

Adopted Planning Framework

The Spires Shopping Centre, Market Site and Territorial Army Centre

Chipping Barnet

July 2012



Contents

1. What is a Planning Framework?	4	9. Conclusions and way forward	20
2. Corporate Context	5	10. Appendix 1 – Site Plan	21
3. Introduction	7	10.1. Planning Framework	21
4. How can this be delivered?	8	11. Appendix 2 – Barnet’s Planning Policy Framework	22
5. Planning Framework Context	9		
5.1. Location	9		
5.2. History of the area	9		
5.3. Existing site characteristics	10		
5.4. Landownership	11		
5.5. Planning Policy Framework	11		
6. Development principles	12		
6.2. Development principle 1	12		
6.3. Development principle 2	12		
6.4. Development principle 3	12		
6.5. Development principle 4	12		
6.6. Achieving the development principles	13		
7. Key sites	14		
7.2. The Spires	15		
7.3. Barnet Market site	16		
7.4. The Territorial Army site	17		
7.5. Smaller sites	18		
8. Delivery	19		
8.2. Controlling development through the planning process (plan making and development management)	19		
8.3. When will development be delivered?	19		
8.4. How will the impacts of development be managed?	19		

1. What is a Planning Framework?

1.1. A planning framework is an outline of the vision for the planning of an area indicating the broad principles which should be followed in its development.

- 1.1.1. Planning frameworks and briefs form the stepping stone between the provisions of the adopted development plan (comprising the emerging Local Plan and the London Plan) and the requirements of a planning application. The process of preparing and implementing a planning framework provides a mechanism for collecting information about a site and investigating and evaluating different interests in it. They are written to encourage development and give clear guidance to developers. They include such issues as linkages to the surrounding area as well as acceptable uses, types of buildings and spaces and density of development within the area itself. They also outline the policy framework that schemes would need to adhere to.
- 1.1.2. Planning frameworks can perform a number of functions such as promoting a site for development, interpreting and supplementing existing development plan policies or addressing a particular site constraint or opportunity.
- 1.1.3. A planning framework will form a material consideration when considering any future planning applications for the area it covers.

2. Corporate Context

2.1. Barnet has the most town centres in London.

- 2.1.1. There are 20 major, district and local centres in Barnet which form the economic, civic, leisure and transport hubs of Barnet and provide a good indicator of the economic, environmental and social health of the borough. Maintaining the vitality and viability of these centres is a priority for the Council. Within the town centre hierarchy Chipping Barnet is a district centre. Such centres have traditionally provided convenience goods and services for more local communities.
- 2.1.2. Throughout Britain town centres have been particularly badly hit by the recession. Well known retailers such as Woolworths, Borders, MFI, Habitat and Threshers have gone into administration. Bank and building society branches have been shut as consolidation takes place; estate agents have closed as housing market activity has collapsed and pubs and restaurants have shut as consumers have cut back. This combined with the increase in the on-line retail market and the dominance of the major supermarkets, particularly through their local/metro formats, has had a major impact on the high street with vacancy rates increasing substantially.
- 2.1.3. The Council's strategy for town centres is to support the existing hierarchy of provision; to locate major new retail and leisure facilities within the existing Major and District Town Centres; to promote the vitality and viability of Major and District Town centres by protecting a core of retail uses, encouraging diversity including the evening economy; to manage change in the smaller shopping centres and parades so that they have a viable future; improving the environment, maintaining low vacancy rates and implementing regeneration and town centre strategies. The 2008 Suburban Town Centre Strategy identified priority town centres where more detailed planning frameworks will support the potential for future growth and help to manage anticipated change. The priority town centres are Chipping Barnet, Edgware, Finchley Church End and North Finchley.
- 2.1.4. In 2009 Chipping Barnet was one of the joint leaders in Experian's league of the most adversely affected UK high streets. While its vacancy rate of 13% was only a little above the national average, it was among the centres to have lost the most retailers to administration, the majority of these being small, independent retailers located around the southern end of the high street.
- 2.1.5. Barnet's Town Centres Floorspace Needs Assessment (TCFNA) published in 2009 and updated in 2010 identified Chipping Barnet as a large centre which offers a good range of comparison, convenience and service goods provision from a mix of multiple and independent retailers. The focus of the centre is the Spires Shopping Centre which provides a modern yet sympathetically designed centre, largely occupied by multiple high street retailers and anchored by a 2,050sqm Waitrose food store.
- 2.1.6. Key opportunities in Chipping Barnet for enhancement in the comparison retail offer were identified in the TCFNA. The 2010 update highlighted that there is a reasonable level of convenience capacity arising in Chipping Barnet despite new commitments in the town centre (Tesco Express and Sainsbury's Local). The update also highlighted that there is also a modest capacity for comparison goods arising in Chipping Barnet.
- 2.1.7. Local evidence gathering has highlighted a development opportunity that exists around the Spires Shopping Centre/Barnet Market Site/Territorial Army (TA) centre that if managed pro-actively could provide the potential to initiate and support the rejuvenation of the wider town centre.

2.1.8. The Council consider that the most appropriate way to manage this opportunity is to draw up an overarching planning framework which sets out the key policy and development issues effecting this area which can then, where necessary, be developed further by the evolution of site specific planning briefs.



3. Introduction

3.1. Chipping Barnet, also known as High Barnet, is a historical town of medieval origin, with two conservation areas and a number of listed buildings.

3.1.1. The Spires Shopping centre is located in the town centre, which includes a number of high street names and a Waitrose supermarket. Independent shops, cafés and bars are located on the High Street which ends at the junction with Meadway. Chipping Barnet is known historically for its market, which has existed in various forms since the 12th Century and is one of the oldest established markets in the Country. Since 1851 it has been located at the northern end of the town centre.

3.1.2. The TA centre is located on the periphery of the town centre where it transits from the busy High Street atmosphere to the more semi-rural and residential environment of Hadley Green and the area of Monken Hadley.

3.1.3. While Chipping Barnet is an established local town centre, it is recognised that its character, appearance and facilities could be enhanced and the area could be more cohesive and interconnected.

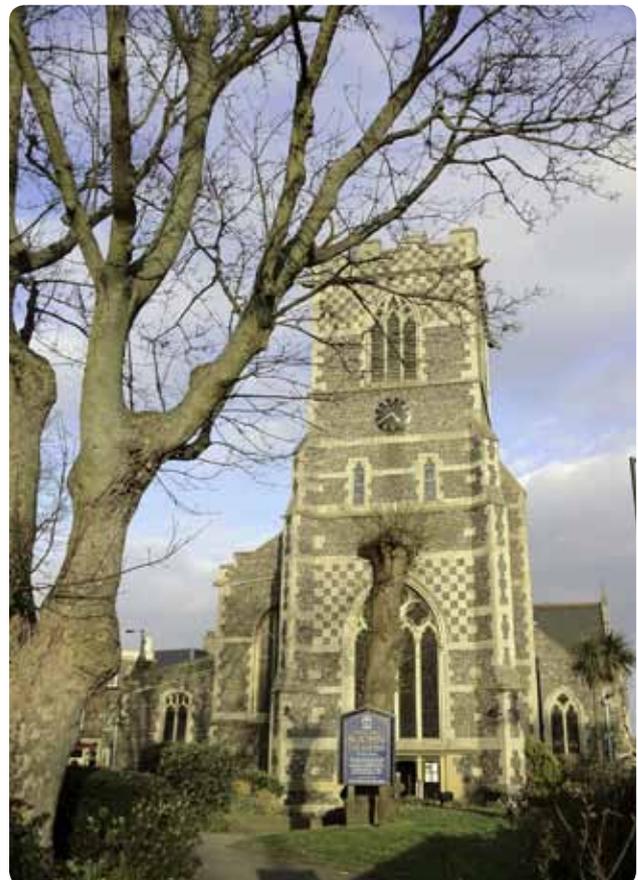
3.1.4. Work commenced on this in Summer 2011 when the Council was successful in bidding for over £400,000 from The Mayor's Outer London Fund (an initiative by the Greater London Authority to improve London's High Streets and their environs).

3.1.5. The funding has been utilised to deliver the following:

- Public Realm Improvements – decluttering, greening of the high street, footway and carriageway repair;
- Re-landscaping of the St John the Baptist Churchyard Garden.;
- Support to the business community.

3.1.6. A partnership of stakeholders including the council and representatives from the local community and businesses, through the High Barnet Town Team, has been established to consider how best to progress this. The work of this group has also highlighted that opportunities exist around the Spires, Barnet Market site and the TA centre that, through a comprehensive approach, would contribute to a better, safer and more cohesive local environment; while bringing a wider range and mix of retail provision and other town centre uses to enhance the long term vitality and viability of the town centre.

3.1.7. The Council is also investigating the junctions of the A1000 with Wood Street and St Albans Road with the aim of delivering further public realm improvements.



4. How can this be delivered?

4.1. Any development within the town centre will be required to deliver the objectives set out in the emerging Core Strategy which underpins the 15 year Local Plan vision for Barnet.

4.1.1. A core objective is to promote Barnet as a place of economic growth and prosperity, supporting the continued vitality and viability of 20 town centres, focusing commercial investment in the priority centres which include Chipping Barnet.

4.1.2. The Spires, Barnet Market and the TA centre represent a major development opportunity in the heart of the town centre which, through encouraging appropriate expansion, could enhance the vitality and viability of the area and act as a catalyst for the regeneration of the wider area.

4.1.3. The wider vision for Chipping Barnet is:

“To provide a town centre that is economically, commercially and environmentally viable and is a vibrant destination with quality shopping, well designed housing and a high quality sustainable environment that serves the needs of the local community.”

4.1.4. The main purpose of this planning framework is to provide a detailed mechanism that can deliver this vision by setting out key development principles which support the potential for future growth while managing anticipated change.

The Framework sets out short and long term proposals to achieve this vision which will include:

- respect for and celebration of the town centre’s history;
- enlargement of the retail offer with the re-provision of the historic Barnet Market at its heart;
- provision of a high quality public realm and improved appearance of this part of the town centre and;
- improved transport facilities and services for all road users, including enhanced traffic, pedestrian, cycle and parking management measures.



5. Planning Framework Context

5.1. Location

- 5.1.1. Barnet is one of the largest boroughs in London, situated to the north west of the city; it is bordered by the boroughs of Enfield, Haringey, Camden, Brent, Harrow and Hertsmere (Hertfordshire).
- 5.1.2. Chipping Barnet is in the north of the borough and is reasonably well connected by public transport. The area is served by the Northern Line (High Barnet Tube Station) which is approximately a 10 minute walk from the heart of the town centre. It is also well connected by bus with a number of routes running through the town centre. By road, the A1000, is the central spine which runs north-south through the town centre and is the link to central London and the North Circular road. Wood Street and St Albans Road (A1081) spur off this route. All of the main routes in the town centre experience congestion at peak times which is exacerbated by commuter traffic. More strategically the area is well connected to the M25, providing access to the A1, M1 and the rest of the UK.
- 5.1.3. The accessibility of the site is indicated with the Public Transport Accessibility Level (PTAL). This Transport for London (TfL) rating system measures the accessibility of public transport service available and reflects the proximity of that location to bus, tube and train services. The town centre has a PTAL of 3 to 5, 6 being the highest level of accessibility. The higher PTAL is for the area around High Barnet Tube Station.
- 5.1.4. Location plans showing the location of Chipping Barnet and the area covered by the Planning Framework are contained in Appendix 1.

5.2. History of the area

- 5.2.1. Chipping Barnet began as a settlement around a fork in the road running north out of London (where the High Street currently meets Wood Street). In August 1199 King John granted a charter to the Lord of the Manor for a market to be held once a week. The charter is one of the earliest recorded. By the early 14th Century

the town was called Chepyng Barnet, confirming that it had become known as a successful market town (chepyng, cieping or chippen meaning 'of the market').

- 5.2.2. A second market charter was issued by Queen Elizabeth I in 1588 and by the end of the 16th Century Barnet was London's main meat market (before the development of Smithfields). Chipping Barnet was also known as High Barnet by the 17th Century and has continued to be known by both names ever since.
- 5.2.3. The railway station was first opened in 1872 which led to the Victorians developing new buildings in the centre of Chipping Barnet. Between the first and second world wars, new housing was built along the southern and eastern slopes of Barnet Hill and along to New Barnet.
- 5.2.4. In the 1980's the Spires Shopping Centre was developed in the heart of the town. This involved the demolition of the former Methodist Church on the High Street (hence the name), building Wesley Hall and Chipping Barnet Library and extending Stapylton Road to meet St Albans Road.
- 5.2.5. The TA drill hall is on the site of what was a plant nursery from 1729 to 1937. Originally run by a family called Emmerton it was subsequently owned by a family called Cutbush. In 1828 a new road was built from the top of Barnet High Street to St Albans. A new Anglican church was built along the St Albans Road in 1845, called Christ Church. By 1881, Salisbury, Strafford, Alston, and Stapylton roads were laid out.
- 5.2.6. The TA centre is the home of 240 Transport Squadron which is part of 151 (London) Transport Regiment, London's only transport regiment which can trace its history back to the formation of the royal wagon train in Croydon in 1801.

5.3. Existing site characteristics

Physical Characteristics

- 5.3.1. This framework covers the area of the Spires Shopping Centre, present Market site and TA centre and includes various associated open spaces and the public realm. It therefore considers the broader context rather than just the individual sites.
- 5.3.2. The street layout in Chipping Barnet generally follows a linear form with relatively well connected streets, which stem from the main primary routes through the area (Wood Street and the High Street). Barnet High Street is defined by Victorian terraces and includes the

- 5.3.3. The main housing types in Chipping Barnet are either detached (often large, individually designed properties) or Victorian terraced houses. Closer to the town centre the density increases.
- 5.3.4. This aerial map clearly shows the surrounding context of residential terrace housing and street grid layouts. The High Street shows the tight grain of predominantly Victorian townscape which reflects the original medieval burgage plots which originally lined the main route. The Spires shows a departure from the scale, massing and grain of surrounding townscape through the development of the shopping centre and associated car park.



modern shopping centre. The predominant use is residential interspersed with large green and open spaces, with golf courses to the north and King George's Field, Monken Hadley Common to the east and Whiting's Hill open space and fields in the west. In the south there are health and education uses at Barnet General Hospital and Barnet College.

Social characteristics

- 5.3.5. Chipping Barnet has the second smallest population (13,847) in the borough. The ward also has, at 8.7%, the second highest proportion of people aged 75 and above. The majority of residents were born in England (84.4%) and Chipping Barnet has the largest

proportion of residents, of any ward in the borough, who classify themselves as White British. Chipping Barnet has the highest per cent of its workforce in the Lower Managerial, Professional and Intermediate socio-economic class. Over 90% of the property in the ward is owner occupied.

5.3.6. Chipping Barnet Town Centre also serves the adjoining ward of Underhill.

Commercial Characteristics

5.3.7. Vacancy rates are seen as a good indicator of the recession. For consumers, vacancy rates reduce the choice of stores, lessening the experience and enjoyment of shopping. For retailers they reduce the number of shoppers visiting and can also deter investment in new retail space or improving existing sites due to the likely rate of return.

5.3.8. There have been a number of significant new units appear in the town centre over the period 2008-2010. Both Tesco and Sainsburys have opened smaller 'local' supermarkets replacing a Marks and Spencer Food and a Chinese restaurant. Another addition to the High Street is the London Gold Factory, the first pawnbroker in Chipping Barnet. John Pollock outdoor shop has been replaced by a local charity shop.

5.4. Landownership

5.4.1. The area covered by the framework falls under a number of separate land ownerships. At the present time these include the Ministry of Defence (the TA centre); the Council (Stapylton Road Car Park and a number of other small sites); and UBS (the owners of the Spires and Barnet Market). The aim of the planning framework is to encourage a collaborative approach between landowners in order to achieve a comprehensive approach to development within the area.

5.5. Planning Policy Framework

5.5.1. In order for a planning framework to be considered sound and relevant it needs to be in accordance with national guidance and the

development plan for the area unless, material considerations indicate otherwise.

5.5.2. national guidance is contained within the National Planning Policy Framework (March 2012) which advocates a town centre first approach to retail development.

5.5.3. Barnet's development plan comprises the London Plan (July 2011); the saved policies of the adopted Unitary Development Plan (May 2006) and the emerging Core Strategy and Development Management Policies documents that form the Local Plan and are due to replace the UDP in autumn 2012. Barnet's priorities for its town centres are set out in the Core Strategy (Policy CS6 - promoting Barnet's Town centres). The Development Management Policies document sets out more detailed policies for implementing the Core Strategy in particular DM11 Development Principles for Barnet's Town Centres.

5.5.4. Both the Core Strategy and Development Management Policies documents have been found sound, legally compliant and capable of adoption following an Examination in Public. The documents are expected to be formally adopted in September 2012. The LDF is now a material consideration when drafting other policy documents.

5.5.5. A list of the most relevant national, regional and local planning guidance documents is set out in Appendix 2.



6. Development principles

6.1. To enable the delivery of the vision for this area and in the context of national, regional and local policy a series of development principles have been established.

6.2. Development principle 1

6.2.1. Respect for and celebration of the town centre's history, to be delivered through:

- Ensuring that development is sensitive to the variations in character across the town centre from the conservation area boundary to the heart of the town centre and reflecting this in the form and density of development proposed.
- Ensuring the height/massing of any new buildings respects the existing townscape which is predominantly two and three storey in scale.
- Ensuring that street facing retail frontages reflect the historic nature and character of the town centre.

6.3. Development principle 2

6.3.1. Enlargement of the retail offer with the re-provision of the historic Barnet Market at its heart, to be delivered through:

- Ensuring high quality design to maximise the opportunities presented by any development, with new development in accordance with relevant national guidance such as Building for Life and By Design.
- Ensuring that retail development is outward rather than inward facing to maximise linkages with other parts of the town centre and promote active frontages.
- Ensuring that opportunities provided by brownfield/windfall sites are maximised.
- Ensuring a future for Barnet Market, either in its current location with enhanced linkages and improved visibility or on a new site within the town centre.
- Ensuring that new retail development includes active frontages, where

appropriate, to the surrounding streets as well as within the Spires to maximise linkages to other parts of the town centre.

6.4. Development principle 3

6.4.1. Provision of a high quality public realm and improved appearance of this part of the town centre in particular the area to the rear of the Spires, to be delivered through:

- Ensuring a vibrant and attractive public realm.

6.5. Development principle 4

6.5.1. Improved transport facilities and services for all road users including, in particular, enhanced traffic and parking management measures:

- Providing effective mitigation measures to deal with increased travel demand arising from new development.
- Enhancing permeability of the area by connecting any new development into the surrounding area with new streets and footways.
- Enhancing existing pedestrian connections to improve access and footfall to existing facilities.
- Utilising and where appropriate improving existing bus passenger services and facilities in the area to encourage sustainable modes of travel.
- Ensuring that there are sufficient parking and servicing facilities provided both on and off street.
- Enhancing access by improving facilities for cyclists.

6.6. Achieving the development principles

6.6.1. It is envisaged that the development principles will be delivered in the following ways:

6.6.2. Consolidation of the Town Centre:

Expanding development volume within the main, central retail area of the town centre will help achieve a 'critical mass' of development that will generate a sufficient level of activity to be financially viable. However, it is critical that this is achieved without harming the character of the area, impacting on Chipping Barnet's local distinctiveness or damaging the vitality and viability of either the wider town centre or those elsewhere in the borough.

6.6.3. Creation of a 'Retail Triangle':

Improving access will bring higher footfalls to businesses and pedestrian movement to the quieter areas surrounding the Spires. This will be achieved by locating major attractors such as key retail units, transport and car parking facilities, new housing and the Market around the edges of the centre to ensure even distribution of activity. Any proposed alteration or development within the Framework area should facilitate the creation of a 'retail triangle' between the Spires/Barnet Market/the High Street to enhance permeability and linkages between these areas.

The Barnet Market site is located to the rear of the High Street and the Spires Shopping centre and has become isolated from the rest of the town centre requiring users to make a dedicated trip to visit it. By enhancing access and improving visibility or relocating this use closer to the existing retail uses there is an opportunity for a well supported community asset to be revitalised and enhanced.

6.6.4. Enhancing the vitality and viability of the town centre:

An appropriate mix of land uses that generate and attract activity at different times and days of the week in an area is key to achieving vitality. One of the problems in this part of Chipping

Barnet is that it is a largely retail dominated area which becomes very quiet in the evening. .

6.6.5. All three of these aims could be addressed by:

- enhancing and expanding the offer provided by the Spires through opening up its current frontage and improving pedestrian linkages through the centre;
- exploring opportunities to incorporate Barnet Market into the Spires thereby creating a retail triangle between the High Street/the Spires and Barnet Market and enhancing access and visibility of all three retail offers;
- improving the layout of units to encourage take up by established retailers thereby providing further anchor attractions to encourage footfall to this part of the centre;

6.6.6. Residential development on the TA Centre site:

The introduction of new residential development will help strengthen the vitality and viability of the town centre. Should the TA Centre come forward for development it is considered that this site would provide such an opportunity. The redevelopment of this site will need to be the subject of a further detailed planning brief and should reflect the surrounding established residential grain.

The TA site does not fall within the town centre boundary and it is therefore considered that it would not be an appropriate location for retail use/extension of the existing secondary retail frontage.

7. Key sites

7.1. The following section provides a general analysis and summary of the problems and needs affecting the individual sites and the opportunities and threats which present themselves.

These have been derived from

- The Town Centre Floorspace Needs Assessment undertaken by GVA Grimley in 2009 with 2010 update;
- analysis of Chipping Barnet town centre wide issues and opportunities;
- consultation carried out with key stakeholders.



7.2. The Spires

Strengths

- The Spires is a shopping centre which comprises over 8,000 sqm of retail floorspace with a strong 'anchor' store in the form of a 2,050sqm Waitrose supermarket.
- A 440 space multi storey car park to meet it and the wider town centre's needs which supplements the Council run car parks and on street pay and display bays.
- A large variety of shops.
- Low vacancy rates.
- High quality public realm including a number of pleasant public squares.
- Close proximity to good public transport links.

Weaknesses

- Many elements are inward facing and provide inactive frontages to the surrounding streets.
- Poor connectivity to the surrounding town centre with one exit onto the High Street and one onto Stapylton Road.
- Site is closed at night.
- High Street entrance is low key, meaning that it is not obviously a shopping centre to those passing through the town centre.
- Layout is inefficient with areas of wasted space around the building, particularly in terms of service areas/employee parking areas.
- Recent developments in retail provision suggest that many larger multiples require larger retail footprints than those currently available at the Spires.
- Underutilised upper floor.

Opportunities

- Approximately 70,000 weekly visitors to the centre ensure an established customer base for new businesses.
- Improving connections with the High Street and Barnet Market by enhancing/strengthening existing access points and creating new ones.
- Enabling internal reconfiguration/limited extensions to create larger units to attract a wider range of High Street stores; providing the space needed for a comparison goods retailer and/or a new anchor store.
- Linking Barnet Market with the Spires to create a retail triangle between the High Street/the Spires and Barnet Market thereby enhancing opportunities for all three providers.

Threats

- By expanding floorspace at the Spires this limits opportunities to enhance the retail 'offer' in other town centres and could adversely impact on the vitality and viability of other centres by drawing trade away from them.
- By increasing pedestrian and vehicular traffic this could strain further existing infrastructure which could, in-turn, deter visitors to the town centre. Any proposals would therefore need to assess fully their impact.
- By enhancing the 'offer' at the Spires there is the possibility that shoppers will not make use of the High Street thereby not maximising the opportunity of linked trips and long term affecting the viability and vitality of the rest of the town centre.

7.3. Barnet Market site

Strengths

- Historic and popular market that is well established within the town centre.
- Existing planning consent for redevelopment of the site which includes the provision of space for the market.
- Strong local support for improvements to Barnet Market.

Weaknesses

- Low quality provision – site is in poor condition particularly the surface which discourages both older less mobile shoppers and younger shoppers with pushchairs.
- Site is hidden at the back of the existing High Street on the edge of the town centre, minimising the opportunities for ‘impulse’ visits.
- Despite its ‘history’ Barnet Market does not have a strong profile in the town centre.
- Low quality ‘offer’ – perceived to offer lower discount priced goods
- Site is hidden behind low quality hoardings which reduce visibility and limit impulse visits.



Opportunities

- Markets are currently benefiting from resurgence in popularity through the Farmers Market concept.
- The site is in the same ownership as the Spires which could enable a comprehensive masterplan to be prepared for the area.
- Potential to incorporate/link the current Market site into the Spires thereby enhancing accessibility and visibility and the potential benefit from linked and impulse trips.
- Physical improvements to the Market site would lead to an enhanced visitor experience which is more likely to generate return trips and has the potential to make Chipping Barnet a destination shopping centre with people visiting specifically to use the Market.
- Provision of a properly serviced site with sufficient storage would help retain/encourage new traders.
- Improved visibility of Barnet Market through opening up the site, enhanced signage etc.
- Refurbishment of the current Market site in the short term by improving surface/removing hoardings would help enhance accessibility and therefore viability while a longer term proposal is worked up.
- Move to a location elsewhere within the Town Centre where it would be more accessible

Threats

- Overdevelopment of the existing site by other uses which could compromise or reduce the viability of the Market.
- A twice monthly Farmers Market has been established in the Spires outside Waitrose.
- Competition from the existing High Street and out of town centre supermarkets.
- Uncertainty over its future.
- Re-provision which is tokenistic which could threaten the long term survival of the market.
- Delays to the implementation of improvements to the site including provision of a suitable surface could threaten the long term future of the market as stallholders may leave to go to other markets.

7.4. The Territorial Army site

Strengths

- Located close to the Town Centre and Hadley Green.
- Number of good quality mature trees which help define the character of the site.
- Predominantly surrounded by small scale residential and retail units.

Weaknesses

- Due to current use and the security issues relating to it, it has a ‘closed’ appearance and is out of character with the street scene and surrounding uses.
- Current site is impermeable and does not link or relate to the surrounding area. In particular there are poor pedestrian connections to the town centre.
- Site only accessible from St Albans Road opposite the junction with Stapylton Road.

Opportunities

- Size, location and characteristics of the site present a valuable development opportunity.
- Improvements to key road junctions can be investigated including Stapylton Road/St Albans Road and St Albans Road/A1000.
- Potential to design a scheme of high quality that would be a positive addition to both the immediate neighbourhood and the town centre as a whole.
- Opportunity to enhance pedestrian connectivity for the surrounding residential areas to the town centre.
- Opportunity to provide family housing.
- Opportunity to provide a mixed development that could include appropriate community or leisure elements.
- Opportunity to enhance existing and reopen previously existing footpaths to recreate the original historical connectivity.

Threats

- Concern that due to the consolidation of the defence estate and reduction in armed service personnel that the Ministry of Defence may dispose of the site.
- Concern that without a planning brief for the site there is uncertainty and the opportunity for ‘speculative’ development such as a supermarket.
- Pressure to maximise development on the site due to land values.



7.5. Smaller sites

7.5.1. In addition to the three key sites identified in this strategy there are a number of smaller sites in the surrounding area which, when combined with the wider sites, could provide enhanced development opportunities for the area. These include:

- the bandstand and pavement area to the rear of the Spires;
- the council car park on Stapylton Road;
- the landscaped area at the end of Chipping Close;
- the relocation of the bus layover area on Stapylton Road; and
- the community centre on Salisbury Road.

Strengths

- The majority of these sites are in Council ownership.
- The sites provide a 'support' function to the town centre e.g. car parking, community facilities and open space.

Weaknesses

- Low quality and dated provision that detracts visually from the town centre.
- Poor maintenance detracts from the character and appearance of the area.
- Current layover area for buses detracts from the character and appearance of the rear of the Spires.
- Poor connectivity.
- The bandstand is poorly located in the middle of a wide pavement.



Opportunities

- Proximity to main sites could help unlock wider opportunities and deliver a more holistic redevelopment.
- Relocating the bus layover area could enhance the character and appearance of the rear of the Spires.
- Potential to enhance connectivity and pedestrian routes through the town centre.
- Enhancement of the public realm and landscaping

Threats

- Pressure to maximise returns on sites due to land values.
- Inability to bring sites together for disposal.

8. Delivery

8.1. How will we this be delivered

8.1.1. The key issues that need to be considered are:

- How will development be delivered?
- When will development be delivered?
- How will the impacts of any new development be managed?

8.1.2. A comprehensive approach to development will be required to ensure a high quality of design, an integrated layout and delivery of the development principles.

8.2. Controlling development through the planning process (plan making and development management)

8.2.1. Development will be required to comply with the development principles set out above and maximise opportunities for linkages to the other sites.

8.2.2. The Council will consider suitable planning obligation mechanisms for dealing with the cumulative impact of individual developments. This approach will help deliver wider aims and objectives where only partial redevelopment materialises.

8.2.3. This document provides a clear policy framework for the promotion of a comprehensive approach. To deliver the aspirations outlined in this Framework a more detailed level of strategic design development is required. This could be through the delivery of a site-wide master plan or the development of site specific planning briefs.

8.2.4. All development proposals will be required to adhere to the principles and requirements outlined in this Framework document to ensure coordination between development schemes and the delivery of strategic objectives.

8.2.5. Any new development will be fully assessed for its impact on existing infrastructure.

8.3. When will development be delivered?

8.3.1. When development in this area will come forward will depend on the property market, viability of the retail sector and land owner requirements.

8.3.2. In terms of existing planning consents, the extant permission for the redevelopment of the existing Barnet Market site was renewed in August 2011 (LBB ref: B/03642/10). The time period for implementation of the permission was extended for a further two years. Permission is for the redevelopment of the site comprising part two, part three storey building for continued use as a market on the ground floor, with total of 14 residential units on the upper floors with associated amenity space and basement parking (accessed via Chipping Close) for 27 cars.

8.3.3. However, UBS the owners of the Spires have recently purchased the market site and this may trigger an earlier application for a comprehensive redevelopment of both sites.

8.3.4. The Territorial Army site is well established and initial contact with the Ministry of Defence has indicated that currently they have no proposals to dispose of the site.

8.4. How will the impacts of development be managed?

8.4.1. The comprehensive redevelopment of the area covered by the Framework will require the provision of supporting facilities to be delivered through any planning application.

9. Conclusions and way forward

9.1. There is a need to invest in our town centres and the council has developed this planning framework as a mechanism for doing this in Chipping Barnet.

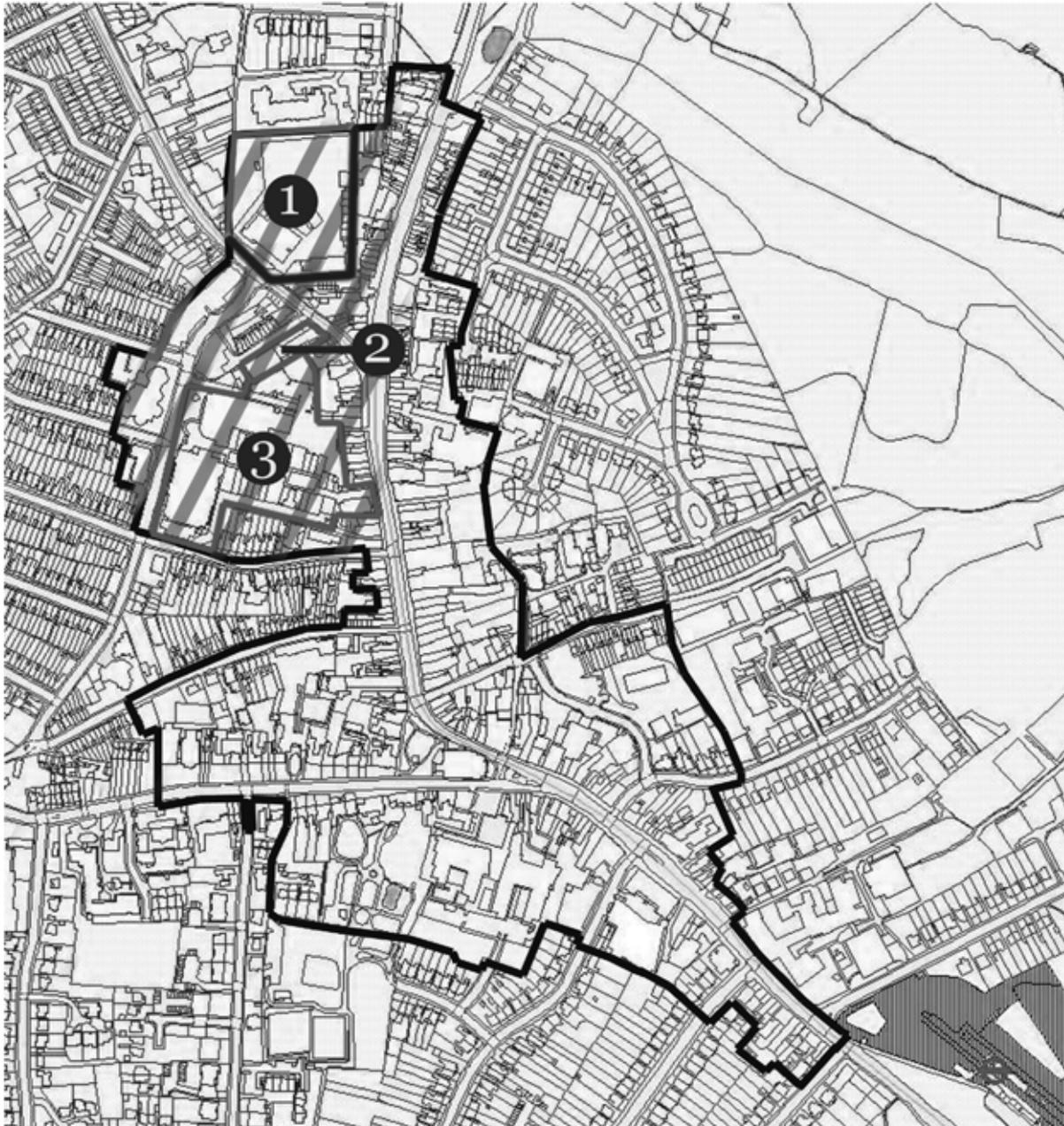
9.1.1. The council proposes either to prepare non-statutory planning briefs for each of the three key sites highlighted in the framework to address the site specific planning issues identified, or to work with key stakeholders to help draw up an overarching master plan for the framework area.

9.1.2. These documents will guide development proposals for these sites, paving the way for future applications and help ensure that development of these sites meet the key policy themes identified in this Framework.



10. Appendix 1 – Site Plan

10.1. Planning Framework



- 1 The Territorial Army Site
- 2 Barnet Market
- 3 The Spires Shopping Centre

-  Planning Framework Area
-  Chipping Barnet Town Centre Boundary

11. Appendix 2 – Barnet’s Planning Policy Framework

11.1.1. The Mayor’s priorities for London’s town centres are set out in the:

- London Plan, July 2011

11.1.2. Barnet’s priorities for its town centres are set out in the:

- Core strategy – Adoption version – June 2012
- Development Management Policies – Adoption version – June 2012

11.1.3. National planning guidance is contained within the National Planning Policy Framework, March 2012

11.1.4. In addition to the development plan the following documents are considered of relevance;

- Wood Street Conservation Area Character Appraisal Statement (2007);
- Monken Hadley Conservation Area Character Appraisal Statement (2007);
- Characterisation Study for Barnet (2010);
- Town Centre Floorspace Needs Assessment (2009);
- Barnet’s Affordable Housing SPD (adopted February 2007);
- Barnet’s Planning Obligations (S106 Agreements) SPD (2006);
- Barnet’s Sustainable Construction and Design SPD (2007);
- Barnet’s Draft Contributions to Life Long Learning SPD (2006);

11.1.5. The following Corporate documents set out the context for the approach at Chipping Barnet:

- The London Borough of Barnet Corporate Plan 2011/2013
- One Barnet; A sustainable Community Strategy for Barnet 2010-2020

11.1.6. Hard copies of these documents are available at Barnet House, 1255 High Road, Whetstone or electronically from the following websites:

- NPPF from www.communities.gov.uk
- GLA documents from www.london.gov.uk
- Barnet documents www.barnet.gov.uk

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