

4

The Corridors
of Change

4. The Corridors of Change

This chapter contains policies that focus on:

- Objective 1 of the AAP – to provide a coherent spatial development framework to guide and deliver growth;
- Objective 2 of the AAP – identify and promote specific opportunities for new mixed use and residential development;
- Objective 4 of the AAP – to ensure the coordination of other infrastructure requirements;
- Objective 9 of the AAP – to provide a clear and robust framework for planning decisions; and
- Objective 10 of the AAP – to provide an attractive and safe environment.

The area-wide Spatial Plan (Figure 2.1) is a visual representation of the vision for Colindale and identifies the four main opportunity areas, the Corridors of Change – which are focussed around Colindale Avenue, Aerodrome Road, Edgware Road and Grahame Park Way. This section contains a specific vision and policy for each Corridor of Change, along with the priorities for developer contributions and infrastructure investment for each area.



Sports facilities with Runway Close and Beaufort Park in the background (top) and Colindale Avenue looking north (bottom)



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Figure 4.1 The Corridors of Change

4a. Colindale Avenue Corridor of Change

4.1. Introduction

4.1.1. Colindale Avenue currently acts as the main route in and out of Colindale and is lined on both sides by predominantly two and three storey residential buildings with a mix of other uses including shops, workspace and public houses. The British Library Newspaper archive building enjoys an elevated position on Colindale Avenue close to the underground station and is an imposing building of 3-5 storeys. Colindale Underground station is situated on Colindale Avenue on the ground floor of part of Station House, a 1960s 5-storey office building. The former Colindale Hospital site with its Grade II listed administration building is located to the west (rear) of the Underground station.

4.1.2. Colindale Avenue connects with Edgware Road to the south-west, although there is no direct visual link between Colindale Underground Station and this key arterial route. To the north-east beyond the open cutting of the Underground line, Colindale Avenue joins a large roundabout which provides access to Aerodrome Road and Grahame Park Way. Middlesex University student accommodation (Platt Hall) is currently located immediately to the east of the roundabout and comprises predominantly three-storey buildings along with a Grade II listed former Officers Mess building which formed part of RAF Hendon.

4.1.3. A number of companies and organisations are located within the Colindale Avenue Corridor of Change and provide a significant amount of employment in the area. These include the Health Protection Agency which is a key employer in the area, as is the NHS Blood and Transplant Service which has land safeguarded within the Colindale Hospital site for expansion if required. The Colindale Business Centre is also located within this area and is subject to redevelopment in the interests of comprehensive and well designed redevelopment of the south side of Colindale Avenue.

4.1.4. There are a number of development sites along Colindale Avenue within close proximity to the Underground Station and a number of bus routes. The sites currently identified as potential development sites are:

- Colindale Hospital site (including Colindale Avenue frontage)
- British Library site
- Brent Works site
- Peel Centre West
- Part of Middlesex University student accommodation site

4.2. Vision for Colindale Avenue Corridor of change

Colindale Avenue will be the vibrant heart and gateway to the area and become a sustainable, mixed-use neighbourhood centre anchored by a new, high quality public transport interchange with pedestrian piazzas on both sides of the street. A high quality, urban environment will serve a higher density population, well connected to Central London via Colindale Underground Station and good quality local bus services serving its more immediate hinterland.



Station House (top left), Colindale Hospital Administration Building (top right), Colindale Avenue looking north (bottom left) and south (bottom right)

Policy 4.1 Colindale Avenue Corridor of Change

To achieve the vision for Colindale Avenue Corridor of Change, development will be expected to:

- a) Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;
- b) Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses;
- c) Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs;
- d) Improve the quality of and access to Montrose Park;
- e) Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha;
- f) Support the provision of primary health care facilities to serve a growing local population;
- g) Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre;
- h) Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards;
- i) Provide a package of transport improvements, in accordance with Policy 3.1, to create a more connected and legible Colindale and manage levels of congestion;
- j) Support the relocation of Barnet College to a new purpose built building close to Colindale Station;
- k) Support the relocation of Middlesex University student accommodation; and
- l) Improve the quality of the Silk Stream environment, to direct development away from flood risk areas, reduce the impact of flooding and minimise the potential for flooding.

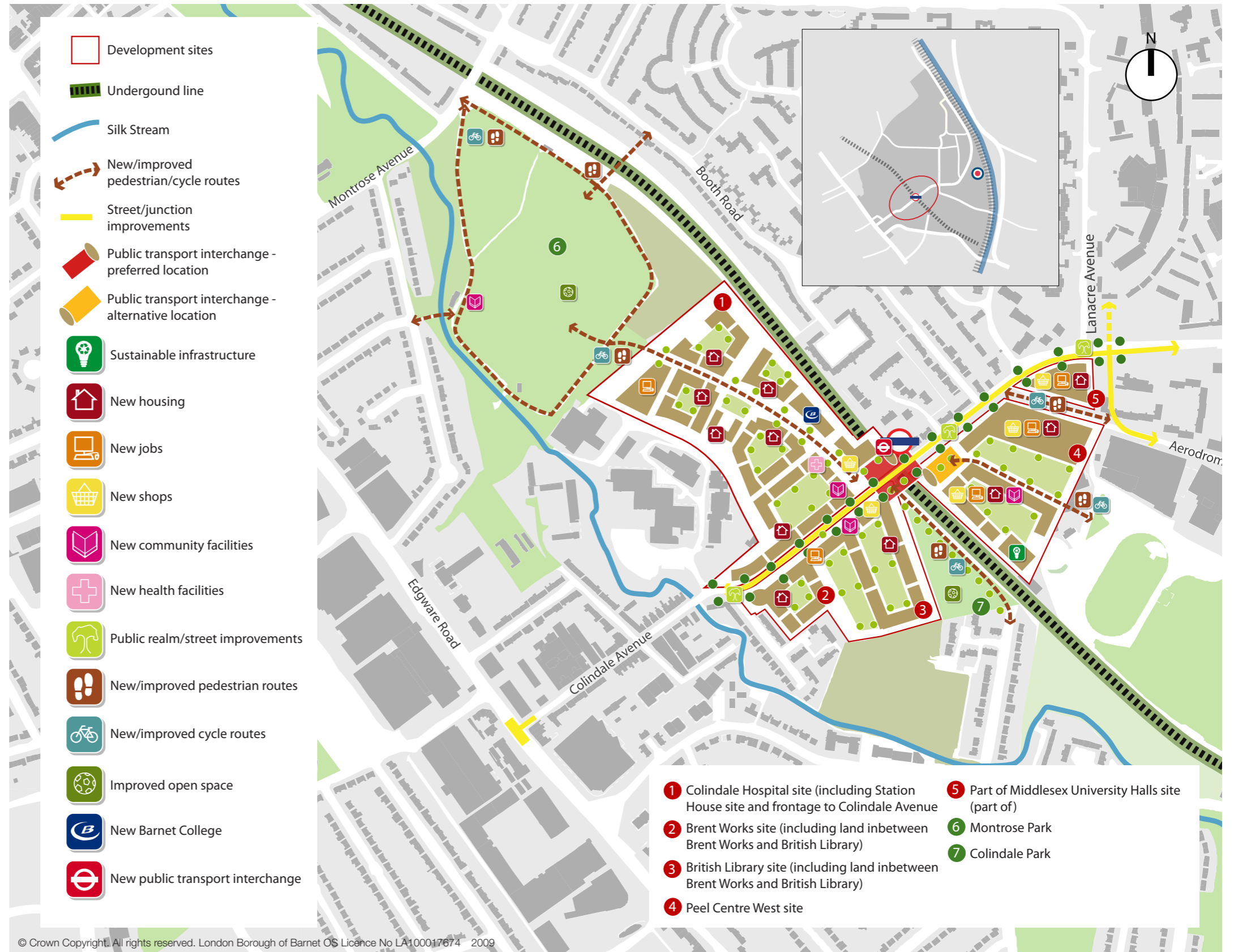


Figure 4.2 Colindale Avenue Corridor of Change Spatial Plan

Policy Explanation

4.2.1. The requirements of Policy 4.1 are explained in more detail as follows:

- a) Develop a dynamic new public transport interchange and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;**

A new public transport interchange around Colindale Underground Station is provided which is capable of handling the expected increase in patronage, is accessible to all users and incorporates pedestrian piazzas on both sides of the street. Discussions have taken place with regard to the relocation of the interchange to the south of the Peel Centre West site. Whilst the AAP promotes the interchange at its current location, it retains the flexibility to relocate the interchange if this becomes a more desirable and deliverable proposition in the future. Land within the Colindale Hospital/Station House site, British Library site and Peel Centre West site will contribute to the establishment of the public transport interchange. The height of buildings around the piazzas should be proportionate to the size of the spaces to provide a good degree of enclosure and definition.

- b) Provide a sustainable mix of uses to create a new, vibrant neighbourhood centre for Colindale, with a range of retail and commercial provision, education, health and other community uses**

Colindale Avenue will become a new neighbourhood centre for the Colindale community. The AAP supports and promotes a range of uses for this new centre for Colindale to create a successful, vibrant, attractive and easily accessible and identifiable new 'heart'. This will include retail, leisure, commercial, education, health and other community facilities including those for both young and older people.

- c) Provide a sustainable and walkable neighbourhood centre including convenience food store provision of up to 2,500sqm supported by a range of associated shops and services to meet local needs**

To complement the retail uses planned at the southern end of Grahame Park Estate, those in Beaufort Park and existing provision in the wider area, a new convenience store of up to 2,500 sqm (or multiple stores where the combined floor area does not exceed 2,500 sqm) and additional associated retail and other commercial floorspace will ensure that the retail needs of the new population in the area will be appropriately and proportionately met without harming the health of existing nearby centres already serving the

area. This new neighbourhood centre will benefit existing and new residents by providing a walkable, accessible and appropriately sized neighbourhood centre.

- d) Improve the quality of and access to Montrose Park**

Montrose Park is an important and attractive public open space within Colindale, adjoining Burnt Oak and in close proximity to the development sites within the Colindale Avenue Corridor of Change. Improved access to the park and a higher quality of services and facilities within the park will be important to ensure existing and new residents in the area have access to good quality, public open space. The Council considers that Montrose Park has a significant role to play in improving the facilities for local young people. The quality of Montrose Park open space should be improved to provide new and improved playing facilities for all ages. The vacant pavilion could be used as a new community facility.

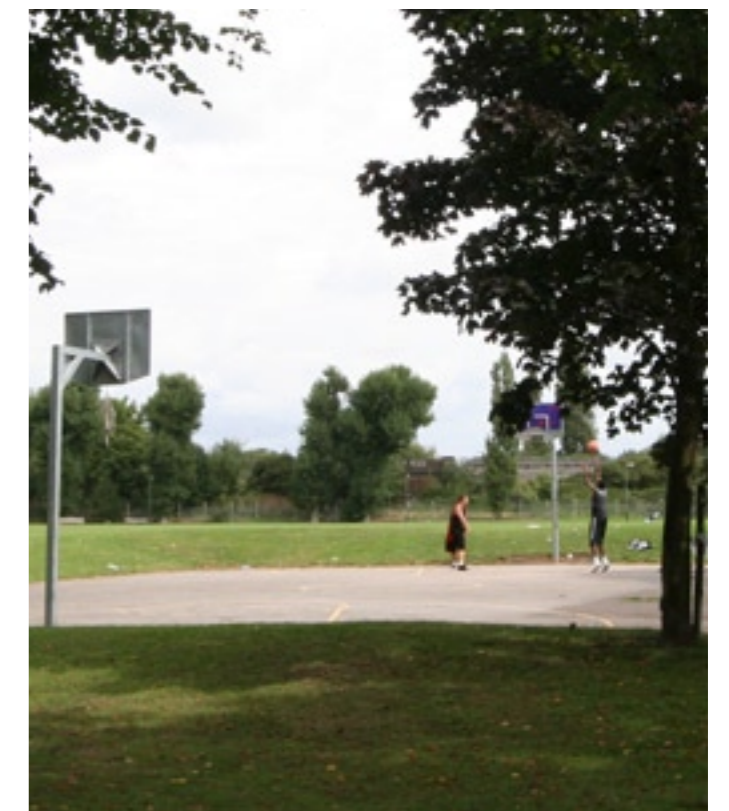
- e) Provide a new focus of sustainable higher density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dw/ha**

The Colindale AAP promotes this area for a new transport interchange and new centre based around Colindale Underground Station. It has the highest PTAL rating within the study area, excluding Edgware Road. As such, it is seen as the most appropriate area to develop sustainable, higher density living close to local amenities and public transport links to make the most efficient use of brownfield sites and help deliver the growth identified within the London Plan.

Buildings fronting Colindale Avenue should be around six storeys high to reflect the importance of the route. However, buildings must respect and be sensitive to existing buildings along this route. Taller buildings will be supported closer to the public transport interchange and on corners which aid legibility and will be required to meet strict tests on environmental impact and design.

- f) Support the provision of primary health care facilities to serve a growing local population**

The need for enhanced and expanded primary health care services will be significant in Colindale. Colindale Avenue is the most accessible location within the AAP area and is therefore an appropriate location for new health facilities, along with complementary uses such as a pharmacy and other health facilities already planned in the east of Colindale. In partnership with Barnet PCT, the Council are currently preparing a related Supplementary Planning Document which will provide additional guidance on developer contributions in the borough.



Montrose Park: A path alongside mature trees (top left), the pavilion building (top right), rugby pitch (bottom left) and basketball court (bottom right)

g) Provide safe, direct, legible and attractive pedestrian and cycle routes to and from the centre

The need for new pedestrian and cycle routes have been identified within this area of change, including links from the Colindale Hospital site to Montrose Park and from the new transport interchange to the Peel Centre West site and beyond to the Peel Centre East site.

h) Transform Colindale Avenue into an elegant, high quality urban route, attractively landscaped and lined by buildings of the highest architectural standards

The AAP aims to transform Colindale Avenue into a high quality, tree-lined street or 'boulevard' which caters for both vehicular traffic movement and pedestrians and cyclists and is well overlooked and enclosed by new and existing buildings. The street will be widened to provide wider pavements, improved bus stopping facilities and improved vehicular carriageways and integrated cycle facilities. All development sites on the south side of Colindale Avenue will be required to safeguard 3-4m on their frontages to achieve this.

Ground floor, non-residential units along Colindale Avenue should be designed flexibly to accommodate a range of uses in the future, including community, leisure and commercial uses to ensure a vibrant street frontage.

i) Provide a package of transport improvements to create a more connected and legible Colindale and manage levels of congestion

Colindale currently suffers from poor connectivity and a relatively high level of traffic congestion. Traffic modelling has shown that improvements and additions are required to the highway network to accommodate the new growth planned. The package of transport measures will include improvements to public transport provision including local bus services, improvements to key junctions in the area and the provision of new links. These will combine to ensure additional movements generated by new development can be satisfactorily managed.

j) Support the relocation of Barnet College to a new purpose built building close to Colindale Station

The relocation of Barnet College to a location within Colindale Avenue Corridor of Change is a key objective for this area and will contribute significantly to the establishment of a new vibrant neighbourhood centre. The AAP supports and promotes the relocation of Barnet College to a new purpose built building on or close to the Colindale Hospital site. Its delivery is well advanced with a strong partnership between the College and Fairview New Homes.

k) Support the relocation of Middlesex University student accommodation

The Colindale AAP supports and promotes the relocation and development of student accommodation for Middlesex University in the form of a new student village comprising of approximately 1000 rooms. It is considered that the most appropriate location for the new student village is within the Aerodrome Road Corridor of Change and specifically on the Peel Centre East site which would give easy access via foot or bus along Aerodrome Road and Greyhound Hill to the University's campus at Hendon, and would enable their current site to be developed for a mixed-use housing-led scheme. If relocation within the Aerodrome Road Corridor of Change is not a feasible or deliverable option, the AAP also supports redevelopment of the University's existing site for a new student village. If the existing site is redeveloped for student accommodation, some active retail or commercial uses should be provided at ground floor level.

l) Improve the quality of the Silk Stream environment, to direct development away from flood risk areas, reduce the impact of flooding and minimise the potential for flooding

The Silk Stream, which flows within part of the Colindale Avenue Corridor of Change, has been identified as a flood risk by the Environment Agency. A number of the identified development sites within this area are within close proximity to the existing flood zones and as such site specific flood risk assessments will need to consider a detailed topographical assessment and comparison of flood levels with proposed finished floor levels in order to minimise the potential for flooding. See chapter 6 for more guidance on water management.



4.3. Priorities for developer contributions and infrastructure investment

4.3.1. There are a number of priorities which apply across the whole of the Colindale area in accordance with Barnet's local planning policy and the policy contained within the London Plan. Such priorities include contributions to transport improvement, affordable housing, education and health. The particular priorities for this Corridor of Change are:

1. Radically improved public transport interchange and pedestrian piazzas;
2. Providing a package of transport improvements to increase connectivity and permeability;
3. Providing for sustainable infrastructure including an energy centre;
4. Providing for improvements to Colindale Avenue, public realm and highway; and
5. Providing for community facilities within the new neighbourhood centre.

4.4. Delivering development in Colindale Avenue Corridor of Change

4.4.1. Key stakeholders in the Colindale Avenue Corridor of Change include:

- Fairview New Homes – owners of the Colindale Hospital site and Brent works site.
- TfL – owners of the Colindale tube station and adjacent car park
- Barnet College – owners of the Barnet College site and seeking to relocate Barnet College to the Colindale Hospital site
- British Library – owners of the newspaper storage facility site
- Metropolitan Police – owners of the Peel Centre West site
- Middlesex University – owners of the student accommodation site
- London Borough of Barnet – owners of Montrose Park

4.4.2. The process of delivering development within Colindale Avenue Corridor of Change has already started:

- The application for the demolition of the curtilage buildings to the Listed former Colindale Hospital Administration building was approved in December 2008;
- Planning permission was granted in November 2009 to Fairview New Homes for the redevelopment of the former

Colindale Hospital site to erect 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2/A3/B1) and site management office (Use Class D1/B1).

- Planning permission was granted at the same time for the demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel (8965sqm) together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm. This scheme will deliver alterations to the Colindale underground station building and a new public square and a transport interchange with bus stops, cycle parking, passenger drop off facilities and a possible taxi rank;
- On the 12th November 2009 the Council resolved to grant planning permission to Fairview New Homes for the redevelopment of the Brent Works site to build 104 residential units and 3 commercial units (Use Class A2/B1/D1) within three blocks of part 3, part 4 storeys, together with associated site accesses, car parking, open space and landscaping;
- Having agreed on the relocation of Barnet College to the Colindale Hospital site, Barnet College and Fairview New Homes have now worked in close partnership for several years. At the time of the submission of the AAP (August, 2009), a conditional contract between the parties was close to Exchange. The College submitted its application for a substantial Learning and Skills Council (LSC) grant towards the cost of its relocation in July, 2008. Due to the LSC's much-publicised capital overspend, which first emerged in late December 2008, and whose effects are still being felt throughout the Further Education (FE) sector, the College's application is among many which have not been funded in the current spending round. Despite this setback, the College welcomes the LSC's commitment to help colleges explore private finance and other funding options such as local authority collaboration. The College has also given its strong support to the establishment of an Association of Colleges working group which has been tasked with investigating alternative sources of finance and which is due to report in autumn 2009. Barnet College remains both convinced about the case for relocation and committed to its long-standing plan to move its western provision from Grahame Park Way to the site of the former Colindale Hospital;

- Middlesex University are committed to the development of a new 1000 bed student village and the redevelopment of their current site for mixed use residential-led development;
- The British Library has secured Government funding to facilitate a phased move to Boston Spa and St Pancras. They are currently preparing to vacate their Colindale site by around 2012 to enable redevelopment for mixed use housing-led development;
- £2.25 million of Government Growth Area Funding (GAF) has been secured and allocated to Colindale for improvements to transport infrastructure and leverage for other TfL and private sector funding. Possible projects which could benefit from this funding within the Colindale Avenue Corridor of Change include widening the bridge on Colindale Avenue, widening Colindale Avenue, Colindale Avenue/A5 junction improvements and improvements to Montrose Park.

4.4.3. The monitoring frameworks in Chapters 3, 5,6 and 7 identify the key indicators and targets to be monitored for Colindale Avenue Corridor of Change. In addition to the housing and job targets identified in Chapter 7, key elements proposed in Colindale Avenue Corridor of Change which will be monitored are:

- New public transport interchange;
- Improvements to Montrose Park;
- The widening of Colindale Avenue, the removal of Colindale Avenue Roundabout and improvements to the Colindale Avenue/A5 junction;
- Densities not to exceed 150 dw/ha.



4b. Aerodrome Road Corridor of Change

4.5. Introduction

4.5.1. Aerodrome Road is one of the main routes into and out of Colindale and the area surrounding this important route is currently undergoing large scale change and significant improvements. Immediately to the north of Aerodrome Road is Beaufort Park, a large development with planning consent for 3,000 residential units along with a mix of other uses including retail and office. Within Beaufort Park is a Grade 2 listed former RAF Watchtower, which has planning permission to relocate to the RAF Museum. To the south of Aerodrome Road is the Metropolitan Police Peel Centre training campus which comprises a wide range of accommodation of mixed age and condition including three redundant tower blocks of up to 18 storeys previously used to house staff but no longer of a sufficient standard, a number of important Metropolitan Police technical buildings and some more traditional housing. The site also contains significant open space comprising of a number of football pitches and a running track. The whole Peel Centre site will be subject to significant redevelopment proposals in the medium-long term as the Metropolitan Police rationalise their facilities on the site.

4.5.2. Major improvements have been made to the railway bridges that cross over Aerodrome Road to unlock Colindale and provide a new public transport gateway from Hendon and the east of Barnet. These improvements now enable full height buses to use Aerodrome Road for the first time. This significantly improves the opportunity for public transport provision and increased connectivity to surrounding areas, particularly the Middlesex University campus at The Boroughs in Hendon. Improvements are also being made to the junction of Aerodrome Road and the A41.

4.5.3. The sites within this area with planning permission are:

- Beaufort Park

The sites currently identified as potential development sites within this area are:

- Peel Centre East
- Farrow House, Colindeep Lane
- Land in between railway lines
- Part of Middlesex University student accommodation site

The key sites will bring forward significant new housing to contribute to the strategic 10,000 homes target and provide a long-term base for operations, training and employment for the Metropolitan Police Training Academy and other Metropolitan Police facilities.

4.6. Vision for Aerodrome Road Corridor of Change

Aerodrome Road Corridor of Change will bring forward the single largest and most significant phase of growth in Colindale and will transform the suburb. It will become a focus for sustainable living, learning and working in a high quality landscaped environment, forging new connections with the surrounding area to create a new eastern movement gateway into Colindale and connect to the new public transport interchange and Beaufort Park.



Aerodrome Bridges (top left) Peel Centre East site (top right) Beaufort Park (bottom left) Building on Peel Centre to be retained (bottom right)

Policy 4.2 Aerodrome Road Corridor of Change

To deliver the single largest phase of the AAP and to achieve the vision for Aerodrome Road Corridor of Change, development will be expected to:

- a) Provide high quality safe, direct and legible routes to Colindale interchange and the surrounding areas, particularly Beaufort Park;
- b) Provide a good mix of dwelling types and sizes and make a significant contribution to the overall housing targets at densities ranging from 120dph to 150dph depending on accessibility and proximity to the improved public transport interchange;
- c) Provide a high quality, well defined, overlooked and safe park of approximately 5ha with significant publicly accessible sports and leisure facilities – ‘Aerodrome Park’;
- d) Provide a new vehicular connection from Aerodrome Road to Colindeep Lane utilising the existing access underneath the Northern Line bridge;
- e) Support new commercial uses along Aerodrome Road incorporating the consolidation and redevelopment of the Metropolitan Police Peel Centre to provide new modern police training facilities;
- f) Provide the safeguarded opportunity for a new primary school and other educational and training facilities;
- g) Provide the opportunity for landowners to work in partnership to facilitate the early delivery of a new student village for Middlesex University;
- h) Support the sensitive relocation of the RAF Watchtower to the RAF Museum site and enhance its future use and public access for cultural and education purposes; and
- i) Support the re-use of the former Officers Mess building and improve its setting and prominence as a listed building.

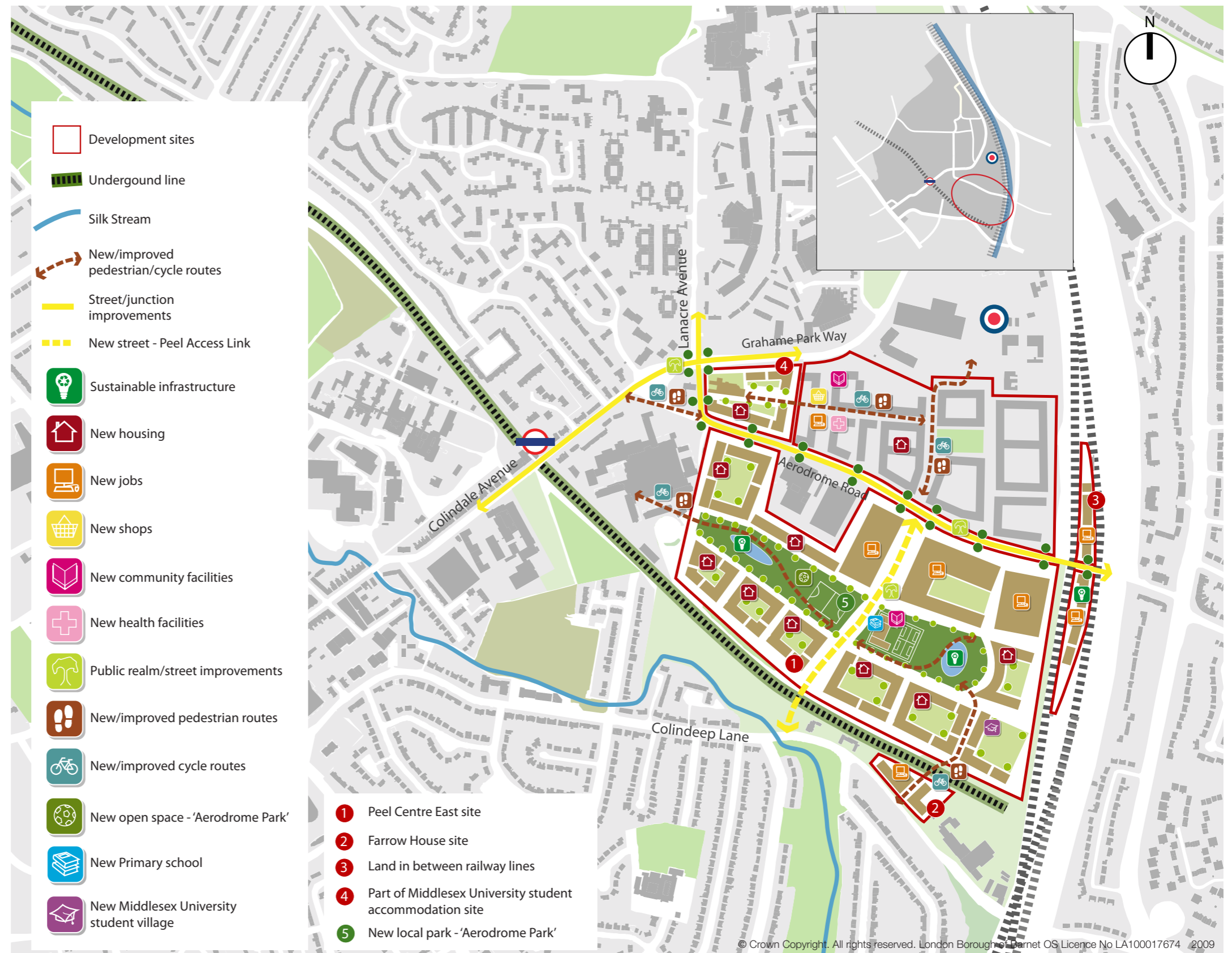


Figure 4.3 Aerodrome Road Corridor of Change Spatial Plan

Policy Explanation

4.6.1. The requirements of Policy 4.2 are explained in more detail as follows:

- a) **Provide high quality safe, direct and legible routes to Colindale interchange and the surrounding areas, particularly Beaufort Park.**

The AAP, as identified in both the spatial plan and illustrative masterplan, promotes safe, direct, legible and attractive pedestrian and cycle routes to and from this area to provide a sustainable, healthy and safe way to access a new range of local services, community facilities, public transport facilities and public open space, particularly those at Beaufort Park and those proposed at Colindale Avenue.

- b) **Provide a good mix of dwelling types and sizes and to make a significant contribution to the overall housing targets at densities ranging from 120dph to 150dph depending on accessibility and proximity to the improved public transport interchange and to secure the next large phase of housing provision.**

The AAP supports and promotes a good mix of dwelling types and sizes which will make a significant contribution to the housing targets contained within the London Plan. In line with other policies in the AAP and the policies contained in the London Plan, densities from 120dph to 150dph are appropriate in this location depending on accessibility and links to public transport provision along Aerodrome Road and the new public transport interchange. Densities of 150 dwellings per hectare will only be acceptable in locations close to public transport facilities.

- c) **Provide a high quality well defined, overlooked and safe park of approximately 5ha with publicly accessible sports and leisure facilities – ‘Aerodrome Park’.**

The AAP incorporates a new, large public park within the Peel Centre East site to provide high quality, well-landscaped new open space for existing and new residents. The park will be safe, well defined and overlooked by new buildings, provide the opportunity for significant publicly accessible sports and leisure facilities and contain a number of children's play facilities. The park may also contain other elements such as swale ponds and allotments to help deliver exemplary levels of sustainability in Colindale. The design of the park will be subject to further more detailed work as the Peel Centre East site comes forward but, given the relatively low lying ground, the park will play an important role in the surface water and flood management of the area as a whole.

New buildings should help define the park and provide a good degree of active frontage and natural surveillance to create a safe and welcoming environment. Buildings should be around four storeys to provide a good degree of definition and enclosure, creating a ‘central city park’ character.

- d) **Provide a new vehicular connection from Aerodrome Road to Colindeep Lane utilising the existing access underneath the Northern Line bridge.**

Colindale currently suffers from poor connectivity with a very limited number of through routes serving the area. Traffic modelling has shown that improvements and additions are required to the highway network to accommodate the new growth identified within the London Plan. As such, the AAP incorporates a new vehicular street connecting Aerodrome Road to Colindeep Lane which utilises an existing bridge underneath the Underground railway lines. This route will provide much needed pedestrian and cycle links to Colindeep Lane and beyond. The capacity for the route to accommodate buses is likely to be severely restricted by the dimensions of the arches themselves. However, a vehicular route here will play an important role, in tandem with other transport infrastructure improvements, in the management of the additional traffic generated by the developments coming forward within the AAP area.

- e) **Support new commercial uses along Aerodrome Road incorporating the consolidation and redevelopment of the Metropolitan Police Peel Centre to provide new modern police training facilities.**

The Metropolitan Police are currently looking to redevelop and consolidate their current facilities within the Peel Centre to provide new modern facilities whilst making the remaining land available for new development. The AAP supports and promotes this redevelopment to provide new facilities for the Metropolitan Police within the Peel Centre East site and identifies a considerable amount of land for new development to help achieve the growth targets identified in the London Plan.

Buildings on the Peel Centre East site fronting Aerodrome Road should be at least four storeys high to reflect the importance of the route as one of the main routes in and out of Colindale. Ground floor non-residential units along Aerodrome Road should be designed with flexibility to accommodate a range of uses and unit sizes in the future, including community, leisure and commercial uses.



f) Provide the safeguarded opportunity for a new primary school and other educational and training facilities.

In view of the amount of development proposed in Colindale, it is considered that a new primary school will be required in the longer term in addition to the school identified on the existing Barnet College site. The most appropriate location for such a facility is the Peel Centre East site given the amount of land in this location and its proximity to the majority of new housing that will come forward in this area. Should it be demonstrated that this primary school capacity is required, financial contributions will be sought for it from all appropriate development proposals coming forward in accordance with Policy 8.3.

g) Provide the opportunity for landowners to work in partnership to facilitate the early delivery of a new student village for Middlesex University.

Following the desire for Middlesex University to expand their current student accommodation within Colindale and provide a new 1000 bed student village, a number of discussions have already taken place between Middlesex University and landowners within the area with regard to the potential relocation of student accommodation. These discussions are continuing and it is hoped that a new student village can be provided within the Peel Centre East site. The AAP therefore supports and promotes the relocation and development of a new student village on the Peel Centre East site, but also supports the redevelopment of the existing halls of residence site for new student accommodation if required, as part of a higher density mixed use development given the site's central location within Colindale.

h) Support the sensitive relocation of the RAF Watchtower to the RAF Museum site and enhance its future use and public access for cultural and education purpose.

The RAF Watchtower is currently located in Beaufort Park and is surrounded by large scale development. The Watchtower is currently vacant and is in a relatively poor state of repair. Planning permission and listed building permission have recently been granted for the relocation of the Watchtower to the RAF Museum.

i) Support the re-use of the former Officers Mess building and improve its setting and prominence as a listed building.

The former Officers Mess building is currently used for student accommodation by Middlesex University as part of the Platt Hall complex. The relocation and provision of new student accommodation on the Peel Centre East site creates the opportunity to improve the setting and prominence of the Officers

Mess building within Colindale. The AAP proposes (Policy 3.1) to replace the Grahame Park Way roundabout with a new, more suitable and pedestrian friendly traffic junction between Colindale Avenue, Aerodrome Road, Lanacre Avenue and Grahame Park Way. This new junction would split the Middlesex University site in two, but would offer a more prominent position for the Listed Building to improve its setting.

4.7. Priorities for developer contributions and infrastructure investment

4.7.1. There are a number of priorities which apply across the whole of the Colindale area in accordance with Barnet's UDP and supporting SPD and the emerging LDF policy framework. Such priorities include contributions to transport improvement, affordable housing, education and health. The particular priorities for this Corridor of Change are:

1. Provide for a new, high quality, mixed and varied public park – Aerodrome Park;
2. A new primary school on the Peel Centre East site;
3. Improve local bus services and facilities;
4. Provide transport and access improvements including the Peel Access Road;
5. Support Aerodrome Road/A41 road improvements;
6. Significant public realm improvements, particularly to Aerodrome Road and the new junction of Aerodrome Road, Colindale Avenue, Lanacre Avenue and Grahame Park Way.

4.8. Delivering development in Aerodrome Road Corridor of Change

4.8.1. Key stakeholders in the Aerodrome Road Corridor of Change include:

- Metropolitan Police – owners of the Peel Centre East and Farrow House sites;
- Middlesex University – owners of the student accommodation site and have a desire to relocate to new site within Aerodrome Road Corridor of Change;
- St George – owners of, and currently developing, Beaufort Park;
- Network Rail – owners of land in between railway lines; and
- TfL – the need to provide new bus provision along Aerodrome Road

4.8.2. The process of delivering development within Aerodrome Road Corridor of Change has already started:

- Aerodrome Road bridges replacement project is nearing completion and has been funded by Growth Area Funding (£7 million), London Development Agency (£2 million) and S106 developer contributions from St. George and Choices for Grahame Park. A further £3 million will assist in lowering the road to enable double-decker bus access and a new 'east-west' gateway corridor into Colindale.
- The Metropolitan Police have started to consider their plans to rationalise the Peel Centre training facility and are in the process of commissioning planning and design consultants to take forward their proposals;
- Middlesex University are committed to the development of a new 1000 bed student village in Aerodrome Road Corridor of Change and are currently in discussions with a number of landowners in Colindale;
- £3 million of GAF funding has been secured for further improvements to transport infrastructure in Colindale and some of this money could be spent in Aerodrome Road Corridor of Change; and
- St George has received planning permission to relocate the RAF Watchtower to the RAF Museum and build an additional 190 units at Beaufort Park.

4.8.3. The monitoring frameworks in Chapters 3, 5,6 and 7 identify the key indicators and targets to be monitored for Aerodrome Road Corridor of Change. In addition to the housing and job targets identified in Chapter 7, key elements proposed in Aerodrome Road Corridor of Change which will be monitored include:

- A new 5ha park on Peel Centre East site - 'Aerodrome Park';
- A new connection from Aerodrome Road to Colindeep Lane;
- A new student village for Middlesex University;
- Densities of between 120 dw/ha and 150 dw/ha and not to exceed 150 dw/ha.



The new Aerodrome Road bridges being constructed

4c. Edgware Road Corridor of Change

4.9. Introduction

4.9.1. This Corridor of Change falls within the heart of the strategic North West London to Luton Corridor that is identified by the four North West London Borough's of Barnet, Brent, Camden and Harrow and the London Plan.

4.9.2. 4.9.2 Edgware Road (A5) is a busy and important radial route in and out of Central London and, along with the A41, provides the principal point of access to the Colindale area. However, this heavily trafficked thoroughfare suffers from a poor quality environment and fragmented historical development that is unappealing for users, particularly pedestrians and cyclists. Corridors of movement such as Edgware Road play a central role in establishing the image of the area and London as a whole.

4.9.3. The area contains a number of significant existing uses including the 13-storey Merit House office building, a number of retail and food uses such as Asda, Oriental City, Burger King, Kwik-Fit and McDonalds in addition to a retail park and housing. The boundary between the London Borough of Barnet and the London Borough of Brent runs down the middle of the A5 which is a TfL managed (TLRN) road.

4.9.4. The character of this section of the A5 is currently changing with the redevelopment of a number of key sites in both the London Borough's of Barnet and Brent. Such sites include Oriental City and Capitol Way on the Brent side which both have permission for high density mixed use schemes, and a number of sites on the Barnet side which include Green Point and Zenith House, both of which have planning permission for high density mixed use development. There is growing concern about the increasing incremental and opportunistic development rather than well-planned coordinated growth and sustainable development along the A5 corridor. There is the need to coordinate and plan for growth and necessary infrastructure by working with the adjoining Borough's and the GLA family, especially the London Borough of Brent and TfL.

4.9.5. The Council is planning to produce joint urban design/ townscape/tall building guidance with the London Borough of Brent to help provide further guidance for proposals to help achieve the vision for Edgware Road Corridor of Change.

4.9.6. The sites within this area with planning permission are:

- Green Point (LB Barnet)
- Former Kidstop site (LB Barnet)
- Zenith House (LB Barnet)
- Oriental City (LB Brent)
- Capitol Way (LB Brent)

4.9.7. The sites currently identified as potential development sites within this area are:

- McDonalds site (LB Barnet)
- Burger King and D&A site (LB Barnet)
- Merit House (LB Barnet)
- Imperial House* (LB Barnet)
- Kwik Fit site* (LB Barnet)
- Asda site (LB Brent)
- Sarena House (LB Brent)
- Retail Park (LB Brent)

*sites identified following Preferred Options consultation and not subject to traffic modelling.

4.10. Vision for Edgware Road Corridor of Change

The Colindale stretch of Edgware Road will become a thriving mixed-use urban corridor providing a focus for employment, housing and bulky retailing. A coordinated and high quality approach to the public realm will help establish a formal boulevard character befitting this busy and dense urban corridor. The area will provide an improved gateway to the new Colindale centre incorporating tall buildings where appropriate and involving key junction improvements to increase movement capacity and new or improved public transport provision.



Zenith House site (to the right), former Kidstop site (under construction) and junction of A5/Colindale Avenue looking west along Edgware Road



Burger King/D&A site, Merit House (tall office building) looking west along Edgware Road

Policy 4.3 Edgware Road Corridor of Change

To achieve the vision for Edgware Road Corridor of Change, development will be expected to:

- a) Promote and coordinate the redevelopment of sites to provide a mix of uses appropriate to the area, with emphasis given to ensuring lower floors of key sites provide the commercial and community activity required to create a lively, busy and thriving place;
- b) Promote upper floors of key sites for high quality, high density residential accommodation to a density level of up to 200dph incorporating noise mitigation measures;
- c) Ensure major sites contribute to the creation of a coordinated new, tree-lined urban boulevard environment along this part of Edgware Road incorporating a high quality clutter-free public realm;
- d) Provide high quality, attractive, safe and legible pedestrian and cycle routes to and from surrounding areas and along Edgware Road itself;
- e) Improve public transport services and priority together with appropriate vehicular capacity along Edgware Road and particularly the junction with Colindale Avenue; and
- f) Continue to work closely with the London Borough of Brent and TfL on ensuring the coordinated management and implementation of the range of development and transport improvements and other infrastructure necessary to support the area's sustainable growth.

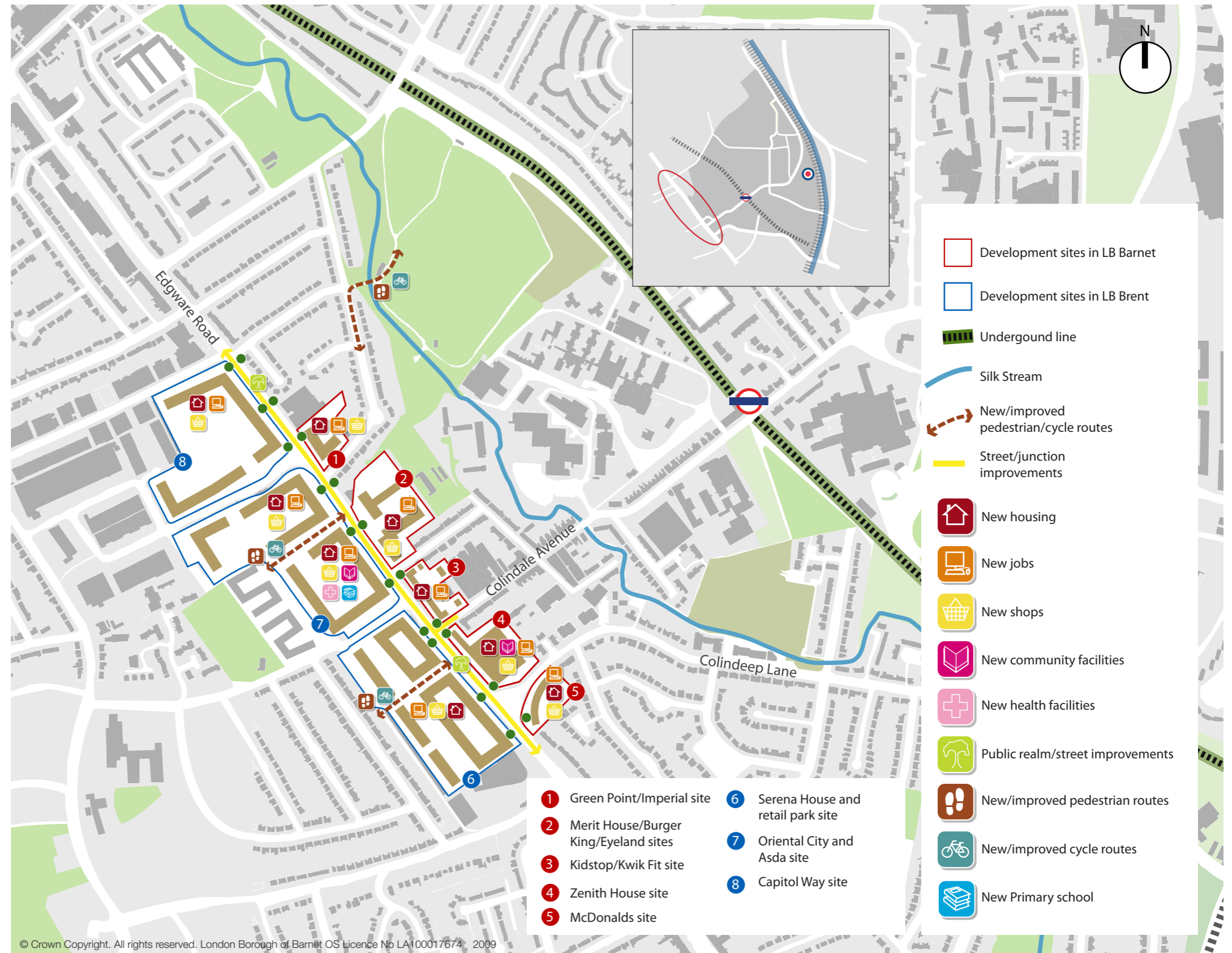


Figure 4.4 Edgware Road Corridor of Change Spatial Plan

Policy Explanation

4.10.1. The requirements of Policy 4.3 are explained in more detail as follows:

- a) **Promote and coordinate the redevelopment of sites to provide a mix of uses appropriate to the area, with emphasis given to ensuring lower floors of key sites provide the commercial and community activity required to create a lively, busy and thriving place.**

Both the London Boroughs of Barnet and Brent have identified a number of sites fronting Edgware Road which are suitable for sustainable mixed use redevelopment. The Colindale AAP supports and promotes these sites to help create a vibrant, successful area and a distinct place which is attractive to a wide range of users, rather than just a vehicular route. In doing so, the Edgware Road Corridor of Change will make a significant contribution to the ongoing joint work with the London Boroughs of Brent, Camden, Harrow and GLA on the North West London-Luton Corridor. Ground floor units along Edgware Road should be designed flexibly to accommodate a range of uses in the future, including community, retail and commercial uses.

- b) **Promote upper floors of key sites for high quality, high density residential accommodation to a density level of up to 200dph incorporating noise mitigation measures.**

A number of sites have recently received planning permission along Edgware Road for mixed use redevelopment incorporating a significant amount of residential development at a density of up to 200dph. The Colindale AAP recognises that this density is appropriate considering the close proximity to a range of services and good public transport accessibility (local PTAL levels are at their highest along Edgware Road), and therefore promotes and supports the principle of housing-led, mixed use redevelopment at this density.

Taller buildings of outstanding design and environmental performance will only be acceptable in prominent and suitable locations along Edgware Road. The height of buildings should respect the height of nearby existing buildings, particularly the nearby two-storey dwellings, and those already granted planning permission. Schemes proposed should have regard to CABEs Guidance on Tall Buildings (July 2007).

- c) **Ensure major sites contribute to the creation of a coordinated new, tree-lined urban boulevard environment along this part of Edgware Road.**

The quality of the public realm is crucial to create vibrant, successful places in which people want to live, work and visit. The public realm along Edgware Road is of a poor quality and is relatively uninviting for pedestrians and cyclists. Improvement to the environmental quality of this important corridor is therefore necessary in order for the area to be a successful, equitable and sustainable place for all. A formal urban design approach is considered the most appropriate for Edgware Road, with this section becoming a new, tree lined urban boulevard with appropriately scaled and well designed buildings that complement each other in a well thought out urban form. Reference should be made to English Heritage's 'Streets for All' document which sets out underlying principles to reduce clutter, co-ordinate design and reinforce local character.

- d) **Provide high quality attractive, safe and legible pedestrian and cycle routes to and from surrounding areas and along Edgware Road itself.**

The AAP, as identified in the Colindale-wide spatial plan and Edgware Road Corridor of Change spatial plan, promotes safe, direct, legible and attractive pedestrian and cycle routes to, from and along Edgware Road to provide an attractive, sustainable and healthy means to access a range of local services, public transport and existing and new jobs and homes. Large development sites should be broken down to provide routes through for pedestrians and cyclists to increase connectivity and permeability in the area.

- e) **Improve public transport services and priority together with appropriate vehicular capacity along Edgware Road and particularly the junction with Colindale Avenue.**

Edgware Road is a key bus route providing links to nearby interchanges and larger centres. As major schemes come forward on sites along the Edgware Road in both the London Boroughs of Barnet and Brent, it will be important to ensure that corresponding improvements are made to the local bus network to ensure viable and attractive alternatives to the private car are available to new and existing residents.

- f) **Continue to work closely with the London Borough of Brent and TfL on ensuring the coordinated management and implementation of the range of development and transport improvements and other infrastructure necessary to support the area's sustainable growth.**

The emerging Brent Core Strategy and Site Specific Allocations document identify approximate capacity for a further 2,500 homes to 2026 on nearby sites adjacent to Edgware Road. Given the scale of the opportunity for growth, improvement and investment in this area, a coordinated approach to forward planning, community and transport infrastructure, retail planning and public realm and urban design is essential. The London Borough of Barnet is committed to continued joint working with key partners and most particularly the London Borough of Brent and TfL.



4.11. Priorities for developer contributions and coordinated infrastructure investment

4.11.1. There are a number of priorities which apply across the whole of the Colindale area in accordance with Barnet's local planning policy and the policy contained within the London Plan. Such priorities include contributions to transport improvement, affordable housing, education and health. The particular priorities for Edgware Road Corridor of Change are:

1. Provide a co-ordinated approach to public realm improvements including contributing to the boulevard character of this section of Edgware Road;
2. New or improved public transport provision, particularly for buses;
3. Provide attractive, legible and safe pedestrian and cycle routes; and
4. Colindale Avenue/Edgware Road junction improvements.

4.12. Delivering development in Edgware Road Corridor of Change

4.12.1. Key stakeholders in the Edgware Road Corridor of Change include:

- TfL – Edgware Road is a red route;
- Arundel Corp – owners of the McDonalds site;
- London Borough of Brent – responsible for development along Brent side of Edgware Road;
- Owners of Merit House, Burger King/D&A site, Kwik Fit, Imperial House and Green Point; and
- Owners of Zenith House

4.12.2. The process of delivering development within Edgware Road Corridor of Change has already started:

- Planning permission has been granted for the redevelopment of the Zenith House site;
- Planning permission has been granted for the redevelopment of the Green Point site;
- Approximately £3 million of GAF funding has been secured for improvements to transport infrastructure in Colindale, including potential improvements to the Colindale Avenue/Edgware Road junction;
- Regular meetings and on-going dialogue with London Borough of Brent, who support the vision for Edgware Road.

4.12.3. The monitoring frameworks in Chapters 3, 5,6 and 7 identify the key indicators and targets to be monitored for Edgware Road Corridor of Change. In addition to the housing and job targets identified in Chapter 7, key elements proposed in Edgware Road Corridor of Change which will be monitored include:

- New boulevard along Edgware Road;
- Colindale Avenue/A5 and Montrose Avenue/A5 junction improvements;
- Densities not to exceed 200 dw/ha.



4d. Grahame Park Way Corridor of Change

4.13. Introduction

4.13.1. The area around Grahame Park Way is subject to large scale changes with the ongoing comprehensive redevelopment of Grahame Park Estate, resulting in the creation of 3,440 homes (a net increase of 1,663 homes compared to the existing estate), a large amount of open space and a reprovided neighbourhood centre. Adjacent to the Estate is the site of Barnet College which will be subject to redevelopment if the College relocate to a site closer to Colindale Underground station. Grahame Park Way currently acts as a route around Grahame Park Estate, providing access to St. James Secondary School, some community, commercial and industrial units backing on to the railway lines, and the RAF Museum.

4.13.2. The sites within this area with planning permission are:

- Grahame Park Estate (outline planning permission)
- Adastral South (now complete)
- Runway Close (now complete)

The sites currently identified as potential development sites within this area are:

- Barnet College site
- Open land within the RAF Museum complex

4.14. Vision for Grahame Park Way

New development will be fully integrated with and linked to the redevelopment of Grahame Park Estate to create a vibrant, mixed use neighbourhood and further the community regeneration already underway. Redevelopment will also promote the increased use of the RAF Museum as both a key cultural, tourist and community facility and ensure that the mix of uses currently found within the area are protected and enhanced.



Barnet College (top left), Grahame Park Estate (top middle), Grahame Park Way (top right), Grahame Park (bottom left), entrance to the RAF Museum (bottom middle), route to Mill Hill via tunnel and bridge (bottom right)

Policy 4.4 Grahame Park Way Corridor of Change

To achieve the vision for Grahame Park Way Corridor of Change, development will be expected to:

- a) Promote the relocation of Barnet College to a more sustainable site closer to Colindale Underground station and release the vacated site for housing and a primary school;
- b) Support the ongoing regeneration of Grahame Park Estate, its integration with surrounding new development and the existing area and the replacement of its neighbourhood centre;
- c) Provide for a 2 Form Entry primary school on the Barnet College site, possibly for the relocation of an existing school, in liaison with key education stakeholders;
- d) Promote a range of sustainable house types and sizes, including family housing, on the remaining part of the Barnet College site to a density level of up to 100dph;
- e) Provide direct, legible, attractive and safe connections to the redeveloped Grahame Park Estate including the remodelled Grahame Park Open Space, RAF Museum and other surrounding areas, including improving the existing pedestrian route (via subway and footbridge) to Pentavia Retail Park and the area beyond;
- f) Support the continued use and expansion of the RAF Museum as both an educational, cultural and tourist facility of international repute with scope for a new iconic building/attraction to reflect the historic aeronautical links with the area; and
- g) Enhance employment and local business development on sites between Grahame Park Way and the overground railway to support local jobs and economic opportunities.

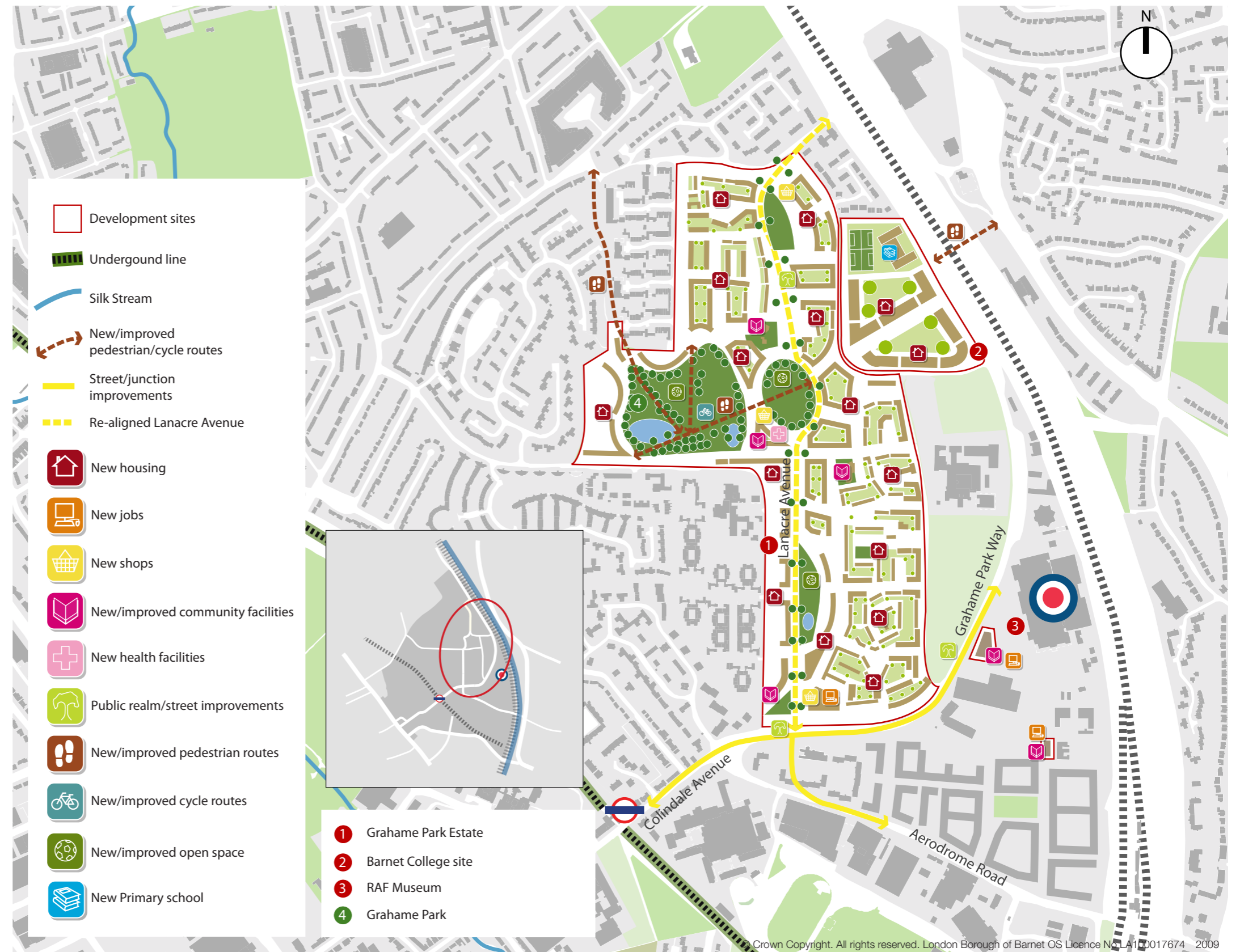


Figure 4.5 Grahame Park Way Corridor of Change Spatial Plan

Policy Explanation

4.14.1. The requirements of Policy 4.4 are explained in more detail as follows:

- a) Promote the relocation of Barnet College to a more sustainable site closer to Colindale Underground station and release the vacated site for housing and a primary school.**

The AAP supports and promotes the relocation of Barnet College to the Colindale Avenue Corridor of Change area and specifically the Colindale Hospital site (see objective in Colindale Avenue Corridor of Change) and the redevelopment of the College site for a primary school and housing. The youth centre currently located on the Barnet College site must be reprovided either on the site, close to the new primary school in order to share facilities if desired, or in an alternative appropriate location close to Grahame Park Estate.

- b) Support the ongoing regeneration of Grahame Park Estate, its integration with surrounding new development and the existing area and the replacement of its neighbourhood centre.**

The AAP supports the ongoing and long-term programme to comprehensively redevelop the Grahame Park Estate, including significant improvements to Grahame Park and a number of other new open spaces, including the Circus. Of particular relevance to the AAP is the location of the proposed community and retail facilities which will occupy a prominent site at the southern end of the redeveloped estate. New facilities will also be provided in the centre of Grahame Park to replace the current neighbourhood centre, including a new PCT facility. Care will be required to ensure that the relationship between this small neighbourhood centre and the new retail and community provision proposed for the Colindale Avenue Corridor of Change are complimentary in nature and scale.

Ground floor non-residential units along the southern section of Lanacre Avenue should be designed flexibly to accommodate a range of uses in the future, including community, leisure and commercial uses.

- c) Provide for 2 Form Entry primary school on the Barnet College site, possibly for the relocation of an existing school, in liaison with key education stakeholders.**

Following discussions with the Local Authority Children's Service regarding the need for additional primary school places to cater for the proposed growth in Colindale, the AAP supports and promotes a new 2 Form Entry primary school on the Barnet College site (either a new school or an existing primary school relocated) in accordance with the Local Authority and their education growth strategy to provide for the increased number of children arising from the growth of new families in Colindale.

- d) Promote a range of sustainable house types and sizes including family housing on the remaining part of the Barnet College site to a density similar to that of the adjacent Grahame Park redevelopment.**

The Barnet College site is immediately adjacent to Grahame Park Estate and it is therefore considered that it would be appropriate to build to a similar density to that proposed as part of the Grahame Park Estate redevelopment proposals to ensure integrated urban design and form. The site is also considered to be particularly appropriate for family housing, including some terraced housing in view of its location and the need for a sustainable mix and choice of house types and sizes across the AAP area to serve the growing diverse community. The height of buildings will be expected to compliment the height of buildings proposed as part of the Grahame Park Estate masterplan whilst respecting its surrounding context.

- e)) Provide direct, legible, attractive and safe connections to the redeveloped Grahame Park Estate, RAF Museum and other surrounding areas, including improving the existing pedestrian route (via subway and footbridge) to Pentavia Retail Park and the area beyond.**

Direct, legible and safe connections are crucial to improving travel choice and reducing reliance on the car and promoting more sustainable methods of travel, whilst creating successful places in which people can easily and safely find their way around. The AAP supports and promotes redevelopment in this area which provides direct, legible and safe connections to the redeveloped Grahame Park Estate and surrounding areas, and to the RAF Museum. Improved walking connections between the RAF Museum and

Colindale Underground Station are important to support continued use and future growth of this important local and London-wide cultural, educational and tourist facility.

A strong urban design approach is required at the junction of Lanacre Avenue, Grahame Park Way, Aerodrome Road and Colindale Avenue, having regard to 'Streets for All' and 'Manual for Streets' to provide an attractive pedestrian friendly public realm avoiding unnecessary street clutter and signage.

- f) Support the continued use and expansion of the RAF Museum as both an educational, cultural and tourist facility of international repute.**

The AAP recognises the important educational and cultural role which the RAF Museum offers both Colindale and London and supports and promotes its continued use and expansion. Planning permission has been granted to relocate the listed RAF Watchtower to the RAF Museum site and use as an educational and cultural facility. Furthermore, the RAF Museum have longer-term aspirations for a new building fronting Grahame Park Way to enhance the Museum's current offer. The AAP is supportive of the principle of both these initiatives. A new building for the Museum should be of sufficient height to help create a landmark destination point and aid legibility in the area. The AAP also promotes improved pedestrian links to the Museum, particularly when approaching from the south, in addition to creating a high quality legible route to the Museum from the new public transport interchange.

- g) Enhance employment and local business development on sites between Grahame Park Way and the overground railway to support local jobs and economic opportunities.**

There are currently a number of local businesses located on sites between Grahame Park Way and the overground railway which help provide local services, jobs and economic opportunities within Colindale. The AAP supports the improvement and enhancement of this area for the continued use of local businesses.



4.15. Priorities for Developer Contributions and infrastructure investment

4.15.1. There are a number of priorities which apply across the whole of the Colindale area in accordance with Barnet's local planning policy and the policy contained within the London Plan. Such priorities include contributions to transport improvement, affordable housing, education and health. The particular priorities for the Grahame Park Way Corridor of Change are:

1. Support the provision of a new primary school in terms of the land and building on the existing Barnet College site;
2. Continue to support the Grahame Park Estate regeneration including the existing and new open spaces and parks;
3. Provide attractive, legible and safe pedestrian and cycle routes to and from local services and the new neighbourhood centre in Colindale Avenue;
4. Support for the RAF Museum as a regional and world-class tourist destination for visitors and local people;
5. Provide public realm and cultural/art-related infrastructure connecting Barnet College site and the RAF Museum closer to the new neighbourhood centre at Colindale Avenue;
6. Enhance business and employment opportunities on sites between Grahame Park Way and the overground railway.

4.16. Delivering development in Grahame Park Way Corridor of Change

4.16.1. Key stakeholders in the Grahame Park Way Corridor of Change include:

- Choices for Grahame Park – currently redeveloping Grahame Park Estate;
- Barnet College – owners of the Barnet College site and seeking to relocate Barnet College to the Colindale Hospital site;
- Fairview New Homes – seeking to redevelop the Barnet College site for residential development and a primary school; and
- RAF Museum – plan to improve the RAF Museum as a London-wide visitor attraction.
- Barnet Council - planning to provide a primary school on the Barnet College site.

4.16.2. The process of delivering development within Grahame Park Way Corridor of Change has already started by:

- The redevelopment of Grahame Park Estate has outline planning permission. Phase 1a around Grahame Park Open Space has full planning permission and work commenced on site in July 2009. A reserved matters application is currently being prepared for phase 1b at the southern end of the estate where Lanacre Avenue meets Grahame Park Way;
- Barnet College has submitted an application for a new college to the Learning and Skills Council. The College are at an advanced stage of contract discussions with Fairview New Homes to relocate to the Colindale Hospital site making their current site available for a new primary school and residential development; and
- Planning permission and listed building consent has been granted for the relocation of the RAF Watchtower from Beaufort Park to the RAF Museum to be used as a cultural and community facility which has been facilitated by St. George.

4.16.3. The monitoring frameworks in Chapters 3, 5,6 and 7 identify the key indicators and targets to be monitored for Grahame Park Way Corridor of Change. In addition to the housing and job targets identified in Chapter 7, key elements proposed in Grahame Park Way Corridor of Change which will be monitored include:

- A primary school on Barnet College site;
- New facilities and improvements to RAF Museum;
- Densities not to exceed 100-120 dw/ha

