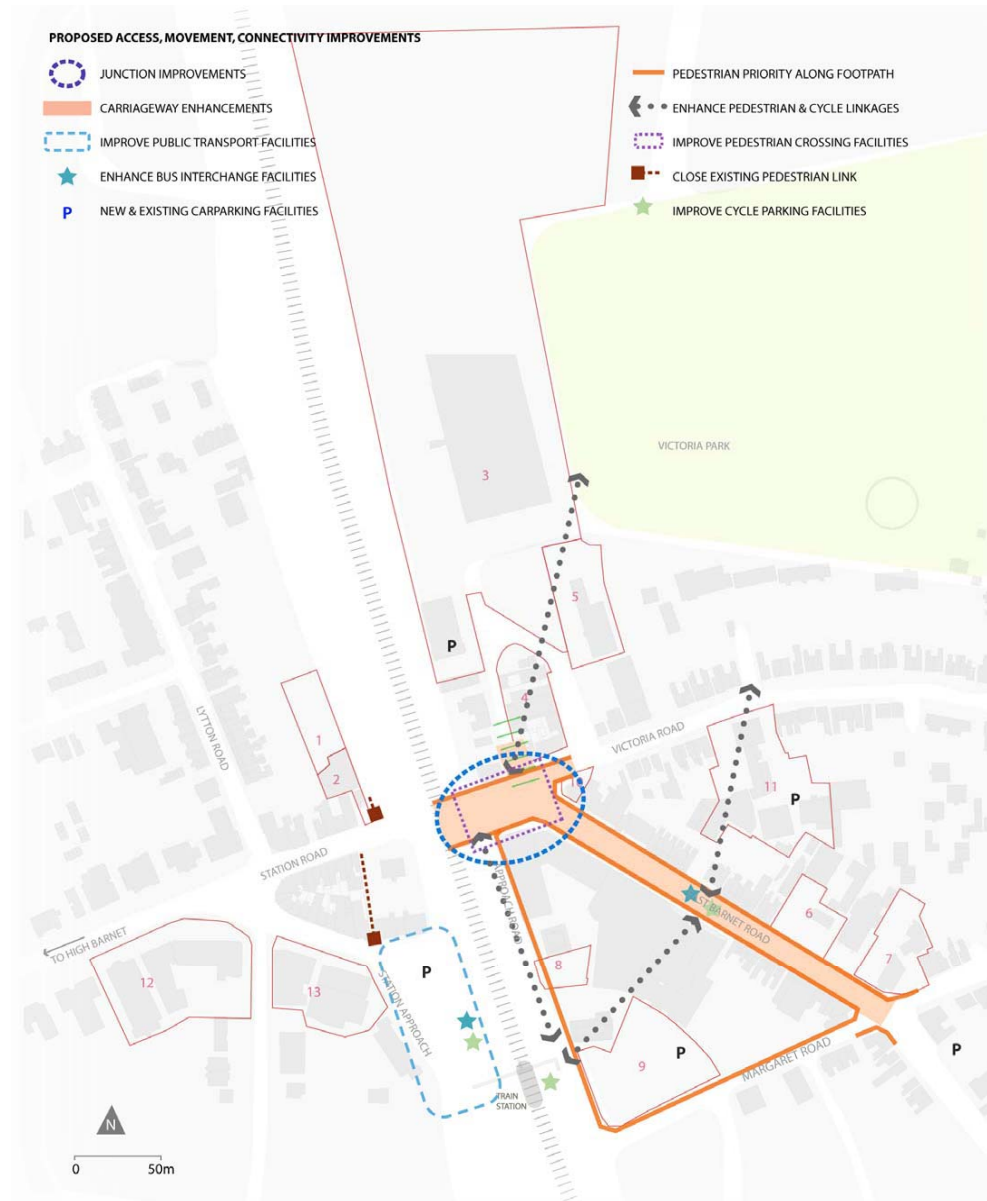


Figure 9.3 Transport and Movement Framework Plan



## 10. Sustainability Strategy

- 10.1 New Barnet should be transformed into a town centre that reflects sustainable development best practice and minimises the use of natural resources. In accordance with the requirements of strategic policy, the future town centre should:
- Use less energy (by adopting sustainable design and construction measures), supply energy efficiently (by prioritising decentralised energy generation) and use renewable sources of energy in order to minimise its impact on the use of natural resources; and
  - Be adaptable to the effects of a changing climate.
- 10.2 Specific expectations for New Barnet Town Centre are set out below:
- Non-residential development will be expected to achieve a BREEAM Excellent rating and new residential development will be required to achieve a minimum of Level 4 of the Code for Sustainable Homes (rising in accordance with strategic policy);
  - 20% of energy requirements of new development should be met from renewable sources and generated on-site. The comprehensive redevelopment of sites 3/4/5 would be expected to incorporate a district combined cooling heat and power plant and associated district network serving this growth area plus provision for extension across the wider town centre framework area (to enable connection to other opportunity sites and existing development);
  - New buildings should be laid out to incorporate natural shading through orientation, building design and planting;
  - Water consumption should be minimised through the incorporation of water efficiency measures, grey water recycling, and rainwater harvesting infrastructure; and
  - Development should incorporate sustainable urban drainage systems and other design measures such as living walls and roofs where practicable to reduce the rate of rainwater runoff.

## 11. Next Steps

- 11.1 We want to hear your views on the draft proposals and would be grateful if you could complete the accompanying consultation feedback form. Your comments will be used to help identify and refine a preferred scenario (option) which will form the basis of the final New Barnet Town Centre Framework.

Completed consultation forms can be posted to:

Major Developments Team  
London Borough of Barnet  
North London Business Park  
Oakleigh Road South  
London  
N11 1NP

Or,

Deposited in the comments box at the public exhibition at St James' Church, 71 East Barnet Road, on 27<sup>th</sup> February and 1<sup>st</sup> March 2010 or at East Barnet Library, 85 Brookhill Road, from 2<sup>nd</sup> March.

The closing date for comments is 23<sup>rd</sup> March 2010.

For further information about this consultation you can email: [towncentreplanning@barnet.gov.uk](mailto:towncentreplanning@barnet.gov.uk) or call 020 8359 3138.