

New Barnet Town Centre Framework

November 2010



CONTENTS

1.	INTRODUCTION	4
2.	WHERE ARE WE TODAY?	6
3.	WHERE WE WANT TO BE	15
4.	URBAN DESIGN	18
5.	LANDUSES	22
6.	TRANSPORT AND MOVEMENT	25
7.	SUSTAINABILITY	27
8.	OPPORTUNITY SITES.....	28
9.	DELIVERY/IMPLEMENTATION.....	37

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 in 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.
- 1.3 However a number of significant development sites within, and on the edge of, the town centre have become available for redevelopment over the past few years which has sparked significant developer interest and offers an opportunity to transform the town centre.

Figure 1.1 National, Regional and local Context Maps



Purpose of this Document

- 1.4 This document sets out a planning framework for New Barnet, which responds to this opportunity through an approach which reflects the aspirations of the local community and delivery of the wider localism agenda.

- 1.5 The Framework brings together existing spatial and other strategies and establishes further planning guidance to proactively direct future development towards a realisable vision in a well planned and coordinated manner, and bring about wider enhancements to the town centre as a whole to ensure positive change. It will assist economic prosperity and protect and enhance the centre's future vitality and viability to ensure that it continues to meet the needs of the local community and make a contribution to Barnet as a successful London-suburb.
- 1.6 The Framework will guide developers in drawing up development proposals which will enable the vision for the town centre to be realised, and will assist the Council in the determination of future planning applications.

The Area Covered by the Framework

- 1.7 The Framework area is defined by the town centre's main retail frontage and its immediate surroundings (including the former East Barnet Gas Works Site), as shown on Figure 1.2 below:

Figure 1.2 Aerial Photograph Showing Framework Area and Surroundings



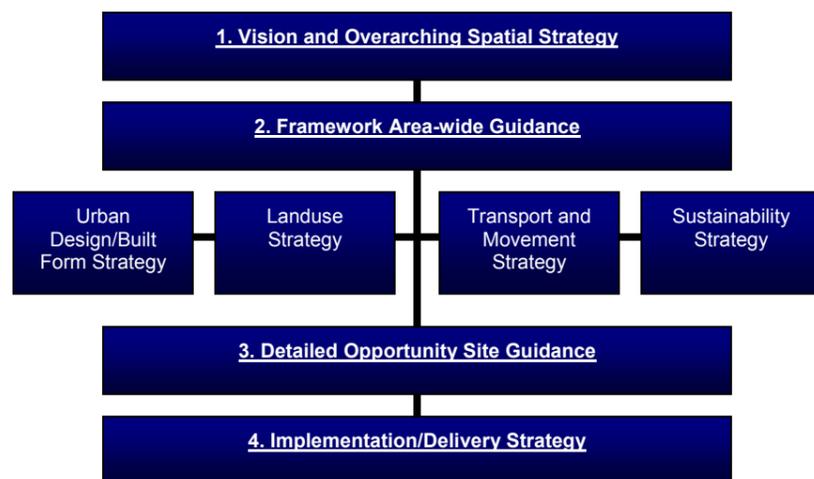
Community Involvement

- 1.8 The preparation of the Framework has incorporated a programme of community engagement, with local consultation in Spring 2010 on a number of options for New Barnet. This included the consideration of larger scale, retail led development on key development sites. The response to the consultation showed very strong local support for a way forward which consolidates the existing town centre into a more compact core 'High Street' on East Barnet Road with housing led development on the key development sites, with a particular focus on new family housing.
- 1.9 The Spatial Strategy set out on Page 16 seeks to deliver this through the creation of a series of character areas for New Barnet which reflect the Council and the local community's aspirations and place-shaping objectives for the area.

Scope of the Framework

- 1.10 The Framework provides area-wide planning guidance on landuses, built form/urban design, transport/movement, and sustainability principles. This is supported by more detailed site specific guidance for key opportunity sites and proposals for delivery/implementation. This scope is illustrated in Figure 1.3, below:

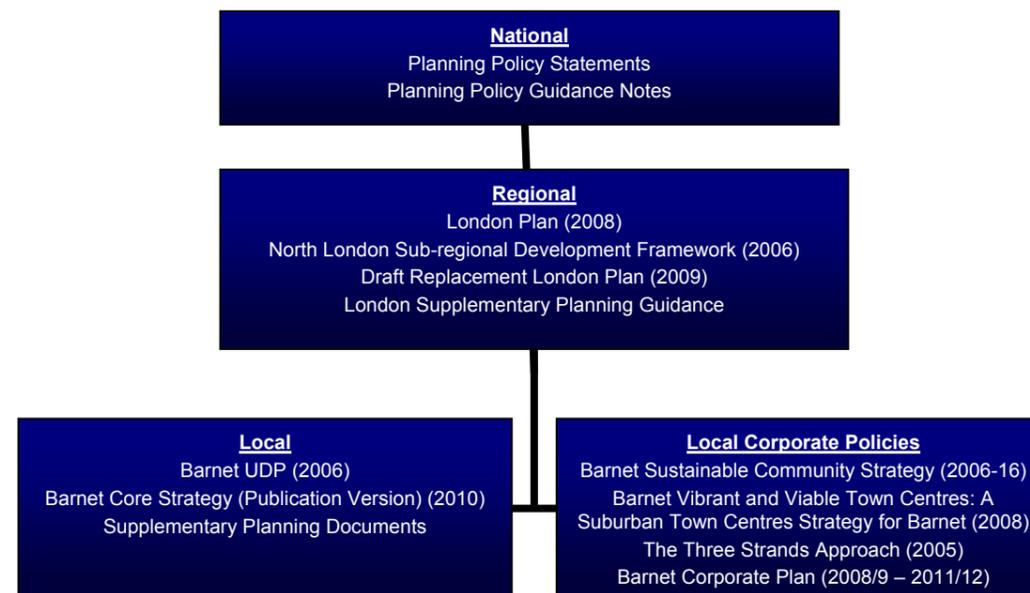
Figure 1.3 Diagram Showing Structure/Scope of the Framework



Policy Context

- 1.11 The Framework is a non-statutory document. It sits below Barnet's adopted UDP, the emerging Local Development Framework and the published London Plan in statutory policy terms. It is not a Development Plan Document (DPD) and therefore does not establish new planning policies – it provides further guidance on the implementation of development plan policies and other plans/policies/programmes including the Three Strands Approach (2005) and the Suburban Town Centres Strategy for Barnet (2008).
- 1.12 This existing framework is illustrated in Figure 1.4, below:

Figure 1.4 Policy Framework



2. Where Are We Today?

Built Environment

History

- 2.1 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 focused around the war memorial located at the junction of East Barnet Road and Station Approach, where the key buildings were the two banks and the town hall. 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 East Barnet Gas Works.

Landuses

- 2.2 Landuses currently present within the area are typical for a suburban District Centre of this size, and include (refer to Figure 2.1):
- 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 on East Barnet Road;
 - Significant office space to the west of the railway line (focused on Station Road and Station Approach) and leisure (private gym with swimming pool) at the East Barnet Road and Approach Road junction;
 - Partially cleared derelict land to the north of Albert Road and employment uses beyond (the former East Barnet Gas Works site); and
 - Victoria Recreation Ground, to the northeast of the town centre.

Scale and Massing

- 2.3 The scale and massing (physical bulk of buildings) of existing development is somewhat haphazard and reflects the organic 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 2.2.

Architecture

- 2.4 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 19th/early 20th 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 (opened 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 2.3.

Public Realm

- 2.5 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 2.4):
- No open space within the centre for civic or social activity and poor linkages to the open space available at Victoria Recreation Ground;
 - 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.

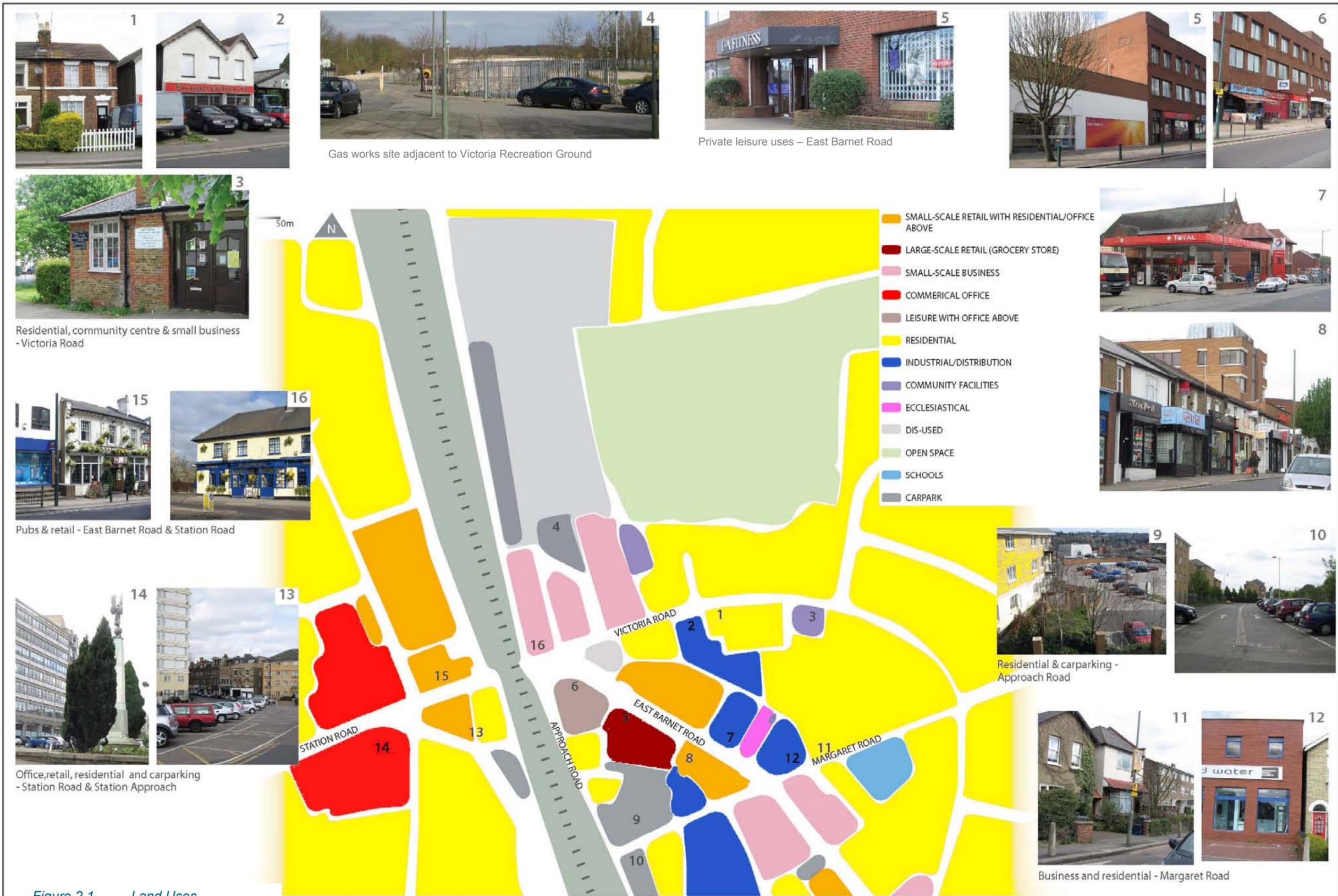


Figure 2.1 Land Uses





Old Town Hall on Station Road



Colourful character pub creates focal point at the northern end of East Barnet Road



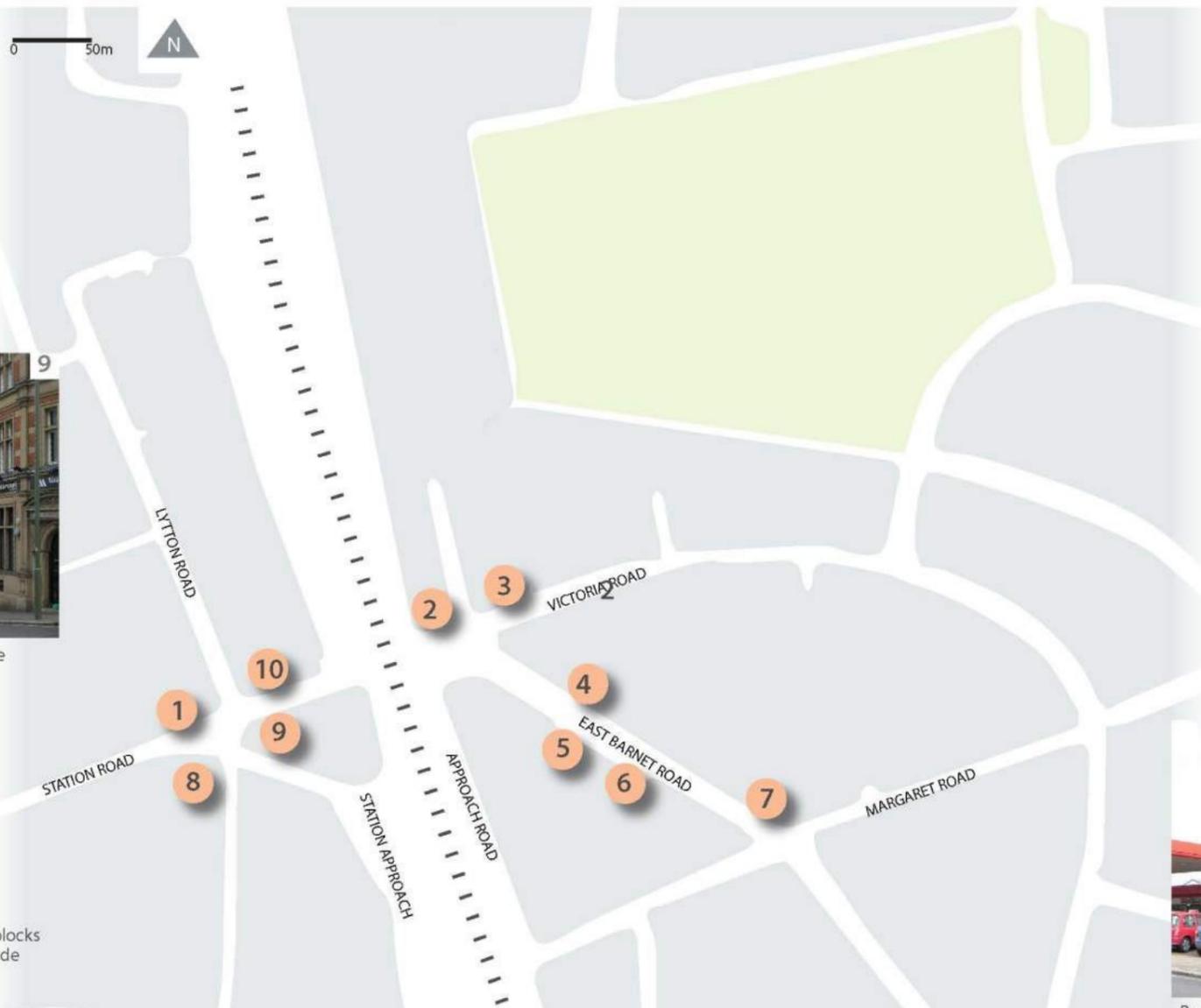
Poor quality buildings at East Barnet Road/Victoria Road junction



Small-scale buildings along East Barnet Road add architectural character to High Street



Attractive character pub along East Barnet Road



Sainsbury's building has a long continuous frontage along the High Street - white arches out of keeping with built form



Old Town Hall with attractive historic brick facade



Low quality buildings along East Barnet Road

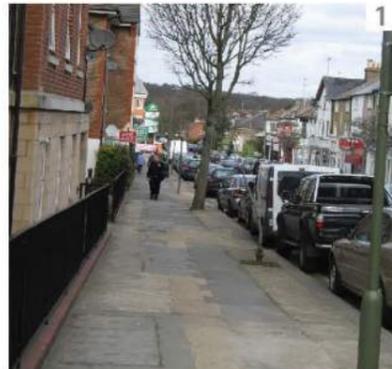


Collection of office blocks - glass and steel facade



Renovation to Church with predominant use of brick

Figure 2.3 Architecture



Wide, well defined pavements



Car-dominated environment at 'gateway' junction to High Street



Wide pavements. Examples of street planting and good/bad quality street furniture



Poor quality, uneven paving



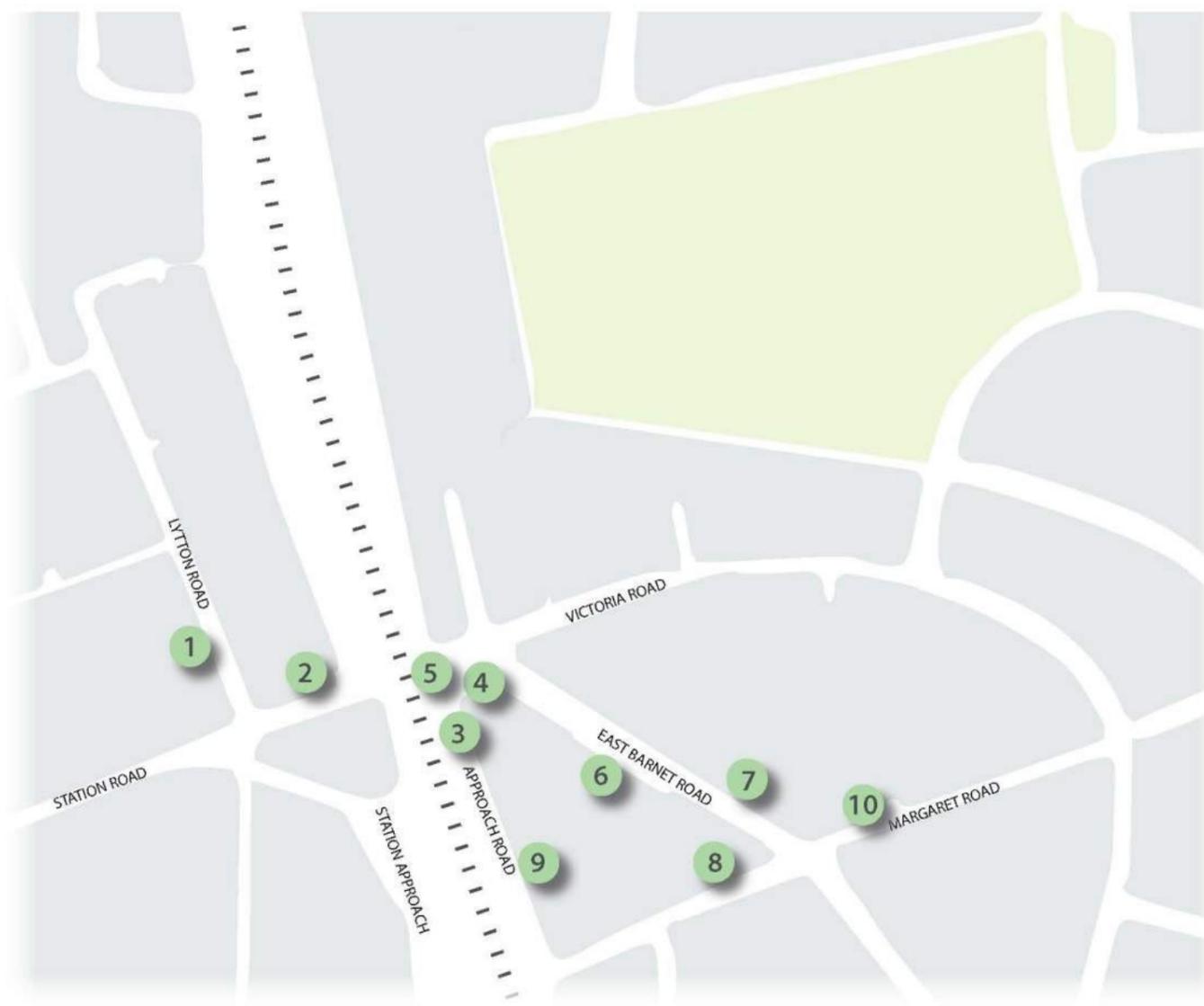
Unattractive street clutter



Blank Frontages and lack of natural surveillance



Under-utilised paved open space outside leisure centre on East Barnet Road



Hostile environment for pedestrians, including non-continuous footpaths



Vehicles parking on footpath and access points crossing the footpath



Figure 2.4 Public Realm

Access and Movement

Pedestrians

- 2.6 The centre has a significant walk-in catchment, however in terms of movement within the town centre pedestrian accessibility suffers from a number of problems 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 Recreation Ground (through to 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 width and alignment of East Barnet Road within the main shopping area can encourage high vehicle speeds which is at odds with pedestrian amenity and safety; 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

- 2.7 With the notable exception of East Barnet Road, many roads in the area are identified as recommended cycle routes. There is provision for cyclists within New Barnet with cycle parking at the train station.

Rail

- 2.8 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.
- 2.9 The station lies on the Welwyn Garden City branch of the Great Northern Electrics Route and is currently operated by First Capital Connect. The station offers 3 services per hour between London Moorgate and Welwyn Garden City. The New Barnet to Moorgate journey takes 26 minutes by train.
- 2.10 The town centre has a Transport for London PTAL (Public Transport Accessibility Level) of 3 (good).

Bus

- 2.11 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

- 2.12 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, situated approximately 4 miles north of the centre.
- 2.13 The town centre suffers from traffic congestion, particularly on East Barnet Road in the vicinity of the junction with Victoria Road and at the junction with Lytton Road and Station Road.
- 2.14 There are several car parks serving the centre including commuter car parks around the railway station (c.100 spaces) and further car parks at Sainsbury's (c.200 spaces) and a pay-and-display on East Barnet Road (c.50 spaces). This is supplemented by on-street car parking (some unrestricted).

Deliveries and Servicing

- 2.15 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).



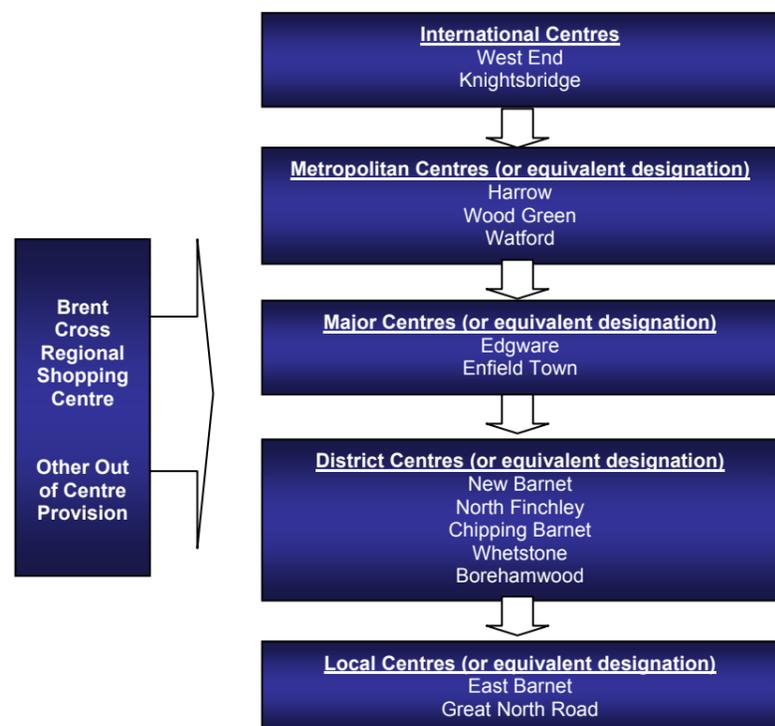
Figure 2.5 Access and Movement

Role and Function of the Town Centre

Position in the Hierarchy of Town Centres

- 2.16 New Barnet is designated as a District Centre in the London Plan (2008) and Barnet UDP (2006). It performs a role as part of a complex network of centres across London (as illustrated in Figure 2.6) that ensures that London’s residents, visitors and workers have ready and sustainable access to a full range of services. Its 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. The centre also competes with East Barnet Village (which includes a Budgens foodstore).
- 2.17 The centre also competes with out-of-centre retail provision including Tesco Express stores on East Barnet Road and Greenhill Parade; Waitrose in North Finchley; Tesco Extra at Colney Hatch; M+S Simply Food in Whetstone; and Asda in Southgate.. 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).

Figure 2.6 Hierarchy of Centres



Health of the Town Centre

- 2.18 New Barnet 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 acts as the principal attractor to the centre, and dominates the retail offer. The composition of the centre’s existing offer (May 2009) is set out in Table 2.1, below:

Table 2.1 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	

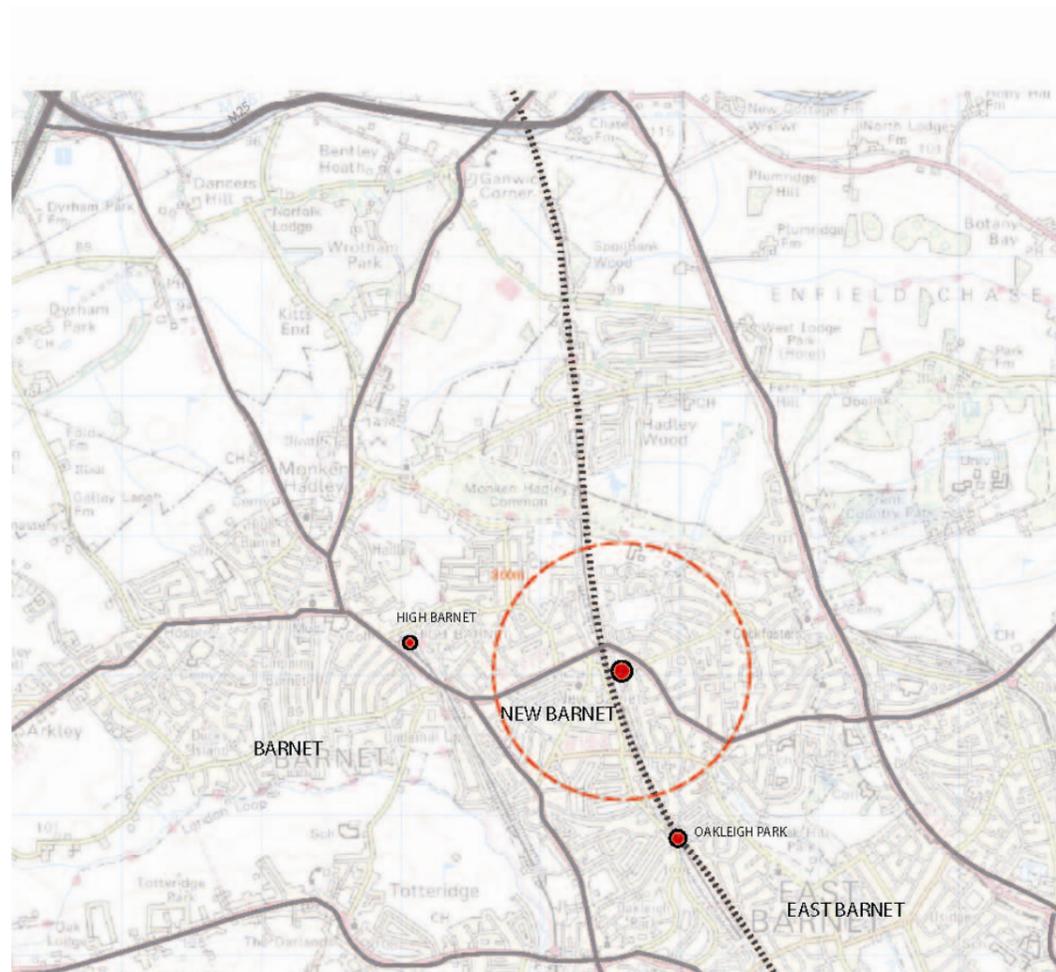
Source: Experian Goad/London Borough of Barnet (2007) – Updated by GVA Grimley 2009

- 2.19 The centre has a limited (and lower value focused) comparison (non-food) goods offer, and restricted choice of convenience (food) goods retailers. There is limited representation by multiple retailers (multiple retail outlets under the same ownership – i.e. ‘chain stores’) which is balanced by a varied independent offer. A high proportion of units are occupied by service operators (including a significant number of hot food takeaways), and there is a historic trend of retail uses being replaced by service uses and an above average rate of vacant units. The level of vacancy are a fairly recent phenomenon and may be linked to site assembly around the former gas works and Optex sites impacting on the availability of long term leases for businesses within the town centre.
- 2.20 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.
- 2.21 Observational evidence indicates that pedestrian activity is focused around the Sainsbury’s store (the centre’s key ‘anchor store’). Pedestrian activity is noticeably lower away from this ‘core’ area.
- 2.22 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), which makes it a less attractive location for commercial property investment.

Catchment Area

2.23 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. Therefore 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 2.7, below:

Figure 2.7 Context Map Showing 800m 'Walk-in' Catchment Area



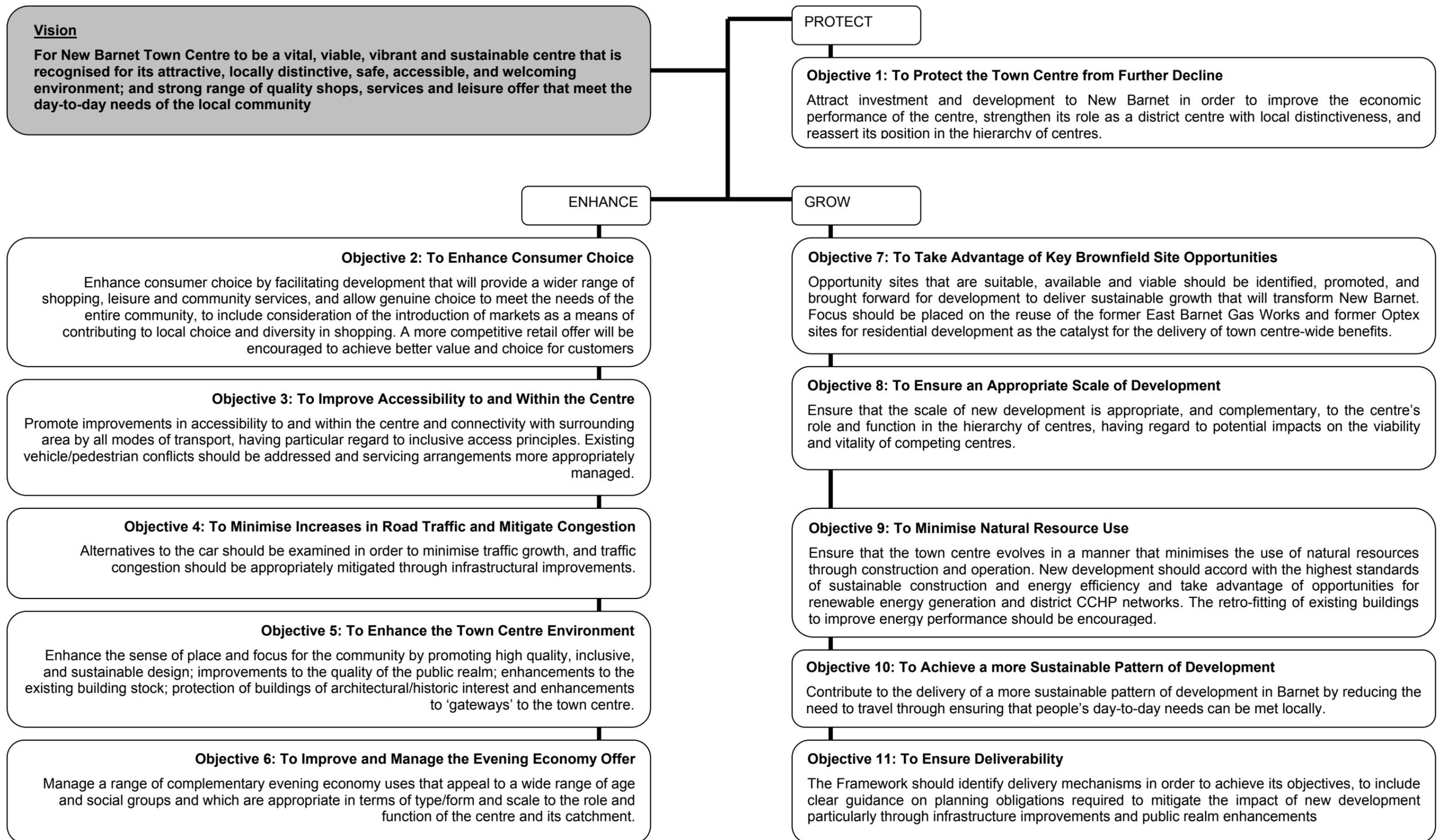
2.24 Census (2001) data has been used to build a catchment area 'profile' of the immediate surrounding area, which indicates the following:

- 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. Those not born in the UK 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.

2.25 The local population can therefore be summarised as being reasonably wealthy and educated, with a broad mix of household sizes, ages, religions and nationalities, with a high economic activity rate.

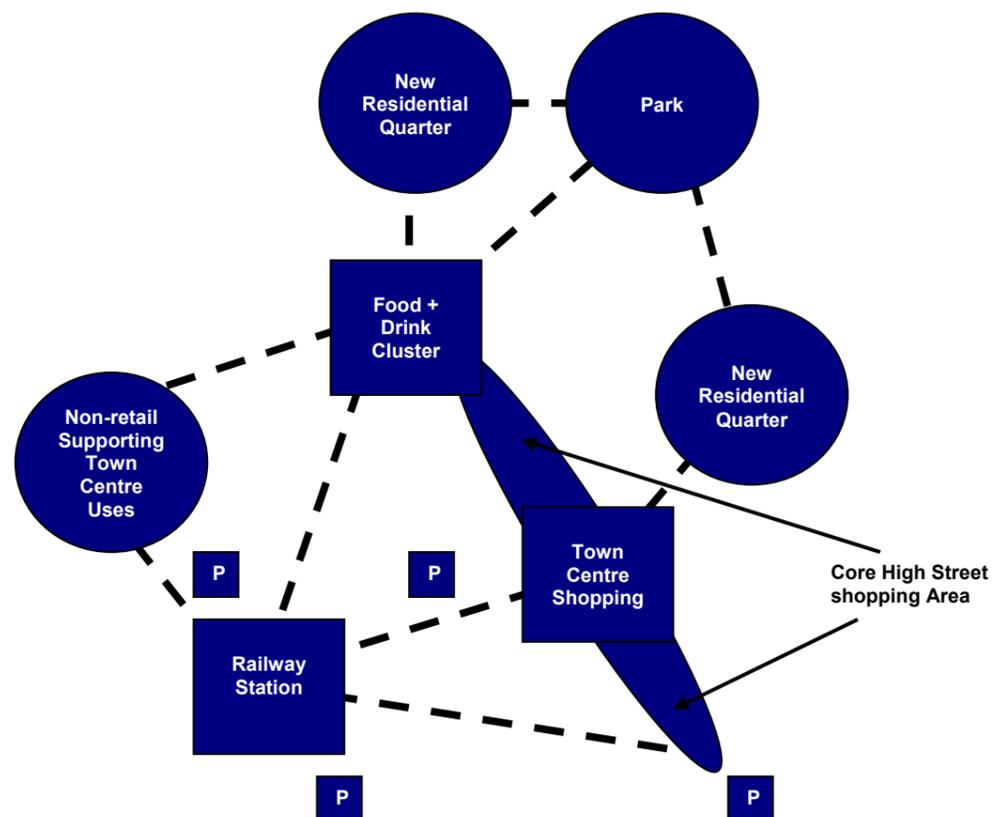
3. Where We Want to Be



The Spatial Strategy

- 3.1 The framework seeks to consolidate the existing town centre uses into a more compact and intensive 'core' High Street on East Barnet Road, focused around the existing Sainsbury's store. It resists significant additional retail floorspace (such as a new full service supermarket) while encouraging smaller scale redevelopment and renewal of the existing high street frontage in order to improve the town centre's retail offer. The Framework supports the change of use of existing retail floorspace outside of the 'core' High Street to non-retail uses suitable for a town centre. The town centre's core retail function will be supported by an enhanced evening economy, focused on a food and drink cluster around the junction of East Barnet Road/Victoria Road/Approach Road (building on the existing offer), and improved community facilities/social infrastructure provision.
- 3.2 The reinvigorated town centre offer will be reinforced by investment into public realm (and other focused environmental) enhancements and improved connections between the High Street and the railway station/Victoria Recreation Ground.
- 3.3 In addition to enhancing the functionality of the town centre and its offer, the Framework seeks to take advantage of the key brownfield development sites as opportunities to bring forward much needed housing into the local area and to add vitality to the town centre.

Figure 3.1 Town Centre Structure Diagram



Character Areas

- 3.4 The spatial strategy is based around the creation of a series of character areas within the Framework area, as detailed below (and illustrated in Figure 3.2):

Figure 3.2 Character Areas Framework Plan



The High Street

- 3.5 This area is 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 are required in this character area linked with carriageway improvements to East Barnet Road and 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 and connections to the Victoria Quarter.

Victoria Quarter

- 3.6 This area is promoted as a new residential-led mixed use quarter for New Barnet, with a focus on new family sized homes. It should be anchored to the south by a new food and drink cluster where additional food and drink uses are 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 Recreation Ground. Other leisure, community (healthcare, children’s nursery etc) and employment uses (offices and workshops) are considered appropriate in the southern mixed use area to complement the core retail offer in the High Street Character Area. A coherent approach to public realm treatments (to the High Street character area) is encouraged in order to ‘stitch’ this redevelopment area into the existing suburban fabric. Strong visual and physical connections between East Barnet Road and Victoria Recreation Ground should be created through this area in order to enhance linkages between the recreation ground and the East Barnet Road. New development on the former gas works site should consider opportunities to bring life and activity to Victoria Recreation Ground – potentially through new sports or leisure development.

New Barnet Mews

- 3.7 This area focuses on the land to the rear of the East Barnet Road frontage including the former Optex site and is identified for residential development. It is anticipated that the redevelopment of this site would be linked to redevelopment or refurbishment of part of the existing East Barnet Road frontage in order to integrate this area into the town centre core, enable the creation of a new public space in the heart of the town centre and improve north-south pedestrian connectivity (through to Victoria Recreation Ground).

Historic Quarter

- 3.8 This area should play a secondary, but complementary role to the High Street character area. 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 and the change of use of existing buildings for office or residential uses is encouraged.

Station Quarter

- 3.9 This area’s role as a public transport ‘gateway’ to the centre will be enhanced through improved facilities and strengthened linkages with the High Street character area. 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 for a mix of uses including residential, business and community uses.

Lytton Road

- 3.10 The framework supports the gradual change of Lytton Road towards a more residential focused area.

4. Urban Design

- 4.1 Enhancing the quality of the town centre has been identified as a key priority for the local community and is a key objective of the Framework. In response to this, this section establishes a package of urban design principles which will act as a framework for drawing up detailed proposals for new developments, improvement works to existing development, and new landuses, which will deliver significant improvements to the quality of the town centre.

Urban Structure

Streets and Spaces

- 4.2 The town centre suffers from poor connectivity with its surrounding suburban setting and key assets (such as the railway station and Victoria Recreation Ground) due to physical barriers created by the railway line, major regeneration sites, and the existing street pattern. The Framework seeks to respond to this by creating a network of new and enhanced streets and routes that strengthen the linkages between the town centre and its key assets, enable the main regeneration sites to be successfully integrated into the existing suburban fabric and enable the town centre to function more effectively.
- 4.3 Two new public spaces are proposed for the town centre – one within the High Street character area which should establish a focus, or ‘heart’, of the town centre opposite the existing Sainsbury’s store, and one at the southern edge of the Victoria Quarter which should act as a gateway to this new residential quarter (indicative locations are shown on Figure 4.1).

Development Principle 4.1

- Development in the town centre should create an integrated network of high quality streets, spaces and routes as shown on the Framework Plan.

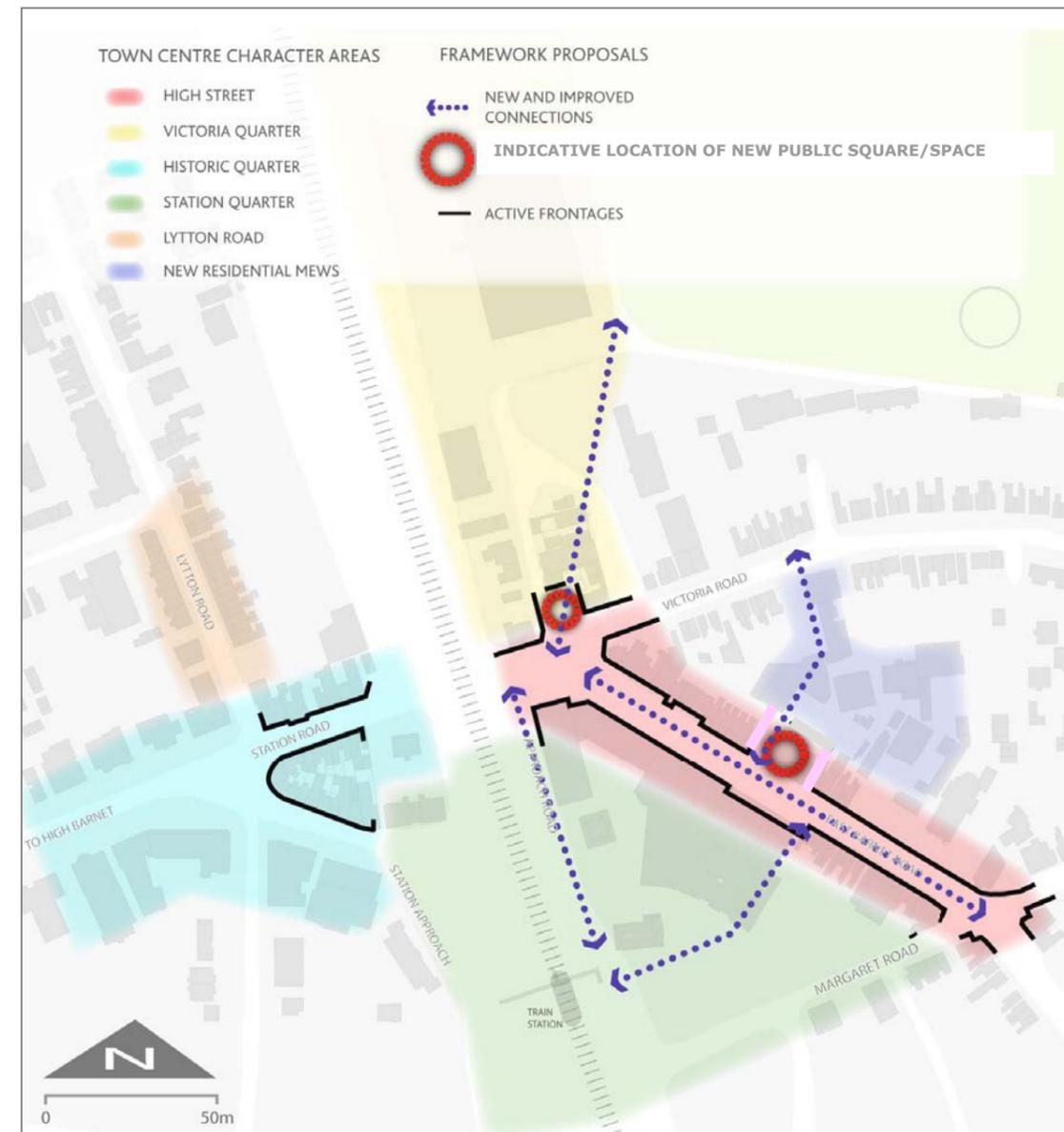
Frontages

- 4.4 Existing and proposed buildings on East Barnet Road should provide a constant active frontage along its full length (as far as is practicable) through the High Street character area. Active frontages are encouraged on secondary retail frontages and other key routes.

Development Principle 4.2

- Development along the High Street should seek to create a continuous built edge with active and animated frontages and sense of enclosure (as indicated on the Framework Plan).

Figure 4.1 Urban Structure Framework Plan



Built Form

Building Heights, Scale, and Massing

4.5 There is no consistent pattern to the scale and massing (physical bulk of buildings) of existing development in the town centre, which reflects its organic development through the 19th and 20th centuries, however development in the surrounding suburban streets predominantly comprises 2-3 storey buildings with small footprints. While development sites within the High Street character area are considered to offer the opportunity to reinforce the status of the town centre (through appropriate design), new development across the whole framework area should reflect the existing predominantly low level suburban context.

Development Principle 4.3

- Redevelopment 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.
- Building heights should be appropriate to the wider suburban context.
- Massing (bulk of buildings) should be reflective of the suburban setting and role of the town centre – over-dominance (visual) by any unit should be avoided.

Existing Buildings

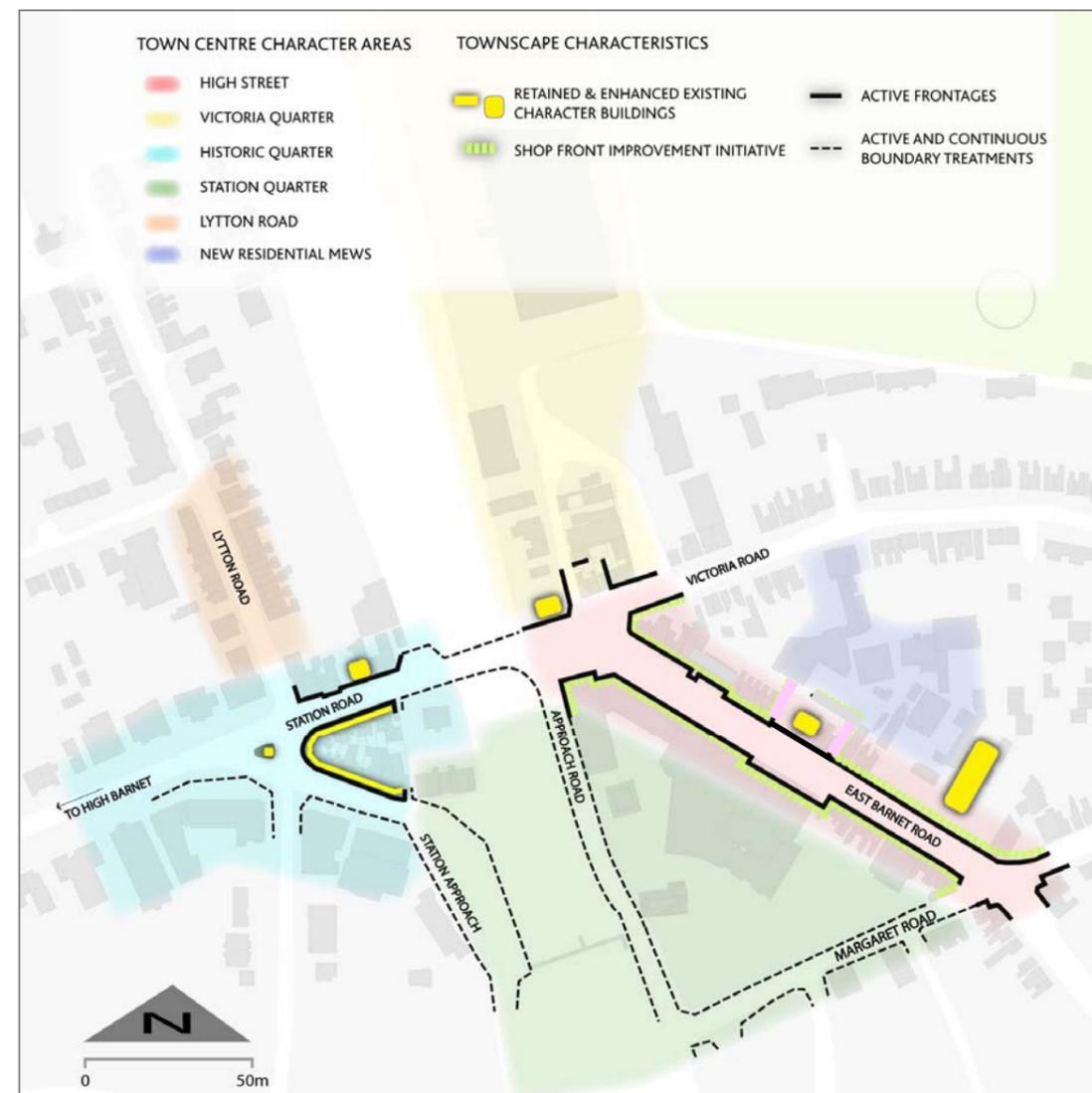
4.6 The town centre does not contain any listed buildings nor is it designated as a Conservation Area, therefore there is no specific policy protection for the existing buildings. Nonetheless there are some existing buildings of interest/character which are considered to be an asset to New Barnet, and therefore should be retained and enhanced where practicable.

4.7 The frontages to existing buildings within the High Street character area should be subject to enhancement via a more coordinated approach to shop front improvements, in close consultation with local traders/shop owners.

Development Principle 4.4

- The retention and enhancement of existing buildings of architectural interest (as identified on the framework plan) is encouraged
- Existing/new buildings within the High Street character area to be subject to a shop front improvement initiative.
- The railway bridge to be subject to aesthetic enhancements (planting, lighting, signage) to create a focal point of interest and 'gateway' to the High Street.

Figure 4.2 Built Form Framework Plan



Architecture

- 4.8 The Council expects the highest standards of design in New Barnet which reflects the character of the surrounding suburban area.

Development Principle 4.5

- Architectural style should complement, but not replicate, the existing architectural context.
- Bulky and 'shed' or 'warehouse' type development will not be supported within the Framework area.

Edges

- 4.9 Redevelopment sites within the town centre and enhancement works to existing buildings should include improvements to existing boundary treatments and building edges, and fill in frontage gaps.

Development Principle 4.6

- Existing boundary treatments and building edges should be enhanced.
- Development along the High Street should seek to create a continuous built edge with active and animated frontages.

Landscape and Public Realm

Streets and Spaces

4.10 The Framework area suffers from generally poor quality public realm. Accordingly, a comprehensive programme of environmental improvements are proposed (in the area indicated on the Framework Plan) which will improve the environmental quality and attractiveness of the town centre. Detailed proposals will be drawn up by the Council in close consultation with the local community. Improvements will be delivered through a variety of funding mechanisms including s.106 contributions (associated with new development).

Development Principle 4.7

- A programme of ‘streetscaping’ enhancements to principal town centre streets should be undertaken to include consistent paving treatment; a considered and recognisable palette of materials for street furniture, lighting and signage; tree planting, and ornamental planting.
- Streetscaping works to be extended into the major development sites and new public spaces to promote integration.
- Streetscaping enhancements to be linked to highway improvement works and shop front improvement works

Victoria Recreation Ground

4.11 Victoria Recreation Ground is poorly connected to the town centre and is an underused asset. The Framework aims to strengthen connections between the town centre and the park in order to realise its full potential as a recreational resource for the local community, and also to encourage new development on the former East Barnet Gas Works site which will bring new life and activity to the park. Detailed proposals for the park will be drawn up in close consultation with the community and users, but could include:

- Improvements to surface treatments (paving etc)
- Improved street furniture and lighting
- Improved children’s play and sports facilities including outdoor gym facilities;
- Introduction of public picnic tables and BBQ facilities;
- Provision of refreshment facilities and toilets accessible to park users; and
- Creation of community food growing areas.

Development Principle 4.8

- A programme of improvement works to Victoria Recreation Ground will be undertaken to enhance its value for amenity, play, and sports. These will be funded through developer contributions from new development.

Figure 4.3 Landscape and Public Realm Framework Plan



5. Landuses

Town Centre Uses

Retail (Use Class A1)

- 5.1 In accordance with the requirements of PPS4, the Council have undertaken an assessment of retail floorspace need in the borough (in 2009, and subsequently updated in 2010). The 2010 assessment concludes that the North East part of the borough (which includes New Barnet) has capacity for around 800sqm net of additional comparison goods retail floorspace and 1,300sqm net of convenience goods retail floorspace in the period to 2021. The Council is bringing forward proposals through the Local Development Framework to accommodate this growth.
- 5.2 The emerging policy position does not support significant additional retail floorspace in New Barnet town centre (such as an additional full service supermarket), but does allow for some, albeit limited, new development. In line with this, the framework encourages some additional retail floorspace of an appropriate scale (having regard to the evidence of need, the centre's role in the town centre hierarchy, its function as a district centre and the Council's wider town centre strategy). New development should address qualitative deficiencies in the existing retail offer, including the following:
- **'Gaps' in Existing Provision** – The centre needs complementary retail and commercial facilities to address gaps in provision;
 - **Consumer Choice and Competition** – In order to be competitive, New Barnet should improve consumer choice by having a more diverse retail offer (supported by leisure, cultural and social functions), including a better mix of different types of comparison goods, convenience 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 locally distinctive character rather than simply replicating other town centres and stores;
 - **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 consumer expectations. Furthermore, the quality of the existing public realm is in need of improvement.
- 5.3 In accordance with the sequential approach to site selection (as set out in PPS4), proposals for new retail floorspace should be directed to town centre sites, before considering edge or out-of-centre sites. In policy terms, New Barnet's town centre is defined by the 'Main Retail Frontage' identified in the UDP/LDF Proposals Map. The character area approach to New Barnet set out in this framework effectively divides the defined Main Retail Frontage into a 'primary' ('core') shopping area along East Barnet Road (the 'high Street' character area), and a 'secondary' area elsewhere which is considered more suitable for other non-retail town centre uses.

- 5.4 The High Street character area offers a number of opportunity sites which are considered suitable for retail/town centre uses (of an appropriate scale) and are expected to become available for redevelopment over the plan period.

Development Principle 5.1

- Proposals for additional comparison goods (non-food) retail floorspace will be supported within the High Street Character Area (new retail floorspace outside of this area will not be acceptable).
- Proposals for up to around 1,300sqm of additional convenience goods (food) retail floorspace will be acceptable within the High Street character area (new retail floorspace outside of this area will not be acceptable), subject to demonstrating that it would
 - improve consumer choice
 - promote a better local retail sector
 - deliver wider regeneration benefits to the town centre
- The change of use of existing ground floor retail (A1) floorspace within the High Street character area will not be acceptable to the Council.
- The change of use of existing retail (A1) floorspace outside of the High Street character area to other uses will be supported.

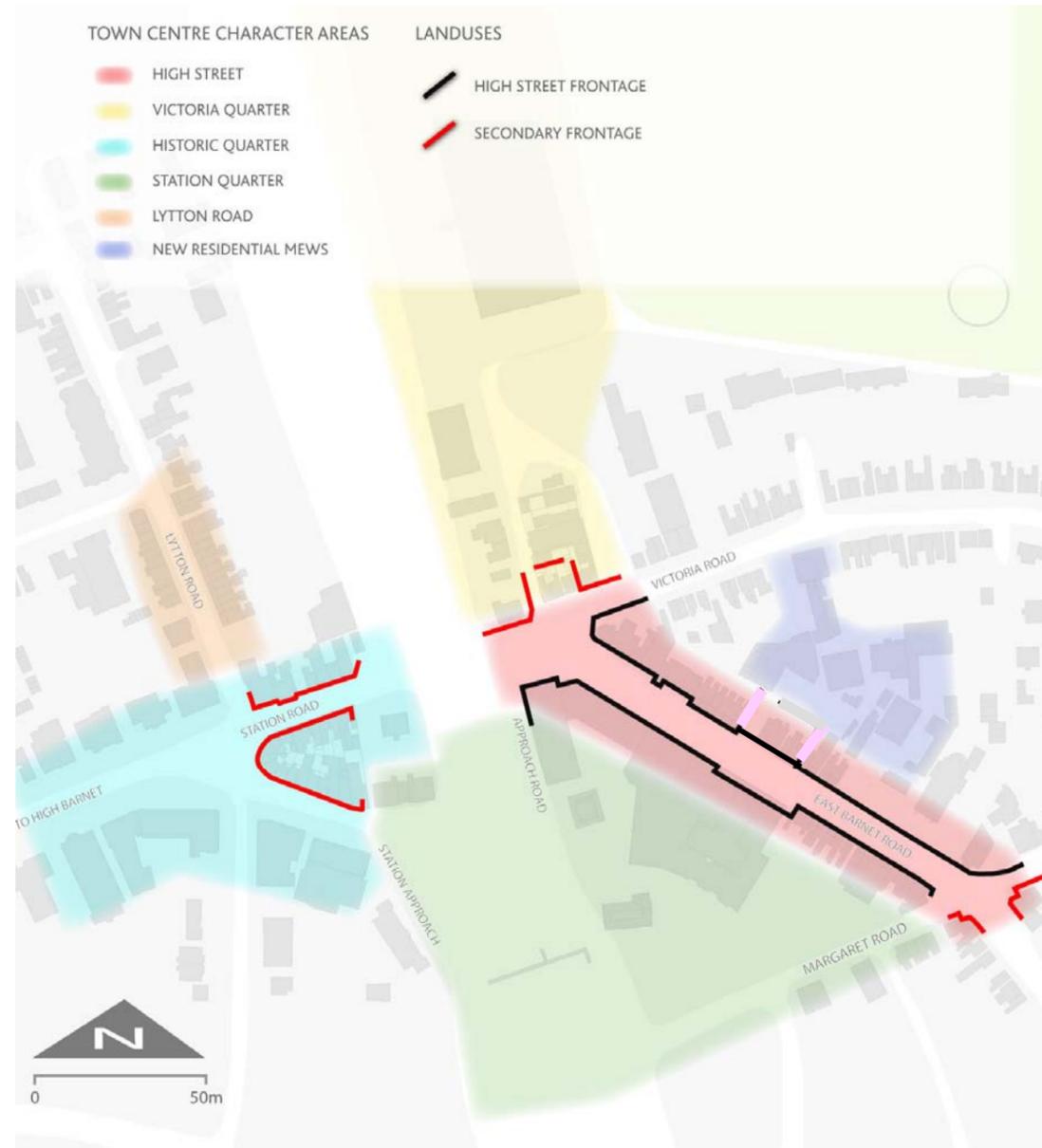
Financial and Professional Services (Use Class A2)

- 5.5 Financial and Professional services are considered to be a valuable element of the mix of uses that contribute towards vital and viable town centres, and are encouraged outside of the core shopping area.

Development Principle 5.2

- Proposals for additional Financial and Professional Services (use class A2) will be supported in the secondary town centre frontage (as shown on the Framework Plan) and at upper levels within the High Street character area.

Figure 5.1 Town Centre Uses – Framework Plan



Food and Drink (Use Classes A3/4/5)

- 5.6 The town centre's existing food and drink offer is dominated by pubs (A4) and hot-food-takeaways (A5). The framework aims to broaden and improve the quality of this offer by attracting new restaurants and cafes (A3 uses) to the town centre, as a key element in developing a more attractive evening economy offer. The Framework seeks to cluster these uses around a proposed new public space at the southern edge of the Victoria Quarter character area, building upon existing assets such as the gym and pubs and the proximity to Victoria Park, to provide a more integrated/enhanced leisure/evening economy offer for New Barnet.
- 5.7 There is considered to be no need for additional pubs (uses class A4) or hot-food-takeaways (use class A5), therefore proposals for such uses will not be supported by the Council.

Development Principle 5.3

- Proposals for additional restaurants (A3 use class) will be supported around the junction of Victoria Road/East Barnet Road/Approach Road (as shown on the Framework Plan), which should establish a cluster of restaurant and drink uses (complementing the existing offer).
- Proposals for additional pubs and bars (use class A4) and hot food takeaways (use class A5) within the Framework area will not be supported.

Other Town Centre Uses

- 5.8 The framework aims to ensure that the town centre realises its full potential of meeting the day-to-day needs of existing and new local residents. Accordingly a range of other town centre uses such as offices, arts/cultural/tourism, leisure, and community uses of an appropriate scale would be welcomed within the secondary area and on upper levels within the High Street Character area.

Development Principle 5.4

- Proposals for business, community, and arts/cultural/tourism uses are encouraged within the secondary town centre frontage (as shown on the Framework Plan) and at upper levels within the High Street character area.

Residential

- 5.9 London Plan (2008) Policy 3A.2 requires at least 20,550 new homes to be delivered in Barnet in the period 2006/7 to 2016/7 (a rolling annual target of 2,255 units per year is set in the draft replacement London Plan (2009) for the period to 2026/7). The borough contains a number of large regeneration areas (such as Brent Cross Cricklewood, Colindale, and Mill Hill East) which will accommodate a large proportion of this growth, however, there is a need to identify further land for family housing development in order to meet the needs of Barnet's growing population.
- 5.10 New Barnet is a predominantly residential suburban area, which is highly accessible by public transport (PTAL rating of 3 within the town centre). It benefits from a range of shops and services in the town centre (which is subject to a programme of enhancements as set out in this framework), which are within walking distance of many homes, and offers easy access to high quality public facilities such as Victoria Recreation Ground and the new JCoss School. Accordingly, New Barnet is considered to be an appropriate location for housing development. Further to this, there are a number of previously developed sites within New Barnet which are expected to come forward for development over the plan period, which the Council consider to be suitable and viable for residential development.
- 5.11 The existing housing stock comprises a mix of Victorian and inter-war terrace/semi-detached houses and late 20th century flats. Recent developments in the local area have focused on the provision of one/two bedroom flats with the growing need for new family sized accommodation left unmet. The development sites presented in this framework offer the opportunity to redress this balance by focusing on the provision of new family sized housing where practicable in accordance with the housing mix policies set out in the London Plan and emerging Barnet Local Development Framework.
- 5.12 Existing homes within New Barnet are predominantly owner-occupied. In line with wider Barnet and London Plan policies, developments will be expected to incorporate a mix of tenures that address local housing needs, as a fundamental principle of sustainable development.
- 5.13 New Barnet's location within a generally affluent high quality suburban part of North London, combined with its ease of access to the major employment locations in Central London, ensures that it benefits from a robust housing market. Notwithstanding this, residential property in New Barnet achieves lower values than elsewhere in the borough partly due to a weak market image/identity. The Framework seeks to address this issue by bringing forward comprehensive improvements to the town centre and unlocking key regeneration sites for redevelopment which will enable New Barnet to 're-brand' and reposition itself in the residential marketplace as a more attractive place to live.

Development Principle 5.5

- Proposals for residential development (use class C3 – housing) are supported throughout the Framework area (residential accommodation that falls within use class C2 is not supported in this location)
- Residential uses are suitable at upper floors only within the High Street character area.
- New housing should incorporate a mix of tenures.
- The majority of new housing units should be family-sized (3 bedrooms or larger).
- The change of use of existing non-residential floorspace outside of the High Street character area to residential is supported.

6. Transport and Movement

6.1 The Framework identifies strategic priorities that should be delivered as part of the transformation of New Barnet Town Centre, and should act as the basis 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. These will be delivered through s.106 and other contributions from development.

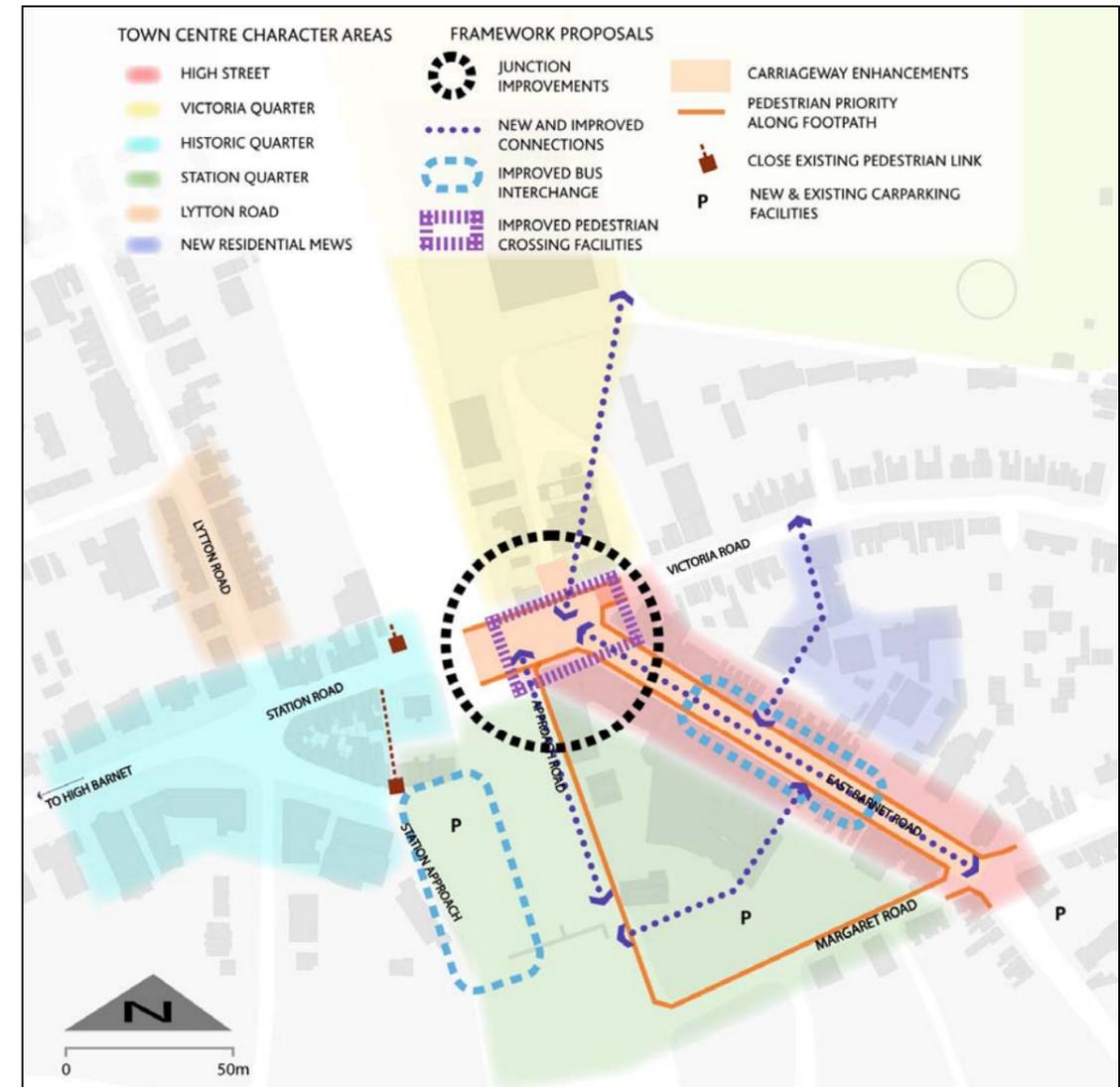
Walking

6.2 Encouraging local residents to walk to the town centre whilst continuing to provide for car users is a key priority for the Framework. Of particular concern for access within the town centre is the provision of links, not only within the centre itself, but also between the centre and the surrounding business and residential areas. The town centre's 'high street' area has specific problems with the quality and directness of routes towards the train station and the adjoining residential area and there is no provision for north-south pedestrian movement across East Barnet Road.

Development Principle 6.1

- 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.
- 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 the Victoria Quarter character area and into Victoria Recreation Ground.
- Carriageway improvements to East Barnet Road, the junction of East Barnet Road and Victoria Road, and around the war memorial junction should seek to improve pedestrian amenity and safety within the town centre
- Pedestrian routes within developments should contribute to a wider network of safe and attractive pedestrian routes to/from the town centre.
- Pedestrian routes to/from a development site should be upgraded, in the context of the urban design strategy, as appropriate
- Urban design principles set out in the Framework should ensure that new development improves natural surveillance of and active frontages onto key pedestrian routes to improve personal safety.
- Pedestrian legibility should be enhanced through the introduction of signage

Figure 6.1 Transport and movement Framework Plan



Inclusive Access

Development Principle 6.2

- New pedestrian routes must be equally accessible to all, including the mobility impaired.
- Building entrances and accessways should be improved where possible to include handrails and step-free access where possible. All new development should adhere to accessibility requirements and best practice.

Cycling

- 6.3 Developers should consider how cyclists will access their site from the recommended cycle routes as well as how cyclists' needs are accommodated in the design of any associated road infrastructure proposals.

Development Principle 6.3

- Improved cycle parking facilities to be provided at the railway station (on Approach Road and Station Approach) and within the High Street character area.

Public Transport

- 6.4 New Barnet benefits from train services from New Barnet station and is served by a number of bus routes. The framework proposals focus on increasing the attractiveness of these services (as an alternative to the car).

Development Principle 6.4

- New development should incorporate measures to improve the attractiveness of public transport (improved access including new pedestrian routes where necessary).
- The scale of acceptable new development should be linked to public transport capacity (with capacity increase funded by developers if necessary).
- Highway improvement works associated with development proposals should aim to achieve improvements (or at least no worsening) to bus journey times and reliability.
- A programme of improvements to bus waiting and interchange facilities on Station Approach and East Barnet Road should be undertaken to increase the attractiveness of travelling to the town centre by bus.
- Works to enhance/redevelop the railway station are encouraged.
- Carriageway improvements to East Barnet Road to incorporate more formalised bus stopping space.

Car Travel

- 6.5 Ensuring that the town centre is accessible by car is an important element in the long term viability and vitality of the town centre. Opportunities to improve accessibility by car are focused on junction/carriageway enhancements to East Barnet Road and the High Street character area, and ensuring that appropriate levels of car parking are available for town centre users.

Development Principle 6.5

- Development proposals should include measures (highway/junction enhancement works) to mitigate the effects of development generated vehicle trips, particularly in the peak hours.
- Car parking provision within new developments should be in accordance with LDF policies.
- Redevelopment of existing car parks should not lead to a net loss of car parking capacity.

Servicing

- 6.6 A significant proportion of the existing commercial development in New Barnet is serviced directly from the road. Further development within the town centre must not have any adverse effect on the servicing arrangements for existing retail outlets.
- 6.7 Proposals for new retail development will be required to make adequate provision for delivery vehicles off the highway unless the constraints of the site, such as its size, site levels and adjacent land uses, make off-highway provision impracticable. In such circumstances, development will only be permitted if provision for delivery vehicles can be made on the highway, funded by the developer, without detriment to road safety, traffic management and access priorities for pedestrians, including people with restricted mobility, cyclists and users of public transport.

Development Principle 6.6

- Development proposals should incorporate adequate servicing arrangements (to the satisfaction of the local highway authority) and not compromise the servicing arrangement of existing development.

7. Sustainability

- 7.1 By encouraging people to live, work and shop locally, New Barnet should be transformed into a town centre that reflects sustainable development best practice and minimises the use of natural resources.
- 7.2 In accordance with the requirements of strategic policy, development in the framework area 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.

Development Principle 7.1

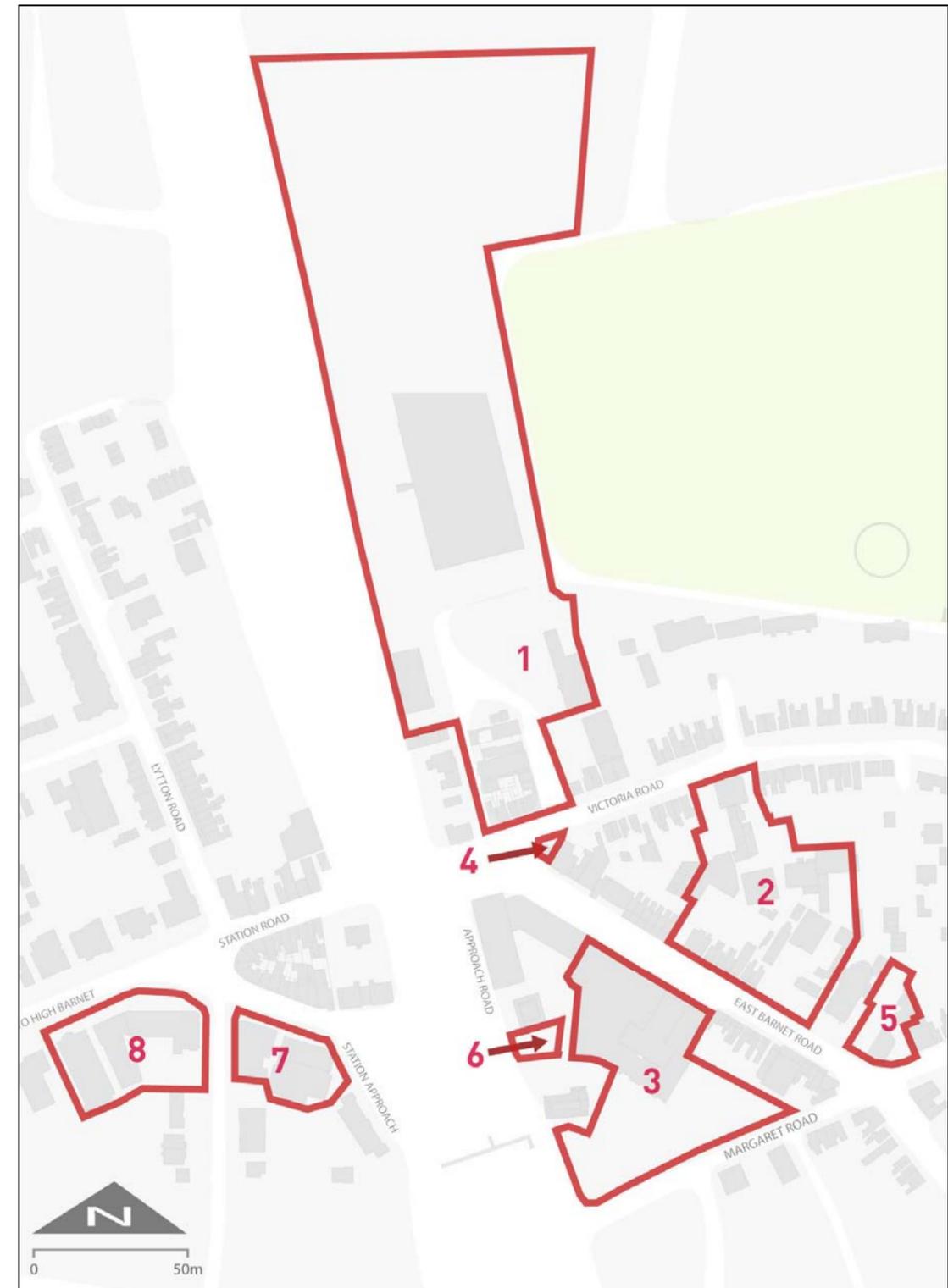
- Non-residential development will be expected to achieve a BREEAM Excellent rating and new residential development will be required to achieve a minimum of Level 4 of the Code for Sustainable Homes (rising in accordance with strategic policy).
- 20% of energy requirements of new development should be 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.
- 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

8. Opportunity Sites

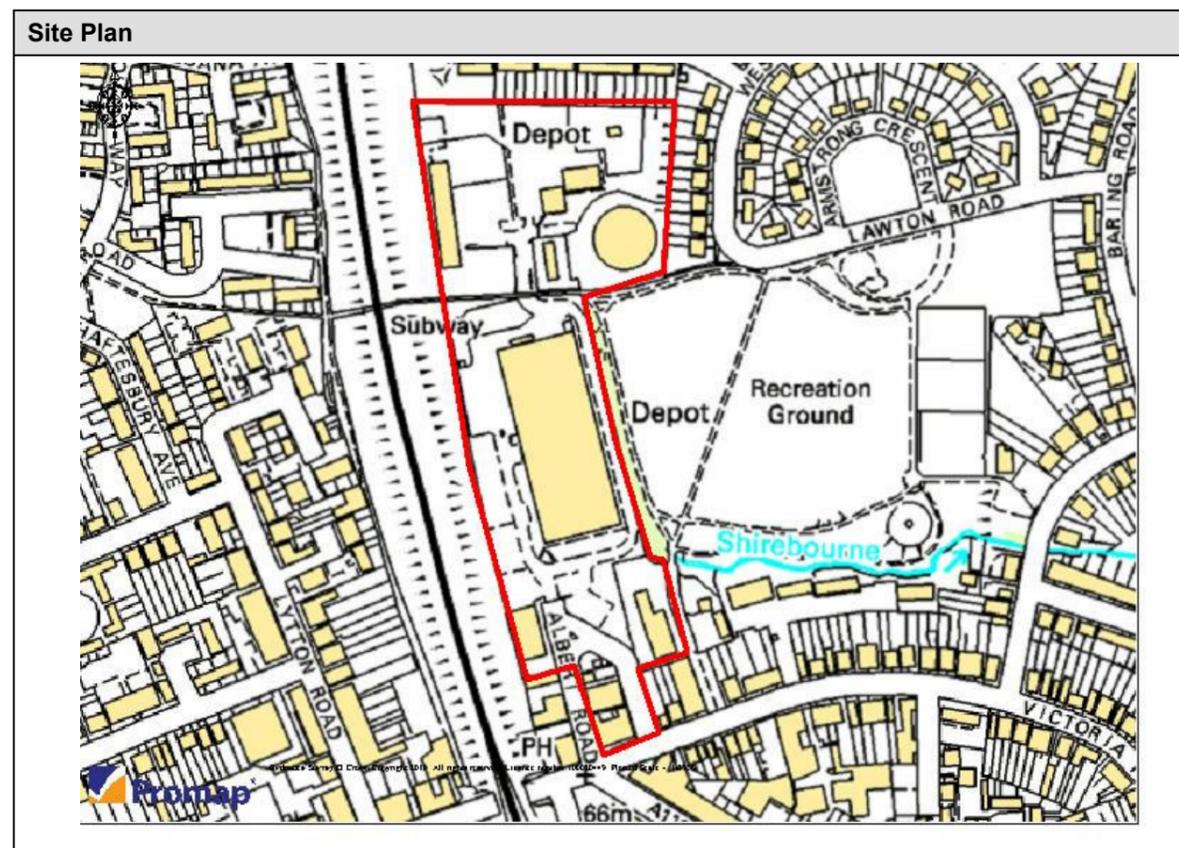
This section sets out site specific guidance for the key opportunity sites within the framework area, as follows (refer to Figure 8.1, opposite):

- Site 1 – the former East Barnet Gas Works and surrounding land;
- Site 2 – the former Optex site and surrounding land;
- Site 3 – New Barnet Sainsbury's;
- Site 4 – Site at corner of East Barnet Road and Victoria Road;
- Site 5 – Fayers Building Yard;
- Site 6 – Approach Road;
- Site 7 – Station Approach towers; and
- Site 8 – Station Road towers.

Figure 8.1 Opportunity Sites Plan



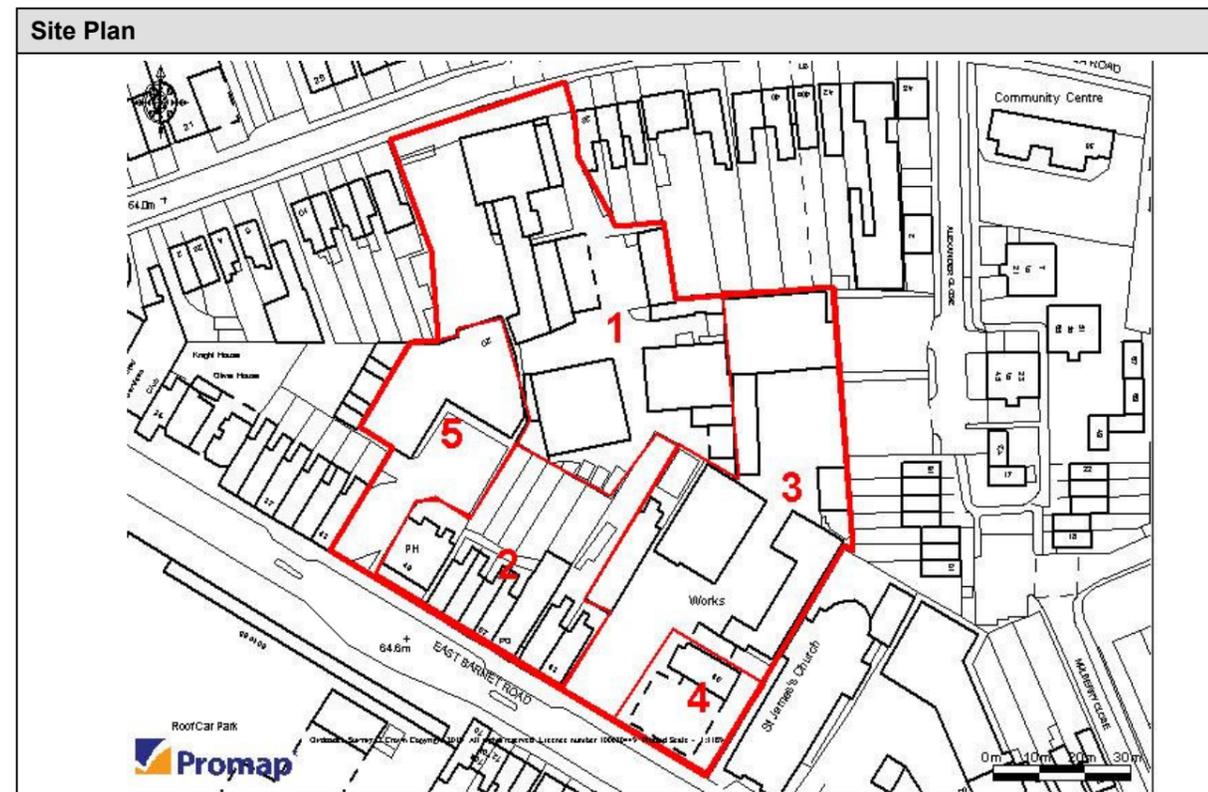
Site Ref.		Site 1
Address		Former East Barnet Gas Works Site and surrounding land
Area		5.35ha
Site Description	Existing Development and Uses	<p>Large, level development site comprising of 4 key areas (refer to site plan):</p> <ul style="list-style-type: none"> - Area 1: Contains a number of buildings/structures (including gas holder) and is in use as gas works. Likely to become available for development in the future. Single land ownership. - Area 2: Cleared unused site ready for redevelopment. Single landownership. - Area 3: Occupied by a shed-style single storey building. In use as a gun club. Not currently available for development. - Area 4: Densely developed area containing several low quality 2-3 storey buildings in a range of uses including offices, community, retail and food/drink. Includes public highway land. Multiple landowners.
	Key Constraints	<ul style="list-style-type: none"> - Water course running east-west through culvert under site - Site contamination due to former use (gas works) - Operational gas holder to north of site (notifiable installation)
Planning Position		<ul style="list-style-type: none"> - Edge-of-centre site (southern edge is in-centre)
Development Principles	Layout	<ul style="list-style-type: none"> - New public space to be provided at southern edge - Physical and visual connection between Victoria Recreation Ground and the junction of East Barnet Road/Victoria Road/Albert Road - New residential development to front park (to create a new open 'edge') and bring activity to park. - Layout to have regard to health and safety issues of operational gas holder and need for current operator to retain access.
	Landuses	<ul style="list-style-type: none"> - Mixed use area to far south incorporating food/drink uses at ground floor and replacement community uses, plus a range of supporting uses (acceptable uses would include office, leisure, and residential). - Other leisure/sports uses which bring life and activity to Victoria Recreation Ground. - Housing elsewhere on the site. The majority of new homes to be family sized units - Retail is not considered an appropriate landuse for this site (there are sequentially preferable sites within the High Street character area).
	Scale/ quantum	<ul style="list-style-type: none"> - Up to 4/5 storeys along railway line (to act as a buffer). Appropriate heights to reflect the low level suburban nature of the surrounding area elsewhere.
	Vehicular Access	<ul style="list-style-type: none"> - Access to be achieved from East Barnet Road/Victoria Road/Albert Road junction which will require upgrading. - Vehicle access to be maintained to far north of site
Delivery		The Council expects redevelopment come forward in a comprehensive manner, either as a single planning application or a series of complementary applications that achieve the development principles and objectives set out in this framework document.



Site Photographs



Site Ref.		Site 2
Address		Former Optex Site and Surrounding Land
Area		1.02ha
Site Description	Existing Development and Uses	<p>Large, level area of potential change comprising of 4 key areas (refer to site plan):</p> <ul style="list-style-type: none"> - Area 1: Former Optex Site (industrial use). Site contains a number of vacant industrial buildings. Vacant and available for development. Single ownership. - Area 2: East Barnet Road frontage. Site contains a pub, access routes to properties to the rear, and several retail units (with flats/offices above). Multiple ownerships. Occupied and not currently available for development. - Area 3: Site occupied by a number of industrial units plus extensive areas of hardstanding. Multiple occupiers. Not currently available for development. - Area 4: Petrol Station. Site currently in use. Single ownership. - Area 5: Industrial unit. Site currently in use.
	Key Constraints	<ul style="list-style-type: none"> - Site contamination linked to former/current industrial and petrol station uses.
Planning Position		<ul style="list-style-type: none"> - In-centre
Development Principles	Layout	<ul style="list-style-type: none"> - New pedestrian route to be provided through site from Victoria Road to East Barnet Road. - Existing 'High Street' frontage to be part/all redeveloped or refurbished. New development to incorporate a public space within the heart of the High Street character area.
	Landuses	<ul style="list-style-type: none"> - Retail uses at ground floor fronting East Barnet road (mix of acceptable uses above) - Housing elsewhere on the site (to comprise predominantly family sized units)
	Scale/ quantum	<ul style="list-style-type: none"> - Appropriate heights to reflect the low level suburban nature of the surrounding area and high street.
	Vehicular Access	<ul style="list-style-type: none"> - Vehicle access to be provided from Victoria Road. The proposed new connection through to the High Street will be pedestrians/cyclists only at the East Barnet road end.
Delivery		<p>This 'area of change' may not come forward for development as a single comprehensive development site due to site assembly issues. Development in separate areas of land should be brought forward in a way that achieves the development principles and objectives set out in this framework document.</p>



Site Photographs



Site Ref.		Site 3
Address		New Barnet Sainsbury's
Area		1.03ha
Site Description	Existing Development and Uses	Sainsbury's store and service bay/car park above/to rear
	Key Constraints	- None identified
Planning Position		- In-centre (East Barnet Road frontage) and Edge-of-centre (to the rear)
Development Principles	Layout	<ul style="list-style-type: none"> - Car park to be reconfigured to incorporate a new/improved direct pedestrian route through car park to connect East Barnet Road to the railway station. - Opportunity for new development to wrap around south/western edge (with car parking undercroft). - Opportunity for enhancement of existing store in particular to improve the blank frontage to East Barnet Road and create a more active frontage at street level.
	Landuses	<ul style="list-style-type: none"> - Retail uses at ground floor fronting East Barnet road – opportunity for refurbishment and small scale extension of existing store. - Mix of acceptable uses above store and to the rear would include residential, office and community uses.
	Scale/ quantum	- Appropriate building heights to reflect high street context.
	Vehicular Access	- Vehicle access to be provided from Approach Road/Margaret Road.
Delivery		Ideally this site would be delivered through a single planning application, however if a phased approach is taken development should be brought forward in a way that achieves the development principles and objectives set out in this framework document.

Site Plan

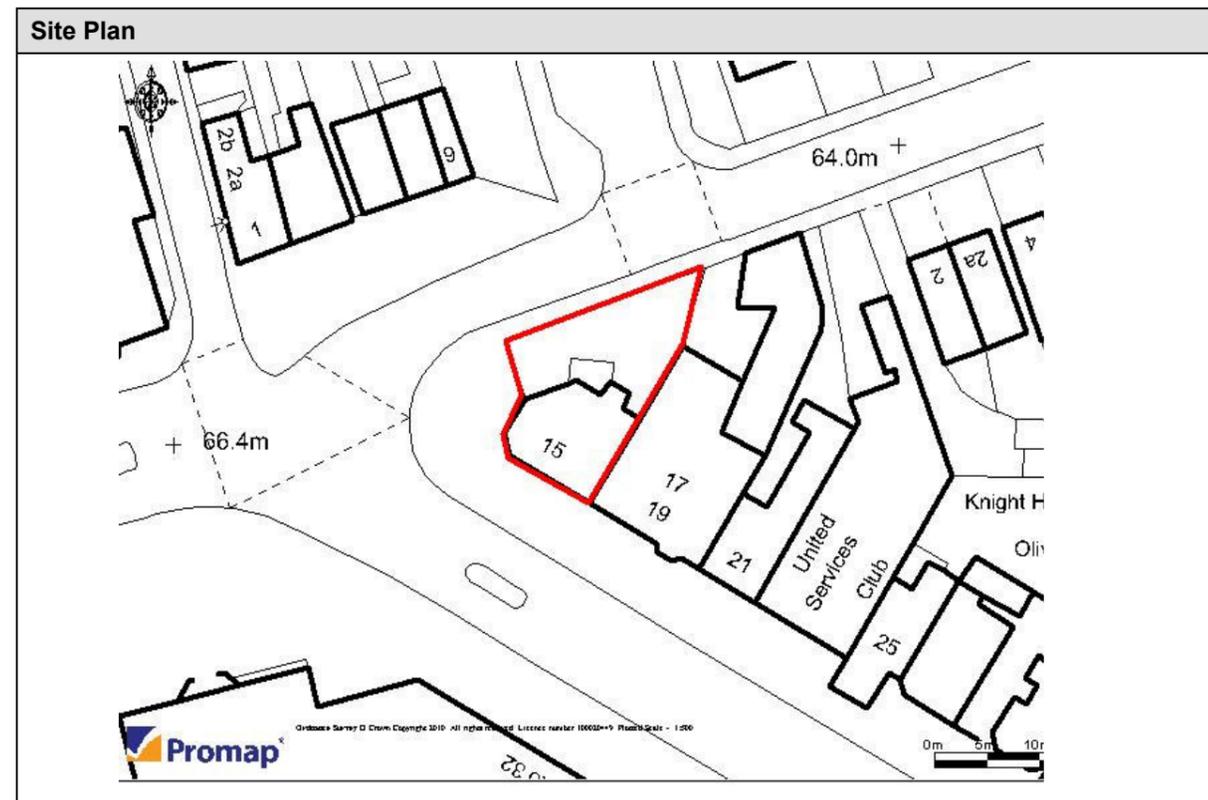


Site Photographs

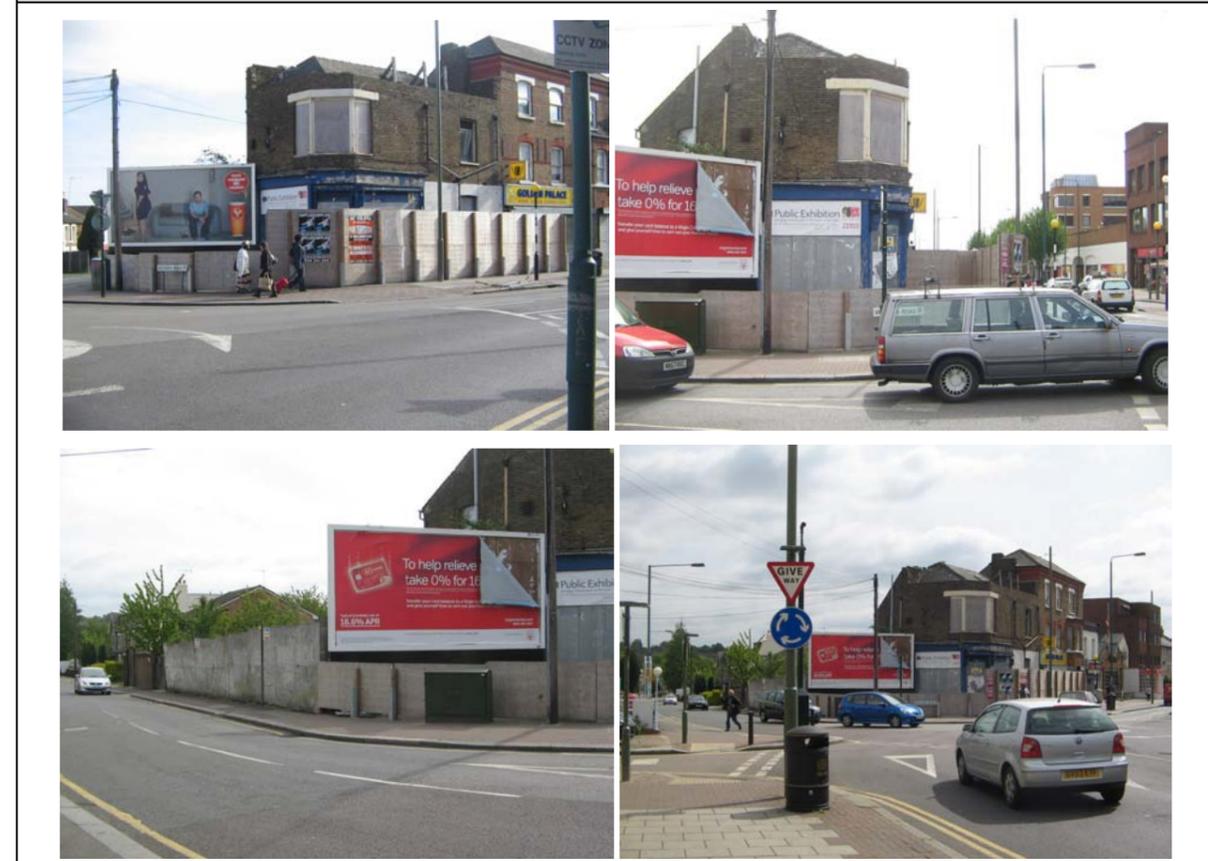




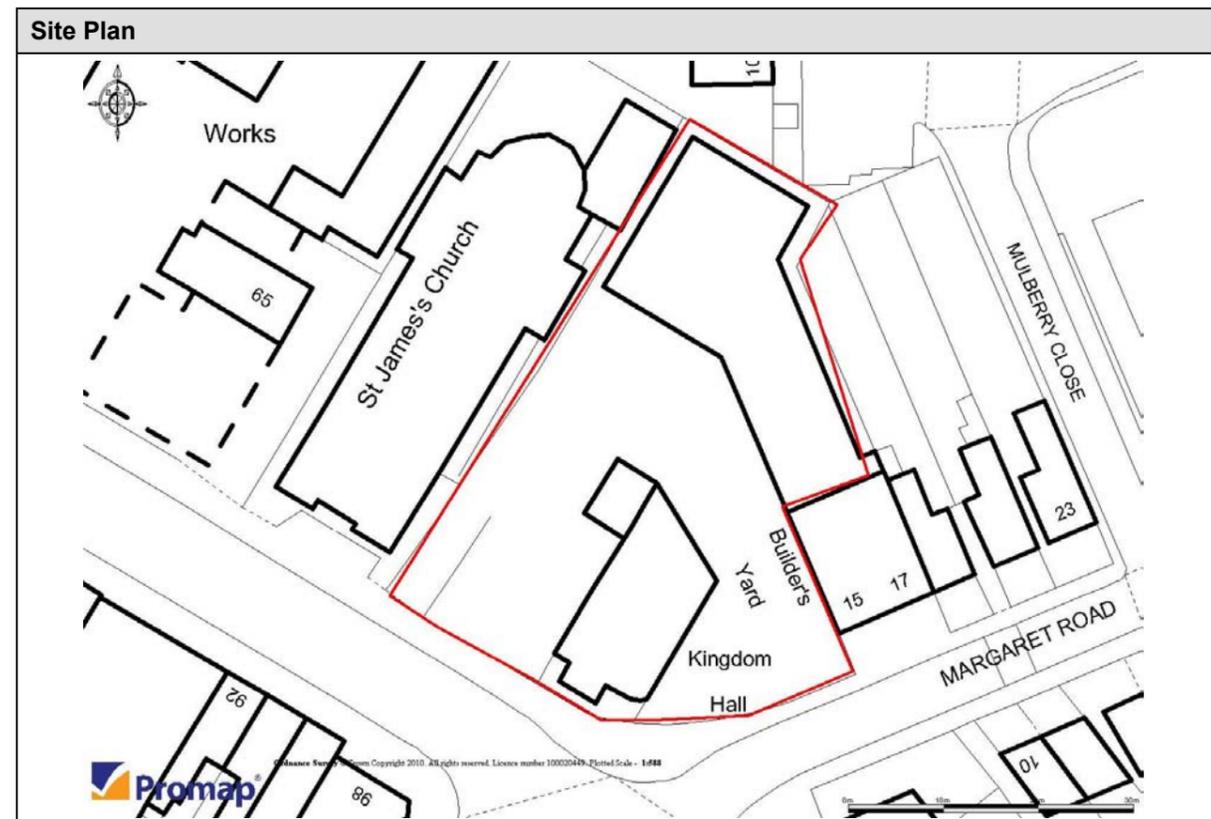
Site Ref.	Site 4	
Address	Site at Corner of East Barnet Road and Victoria Road	
Area	0.02ha	
Site Description	Existing Development and Uses	Vacant derelict building.
	Key Constraints	- None identified
Planning Position	- In-centre	
Development Principles	Layout	- New building to front East Barnet Road and Victoria Road
	Landuses	- Retail at ground floor - Mix of acceptable uses above store would include residential, office and community uses.
	Scale/ quantum	- Appropriate scale to reflect surrounding suburban context.
	Vehicular Access	- Vehicle access and servicing to be provided from Victoria Road.
Delivery	The Council will expect the development of this site to be brought forward through a single planning application which reflects the development principles and objectives set out in this framework document.	



Site Photographs



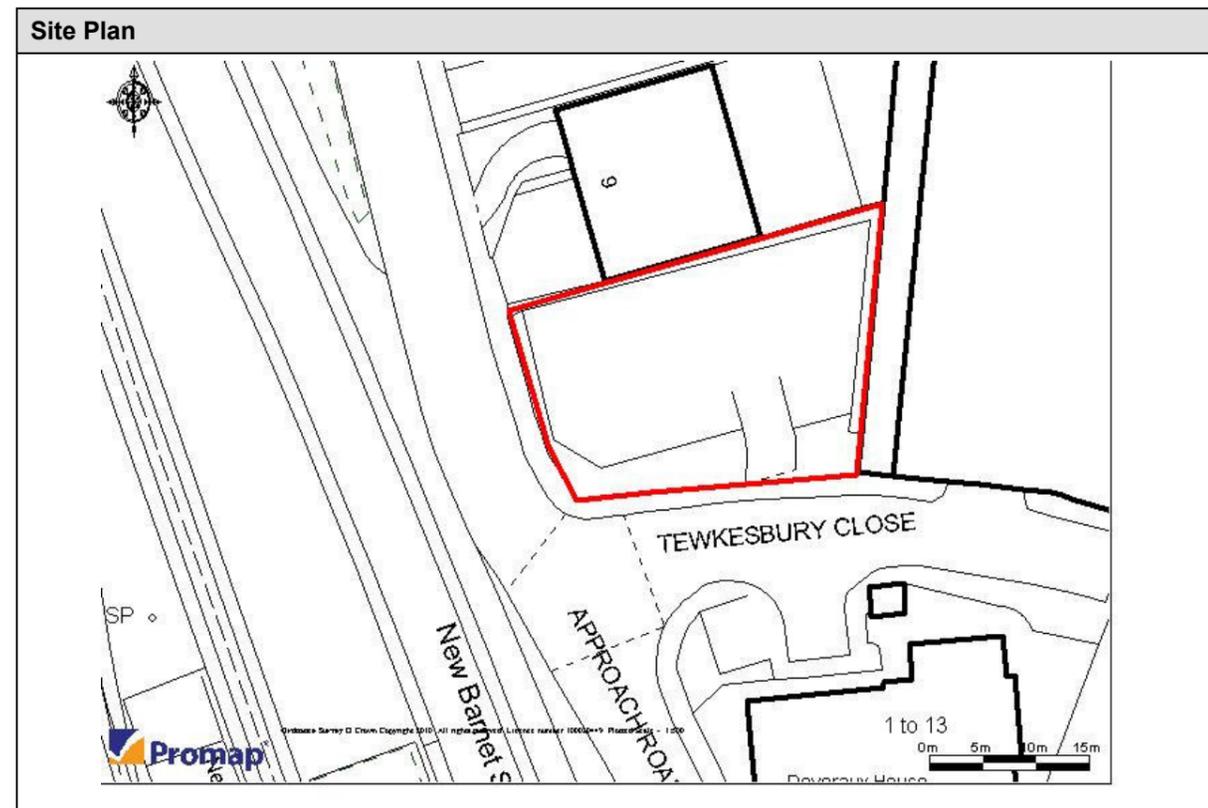
Site Ref.	Site 5	
Address	Fayers Building Yard and Kingdom Church Hall	
Area	0.19ha	
Site Description	Existing Development and Uses	Builders merchants and church hall.
	Key Constraints	- None identified
Planning Position	- In-centre	
Development Principles	Layout	- New building to front East Barnet Road/Margaret Road
	Landuses	- Retail at ground floor - Mix of acceptable uses above store would include residential, office and community uses.
	Scale/ quantum	- Appropriate scale to reflect surrounding suburban context.
	Vehicular Access	- Vehicle access to be provided from Margaret Road/East Barnet Road
Delivery	Ideally this site would be delivered through a single planning application, however if a phased approach is taken development should be brought forward in a way that achieves the development principles and objectives set out in this framework document	



Site Photographs



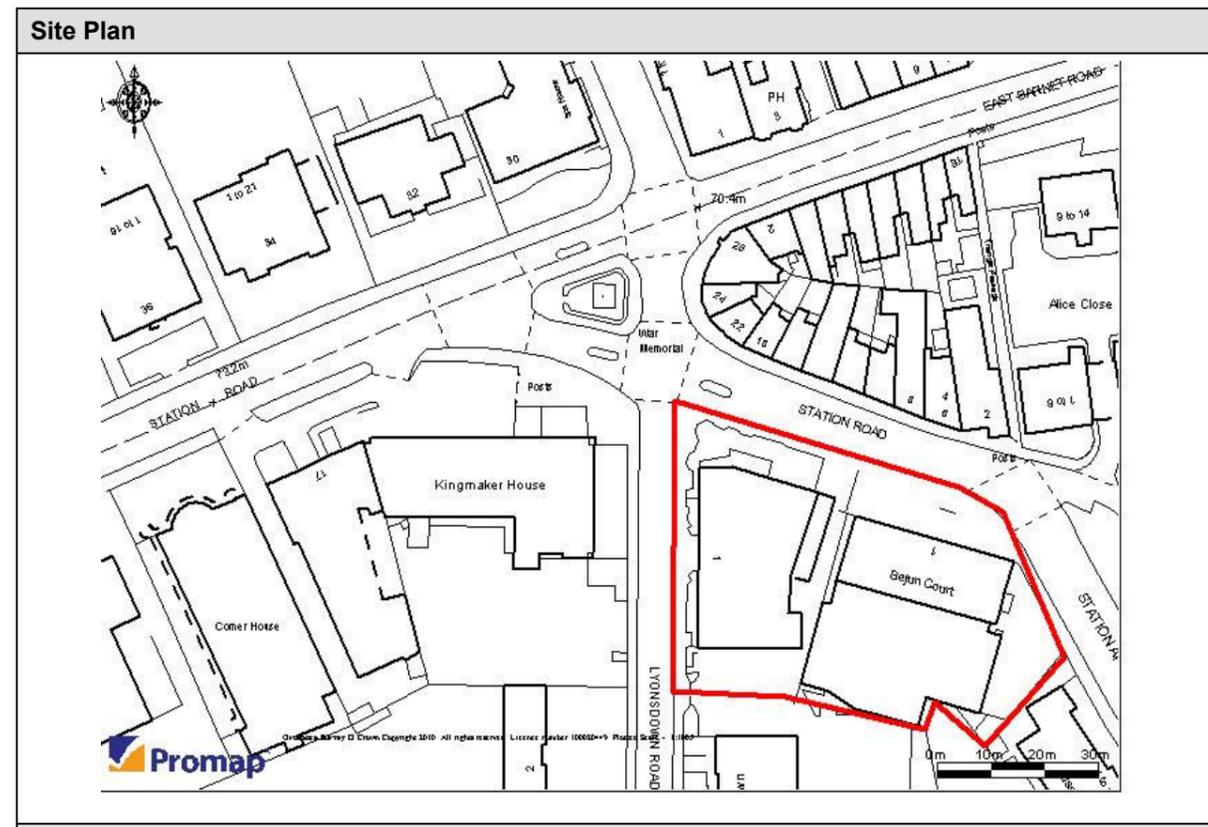
Site Ref.	Site 6	
Address	Approach Road	
Area	0.07ha	
Site Description	Existing Development and Uses	Car wash
	Key Constraints	- None identified
Planning Position		- Edge-of-centre
Development Principles	Layout	- New building to front Approach Road
	Landuses	- Mix of acceptable uses would include residential, office and community uses.
	Scale/ quantum	- Appropriate scale to reflect surrounding suburban context.
	Vehicular Access	- Vehicle access to be provided from Approach Road
Delivery	The Council will expect the development of this site to be brought forward through a single planning application which reflects the development principles and objectives set out in this framework document.	



Site Photographs



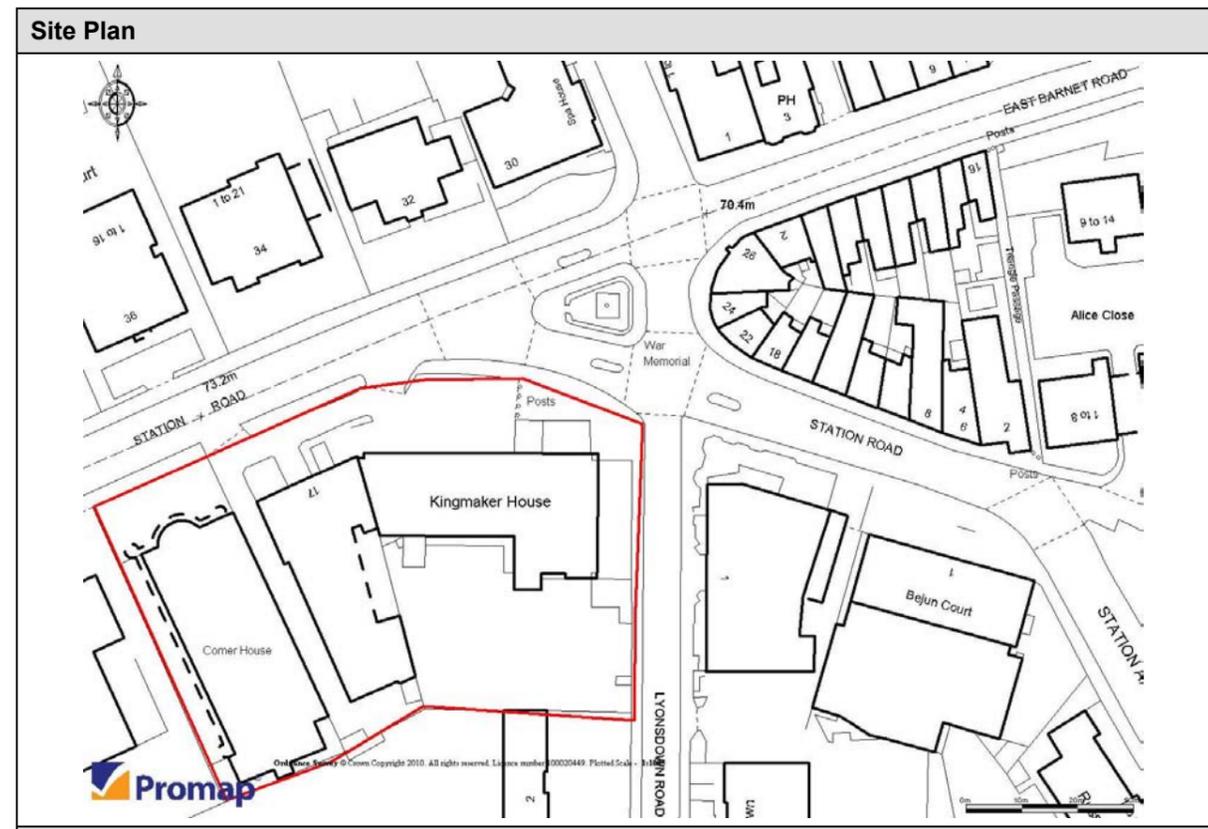
Site Ref.	Site 7	
Address	Station Approach towers	
Area	0.24ha	
Site Description	Existing Development and Uses	Residential and offices
	Key Constraints	- None identified
Planning Position	- Edge-of-centre	
Development Principles	Layout	- Refurbishment of existing buildings - New buildings to front Station Approach
	Landuses	- Mix of acceptable uses would include residential, office and community uses.
	Scale/ quantum	- Appropriate scale to reflect surrounding suburban context.
	Vehicular Access	- Vehicle access to be provided from Station Approach
Delivery	The Council will expect development to come forward either through a single planning application or as separate applications that reflect the existing patterns of land ownership. Development should reflect the development principles and objectives set out in this framework document.	



Site Photographs



Site Ref.		Site 8
Address		Station Road towers
Area		0.51ha
Site Description	Existing Development and Uses	Residential and Offices
	Key Constraints	- None identified
Planning Position		- Edge-of-centre
Development Principles	Layout	- New buildings to front Station Road - Potential for refurbishment of existing buildings
	Landuses	- Mix of acceptable uses would include residential, office and community uses.
	Scale/ quantum	- Appropriate scale to reflect surrounding suburban context.
	Vehicular Access	- Vehicle access to be provided from Station Road
Delivery		The Council will expect development to come forward either through a single planning application or as separate applications that reflect the existing patterns of land ownership. Development should reflect the development principles and objectives set out in this framework document.



Site Photographs



9. Delivery/Implementation

9.1 Table 9.1, below, sets out mechanisms for the delivery of the Framework proposals:

Table 9.1 Delivery Strategy

Proposal	Delivery Body/Organisation	Funding Mechanism	Indicative Phasing/Timescales
Redevelopment of Site 1 – Former East Barnet Gas Works site (to include new public square)	Private sector landowners/developers to prepare and implement proposals	Private sector landowners/developers	By 2016
Redevelopment of Site 2 – Former Optex site and surrounding land (to include new public square on East Barnet Road) (likely to come forward in phases)	Local authority to provide support to landowners to help facilitate collaborative agreements.		By 2016
Redevelopment of Site 3 – New Barnet Sainsbury's			By 2016
Redevelopment of Site 4 – Site at corner of East Barnet Road and Victoria Road			By 2016
Redevelopment of Site 5 – Fayers Building Yard			By 2016
Redevelopment of Site 6 – Approach Road			By 2016
Redevelopment of Site 7 – Station Approach Towers			By 2021
Redevelopment of Site 8 – Station Road Towers			By 2021
Town centre public realm enhancements (including streetscaping works, improvements to pedestrian connections, wayfinding initiative etc)			Local authority to prepare and implement detailed proposals in close consultation with local traders, landlords and residents (potentially through the establishment of a Business Improvement District (BID) or other local traders initiative).
Shop front improvement initiative	Local traders and landlords to implement improvements in line with local authority guidance and input from local residents. Co-ordinated through the establishment of a Business Improvement District (BID) or other local traders initiative) and supported by the local authority.	Contributions from landlords and traders	By 2016
Improvements to Victoria Recreation Ground	Local authority to prepare and implement detailed proposals in close consultation with local residents.	Pooled s.106 contributions from new developments.	By 2016
Improvements to bus stops on East Barnet Road and railway station	Local authority to prepare and implement detailed proposals in close consultation with local residents, TFL and Network Rail.	Pooled s.106 contributions from new developments.	By 2016
Highway works to improve key junctions and carriageway on East Barnet Road	Local authority and/or private sector landowners/developers to prepare and implement proposals	Pooled s.106 contributions from new developments.	By 2016

Monitoring

9.2 The local authority will monitor the implementation of the Framework having regard to the timescale targets set out in Table 9.1, above.