

# Colindale

## Area Action Plan



March 2010

Local Development Framework





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## Abbreviations used in this Area Action Plan:

**AAP** – Area Action Plan

**BFL** – Building for Life

**BFP** – Barnet Finance Plan

**CABE** – Commission for Architecture and the Built Environment

**CHP** – Combined heat and power

**CIL** – Community Infrastructure Levy

**CLG** – Communities and Local Government

**DPD** – Development Plan Document

**dph** – dwellings per hectare

**FRA** – Flood Risk Assessment

**GAF** – Growth Area Funding

**GOL** – Government Office for London

**GLA** – Greater London Authority

**LDF** – Local Development Framework

**LUL** – London Underground Limited

**MOL** – Metropolitan Open Land

**NLSA** – North London Strategic Alliance

**NLWP** – North London Waste Plan

**PCT** – Primary Care Trust

**PPG** – Planning Policy Guidance

**PPS** – Planning Policy Statement

**RICS** – Royal Institute of Chartered Surveyors

**RSS** – Regional Spatial Strategy

**SFRA** – Strategic Flood Risk Assessment

**SPD** – Supplementary Planning Document

**SPG** – Supplementary Planning Guidance

**SUDS** – Sustainable Drainage Systems

**TfL** – Transport for London

**UDP** – Unitary Development Plan

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# Foreword



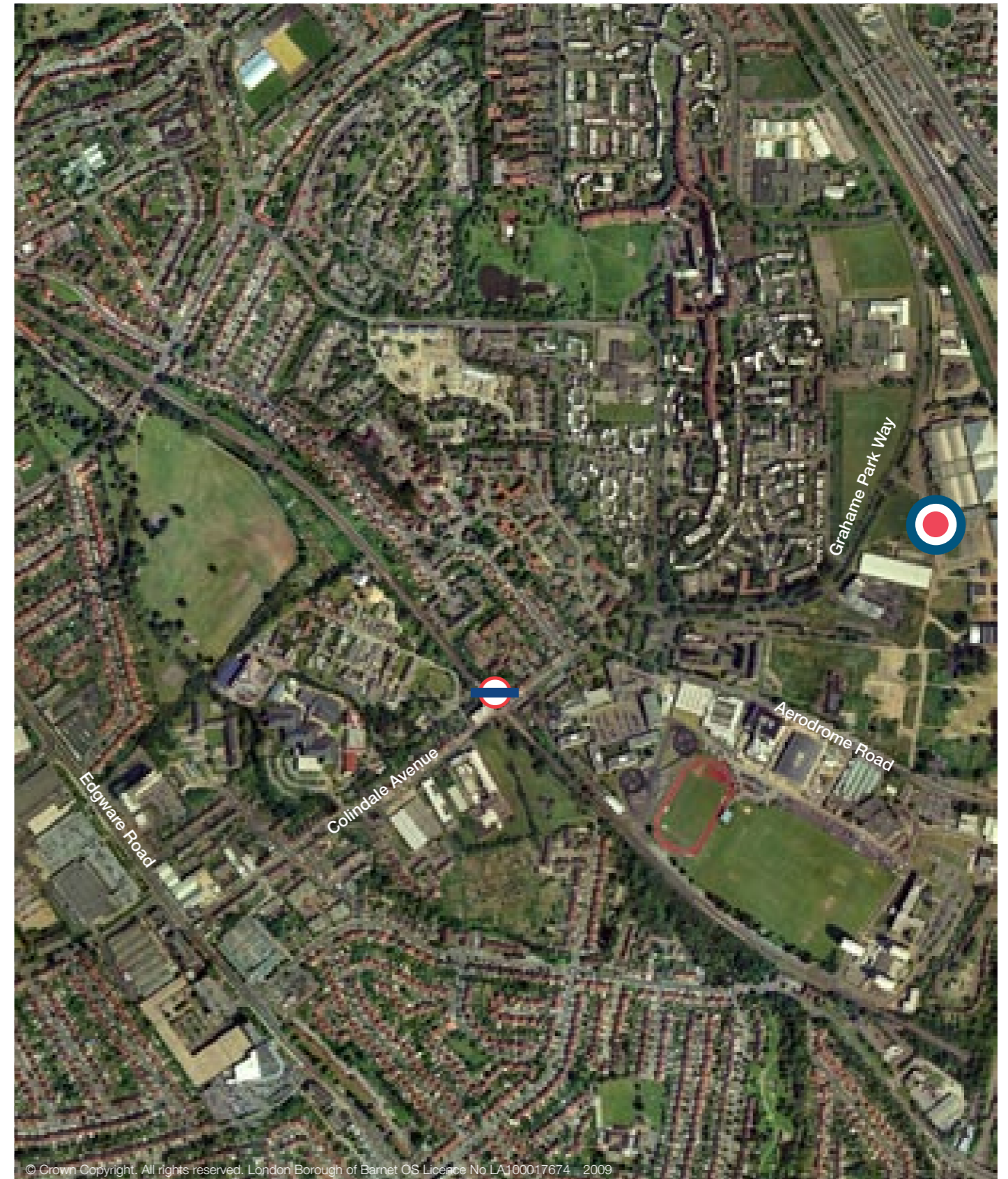
As a successful city-suburb of a world class city, Barnet plays a major role in London's success, attracting people to the city with the necessary skills to enable it to compete effectively at a global level. Whilst recognising current economic conditions are uncertain, over the long term, Barnet remains London's fastest growing outer London borough and has a prosperous future.

Our Three Strands Approach to planning, development and regeneration: Protect, Enhance and Grow, establishes a borough-wide strategy to protect our most important open and green spaces, enhance our existing centres and quality residential suburban neighbourhoods and plans for growth in appropriate brownfield locations and areas in need of regeneration and renewal. Colindale, located in the west of the Borough, has an important role in all of these priorities, especially Strand 3: Growth, as Barnet's largest housing-led regeneration area.

Colindale is already identified in the London Plan and Barnet's adopted Unitary Development Plan as an area that could support significant new development with new housing and jobs. Our aim is to ensure that growth in Colindale is focused around an accessible and attractive new neighbourhood centre that serves the everyday needs of local people combined with an exciting transport gateway interchange at Colindale Underground Station. It is essential that Colindale provides the full range of community and education services that are so important for communities to flourish. New areas of housing will be linked to existing neighbourhoods by an improved network of streets and quality green open spaces.

The Council, with its partners, has prepared this Area Action Plan to provide a comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Councillor Melvin Cohen  
Cabinet Member for Planning and Environmental Protection



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Aerial photograph of Colindale



# Preface

## About this AAP Submission Document

The London Borough of Barnet, in partnership with the Greater London Authority, Transport for London, local strategic partners and key landowners in the Colindale area has prepared this Area Action Plan (AAP) for the Colindale area to guide development and change over the next 10-15 years. The area is identified in the Mayor's London Plan as an Opportunity Area and this AAP demonstrates how the planned growth together with the necessary infrastructure to support this growth will be delivered. The AAP will form part of the emerging Barnet Local Development Framework which will, over time, replace the Unitary Development Plan (adopted in May 2006) and help to deliver Barnet Council's Three Strands Approach for successful city-suburbs through protection, enhancement and sustainable growth.

Colindale will make the single largest housing and affordable housing contribution to the Borough over the next 10-15 years and one of the biggest in North London with approximately 10,000 new homes, of which nearly 5,000 already have planning permission and hundreds are under way or completed.

The Colindale AAP is a statutory planning document which forms part of the Barnet Local Development Framework (LDF). It provides policies and guidance which will be used in the consideration of development proposals in Colindale and will be a material consideration in the determination of planning applications in the AAP area. The AAP will be subject to monitoring and review.



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Bird's eye view looking at the construction of Beaufort Park, the RAF Museum and Grahame Park Estate



# 1

Introduction

# 1. Introduction

## 1.1. Overview

1.1.1. The Colindale Area Action Plan (AAP) sets out the framework for future development and change in the Colindale area. It has been prepared in partnership with key stakeholders and local communities in the area and represents the outcome of an intensive period of plan preparation and public consultation.

1.1.2. The AAP is accompanied by a Sustainability Appraisal Report and an Equalities Impact Assessment which assess the social, economic and environmental effects of the AAP. In addition the evidence base for the AAP also includes a Baseline Report and a Statement of Consultation and Conformity which details how stakeholders and the public have been consulted at each stage of the AAP process.

1.1.3. The Colindale AAP is structured as follows:

1. **Introduction** – contains the planning policy framework for the AAP and introduces Colindale and the regeneration already underway;
2. **Vision** – contains the overarching spatial strategy put forward in the Colindale AAP;
3. **Connecting Colindale** – puts forward the key movement proposals to ensure access to the area is improved and new development is accessible;
4. **The Corridors of Change** – addresses the four main areas of growth and regeneration in the Colindale AAP;
5. **A High Quality Environment in Colindale** – contains policies relating to design quality and open space;
6. **A Green Future for Colindale** – contains policies relating to energy and green infrastructure;
7. **Colindale-wide Guidance and Policies** – addresses the area-wide community infrastructure issues associated with the planned growth; and
8. **Delivery and Monitoring** – provides a framework for delivering the planned growth over the coming years.

1.1.4. Colindale has been identified as an area for significant strategic growth in the Mayor of London’s spatial development strategy, the London Plan. The London Borough of Barnet’s place shaping and growth strategy ‘Three Strands Approach’ of ‘protection, enhancement and growth’ identifies Colindale as one of the largest growth and regeneration areas in the Borough. The Council decided in 2004 to prepare the Colindale AAP which will provide a comprehensive and up to date spatial planning strategy for the area as a whole. The AAP will form a key component in that

spatial planning strategy and once adopted will be an integral part of the statutory Local Development Framework (LDF).

1.1.5. Covering an area of approximately 200ha, the Colindale AAP takes a spatial approach to the forward planning of the area, identifying Corridors of Change within Colindale and providing detailed but flexible planning and design policy and guidance.

## 1.2. The Barnet Local Development Framework

1.2.1. The Local Development Framework (LDF) is the collection of local development plan documents produced by the local and strategic planning authority which collectively delivers the spatial planning strategy for its area. The Core Strategy is the key plan within the Local Development Framework. Barnet Council has undertaken consultation on Issues and Options as the first stage in the preparation of the Core Strategy and work continues on its preparation for adoption in 2010/2011.

1.2.2. The LDF system is flexible and enables Barnet to prioritise its workload to plan and control the delivery of growth at a local level. In agreeing the programme of works for the adoption of the Barnet LDF as set out in Barnet’s Local Development Scheme, the Council has prioritised the preparation of the area action plans in Colindale and Mill Hill East (now adopted), alongside its flagship regeneration area at Brent Cross Cricklewood.

1.2.3. The London Plan identifies the Colindale area as an Opportunity Area and in doing so sets a minimum delivery target of 10,000 homes and 500 jobs for the area. For this reason, and to support early delivery of housing, the Council has decided, in agreement with advice from the GLA and Government Office for London, to prepare the Colindale AAP ahead of its Borough-wide Core Strategy.

1.2.4. The Colindale AAP has been prepared in the full light of the parallel progress being made with the Barnet Core Strategy. The GLA have also been a key stakeholder and steering group member during the preparation of the AAP and close attention has been paid to the Mayor’s emerging direction of travel being set out for the review of the London Plan. The Council will continue to work closely with the Government Office for London, Mayor of London, his Outer London Commission and other key partners to ensure that the Colindale AAP is kept up to date and in accordance with the emerging Core Strategy and the future review of the London Plan.

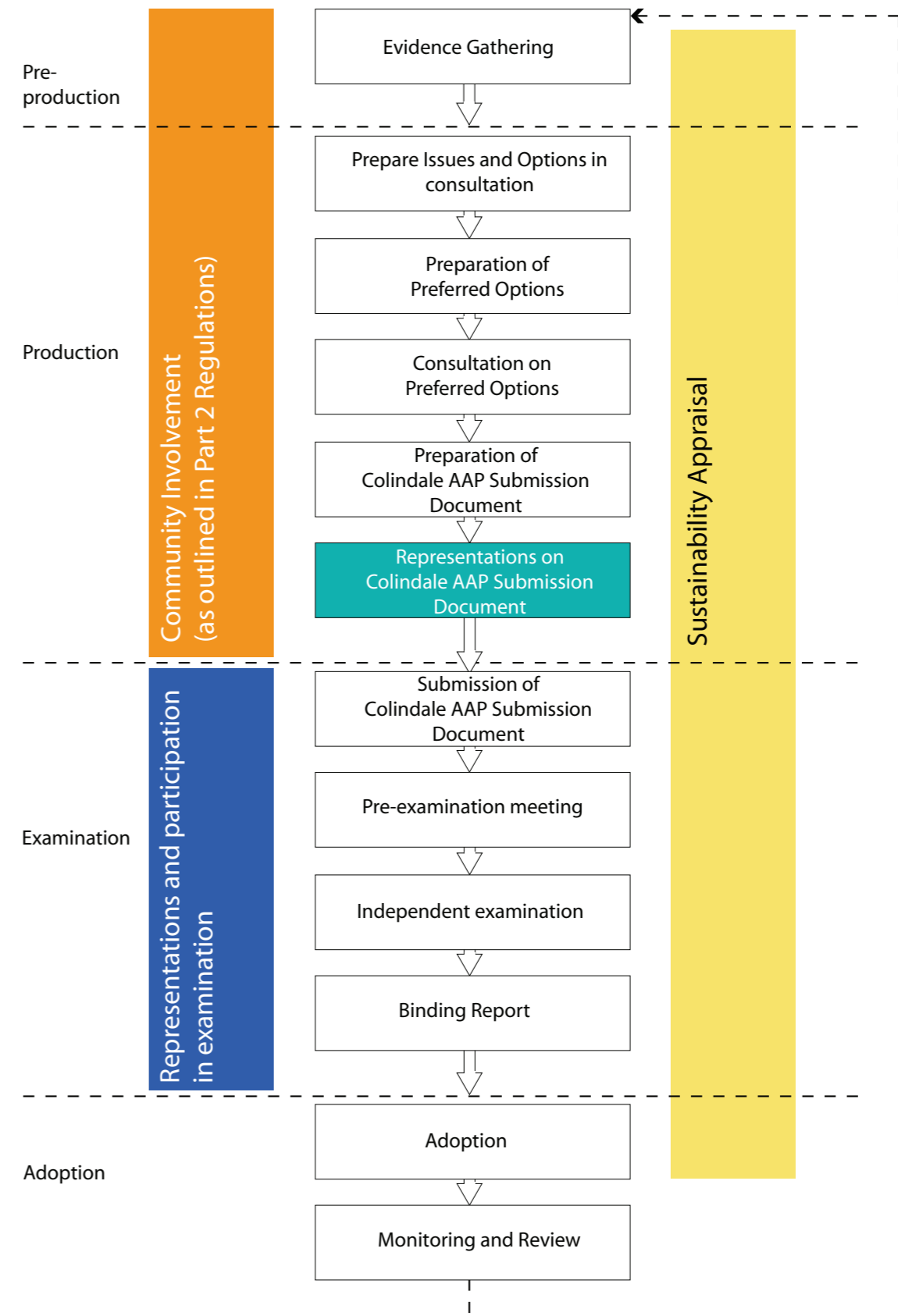


Figure 1.1 Production process of the Colindale AAP



1.2.5. Key borough-wide policy issues relevant to Colindale will be resolved as the Barnet Core Strategy moves towards adoption. Critically, however, in common with the AAP, the Core Strategy is being prepared in the full light of Barnet's place shaping and corporate regeneration strategy the 'Three Strands Approach'. With the London Plan providing the regional spatial strategy for both the AAP and the Core Strategy, both are being prepared within the same strategic and corporate policy context which will ensure conformity and consistency.

1.2.6. If a different policy approach in the Core Strategy subsequently emerges which has a direct bearing on the approach taken in the AAP, it will be necessary for Barnet Council to undertake an early review of the AAP in order to be in conformity with the Barnet Core Strategy.

### 1.3. The Corporate Policy Context

1.3.1. In coming forward ahead of the Barnet Core Strategy, it is important to ensure that the AAP takes full account of the strategic context. The 'Three Strands Approach' is the Council's corporate place shaping and regeneration strategy in which Colindale is established as one of three strategic opportunity areas for high quality sustainable growth alongside Brent Cross Cricklewood and Mill Hill East.

1.3.2. This strategy underpins Barnet's Sustainable Community Strategy and Corporate Plan. The Community Strategy's 'Growing Successfully' theme is most relevant to the AAP which will play a central and leading role in addressing the ambitions under this theme. Similarly, the AAP will play a leading role over the next four years in delivering against the relevant Corporate Strategy objectives, particularly those associated with the 'Barnet - a successful city-suburb' priority.

### 1.4. Relationship to the Barnet Unitary Development Plan, North London SRDF and the London Plan

1.4.1. The Barnet UDP was adopted in 2006 when the Colindale area was identified as an Area of Intensification in the London Plan with an indicative growth estimate of 2,000 new homes and 500 new jobs. Colindale's potential for accommodating housing growth was reviewed in the partial update of the London Plan following recognition in the Mayor of London's North London Sub-Regional Development Framework (SRDF) that the scope of redevelopment is more akin to that of an Opportunity Area. The current London Plan (consolidated with amendments since 2004) identifies Colindale as

an Opportunity Area with potential for a minimum of 10,000 new homes and an indicative employment capacity of 500 jobs.

1.4.2. The indicative boundary of the original Colindale Area of Intensification included in the North London SRDF fell entirely within the London Borough of Barnet with the London Borough of Brent falling within the West London sub-region.

1.4.3. Whilst the majority of the growth attributed to the Opportunity Area designation will take place within the London Borough of Barnet, the A5 Edgware Road corridor is itself a focus of growth. Major redevelopment schemes such as Oriental City and Capitol Way are being progressed on the Brent side of the A5 and the Colindale Opportunity Area designation would provide, in part, the policy justification for these schemes.

1.4.4. The Planning and Compulsory Purchase Act 2004 provides that existing UDPs remain in effect for three years after the date of the Act, or for more recently adopted plans, for three years after their adoption. In May 2009, the Government Office for London, under the direction of the Secretary of State directed the Council to save certain policies within its adopted May 2006 UDP and delete others. The saved policies will eventually be replaced by Barnet's Local Development Framework. Several UDP policies are particularly relevant to the preparation of the AAP and will effectively be updated when the plan is adopted. Under Policy H21 Residential Density the Council promote higher density residential development in Colindale and Mill Hill East. There are also relevant site allocations which are therefore replaced and updated. New sites are identified for development and their capacities assessed.

1.4.5. The adopted policy approach to other principal land uses in the Barnet UDP are relevant. The UDP has designated Colindale Business Centre on Colindale Avenue and Colindale Technology Park on Colindeep Lane as Business Technology Parks and seeks to protect them as employment land. The status of the Colindale Business Centre is reviewed in the AAP.

1.4.6. The retail hierarchy is also relevant in view of the scale of growth considered in the Colindale AAP. The retail needs of the significant increase in the local population resulting from the minimum of 10,000 new homes will need to be considered carefully if genuinely sustainable communities are to be formed. The UDP has designated Colindale - The Hyde (on Edgware Road) as a District Centre and the retail provision in Grahame Park Estate as a Neighbourhood Centre.

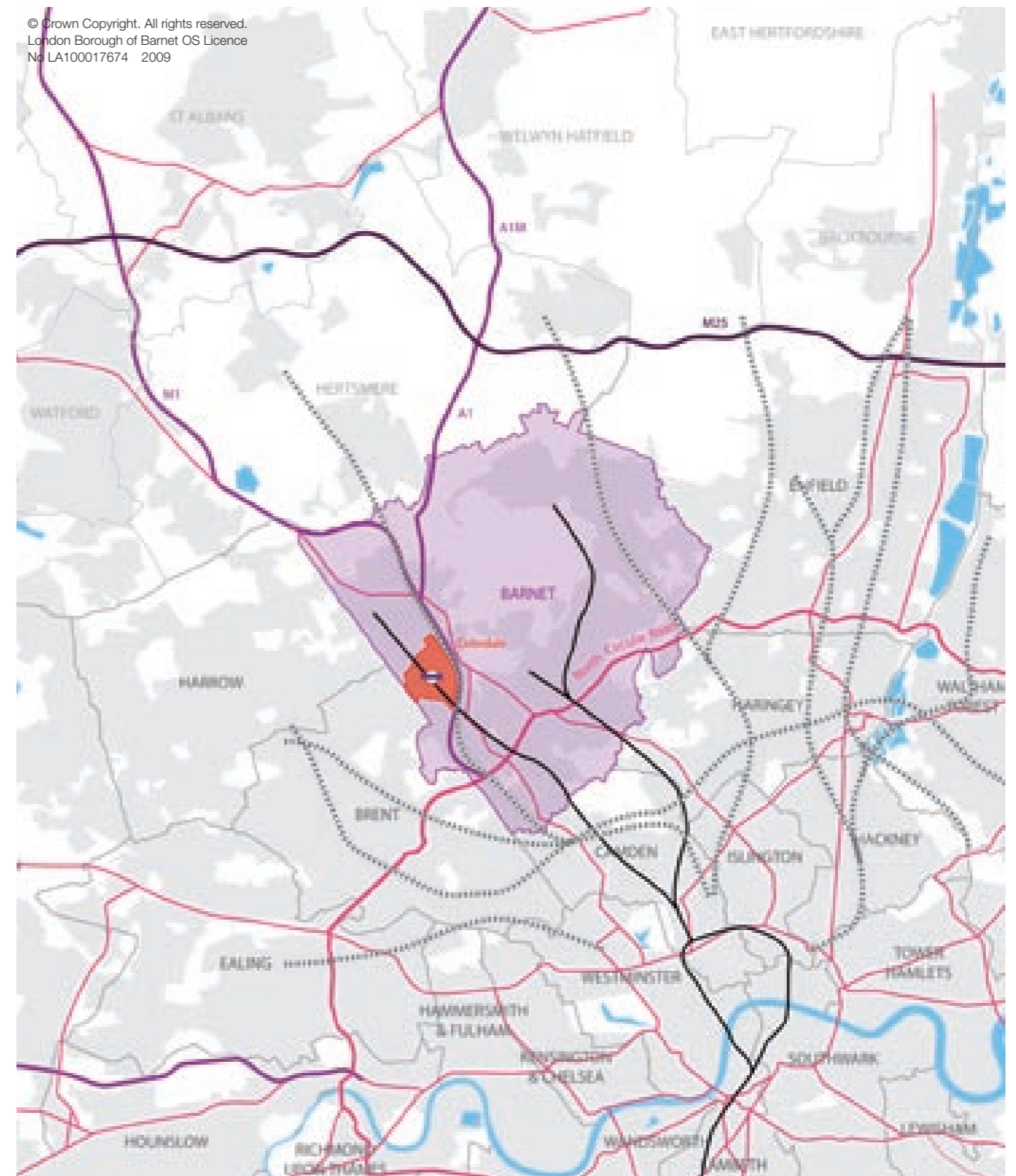


Figure 1.2 Location plan of Colindale within the London Borough of Barnet and London

1.4.7. Colindale's original identification as an Area for Intensification was made in acknowledgment of major regeneration schemes coming forward at Grahame Park and the former RAF East Camp site (Beaufort Park). Therefore the net gains in housing units delivered through these schemes, 1,663 for Grahame Park and 2,800 for Beaufort Park, will contribute to the minimum target of 10,000 homes for the Colindale Opportunity Area.

### 1.5. North London Development and Investment Framework/North West London – Luton Growth Corridor

1.5.1. The North London Development and Investment Framework (DIF) was published in December 2007 and refreshed in January 2009. Produced through a partnership of the six north London Boroughs within the north London Sub-region working with the LDA and Central Government the DIF sets out the scale of the housing growth potential within the sub-region, mechanisms for delivery and the investment needed to support the new population. The north London sub-region will deliver over 20% of the capital's housing growth to 2016 with a target of around 58,000 new homes. The sub region includes three growth clusters including the North-West London to Luton Growth Corridor.

1.5.2. The North West London-Luton Growth Corridor is a growth area of regional importance, as highlighted in London Plan Policy 1.3 Growth Areas and Coordination Corridors and the London Plan Key Diagram. Development has been identified on the western side of the borough at Brent Cross Cricklewood as well as Colindale and Mill Hill East as Barnet's strategic contribution to the corridor. Partnerships are developing with North West London boroughs (Brent, Camden and Harrow) and the GLA, with inter-regional coordination partnerships emerging in the future, to plan sustainable growth between London and the areas linked physically and economically along this corridor outside London. A Prospectus setting out the scale of opportunity within the corridor and how the boroughs are working together with regional and national government to ensure coordination of investment in delivering future housing and economic growth was launched by the Mayor of London and Minister in January 2009 and provides the basis for future funding bids and prioritising of investment across the corridor.

1.5.3. The Growth Corridor is highly relevant to the Colindale AAP as these areas will share some broad objectives of promoting sustainable growth along Edgware Road (A5) which is one of the Colindale AAP's Corridors of Change. As work continues in the identification of the various opportunities along the Growth Corridor,

the guidance that emerges will be relevant in implementing relevant objectives of the AAP.

### 1.6. London Borough of Brent LDF

1.6.1. The south-west boundary of the AAP runs along the A5 and is the boundary between the London Boroughs of Barnet and Brent. The Brent Core Strategy and Site Specific Allocations are at a similar stage of preparation to the AAP. The Burnt Oak/Colindale area is identified as a growth area for around 2,500 homes, typically on sites arranged along the axis of the Edgware Road.

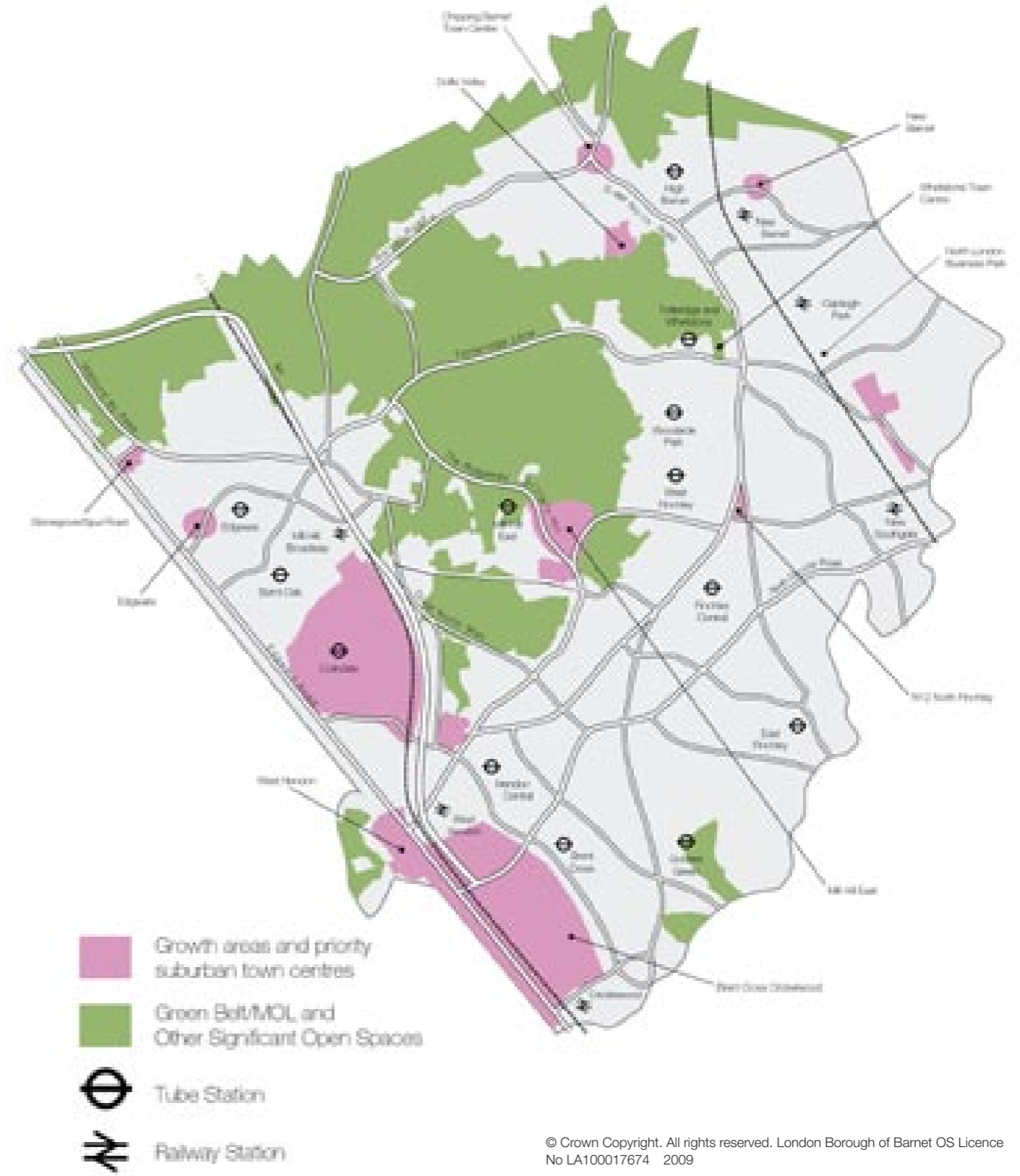
1.6.2. The two largest developments along Edgware Road in the London Borough of Brent are Oriental City and Capitol Way. Both schemes incorporate tall landmark buildings over 15 storeys high. The Oriental City proposal has planning permission for mixed-use redevelopment, comprising Class A1 retail, with a replacement Oriental City, a new B&Q and bulky goods store, 520 residential units in eight blocks including a 23 storey tower, a nursery and primary school for 480 children and health & fitness studio. The Capitol Way proposal has planning permission for 460 flats, Class A1 retail, a garden centre, and community uses.

### 1.7. Introduction to Colindale the place

1.7.1. Colindale is an established suburban area located approximately 16km (10 miles) north of central London. Colindale Underground station, on the Edgware branch of the Northern Line, serves the immediate area. The site is well served by the strategic road network with good access to the A5 to the west and the A41/A1 to the east. The borough boundary between Barnet and the London Borough of Brent runs along the A5 while the M1 forms the eastern boundary of the AAP area.

1.7.2. Colindale is rich in aviation history. The RAF Museum draws a considerable number of visitors to Colindale each year. The original airfield, developed by Claude Grahame White from 1910 onwards, was one of the earliest aerodromes and aircraft factories in the country and played a key role in the early development of the British aircraft industry and Royal Air Force.

1.7.3. Officially bought by the RAF (RAF Hendon) in 1925, the aerodrome emerged as an important RAF training centre and airfield during both the First and Second World Wars. RAF Hendon's further growth was constrained by its position within the suburb when it was declared unsuitable for jets. Although the last flying units left in 1957, a training school and other RAF functions remained in operation on the site until 1987. Much of the site was sold off for



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Figure 1.3 The London Borough of Barnet's Strategic Developments in The Three Strands Approach

housing in 1968. In 1993 the remaining former RAF buildings were demolished, except for Grahame White's original aircraft factory and factory office block, the former Officers' Mess, some RAF buildings dating back to the 1930s, and, to the south of the RAF museum, the former control tower watch office.

### 1.8. Key sites and partners – working together to deliver growth

1.8.1. There are several high profile and prominent sites within the Colindale AAP area, as follows:

- **Grahame Park housing estate** – built by the Greater London Council in the 1960s and 1970s is Barnet's largest housing estate and forms a large part of the central and northern AAP area. Outline planning permission has been given for the comprehensive redevelopment of the Estate which will nearly double the existing 1,777 dwellings. Work is being coordinated by Choices for Grahame Park, part of the Genesis Housing Group, and is commencing on the first phases.
- **The Metropolitan Police training headquarters, known as the Peel Centre** – which occupies a very large site in the south-east of the AAP area. The Metropolitan Police are committed to a long term presence in Colindale but have confirmed that much of the site is not required for their operations;
- **Beaufort Park** – housing development by St George PLC, part of the Berkeley Group, currently under construction on the site of the former RAF east camp;
- **Former Colindale Hospital** – owned by Fairview New Homes and on a key site adjacent to Colindale Underground station;
- **RAF Museum** – a major tourist attraction of regional significance, the museum provides a powerful reminder of the area's aeronautical associations;
- **The British Library** – the national catalogue of newspapers and magazines;
- **Middlesex University** – Platt Halls student accommodation for approximately 500 students; and
- **Barnet College** – key local employer and educational resource in the area.

1.8.2. The broad policy direction of the AAP has been overseen by a formal partnership-based steering group. The Steering Group

have met regularly throughout the preparation of the Colindale AAP and comprise the following:

- **London Borough of Barnet** – in recognition of its strategic importance the Steering Group is chaired by the Council's Executive Cabinet Member for Planning and Environmental Protection. Senior officers from, regeneration, planning, and transport services are represented;
- **Greater London Authority (GLA)** – officers from the Planning Decisions Unit;
- **Transport for London (TfL)** – TfL is a key stakeholder and land owner and is responsible for operation and development of Colindale Underground Station and public transport provision. TfL are observers on the Barnet Local Strategic Partnership;
- **Fairview New Homes** – a key private sector interest in the Colindale area and the most advanced of the prospective developers with proposals for the redevelopment of the former Colindale Hospital site;
- **Metropolitan Police** – who sit on the Local Strategic Partnership and own the area's largest site, the Peel Centre.0

1.8.3. In view of the principal landowners in the area and their known development aspirations, a stakeholder group where the steering group members are joined by key landowners in the area has been established to form an informal partnership to oversee the preparation of the Colindale AAP. This stakeholder group sits alongside the Steering Group. These stakeholders are central to the delivery of the policies and proposals coming forward in the AAP. Many of the landowners have aspirations for their sites which, if properly planned, channelled and controlled, will each contribute to the AAP area-wide objectives to create sustainable new communities and significantly contribute to strategic housing and employment growth in north London. Key landowner stakeholders include:

- **Genesis and Choices for Grahame Park** – Grahame Park Estate
- **St George** – Beaufort Park, Aerodrome Road
- **Barnet College** – College site, Grahame Park Way
- **British Library** – Newspaper Library site, Colindale Avenue
- **Middlesex University** – Student accommodation site, Aerodrome Road

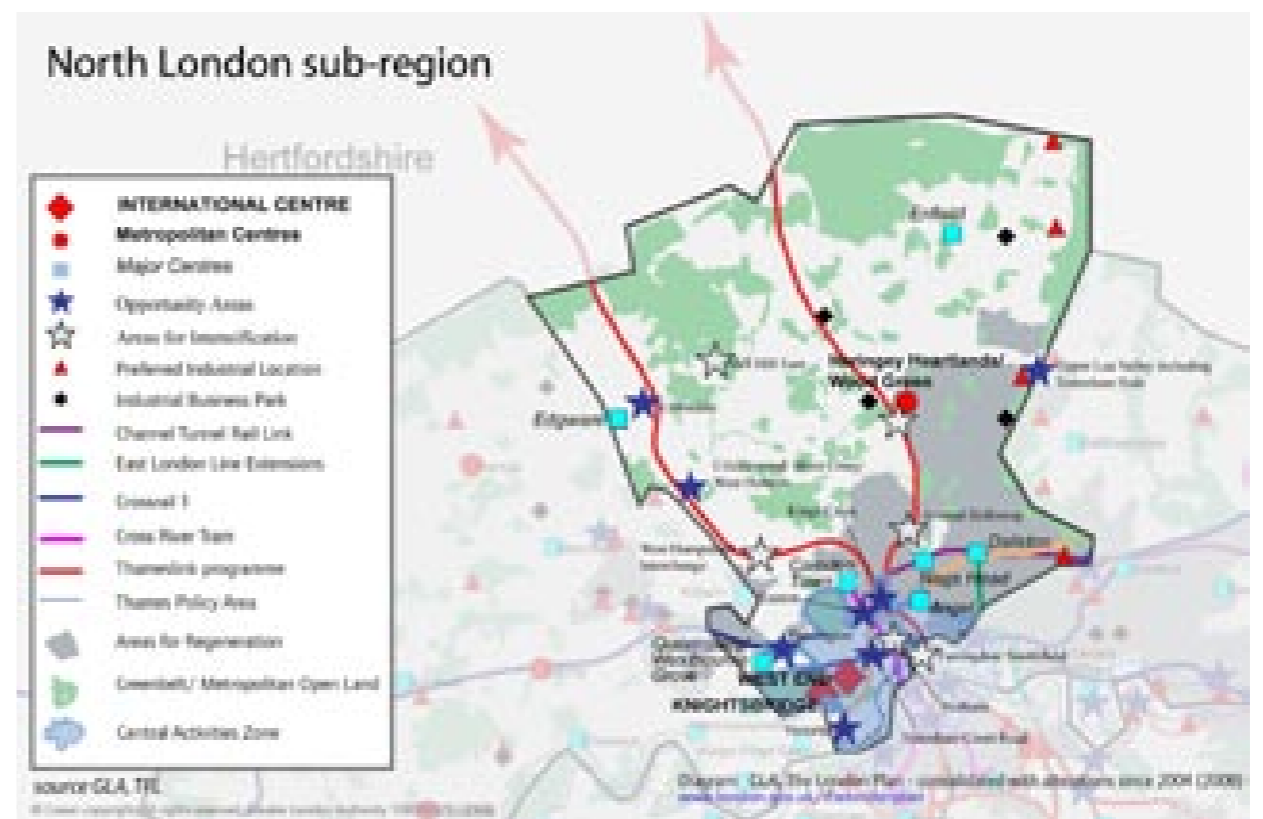
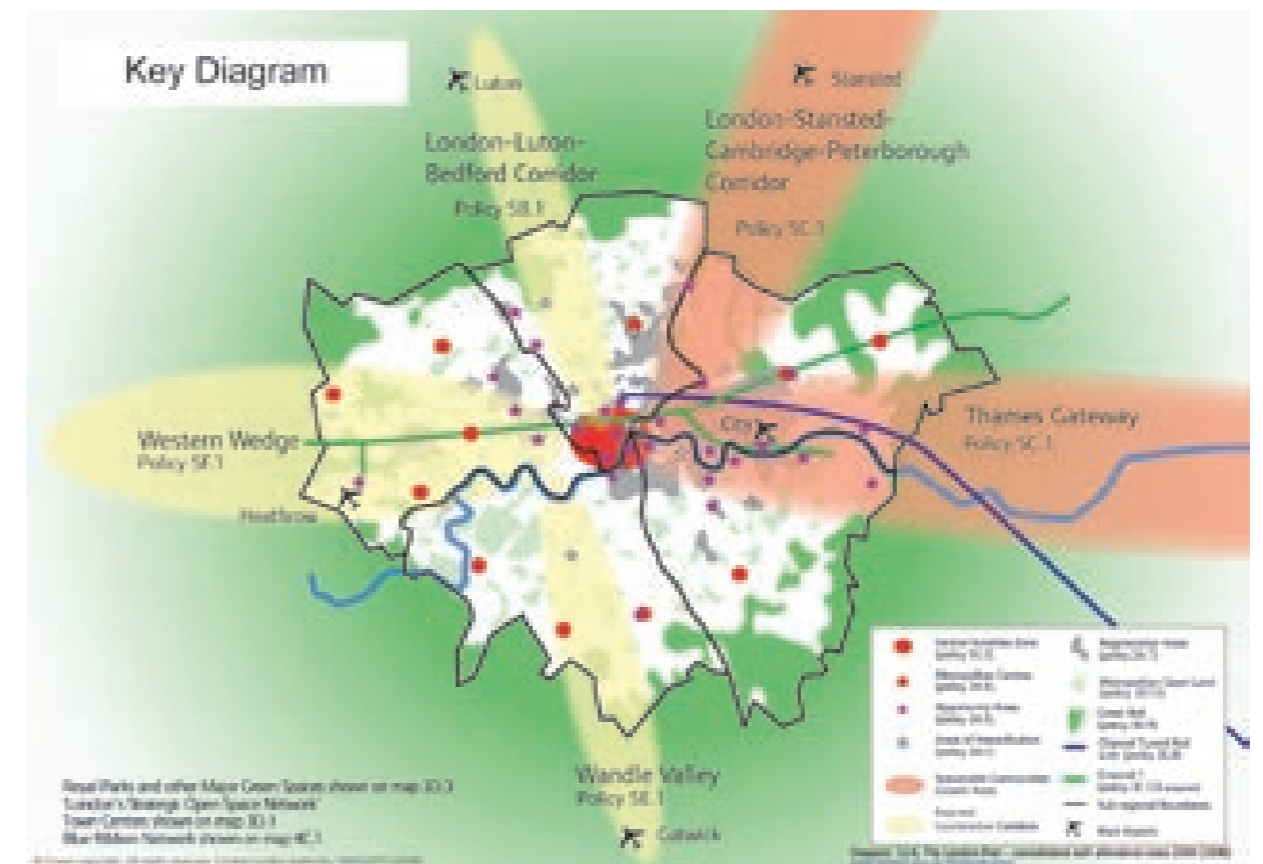


Figure 1.4 Key diagrams from The London Plan (February 2008) showing Colindale as an Opportunity Area



## 1.9. Local regeneration

1.9.1. The redevelopment at Grahame Park, the development of Beaufort Park and other major redevelopment initiatives in the area are directly relevant to the AAP.

### Grahame Park

Redevelopment of the Borough's largest housing estate of over 1770 new dwellings is a major corporate priority. A significant amount of public consultation has taken place and a masterplan has been agreed which sets the broad approach to the redevelopment. This masterplan has outline planning permission.

The total number of dwellings will nearly double although the phasing programme is prolonged given the complexities of decanting and re-housing existing tenants. The Colindale AAP does not seek to directly influence the advancing and already successful redevelopment of the Grahame Park area. However, it does seek to ensure that other sites that might come forward take full account of the likely form of development and respond positively to the opportunities it provides for the establishment of Colindale as a more sustainable and fully integrated London suburb.

### Beaufort Park

Planning permission has been granted for the redevelopment of the former RAF East Camp site on Aerodrome Road. 3,000 units are proposed and early phases of the development have been completed and occupied.

### Zenith House

Planning permission has been granted for the redevelopment of Zenith House, situated in a prominent location on the corner of Edgware Road and Colindeep Lane. The redevelopment consists of over 200 residential units and a cultural community centre for the Lohana Community Trust, with a landscaped courtyard containing a children's play area and pedestrian access from Colindale Avenue.

### Oriental City

This very significant development proposal was given planning permission by the London Borough of Brent. It is understood that the site has changed hands in recent times and the scale of the proposal may be under review. However, the scale of change will have a direct impact on the community and transport infrastructure required locally. This highlights the need to understand the cumulative impacts of the planned developments in the area, including those in Brent.

### Capitol Way

Planning permission has been granted for the demolition of the existing units and erection of replacement blocks comprising of 6, 8 and 19 storeys incorporating 460 flats, retail, a garden centre, and community uses.

## 1.10. Development sites in Colindale

1.10.1. The numbers below correspond to the numbers on Figure 1.6 and identify the development sites in the area (all site areas are approximate areas only).

### London Borough of Barnet

1. **Barnet College Site (5ha)**
2. **Grahame Park Estate, Lanacre Avenue (35ha)**  
Planning permission: demolition of 1314 existing residential units and construction of 2977 new residential units providing a total of 3440 units on the estate - 1663 additional new units - provision of approximately 9074sqm replacement retail, office, food and drink and social and community uses.
3. **Adastral South (4.6ha)**  
Planning permission: Redevelopment of 102 existing residential units to be replaced by 318 new dwellings with associated community facilities, - 216 additional new units. Development now complete.
4. **Runway Close (0.4ha)**
5. **RAF Museum Site (0.6 ha)**
6. **RAF Museum – Watchtower Relocation Site (0.1 ha)**
7. **Middlesex University Student Accommodation (2.2 ha)**
8. **Beaufort Park (10ha)**  
Planning permission: 2800 residential units, 4,645 sqm of Class A1 use 470 sqm of Class A3 use 464.5 sqm of Class B1 (business) use; 2,461.85 sqm of community and leisure use.
9. **Land in between railway lines (0.7ha)**  
Identified in the North London Waste Plan (NLWP) Preferred Options report as a potential site for Household Waste and Recycling Centre.
10. **Watford Way (0.7 ha)**
11. **Farrow House (0.9ha)**
12. **Peel Centre East (21ha)**
13. **Peel Centre West (3.8ha)**



Figure 1.5 The Colindale AAP area (highlighted by the red line)

- 14. **Station House (0.15ha)**  
 Planning permission: 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. Retention of and alterations to the Colindale underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.
- 15. **Colindale Hospital Site (including nurses accommodation site and Colindale Avenue frontage) (6.6ha)**  
 Planning permission: Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, 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)
- 16. **National Blood Service Expansion Site (0.6ha)**
- 17. **British Library (2.3ha)**
- 18. **Colindale Business Centre (0.25ha)**  
 (Included for comprehensive redevelopment of Colindale Avenue subject to re-provision of employment uses on site)
- 19. **Brent Works (0.7ha)**  
 Council resolution to grant planning permission for: Redevelopment of the site comprising the provision of 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.
- 20. **McDonalds Site (0.5ha)**
- 21. **Zenith House Site (1.0ha)**  
 Planning permission: Demolition of part of existing office/warehouse building including retention of front facade and partial rebuild, and erection of two to eleven storey buildings at podium level to comprise 219 residential units with 219 car parking spaces within basement, 4286sqm of Class D1 (Community Centre) on the ground and first floors with 225 associated parking spaces within the former warehouse building (at ground, mezzanine and first floor levels), 293sqm Class A3 (restaurant) on the ground floor and a landscaped courtyard at podium level with children's play area, pedestrian access from Colindale Avenue, and erection of

- single storey enclosures to accommodate refuse storage, cycle storage and plant machinery.
- 22. **Former National Grid/Kidstop Site (0.6ha)**  
 Planning permission: Demolition of existing buildings and erection of mixed use development comprising 84 residential units and 375m2 of Business (B1) floorspace within 3 buildings of 3-8 stories together with associated amenity space, landscaping, access and car parking.
- 23. **Kwik Fit Site (0.1ha)**
- 24. **Burger King and D&A Site (0.4ha)**
- 25. **Merit House Site (1ha)**
- 26. **Greenpoint Site (0.4 ha)**  
 Planning permission: Demolition of existing building and erection of a mixed use building up to 8 storeys high comprising 86 residential units, 1181 metre square of A1 non-food retail floorspace (Class A1) and 569 metre square of office (Class B1) and livework accommodation with 116 basement/ground floor residential and 28 ground floor commercial car parking spaces and vehicular access from the Greenway.
- 27. **Imperial House Site (0.4 ha)**

**London Borough of Brent**

- A. **Capitol Way**  
 LDF allocation\*: Mixed use redevelopment for retail (bulky goods) or for car showroom, with residential development above. Part of site has planning permission for 460 flats, 5,360m<sup>2</sup> of retail (Use Class A1 bulky goods), a 734m<sup>2</sup> garden centre, and other retail and community uses.
- B. **Oriental City (including Asda site)**  
 LDF allocation\*: Mixed use development including residential, retail, food and drink and community facilities (primary school) and leisure and re-provision Chinese and Far Eastern commercial floor space and community facilities. The site has planning permission to provide 28,566 sq.m. retail, 520 residential units, 9,832 sq.m. nursery/primary school and health and fitness centre
- C. **Sarena House / Grove Park / Edgware Road, NW10**  
 LDF allocation\*: Mixed use development including residential and workspace. Inclusion of the existing school into a comprehensive redevelopment subject to the satisfactory relocation or re-provision on-site.

\* London Borough of Brent LDF Site Specific Allocations revised and updated August 2008.

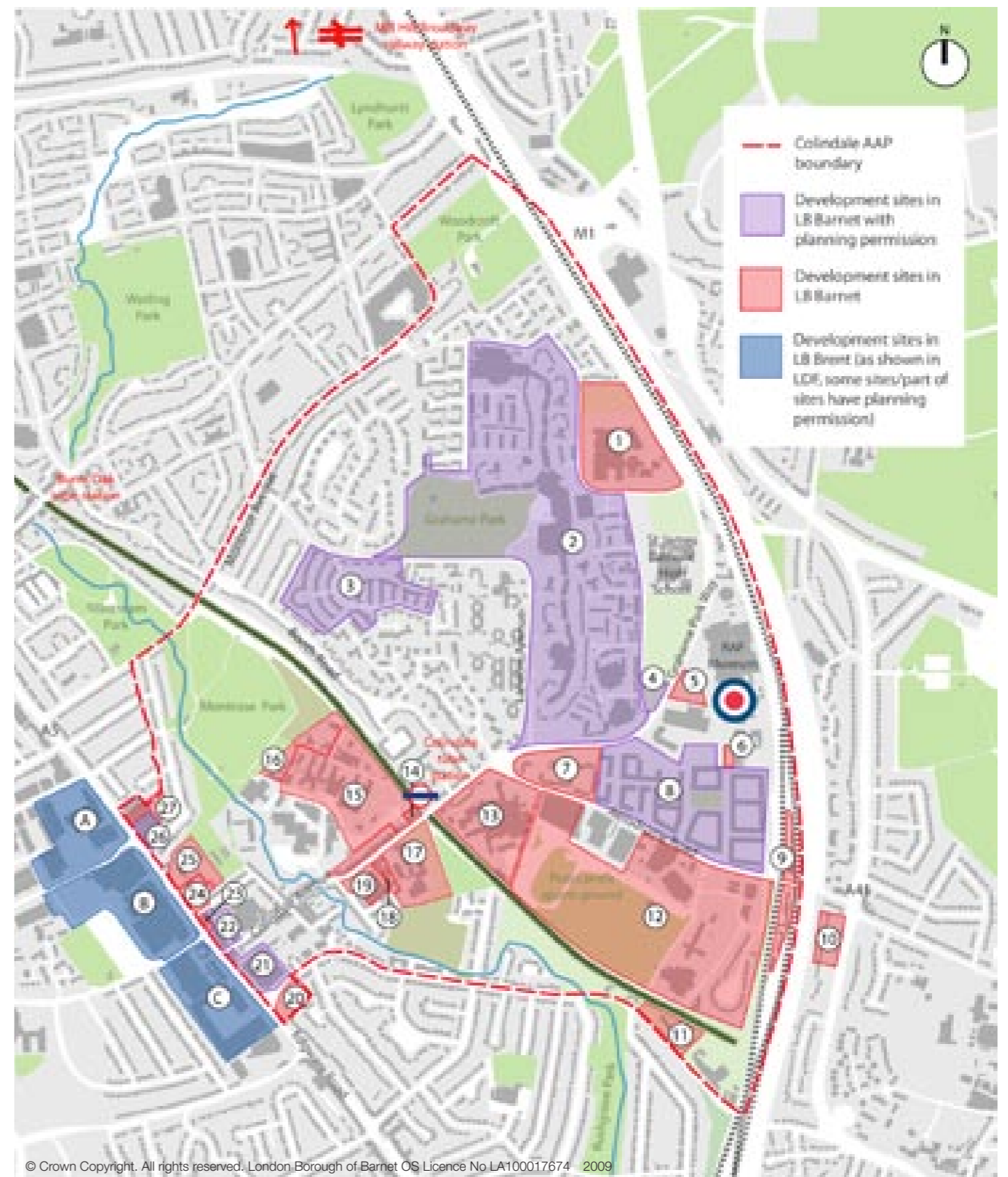


Figure 1.6 Development sites within the Colindale AAP and in London Borough of Brent along Edgware Road





Adastral South



Barnet College



Station House



Beaufort Park



Middlesex University accommodation



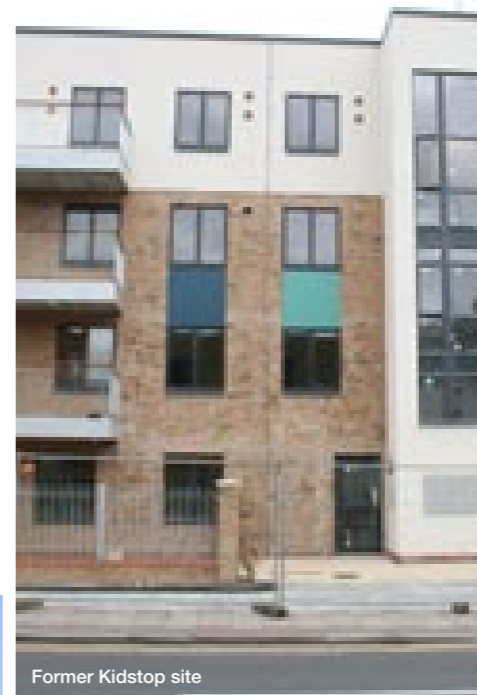
Runway Close



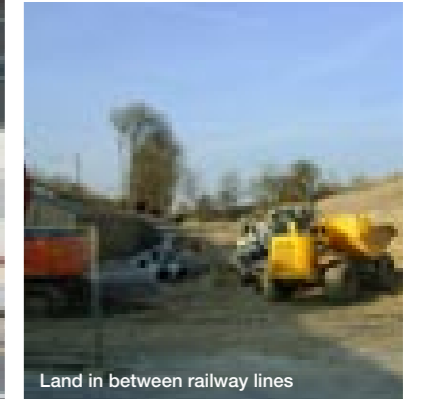
Colindale Hospital building



Peel Centre East



Former Kidstop site



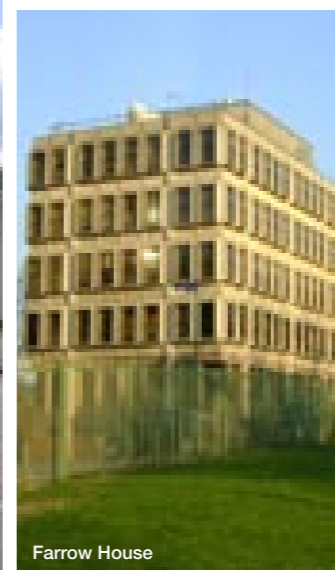
Land in between railway lines



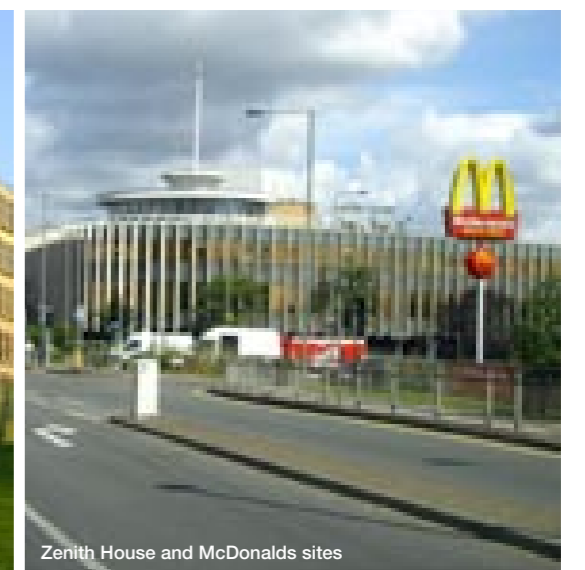
Grahame Park Estate



RAF Museum



Farrow House



Zenith House and McDonalds sites

2

The Colindale  
Vision

## 2. The Colindale Vision

### 2.1. Introduction – the Spatial Approach

2.1.1. Colindale represents an opportunity to deliver sustainable housing growth and a new compact neighbourhood centre which area well served by both improved public transport services and high quality public open space. This AAP puts forward a vision for the future of the area and provides the framework for ensuring the planned growth is delivered in a sustainable way.

2.1.2. This spatial planning approach aims to make Colindale a distinct and successful place with its own identity - a place valued by those who use it. New housing proposals will be coordinated with the provision of vital services such as education, health and community facilities. The AAP provides a flexible supply of land for commercial uses and identifies suitable locations to ensure businesses are drawn to Colindale by providing an attractive environment and workforce able to easily access local employment opportunities.

2.1.3. The vision for Colindale responds to local challenges and opportunities and is based on evidence, a sense of local distinctiveness and stakeholder and community derived objectives, within the context of the London Plan's Opportunity Area designation, the North West London to Luton Co-ordination corridor Prospectus, Barnet's Sustainable Community Strategy and Corporate Plan, the Council's Three Strands Approach of Protect, Enhance and Grow and the emerging Barnet LDF Core Strategy.

2.1.4. This vision is translated into a number of objectives, planning policies and guidance and identifies potential public and private sector resources to deliver them. This creates a framework for private investment and regeneration that promotes economic, environmental and social well being for Colindale, and creates the conditions necessary for sustainable development.

### 2.2. Vision and objectives for Colindale

By 2021, Colindale will be a vibrant, successful and diverse neighbourhood where people will want to live, work and visit. It will accommodate high quality sustainable developments within four 'Corridors of Change' and a new neighbourhood centre. Colindale will become a successful suburb in North London, providing existing and new communities with high quality local services, improved transport and access to enhanced green space and leisure facilities.

2.2.1. The ten key objectives of the AAP to deliver this vision are as follows:

1. **Provide a coherent spatial development framework to guide and deliver future strategic growth in Colindale in accordance with the London Plan and Sub Regional Development Framework and the Council's Three Strands Approach and emerging Core Strategy.**

Following ongoing dialogue with landowners and stakeholders and public consultation at the Issues and Options and Preferred Options stages, this AAP provides a well-informed coherent framework to help guide and deliver approximately 10,000 new homes and 500-1000 jobs (including those planned at Grahame Park Estate and Beaufort Park) in accordance with strategic and local planning policy

2. **Identify and promote specific opportunities for new mixed use and residential development that will contribute significantly to the strategic housing and employment targets outlined in the London Plan under Colindale's Opportunity Area designation.**

The AAP identifies specific character areas (known as the Corridors of Change) and sites for new mixed use, residential and commercial development within the AAP area. Distinct visions and objectives are put forward for each of these Corridors and specific development sites identified. The AAP is seen as the principal planning strategy enabling the implementation of the Colindale Opportunity Area designation and recognises that the Opportunity Area designation also covers parts of the London Borough of Brent.



Beaufort Park (top left), Kidstop site in construction (top right), Colindale underground station (bottom left), Montrose Park (bottom right)

**3. Improve the quality and attractiveness of the transport network/infrastructure and encourage the use of sustainable modes of transport, addressing the significant increase in travel resulting from proposed growth.**

The AAP recognises that whilst there are good tube station connections, Colindale currently suffers from relatively poor connections with the surrounding areas and local traffic congestion, with a need for additional and improved pedestrian and cycle routes and greater emphasis on improved public transport. The AAP promotes the development of a new public transport interchange incorporating new public open space around Colindale underground station, the opportunity for new bus routes, particularly along Aerodrome Road towards Hendon, and new and improved pedestrian and cycle routes linking new developments to the surrounding area and particularly to the public transport interchange. Whilst improvements in public transport will provide an incentive to support modal shift (people shifting their mode of transport from cars to more sustainable modes), new vehicular routes will still be required to ensure that all trips generated by new development can be accommodated satisfactorily on the local road network.

**4. Ensure the coordination of other infrastructure requirements: social, economic, physical, environmental and educational.**

Beyond transport and access improvements, the AAP, through discussions with relevant stakeholders, service providers and partners, identifies the need for a range of infrastructure necessary to ensure the scale of change being promoted will result in the creation of sustainable communities. Expanded capacity for local primary schools, contributions to improvements to secondary school provision in the wider area, the relocation of Barnet College, youth provision, improved health facilities, open space, play facilities and other related infrastructure will all be necessary for a sustainable community.

**5. Identify new and improved routes and connections to increase permeability and ensure the Colindale area is fully integrated with its suburban hinterland.**

One of Colindale's most pressing issues is its relative isolation/ segregation caused by poor levels of integration with the surrounding area. Physical barriers contributing to this include the M1 and the adjacent railway lines and the Northern Line. Following a thorough urban design and socio-economic analysis of the area, the AAP identifies appropriate routes and connections to make

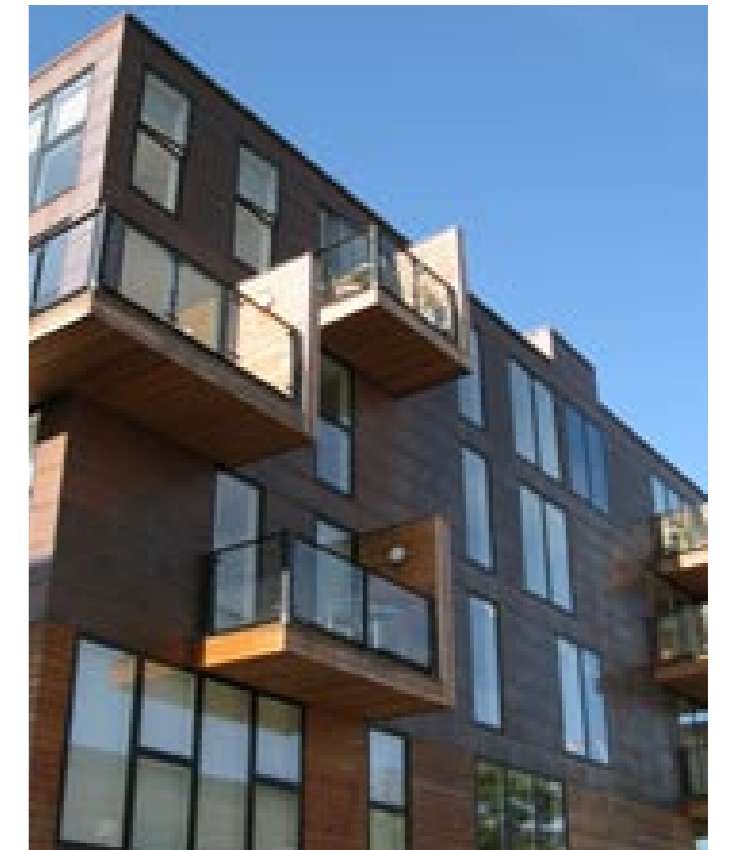
Colindale a more permeable, legible and safe area, particularly for pedestrians and cyclists.

**6. Provide a strategic phasing programme for delivery of the key development sites.**

The AAP incorporates a development phasing and delivery strategy to ensure that developments and associated infrastructure are delivered in an appropriate and timely manner. This has been devised with an understanding of the aspirations and the emerging development and disposals programmes of the key partners and landowners in the area.

**7. Co-ordinate the development of a framework and mechanism for pooling of planning obligations through Section 106 planning legal agreements to deliver the necessary infrastructure requirements of the area, building upon existing secured Section 106 funding from approved developments and Government grants/TfL spending programmes and the emerging Community Infrastructure Levy and potential Barnet Finance Plan ('Barnet Bond') or a pilot Tax Increment Financing/Accelerated Development Zone (TIF/ADZ) funding structure.**

The AAP seeks to ensure that the relevant planning obligation priorities are clear and understood by those considering and pursuing development opportunities in Colindale. Discussions have taken place with the local authority children's service, the local health authority, the local highway authority and other relevant stakeholders to better understand the scope of the community and transport infrastructure and other improvements necessary for development on the scale envisaged in Colindale to proceed. All sites will be required to contribute to these priorities on a fair and equitable basis and an open book approach to discussions relating to the financial viability of particular development proposals will be required. Barnet Council submitted a bid for CLG's Tax Increment Financing/Accelerated Development Zone (TIF/ADZ) Pilot proposals on the 30th June 2009 with Colindale as its pilot scheme area.





**8. Plan for carbon free development and significant reduction in the use of natural resources by 2016 and beyond.**

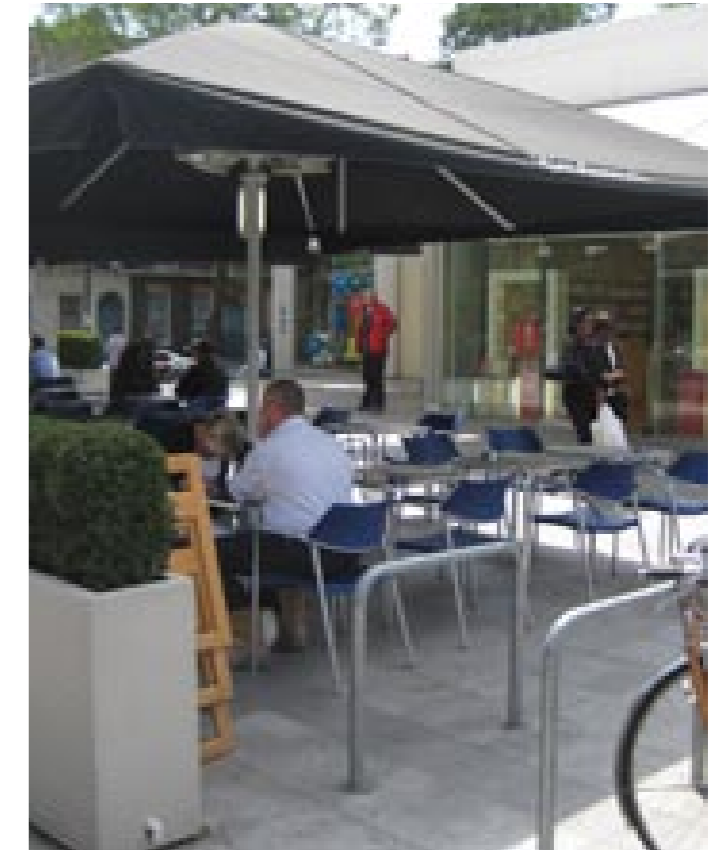
Development on the scale of that envisaged in Colindale provides a significant opportunity to minimise future emissions from new-build development and incorporate adaptation measures to ensure that they will be both comfortable and resilient to the effects of a changing climate; there is an opportunity in Colindale to deliver new development to exemplary levels of sustainability.

**9. Provide a clear and robust framework in which the Council as local planning authority and the Mayor of London and GLA as the strategic planning authority can make decisions on related planning applications.**

The AAP provides a robust, deliverable and flexible spatial planning framework for Colindale, providing a clear basis on which planning decisions to help deliver the planned strategic growth can be made. The AAP provides policy and guidance on the urban design quality of the environment, sustainability, land uses, community and transport infrastructure requirements, planning obligations and Section 106 contributions and phasing and deliverability area-wide as well as for the four specific Corridors of Change. These each provide a specific but flexible and complementary approach to the spatial planning of the area to deliver high quality sustainable development.

**10. Provide an attractive and safe environment, well integrated with its historic environment, encompassing the highest quality sustainable urban design, architecture and open spaces.**

Good urban design is essential to produce attractive, high quality sustainable places in which people will want to live, work and visit, as well as maximising the environmental sustainability of places. The AAP supports and promotes high quality urban design, landscape design and architecture which is well integrated with its historic environment to create a thriving and attractive place which relates well to its context. The AAP provides policies and guidance to improve the quality and attractiveness of the natural environment and encourage environmental enhancements in all developments and existing open spaces, particularly Montrose Park.





### 2.3. The Spatial Plan for Colindale

#### Policy 2.0 Colindale Opportunity Area

Colindale will be a major focus for the creation of new homes, jobs, a new neighbourhood centre and supporting infrastructure delivering exemplary levels of sustainability. It will be a transformed place and vibrant, diverse neighbourhood where people will want to live, work and visit. The Council will seek the comprehensive redevelopment of Colindale in accordance with the Spatial Plan and the development principles set out in the AAP.

#### Policy Explanation

2.3.1. Figure 2.1 is the area-wide Spatial Plan for Colindale. The Spatial Plan is a visual representation of the vision set out above and identifies the four Corridors of Change within Colindale: Colindale Avenue, Aerodrome Road, Edgware Road and Grahame Park Way.

2.3.2. Within each Corridor of Change, the strategic social, economic and environmental proposals have been identified and provide the overarching framework for change within Colindale.

2.3.3. Improved connectivity is central to delivering this vision as Colindale currently suffers from poor connectivity, legibility and local traffic congestion. The Spatial Plan for Colindale therefore identifies new streets and routes to improve connectivity and movement within the area. The emphasis is on encouraging more use of public transport facilities, walking and cycling as well as ensuring that all trips generated by new development can be accommodated satisfactorily on the local road network.

2.3.4. The creation of attractive, successful, vibrant and sustainable neighbourhoods in Colindale is dependent on the quality of individual development proposals coming forward and the adherence of these proposals to the policies and guidance contained in this AAP.



Figure 2.1 The Spatial Plan for Colindale



3

Connecting  
Colindale

# 3. Connecting Colindale

This chapter contains policies that focus on:

- Objective 3 of the AAP – to improve the quality and attractiveness of the transport network/infrastructure and encourage the use of sustainable modes of transport; and
- Objective 5 of the AAP – to identify new and improved routes and connections to increase permeability in Colindale.

## 3.1. Introduction

3.1.1. Successful development depends on good access and connections for pedestrians, cyclists, public transport and other vehicles. The contextual analysis of Colindale, traffic modelling work and engagement with stakeholders provides the basis for the movement framework for Colindale.

3.1.2. Colindale will experience a significant increase in resident population and travel demand over the AAP period. The proposals for transport and movement aim to encourage use of sustainable travel modes through the provision of better and safer pedestrian and cycle permeability, connections and facilities; opening up the area for more frequent bus services reaching more destinations, and using travel plans for developments to encourage use of more sustainable modes. The AAP therefore proposes a balanced provision across all modes of transport to ensure that future travel demands can be catered for and that real travel choice is provided within a sustainable transport framework.

The proposals within this AAP establish:

- How new and existing routes within the Colindale area integrate with the existing infrastructure;
- The provision made for all forms of movement, but in particular walking, cycling and public transport;
- How the proposed development can benefit Colindale as a whole, including existing areas, by improving connections such as providing new bus routes and more direct and safe pedestrian and cycle routes to, from and between the Corridors of Change and particularly the new neighbourhood centre;
- How movement will be provided for during each phase of the proposed development.

## 3.2. Existing Public Transport

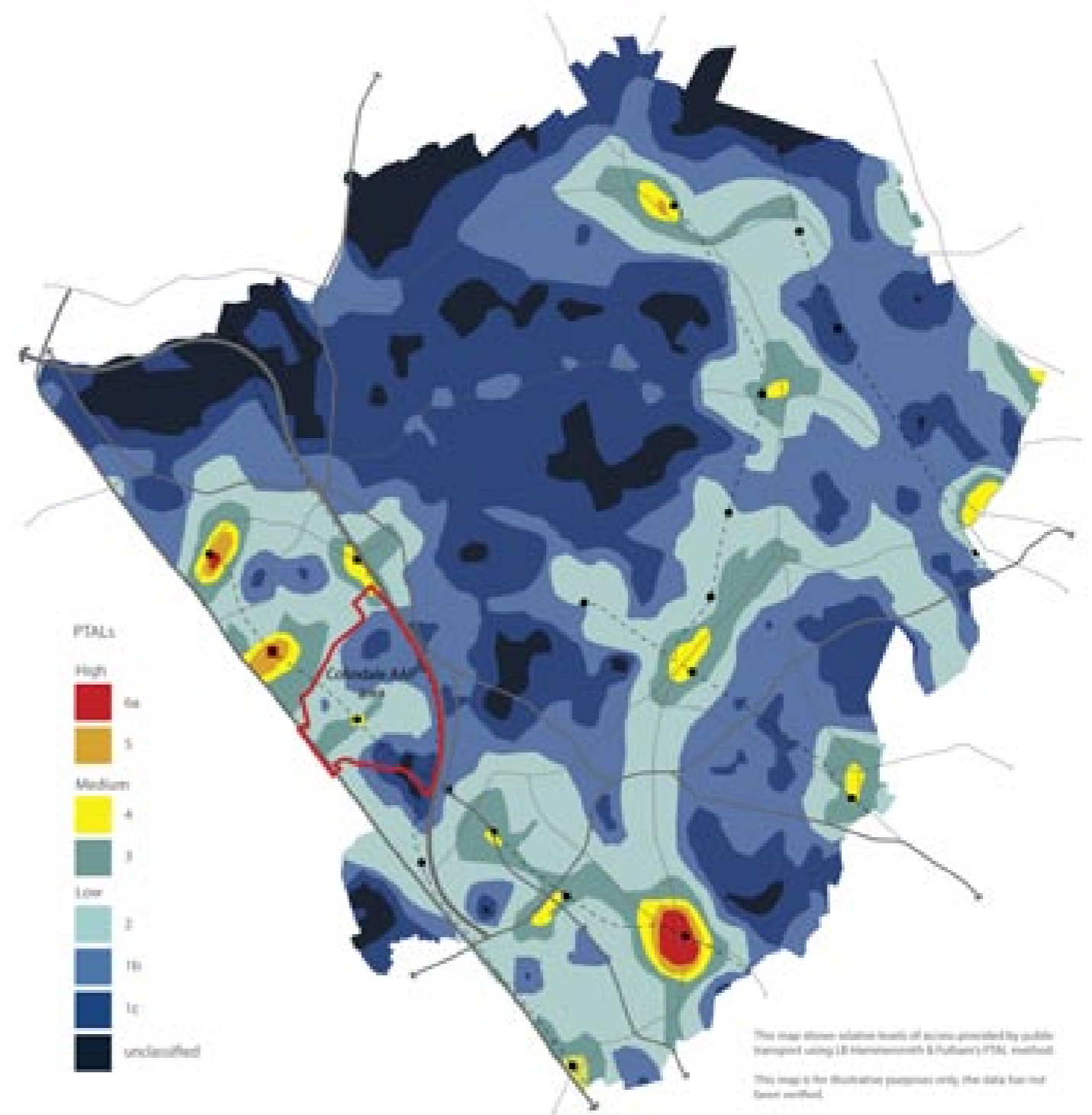
3.2.1. Although benefiting from a tube station, Colindale is not very accessible to the wider area and bus services, in particular, do not serve a wide area outside of Colindale. Colindale Underground Station provides quick and frequent connections into Euston and central London on the Northern Line. Mill Hill Broadway station, located just north of the AAP area, offers excellent fast links on the First Capital Connect Thameslink rail service to London Kings Cross St Pancras, the City of London and Gatwick Airport to the south or Luton Airport and Bedford to the north.

3.2.2. Bus services are critical to local people in Colindale and provide a network of local links to the area's immediate hinterland and nearby centres and interchanges. Bus services are relatively limited with only a few services penetrating the AAP area. While the A5/Edgware Road is a major north-south bus corridor, this runs along the western periphery of the AAP area and these services are not easily accessible from sites in the north of the AAP area. Most of the Colindale AAP area is within a 20 minute walk or 10 minute cycle of Colindale underground station, Mill Hill Broadway station and the A5/Edgware Road.

## 3.3. Walking and Cycling

3.3.1. Most of the Colindale AAP area is within a 20 minute walk or 10 minute cycle of Colindale underground station, Mill Hill Broadway station and the A5/Edgware Road. However, Colindale suffers from a lack of, or poor quality, walking routes and connections within the area and to adjacent areas, partly due to the severance caused by the strategic road and rail network, namely the M1, A5, A41, and underground and overground railway lines. A key objective of the AAP is therefore to improve the quality and amount of walking and cycle routes in the area.

3.3.2. The strategic cycle links to the area include the London Cycle Network Plus route 16 (LCN+16), which is signed along Edgware Road. Whilst there are some other cycle routes through parts of Colindale, these do not provide good permeability throughout the whole of the AAP area. Improvements to cycle routes through enhanced infrastructure and signage are required to promote cycling to improve local connectivity and offer an alternative sustainable mode of travel.



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Figure 3.1 PTAL plan of Colindale (illustrative only)

### 3.4. Highway Network

3.4.1. The Colindale area is close to the wider strategic road network, with the M1 and A41 forming the eastern boundary while the A5 (Edgware Road) bounds the area to the west. However, these major routes create local severance problems and isolate the area from neighbouring communities. There is congestion on these routes on the periphery of the Colindale area, particularly in the morning peak.

3.4.2. There are a limited number of points where roads can currently cross over or under roads or railways. This puts pressure on traffic and makes pedestrian and cycle access more difficult. There are five main routes into/out of the AAP area that lead to the strategic network, as shown in Figure 3.3:

1. Colindale Avenue is the key east/west link that crosses the Underground line, serves Colindale Underground station and links Colindale to the A5/Edgware Road. Although it is a key 'gateway' to the study area, its current scale and character do not reflect its importance, and this should be improved in the future. It is currently a major bus link and an important route for pedestrians and cyclists. Colindale Avenue is frequently congested on the approach to the A5.
2. Aerodrome Road runs from the heart of Colindale under the M1/mainline railway on the eastern boundary of the study area and links directly to the A41, which then provides links to the A1 and M1 – it is therefore the primary access road to the strategic network. Aerodrome Road has recently been improved with replacement widened bridges enabling double-decker buses to use the road for the first time and an increased capacity on the approach to the A41. This route also links to Hendon where Middlesex University are consolidating their new flagship campus.
3. Grahame Park Way/Bunns Lane runs from the heart of Colindale to the north and Mill Hill Broadway railway station, crossing under the M1/mainline rail, but is frequently congested in the Mill Hill area during the peak hours.
4. Colindeep Lane links the A41 to the A5 on the south-eastern boundary of the AAP – however this road is not directly accessible from Colindale and traffic wishing to use it must gain access via Colindale Avenue.
5. Montrose Avenue runs along the western boundary of the AAP and provides access to the A5/Edgware Road. The main access to this road from the centre of Colindale is via Booth Road.

The AAP has considered whether these links will be adequate for future demands based on the level of growth planned for the area.

### 3.5. Transport proposals

3.5.1. The core objective relating to transport is to address the significant increase in movement resulting from the proposed growth in Colindale whilst improving the quality and attractiveness of the transport network and infrastructure and encouraging the use of sustainable modes of transport.

3.5.2. Estimates of future travel in Colindale were derived from travel research, and were used to estimate and test the impacts of travel generation from the proposed developments – the mode share estimates used are summarised below. The estimates show the importance of the underground and bus as travel modes and the need to improve the attractiveness of walking and cycling within and around Colindale.

	Am peak hour (%)	Pm peak hour (%)
Car	39	45
Bus	16	14
Tube	28	26
Rail	6	6
Walk	9	9
Cycle	2	1
Total	100	100

Figure 3.2 Estimates of future travel in Colindale

3.5.3. The key highways objective is to maintain a network which provides sufficient capacity to facilitate traffic flow. This needs to be achieved without encouraging unnecessary car trips to ensure sustainable growth. Investment in and enhancement of public transport will be vital in supporting this approach.



Figure 3.3 Routes in and out of the AAP area leading to the strategic highway network



**Policy 3.1 Improving Connectivity in Colindale**

Development within Colindale will be based on a network of new and improved streets linking development to the wider area and increasing connectivity and permeability within Colindale, creating direct and safe links for walking, cycling and public transport.

The following strategic highways elements will be required within Colindale, in addition to the proposals which form part of the approved Grahame Park Estate regeneration:

**Package 1 (within phases 1 and 2 of the AAP)**

- Aerodrome Road/A41 junction improvements
- Montrose Avenue/A5 (Edgware Road) junction improvements
- Colindale Avenue/A5 (Edgware Road) junction improvements

**Package 2 (within phase 2 of the AAP)**

- Removal of roundabout to enable a new junction of Colindale Avenue/Aerodrome Road/Grahame Park Way/Lanacre Avenue

**Package 3 (within phase 3 of the AAP)**

- Peel Access Link: a new street linking Aerodrome Road and Colindeep Lane using an existing railway bridge to pass under the Northern Line.

3.5.4. In line with the significant level of development proposed for Colindale, highway capacity enhancements will be required to facilitate the anticipated growth in demand on the highway network. This can be achieved through a variety of new streets and junctions and improvements to existing streets and junctions.

3.5.5. It is considered that there is some scope to reduce car borne trips to existing traffic-generating development such as Barnet College, the RAF Museum and the Peel Centre, thus reducing the background level of existing traffic. These changes could be as the result of the relocation of the College to a site closer to the station (together with a reduction in parking spaces), by proactive encouragement of travel plans and parking management measures including reduced parking ratios, and improvements to the provision for walking, cycling and public transport.

3.5.6. Three packages of transport improvements have emerged to address the increase in movement in the area, in addition to the measures proposed as part of the outline planning permission for Grahame Park Estate which involves realigning Lanacre Avenue to create a new boulevard. These three packages cover different phases within the AAP and aim to improve connectivity for all modes and movements and help to mitigate against the existing and predicted problems associated with traffic flow within and around Colindale. The packages are designed to deal with the lack of existing connectivity arising from the significant barriers to local movement presented by the strategic rail and road network infrastructure. The objectives of the packages will be to cater for local movements, particularly by bus, rather than through movements, and for sensitive design to recognise the predominantly residential nature of the area.

3.5.7. All street design will be required to follow the latest Government highways guidance set out in the Manual for Streets (DFT/DCLG 2007). The Manual makes an important distinction between streets and roads and stresses the importance of place-making and a move away from highways dominated developments.

3.5.8. The wider strategic network in this part of London is congested, and there are a number of strategic constraints on traffic levels and speeds which are beyond the scope of the AAP. Given these network conditions and constraints and the significant levels of proposed new development in the area, some additional congestion at peak times of the day is likely in future, even with road improvements in the Colindale area. It is therefore important to improve the quality and attractiveness of the transport network/ infrastructure, particularly where this will encourage the use of sustainable modes of transport, including walking, cycling and the use of public transport.



Figure 3.4 Improving Connectivity in Colindale: proposed strategic highway elements for Colindale

## Package 1

3.5.9. The first package of measures would improve various junctions in the area and cover the first two phases of the AAP (to 2011 and to 2016). This would include:

- An amendment to lane designation and signal timings at the Aerodrome Road/A41 junction;
- Introduction of signals at the junction of Montrose Avenue and the A5 (Edgware Road); and
- Provide a significant improvement in capacity at the Colindale Avenue/Edgware Road junction. This will widen the Colindale Avenue approach to 2 lanes and add a new lane in both directions on Edgware Road. When tested using a detailed traffic model, this will reduce anticipated congestion in both peak periods of the day

Transport modelling tests\* indicated that while this package would improve future conditions, it would not be regarded as sufficient enough to mitigate the anticipated impacts of the new development proposed in Phase 3 and beyond.

## Package 2

3.5.10. The second package of measures involves the removal of Colindale Avenue roundabout and a new junction of Colindale Avenue, Aerodrome Road, Lanacre Avenue and Grahame Park Way. Removing the roundabout will significantly improve the local environment, particularly for pedestrians and cyclists, and free up land for development fronting Colindale Avenue creating a more attractive and safe place. A new junction would be created with easier and safer crossing facilities for pedestrians and cyclists and integrate with the proposed boulevard to Grahame Park and the new open space and community and retail facilities proposed as part of the Grahame Park Estate masterplan. Existing mature trees in this area will be retained wherever possible.

## Package 3

3.5.11. The third package of measures would open up a disused route under an existing Northern Line railway bridge between Colindeep Lane and Aerodrome Road. This Peel Access Link would be provided during the third phase of development in Colindale (2017-2021). The existing at-grade tunnel under the Northern Line railway bridge is currently blocked for security reasons but presents a feasible opportunity to improve local connectivity in the medium to long term. This would create a new alternative north-south link for walking, cycling and vehicular traffic through the eastern part of the study area and improve accessibility from within the local area to the

strategic highway network. Transport modelling tests\* indicate that this scheme would reduce anticipated congestion in the morning peak hour, but has less of a mitigating effect in the evening peak hour, likely due to differences in travel patterns at the morning and evening peak.

\*Refer to the Transport Analysis Summary Report (June 2009), Saturn Modelling Report (June 2009), VISSIM Proposed Modelling report (April 2009), and VISSIM Validation Report (April 2009) for summary of transport modelling.

## Walking and Cycling

### Policy 3.2 Walking and Cycling

Development will create a high quality network of pedestrian and cycle routes linking open spaces, local centres, sports facilities and the public transport interchange, broadly in accordance with Figure 3.5 and Figure 3.6. Routes will be linked by good signage and will provide attractive, direct and safe connections through Colindale and the surrounding areas.

Cycle parking will be provided at key destinations, including local centres, sports facilities, parks and open spaces, public transport nodes and education establishments and be in accordance with TfL cycle parking standards. Cycle storage facilities will be provided in all new developments.

Where practical and feasible, cycle and walking routes will be segregated. Where they need to run along shared routes, detailed consideration of conflict and safety issues will be required and appropriate guidance such as the TfL Cycling Design Guide and Manual for Streets will be followed.

3.5.12. Figure 3.5 shows a proposed core walking network where high quality pedestrian facilities will be developed and associated key junctions where good pedestrian crossing facilities will be important. Colindale Avenue is seen as the key pedestrian route as it provides access to Colindale underground station and the facilities on the A5/ Edgware Road. A new pedestrian route will be provided from Colindale Hospital site to Montrose Park, improving access to the Park from Colindale Avenue. Aerodrome Road is an important link under the M1 to provide connections to Hendon and the East of the borough, particularly Middlesex University. The Peel Access Link will help to reduce the severance created by the Northern Line



Figure 3.5 Proposed core walking network

and improve north-south pedestrian connectivity within Colindale. Links between the neighbourhood centres at Grahame Park Estate and Beaufort Park and the proposed new centre around Colindale interchange will be crucial to ensure that walking is a viable, attractive alternative to other modes of transport for local trips and for accessing public transport for longer distance trips. In addition, improved walking and cycling links to Mill Hill Broadway station to the north will be important to promote good access to overland rail services.

3.5.13. Development will provide a network of green pedestrian and cycle routes to connect public open spaces and enhance biodiversity in Colindale, in accordance with Policy 5.5 (Open Space and Biodiversity in Colindale).

3.5.14. Figure 3.6 shows a proposed network of cycle routes linking areas and key destinations. As with walking, Colindale Avenue and Aerodrome Road are seen as key links, and the proposed new Aerodrome Road/Colindeep Lane link will improve permeability. Consideration should be given to possible connections to wider cycle routes outside the AAP area, including the Mayor of London's proposed Cycle Super Highways. Cycle parking for new developments should be implemented broadly in accordance with TfL guidance on levels of cycle parking and storage. Additional cycle parking provision in public spaces, near public transport hubs and at key destinations should also be provided. Where appropriate, the AAP will consider the Mayor of London's Cycle Hire Scheme.

## Buses

### Policy 3.3 Buses

Bus connections will be significantly improved, both within Colindale and to destinations outside Colindale, in accordance with Figure 3.7 and in consultation with TfL. The improvements to the Aerodrome Road bridges and potential new connections in the area provide opportunities for new and enhanced bus routes. Key routes will be designed to a standard suitable for bus operations and with appropriate accessible bus stopping facilities, particularly at interchanges such as Colindale Station. Developers will provide an appropriate level of financial contributions to local bus services, in accordance with Policy 8.3.

3.5.15. Figure 3.7 shows existing and potential new bus routes and facilities in the AAP area. These will be developed over time by the Council in conjunction with TfL Buses. There is the potential for serving Colindale by re-routing an existing bus service linking Northwick Park to the major destination of Brent Cross, to provide access to Aerodrome Road and Middlesex University at Hendon. There is also potential for new east/west services to Brent Cross and Finchley Central, and for more links to Colindale Station. The proposed highway improvements should help to protect bus reliability and journey times from congestion.

3.5.16. Enhanced bus stopping facilities (double stops in each direction) will be required in the vicinity of Colindale Underground Station. In addition, throughout the Colindale area, the proposed bus network needs to provide at least one bus stop within 400 metres of each residential unit, in line with TfL guidance.



Figure 3.6 Proposed network of cycle routes



## Public Transport Interchange

### Policy 3.4 Public Transport Interchange

A new public transport interchange will be provided around Colindale Underground Station, improving the interchange between different modes of transport and providing a new gateway in to Colindale. At the heart of the interchange will be a new public piazza and station building. The interchange will include:

- High quality safe and secure walking and cycling routes to/from the interchange, including safe crossing facilities;
- Step free access for all on public transport;
- A high quality, secure public space which improves the station access and provides comfortable interchange space;
- Secure, covered cycle parking facilities;
- Double bus stops in each direction located on Colindale Avenue itself (in-line provision);
- Set-down/pick-up spaces for disabled passengers;
- Taxi set down/pick up provision;
- Adequate facilities for the servicing and maintenance of the interchange;
- High quality information for passengers;
- The ability within the local street network for buses to turn enabling Colindale to serve as a bus route destination/start; and
- Improved ticket hall with increased passenger capacity and facilities.

3.5.17. Colindale Underground Station is central to the AAP study area, and will become increasingly important with the level of future development that will be within walking distance. To ensure that the station can cope with future demand requirements, it is crucial that facilities are accessible to all and that interchange between modes is improved. The scale of growth envisaged in the Colindale area is dependent on developers/landowners and TfL making significant improvements to and investments in public transport infrastructure and services. In considering improvements to Colindale Underground Station, reference should be made to TfL's Interchange Guidelines.

3.5.18. Analysis of future demand and station facilities undertaken for the AAP indicates that morning peak period hour two-way passenger flows are likely to increase by 2,600 from the current 1,400 to 4,100 in 2021 once all development is built out and occupied. There is sufficient capacity to cater for increased passenger demand up to 2016, but with full development there is a need for an additional two bi-directional ticket gates, and 2 ticket issuing windows (TIWs). The introduction of appropriate accessibility improvements is also required. Cycle parking facilities should be improved, but there is no proposed increase in car parking at Colindale station (currently 23 spaces) given the AAP's focus on sustainable modes. Developers will be required to contribute towards these improvements through pooled S106 contributions.

3.5.19. There is a planned increase in capacity on the Northern Line by TfL/LUL, and analysis of line loadings indicates that there will be sufficient capacity at Colindale to cater for increased future demand, albeit there will be more congestion for travel away from central London during the evening peak hour. TfL/LUL will need to consider the strategic implications of higher future demand generally in North London on passenger access on the network towards Central London, although there is greater potential to switch between underground and bus/cycle/walk modes in Inner and Central London than in locations such as Colindale.

3.5.20. Four alternative options for the location of the station/ interchange have been considered. The analysis concluded that there would be some benefits in relocating the station to the south of the Peel Centre West site to form an integral part of a new 'heart' for Colindale. However, given the ability of potential improvements to be made to the existing station to cope with future demand and the cost of relocation, the existing location is the supported one. In recognition of the wider regenerative benefits of a new interchange to the south of the Peel Centre West site, the AAP does retain the opportunity for station relocation in the future, subject to further, more detailed feasibility work.

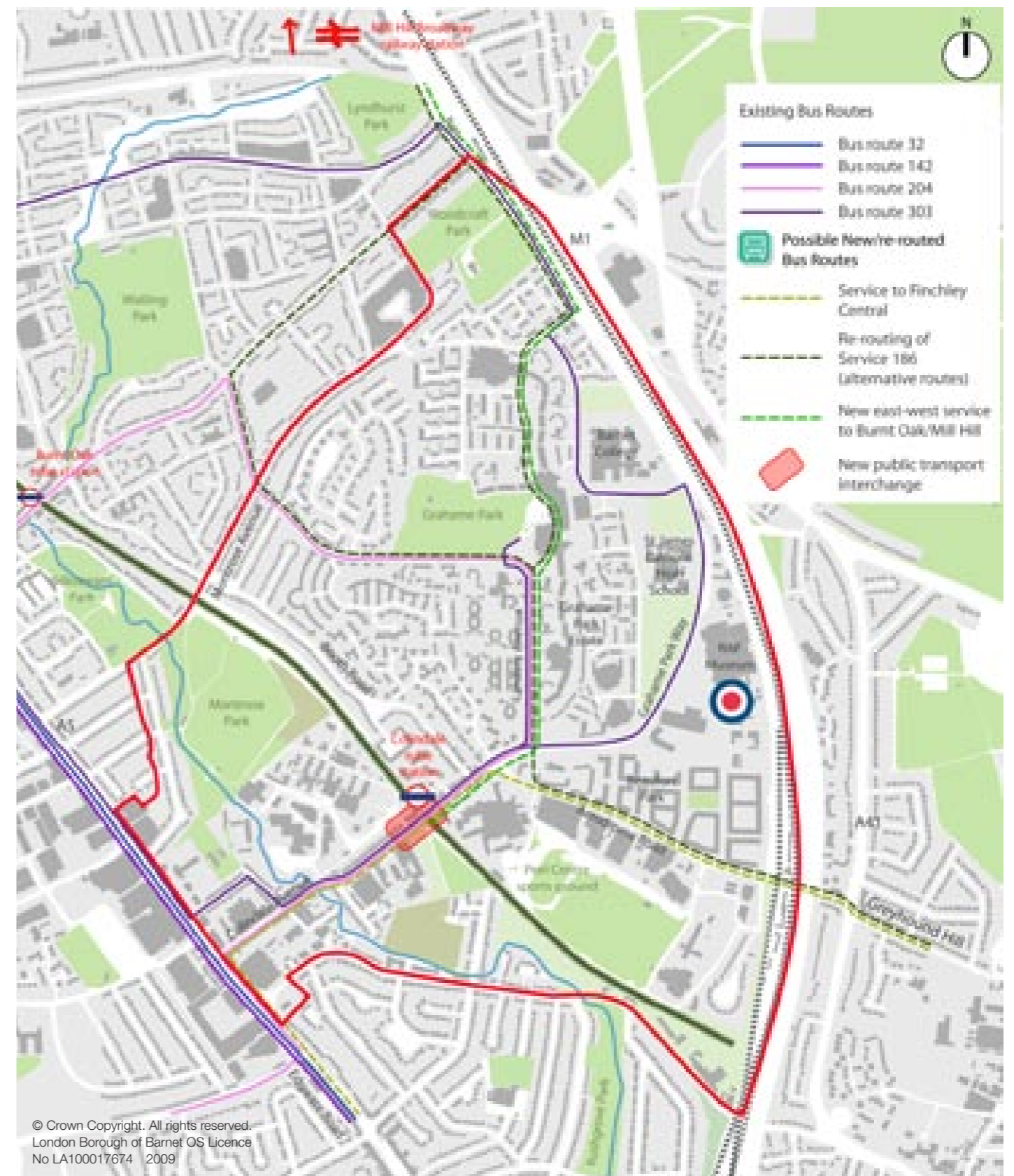


Figure 3.7 Existing and potential new bus routes and facilities



## Parking

3.5.21. In order to promote sustainable travel choices and to tie into other objectives of minimising congestion on the highway network and maintaining traffic flow whilst still providing parking as necessary, the provision of parking will be managed to meet the needs of residents, local businesses and facilities without encouraging unnecessary car travel, particularly for shorter distances.

### Policy 3.5 Parking

Residential parking requirements will vary across Colindale depending on the location of each development site. 1 space per unit will be taken as the maximum standard but a lower provision of 0.7 spaces per unit will be encouraged on sites within close proximity to the public transport interchange, neighbourhood centre and high frequency bus routes.

Non residential parking will be provided at levels consistent with Annex 4 of the London Plan.

3.5.22. Parking standards for new development will need to work alongside the range of other measures proposed to promote sustainable travel and support trip making through enhanced provision of public transport, cycling and walking.

3.5.23. Parking will vary across Colindale and be agreed on a site by site basis. Developments in the most accessible locations, i.e. in the vicinity of the Colindale Station interchange, neighbourhood centres and possibly high frequency bus routes should provide parking levels towards the lower end of this range, i.e. 0.7 spaces per unit. Developments with lower levels of public transport accessibility should provide parking towards the higher end of the range, i.e. 1 space per unit.

3.5.24. In all cases developments will need to show that on-site parking will be adequate and will not generate on-street parking with detrimental impacts. This approach is in line with the London Plan parking standards of 1 space per unit to less than 1 space per unit (for 1 to 2 bedroom flats) where developments are in areas of good public transport accessibility. The needs of disabled residents should be taken into account with appropriate provision of disabled parking in accordance with UDP Policy.

### Policy 3.6 Travel Plans and Sustainable Travel

Development proposals will require the submission of a travel plan and transport assessment and include appropriate measures to minimise impacts on the local highway network and promote the use of public transport, walking and cycling.

The Council will require developers to provide electric car recharging points in developments where practical and deliverable. Developers should also consider car sharing schemes and car clubs.

3.5.25. The AAP proposes improvements for each travel mode which will need to be supported by development travel plans as required by the London Borough of Barnet and TfL, which can be co-ordinated with and support physical measures. The travel plans should consider measures to encourage travel choice including car clubs, cycle clubs, home delivery and servicing consolidation measures and should include targets that can be monitored. The amount of developments proposed in the area offer opportunities to achieve 'critical mass' to make such measures viable. The preliminary recommendation is that the travel plans associated with the developments should aim at a reduction of some 5%-10% of the peak car travel mode share. In preparing travel plans developers should refer to TfL 'Guidance for residential travel planning' and 'Guidance for workplace travel plans for development'.

3.5.26. On the local roads within the AAP area a controlled parking zone (CPZ) is in operation between 2 and 3pm Monday to Friday. During these periods only residents with valid permits are allowed to park in the designated bays. The council will give further consideration to the adequacies of existing car parking controls in the surrounding area and explore options to expand CPZ controls if necessary. The Council will require contributions from developers to enable a review of CPZ controls, and where necessary expand them.

## 3.6. Monitoring

3.6.1. The monitoring framework in Figure 3.8 identifies the key indicators and targets to be monitored for policies in this chapter to ensure the delivery of a high quality sustainable environment. In addition to the borough-wide monitoring arrangements, the Council will monitor the implementation of the AAP and assess the extent to which Policies 3.1, 3.2, 3.3, 3.4, 3.5, and 3.6 are being achieved. The Council's annual monitoring report will demonstrate where milestones have been met and will describe the actions to be taken to deliver the AAP where progress has been slower.

Indicator Number	Indicator	Policy Reference	Targets
3A	Improving connectivity in Colindale	3.1	Package 1 in Phases 1 and 2 (2007-2016) Package 2 in Phase 2 (2012-2016) Package 3 in Phase 3 (2017-2021)
3B	Walking and Cycling	3.2	Joined up network of attractive, direct and safe pedestrian routes broadly in accordance with Figure 3.5.  Joined up network of attractive, direct and safe cycle routes broadly in accordance with Figure 3.6.  Cycle parking at key destinations.  Cycle storage in all new developments.  Progressive mode shift for cycling and walking.
3C	Bus routes	3.4	New and improved bus routes and greater frequency of buses broadly in accordance with Figure 3.7. Increased bus use in Colindale.
3D	Public transport interchange	3.5	New public transport interchange, incorporating facilities identified in Policy 3.4, by end of Phase 2..
3E	Parking	3.6	Maximum provision of 1 space per unit, minimum provision of 0.7 space per unit.
3F	Travel Plans	3.7	Travel plans and Transport assessments submitted as part of planning applications.  Electric car recharging points.  Car sharing schemes and car clubs.

Figure 3.8 Monitoring framework for Connecting Colindale

# 4

The Corridors  
of Change

# 4. The Corridors of Change

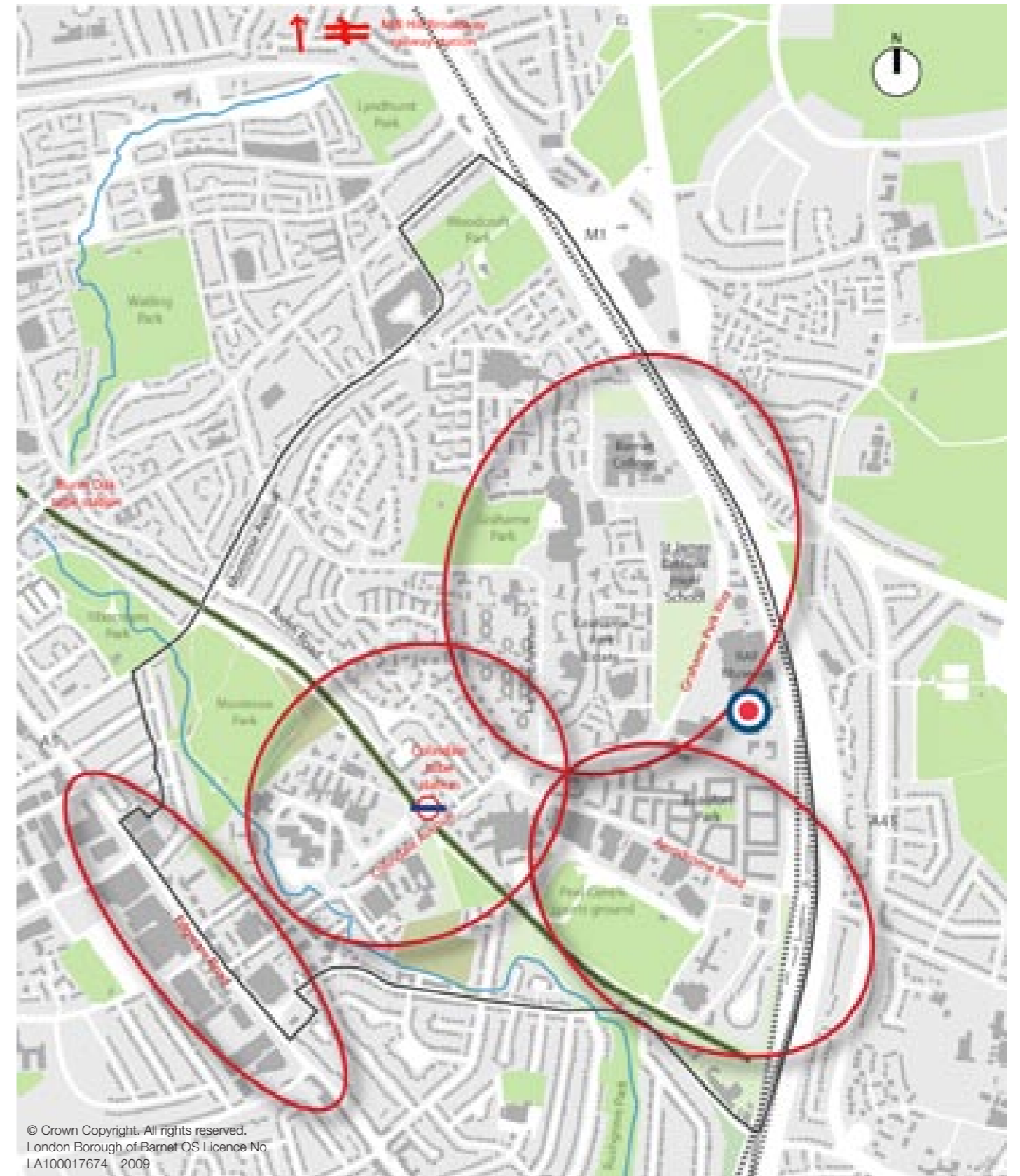
This chapter contains policies that focus on:

- 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:

- Provide high quality safe, direct and legible routes to Colindale interchange and the surrounding areas, particularly Beaufort Park;
- 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;
- Provide a high quality, well defined, overlooked and safe park of approximately 5ha with significant publicly accessible sports and leisure facilities – ‘Aerodrome Park’;
- Provide a new vehicular connection from Aerodrome Road to Colindeep Lane utilising the existing access underneath the Northern Line bridge;
- 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;
- Provide the safeguarded opportunity for a new primary school and other educational and training facilities;
- Provide the opportunity for landowners to work in partnership to facilitate the early delivery of a new student village for Middlesex University;
- 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
- Support the re-use of the former Officers Mess building and improve its setting and prominence as a listed building.

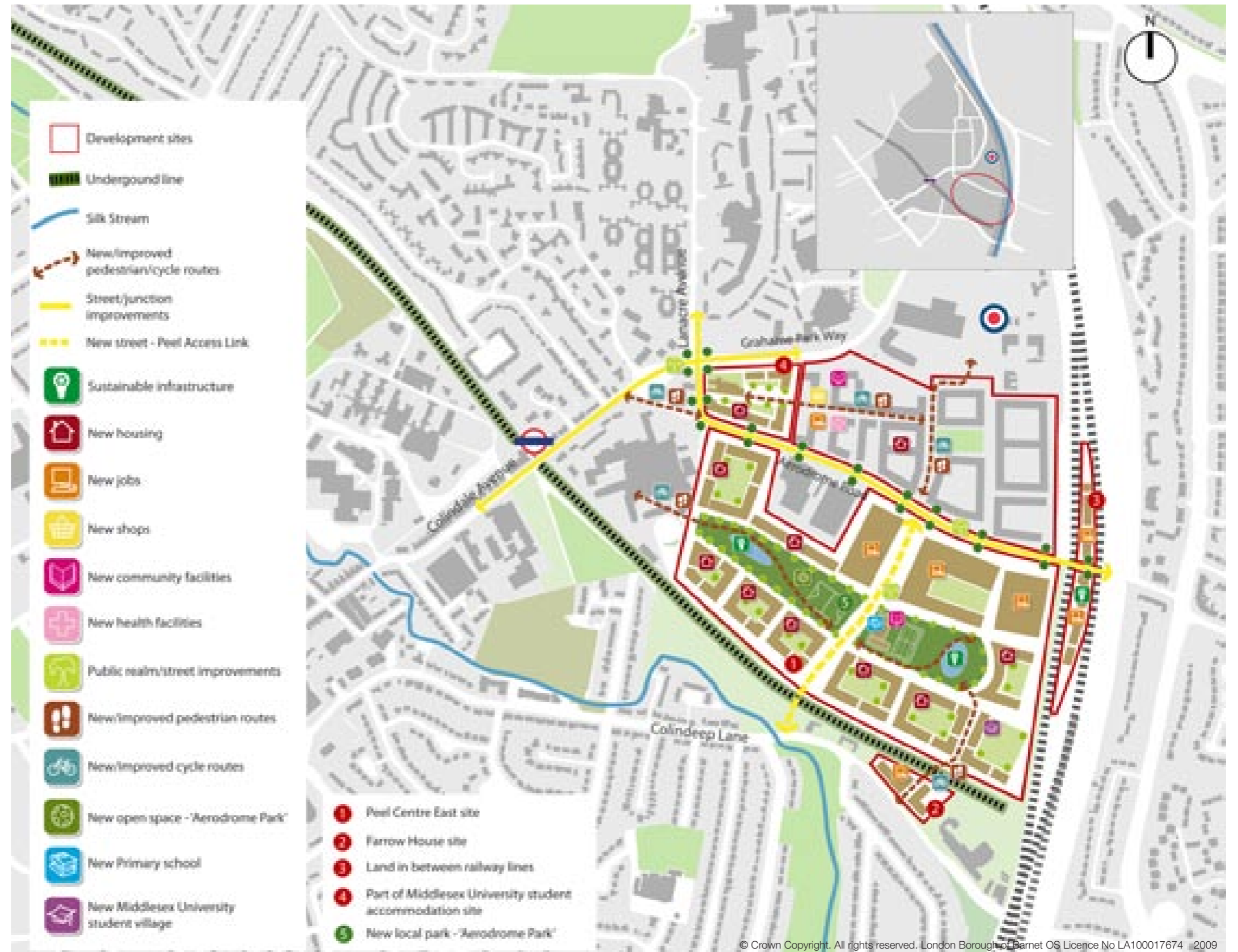


Figure 4.3 Aerodrome Road Corridor of Change Spatial Plan

## 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.

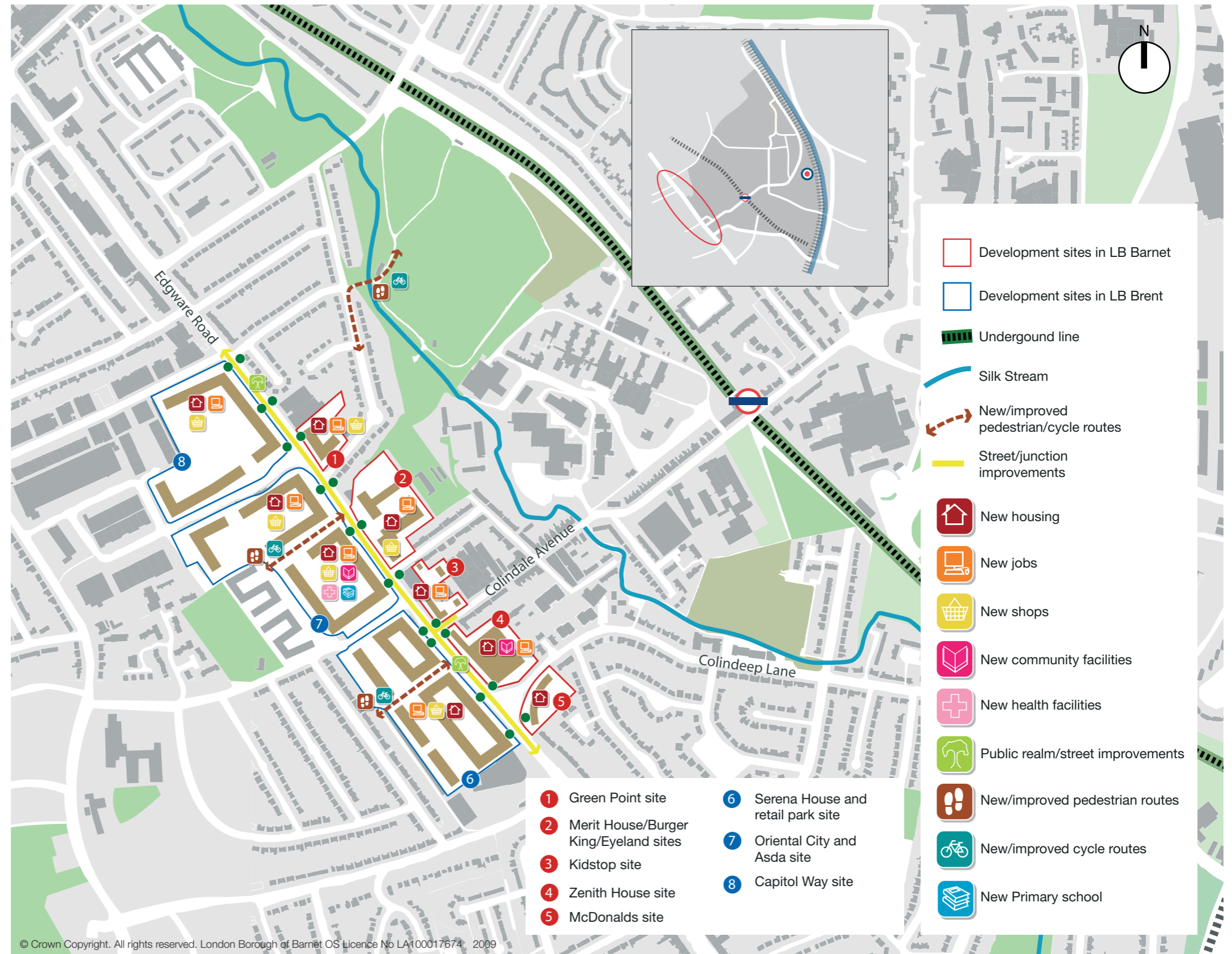


Figure 4.4 Edgware Road Corridor of Change Spatial Plan

## 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:

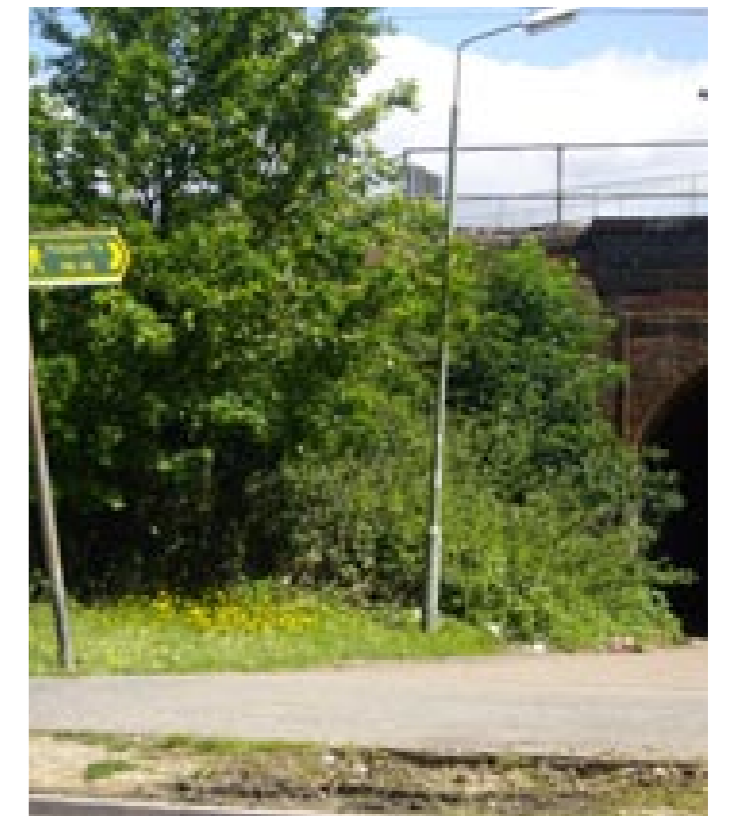
- Grahame Park Estate (outline planning permission)
- Adastral South (now complete)
- Runway Close (now complete)

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.

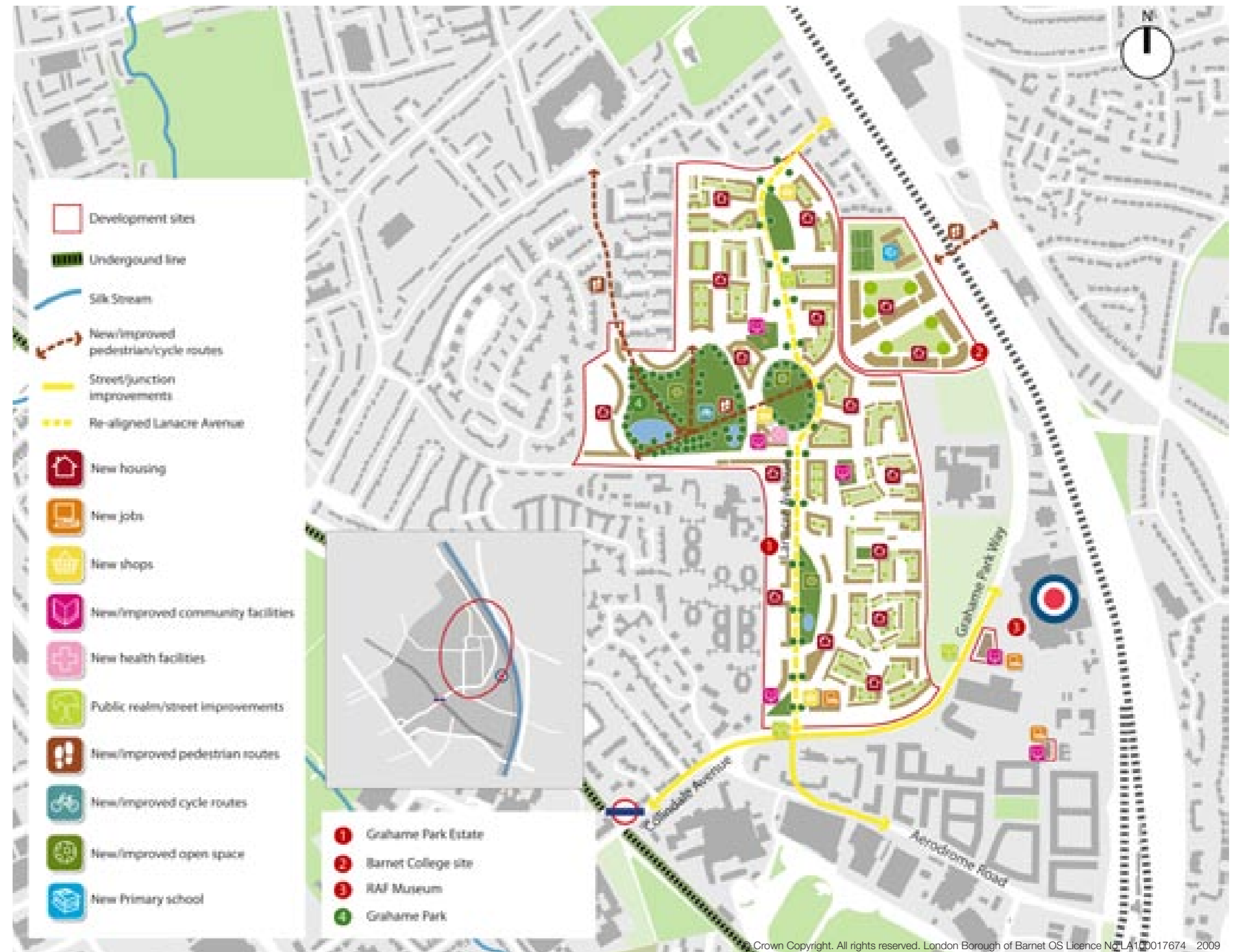


Barnet College (top left), Grahame Park Estate (top middle), Grahame Park Way (top right), Grahame Park (bottom left), entrance to the RAF Museum (bottom middle), route to Mill Hill via tunnel and bridge (bottom right)

#### 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:

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



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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.

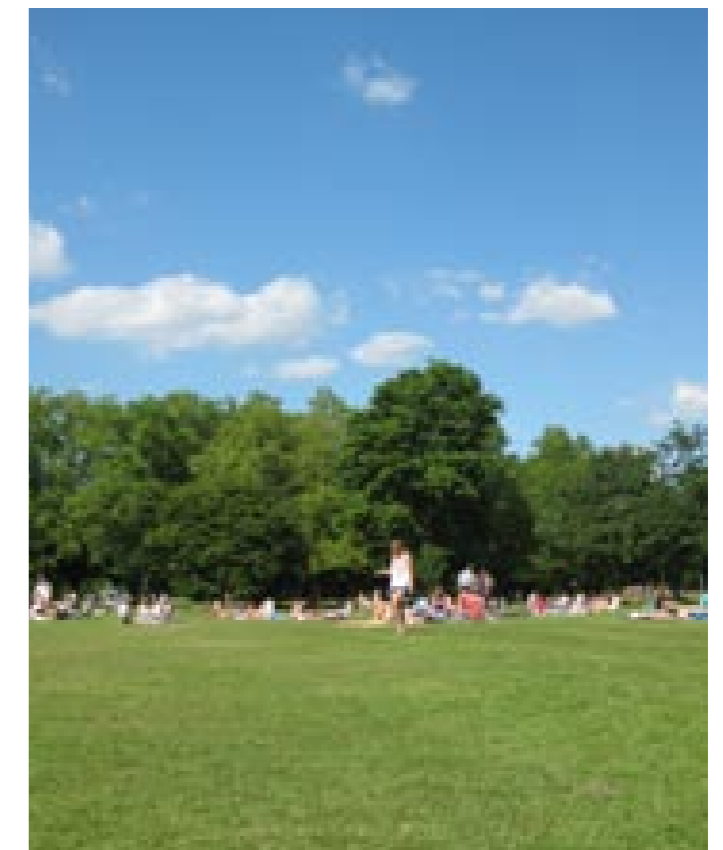
A strong urban design approach is required at the junction of Lanacre Avenue, Grahame Park Way, Aerodrome Road and Colindale Avenue, having regard to 'Streets for All' and 'Manual for Streets' to provide an attractive pedestrian friendly public realm avoiding unnecessary street clutter and signage.

- 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







5

A High Quality  
Environment in  
Colindale

# 5. A High Quality Environment in Colindale

This chapter contains policies that focus on:

- Objective 10 of the AAP: to provide an attractive and safe environment, well integrated with its historic environment, encompassing the highest quality sustainable urban design, architecture and open spaces.

## 5.1. Introduction

5.1.1. Good urban design is essential to deliver places which are genuinely sustainable: places that create social, environmental and economic value. Good urban design can create places where people want to be, therefore ensuring new development in Colindale is well designed and is a key priority of this AAP.

## 5.2. Urban Design in Colindale

### Policy 5.1 Urban Design in Colindale

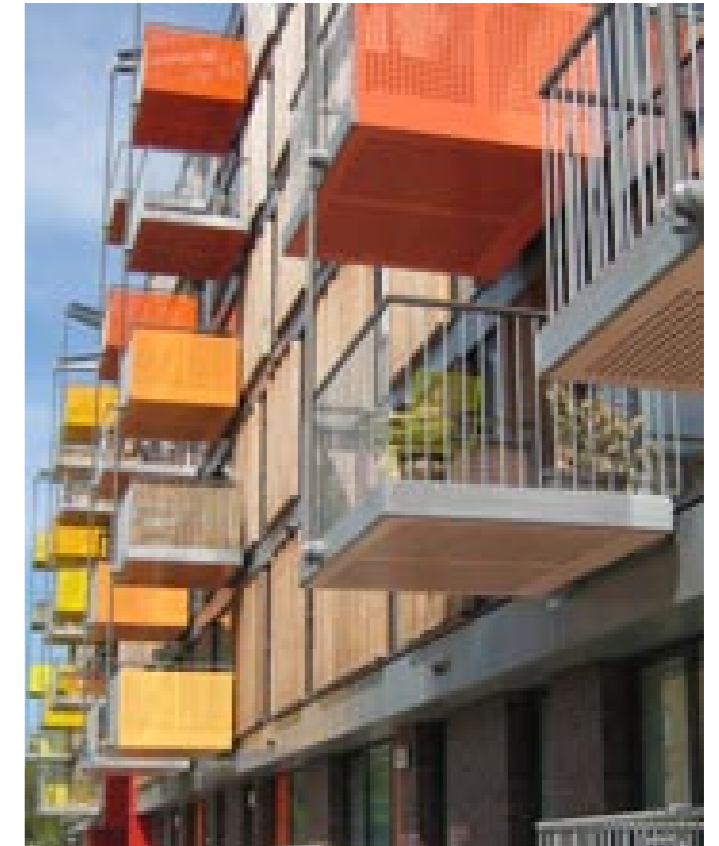
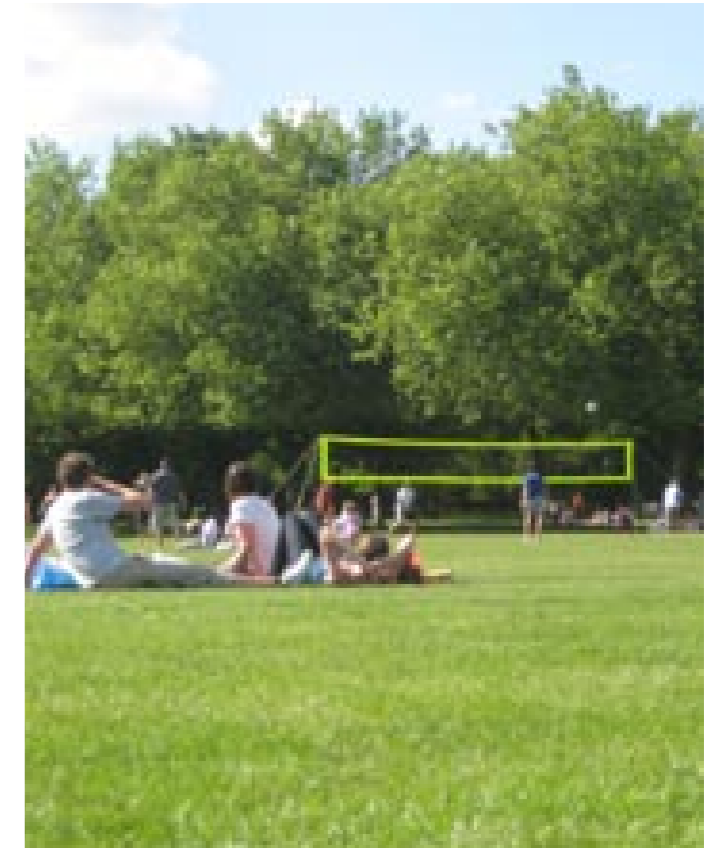
Colindale will become a transformed distinct place encompassing only the highest quality sustainable urban design, architecture and open spaces within a vibrant, successful and diverse neighbourhood re-integrated with the rest of Barnet's successful city suburbs. Development will incorporate the following urban design principles:

- Character – Colindale will have its own distinct identity as a transformed, dynamic and inspirational place incorporating a range of appropriate densities;
- Continuity and legibility – Colindale will be easy to understand and navigate for residents, workers and visitors;
- public realm – Colindale will have high quality, attractive and successful public spaces and streets;
- Ease of movement – Colindale will be easy to get to and move through incorporating a high quality transport interchange as a gateway to the area from Colindale Avenue;
- Sustainability – Colindale will be a sustainable place which minimises resource consumption;
- Adaptability – Colindale will be a place that can easily respond to changing requirements; and
- Diversity – Colindale will be a place which offers variety and choice.

### Policy Explanation

5.2.1. As stated in PPS1 and PPS3, it is now mandatory for the planning process to incorporate urban design principles at every level, from the strategic to the local. The Council is committed to securing high quality urban design, to enhance and improve the existing character of Colindale and create a well designed, sustainable mixed-use environment.

5.2.2. Policy 5.1 sets out the ambitious requirement for high quality urban design in Colindale as a high profile, contemporary successful city-suburb. The number and size of sites identified as development opportunities in Colindale (equating to nearly 100 ha of developable land) and the density of development required to deliver London Plan housing targets, represents a significant opportunity to influence the evolution of Colindale's development. Strategic and careful planning of these sites will concentrate densities around transport nodes in Colindale, particularly around Colindale Station, and ensure that appropriate provision of new shops, services and community infrastructure are accessible to all existing and future residents.



5.2.3. The requirements of Policy 5.1 are explained in more detail as follows:

<p><b>a) Character – Colindale will have its own distinct identity</b></p>	<p><b>d) Ease of movement – Colindale will be easy to get to and move through</b></p>
<p>Colindale will be integrated with its hinterland yet distinctive from it with its unique qualities retaining and enhancing historical features such as Colindale Hospital administrative building, the former Officers Mess building and the area's significant aviation heritage. The former Colindale Hospital administrative building, a Grade II listed building on the Heritage at Risk Register, should be retained and its relationship to new buildings, open spaces and routes considered in the development of the Colindale Hospital site.</p>	<p>New pedestrian and cycle links will provide a sustainable, safe and healthy way of travelling. Routes should provide easy access to Colindale interchange and the new neighbourhood centre and provide direct links to the improved public open space network and to surrounding areas particularly to Hendon and Middlesex University.</p>
<p>Sites in closest proximity to Colindale's transport interchange will accommodate higher densities, but in compliance with the London Plan density matrix and policies 4.1, 4.2, 4.3 and 4.4.</p>	<p>New streets will increase connectivity and link the development to its immediate hinterland enabling additional traffic generated by new development to be appropriately managed. The Peel Access Road will link Aerodrome Road to Colindeep Lane through Peel Centre East using an existing tunnel and will become an important street through the largest development site in Colindale.</p>
<p>Development will respond positively to the character and opportunities of the site and provide high quality contemporary urban design and architecture in Colindale. Taller buildings will only be supported closer to the public transport interchange and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design. Buildings on the Colindale Hospital site, British Library and Peel Centre West sites fronting Colindale Avenue should be around six storeys high to reflect the importance of the route but must respect and be sensitive to existing buildings, particularly historic listed buildings.</p>	<p>Recent bridge improvement works along Aerodrome Road now allow access for double-decker buses and further help manage local congestion. To facilitate potential bus movement through the heart of the new Grahame Park area, the AAP proposes (and the traffic modelling undertaken assumes) junction improvements where a realigned Lanacre Avenue meets Aerodrome Road and Colindale Avenue which replaces the existing roundabout in this location. A strong urban design approach is required at the new junction having regard to 'Streets for All' and 'Manual for Streets' to provide an attractive pedestrian friendly public realm avoiding unnecessary street clutter and signage.</p>
<p>Innovative approaches to the provision of private amenity space should be considered, particularly in Colindale Avenue Corridor of Change and Edgware Road Corridor of Change, including shared roof gardens, winter gardens, larger than average balconies and terraces.</p>	<p><b>e) Sustainability – Colindale will be a sustainable place which minimises resource consumption</b></p>
<p><b>b) Continuity and legibility – Colindale will be easy to understand and navigate for residents, workers and visitors</b></p>	<p>Colindale will deliver new development to exemplary levels of sustainability that reduces reliance on natural resources incorporating transport and movement, energy, green infrastructure and public space, and social and economic sustainability within a sustainable built form. Opportunities for passive solar design should always be considered at the early stage when designing schemes. Development will link in to a district-wide CHP network and adhere to policies contained in Chapter 6.</p> <p>New buildings should provide green roofs to help enhance biodiversity in the area and provide green connections for habitats.</p>
<p>Colindale will incorporate a new distinct 'heart' in the form of a dynamic, mixed use sustainable neighbourhood centre focused around an enhanced and significantly upgraded transport interchange.</p> <p>New buildings will create an environment which is easy to understand and feels safe to use, The use of perimeter blocks should be incorporated to provide strong continuity, enclosure and definition to the street whilst providing a clear distinction between public and private open space</p>	<p><b>f) Adaptability – Colindale will be a place that can easily respond to changing requirements</b></p>
<p><b>c) Quality public realm – Colindale will have high quality, attractive and successful public spaces and streets</b></p>	<p>New development in Colindale will incorporate adaptable and flexible building forms to respond to future changes in use, lifestyle and demography and must be built in accordance with Policy 5.2 Building for Life and Lifetime Homes.</p> <p>Ground floor, non-residential units along Colindale Avenue, Aerodrome Road, and the southern sections of Lanacre Avenue and Grahame Park Way 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.</p>
<p>Colindale Avenue, Aerodrome Road, Lanacre Avenue, Grahame Park Way and Edgware Road will become multi-functional tree-lined streets each with their own distinct character and purpose.</p> <p>Residential and commercial entrances will be provided regularly to help animate and activate the street at ground floor along Colindale Avenue, Aerodrome Road and the southern section of Lanacre Avenue.</p>	<p><b>g) Diversity – Colindale will be a place which offers variety and choice</b></p>
<p>New, well-connected and safe public open space, incorporating a range of facilities and areas for everyone, will provide a community focus and promote social interaction and healthy living within Colindale. Buildings should be designed to have a positive relationship with both existing and new open space, including the new piazza's around Colindale Underground Station, Montrose Park, Colindale Park and Aerodrome Park and should provide a good degree of definition, active frontage and natural surveillance.</p>	<p>Colindale will incorporate a range of uses, house types and tenures to meet a variety of demands from the widest possible range of users and social groups. Uses include housing, retail, commercial, community facilities, primary schools, Barnet College, Metropolitan police training facilities, Middlesex University student village and new open space.</p>
<p>Considering the proposed densities and in order to minimise the visual impact of surface car parking on the street scene, the majority of car parking is likely to be basement or undercroft, particularly in Colindale Avenue Corridor of Change and Edgware Road Corridor of Change. It is envisaged that courtyard parking is more likely in Aerodrome Road Corridor of Change and Grahame Park Way Corridor of Change, depending on the location within each Corridor.</p>	
<p>Streets could incorporate some well-designed on-street parking to provide natural traffic calming and help enliven the streets. It is important that parking and access points do not dominate or detract from the high quality public realm. English Partnerships guidance on parking, 'Parking What Works Where' should be used to inform car parking in new developments.</p>	
<p>All new developments should demonstrate compliance to the principles set out in 'Secured by Design' and 'Safer Places – the Planning System and Crime Prevention'. Developers should work closely with the Council and Metropolitan Police Design Advisors.</p>	



## Indicative Masterplan

5.2.4. Based on the area-wide vision for Colindale and the four Corridors of Change, an indicative masterplan (Figure 5.1) has been produced to show how the vision and spatial plan could be developed, highlighting just one of the many ways of developing Colindale to achieve a well designed sustainable place.

5.2.5. The indicative masterplan creates a series of urban blocks and open spaces. A large amount of new public open space is proposed in the form of hard landscaped piazza's around a newly formed public transport interchange at Colindale station and a new public park – 'Aerodrome Park' – on the Peel Centre East site. This large open space will include new children's play equipment, kick-about areas as well as more natural and quiet areas for a range of users to enjoy. New and existing open spaces are linked by well designed tree-lined streets offering attractive and safe routes for pedestrians and cyclists and a high quality network of public open spaces.

5.2.6. Further design guidance for each Corridor of Change can be found in Chapter 4 which responds positively to the local setting of each area and encourages a range of different uses, house types and tenures and densities suited to that particular area but complimentary to each other.

## 5.3. Building for Life and Lifetime Homes

### Policy 5.2 Building for Life and Lifetime Homes

Developments within Colindale will achieve a Building for Life score of 16 or above in order to provide high quality homes within a high quality sustainable environment. Developments will meet the Lifetime Homes Standards and 10% of new housing will be designed to wheelchair accessible standards.

### Policy explanation

5.3.1. The Building for Life (BFL) criteria form the national benchmark for well-designed housing and neighbourhoods in England. They are the measure by which local authorities report to government on the design quality of the housing they deliver and have recently been included in the DCLG's updated annual monitoring report guidance.

5.3.2. The 20 BFL criteria embody the vision for Colindale and are an invaluable tool for the Council, developers, architects and the public to help assess the quality of proposed developments. Developers should liaise with the Council at the earliest stage of developing proposals to discuss their emerging ideas in light of the Building for Life criteria.

5.3.3. The Council supports the concept of Lifetime Homes and is committed to ensuring that all new housing in the borough is built to these standards. The Council will therefore require that new housing developments are built to meet Lifetime Homes Standards and that 10% of new housing is designed to wheelchair accessible standards.



Figure 5.1 Indicative masterplan for the Colindale AAP area (illustrative only)

## 5.4. Building Heights

### Policy 5.3 Building Heights

The height of new buildings in Colindale will take account of accessibility to public transport, shops and services and the height of existing buildings in the vicinity of the proposal site. Guidance on the appropriate height of new buildings is set out in Figure 5.2 and this should be the starting point for development proposals.

Taller buildings (in excess of 6 storeys) will only be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services. The area immediately around Colindale Underground station will become the most sustainable location within the AAP.

Tall buildings will be of excellent design quality in their own right and should enhance the qualities of its immediate location and wider setting. Proposals should demonstrate that the building is attractive and elegant from all significant views and will act as a positive landmark and help aid legibility and orientation. Developers should have regard to 'Guidance on Tall Buildings' by CABE and English Heritage.

### Policy explanation

5.4.1. Figure 5.2 broadly shows the height of development within the indicative masterplan which is envisaged in the area to help transform Colindale and become a distinct place encompassing only the highest quality sustainable urban design, architecture and open spaces and be in accordance with Policy 5.1. More detailed testing and designing has shown that the level of growth planned for Colindale can be accommodated by the building heights shown in Figure 5.2.

5.4.2. Taller buildings will only be located in the most sustainable locations with good access to the public transport interchange, shops and services and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design. The Colindale Avenue Corridor of Change and the Edgware Road Corridor of Change are the areas within the AAP with generally good levels of access to public transport. The proposed new neighbourhood centre on Colindale Avenue will improve the range of shops and supporting services in this key location. The Aerodrome Road Corridor of Change will in the future benefit from improved access to public transport services.

5.4.3. All buildings should have regard to surrounding buildings and be designed to respect the height of existing nearby buildings. Proposals for new tall buildings will be accompanied by accurate and realistic representations of the appearance of the building in all significant views affected, near, middle and distant, including the public realm and the streets around the base of the building.

5.4.4. Buildings should be designed to have a positive relationship with streets and open spaces. They should help define the space providing a good degree of active frontage and natural surveillance to create a safe environment.

5.4.5. All those responsible for tall buildings in Colindale should have regard to 'Guidance on Tall Buildings' by CABE and English Heritage, which sets out how CABE and English Heritage evaluate proposals for tall buildings. The following criteria should be addressed when seeking permission for tall buildings in Colindale:

- The relationship to context, particularly existing low rise buildings in Colindale;
- The effect on Colindale's historic context, particularly the Colindale Hospital Administration building, the former Officers Mess building and the RAF watchtower and other listed buildings and structures within the RAF Museum;
- The relationship to transport infrastructure, particularly the new transport interchange;
- The architectural quality of the building;
- The sustainable design and construction of the building;
- The credibility of the design, technically and financially so that the building is deliverable;
- The contribution to public spaces and facilities;
- The effect on the local environment;
- The contribution made to the permeability of the site and the wider Colindale area; and
- The provision of a well-designed environment for Colindale.



Figure 5.2 Ranges of building heights of the indicative masterplan (illustrative only)

### 5.5. Internal Building Design

#### Policy 5.4 Internal Building Design

Developments within Colindale will incorporate dual aspect dwellings wherever possible and practical. Where single aspect dwellings are proposed, developers will need to justify their inclusion and should avoid north facing, single aspect dwellings.

#### Policy Explanation

5.5.1. Dual aspect dwellings should be incorporated for the purposes of bringing natural light and ventilation into habitable rooms, improving the quality of the interior communal spaces within the blocks and to avoid monotonous corridors. It is acknowledged that single aspect dwellings are likely to be required in some locations but they should be confined to specific circumstances where other solutions are not practical or viable. North facing, single aspect flats should be avoided and will be discouraged in order to maintain the quality of the accommodation in terms of natural light and ventilation. The inclusion of any single aspect flats should be fully justified. Good examples of internal arrangement of flats are shown in Figure 5.3.



Figure 5.3 Examples of well-designed buildings providing a good mix of housing including family housing

## 5.6. Open Space

### Existing Provision

5.6.1. The Colindale area is served by some large and established areas of local open space, however the quality of these open spaces is varied and in some cases poor, with few facilities and little landscape attractiveness. The eastern area of the AAP is identified in the UDP as deficient in open space at a local park level. This is an important issue for the AAP in the context of significant growth in the local population and the need to ensure existing and future communities have access to the community infrastructure they need.

5.6.2. The largest park in the area is Montrose Park (10.7ha) which is a local park immediately north-west of the Colindale Hospital site. The park provides a range of sports pitches for both Association and Gaelic Football, tennis courts and a hard court play area, although there are no children's play facilities in the park. The Silk Stream and one of its tributaries form the western and southern boundaries of the park. Pedestrian access can be gained formally from Montrose Avenue to the north, The Greenway to the west, Booth Road via a footpath under the Underground line to the east and informally from the Colindale Hospital site to the south. Established non-statutory allotments are located to the south-east of the park on land adjacent to the Underground line. Silkstream Park, a smaller local park which includes children's play facilities, is located immediately to the north-west of Montrose Park.

5.6.3. Other local parks serving the area include Grahame Park, an area of approximately 5ha within the Grahame Park Estate, which will be improved as part of the Grahame Park redevelopment programme. This area includes a lake, play equipment for small children and large areas of informal recreation space. To the north of the area is Woodcroft Park, a local park providing a mix of formal recreation facilities and informal play space including facilities for small children.

5.6.4. Colindale Park is centrally located in the heart of the Colindale area with direct access from Colindale Avenue opposite the Underground Station. This small open area contains a number of mature trees and serves as a pedestrian and cycle link between the station and the communities around Colindeep Lane. The space contains children's play equipment but is limited in terms of landscape quality. It is currently being considered for a Playbuilders project by Barnet Council's Children's Service to improve investment in children's facilities.

5.6.5. Further afield, other local parks include Rushgrove Park, Watling Park and Lyndhurst Park. Areas of Green Belt, Metropolitan Open Land and other District parks are located beyond the railway line and M1 to the east and to the south of the A5. These spaces form the basic structure of Barnet's local and London's strategic network of open spaces. However, the roads and railways form barriers to pedestrian movement from within Colindale to these larger spaces and as such the local open spaces, which form part of the wider network of open spaces, become even more important for people in Colindale offering close and easy access.



Montrose Park (top) Grahame Park (bottom left) Colindale Park (bottom right)



**Policy 5.5 Open Space and Biodiversity in Colindale**

Development in Colindale will incorporate the following proposals to create a high quality sustainable and attractive environment, improve the amount and quality of open space and enhance biodiversity in the area, addressing local issues of deficiency and meeting the needs of new residents, families and visitors:

- a) A new local park as part of the redevelopment of the Peel Centre site of approximately 5.0ha (not including land safeguarded for a potential new primary school) to be known as Aerodrome Park;
- b) Significant improvements to Montrose Park;
- c) A network of green routes to connect public open spaces and enhance the biodiversity in Colindale;
- d) New open space piazzas and areas of high quality hard landscaping along Colindale Avenue;
- e) A new tree-lined urban boulevard along Edgware Road;
- f) Improvements to the Silk Stream and immediate surrounding area for biodiversity and leisure;
- g) Protection and enhancement of biodiversity in Colindale and the creation of new habitats;
- h) New open space at the junction of Colindale Avenue, Grahame Park Way and Lanacre Avenue;
- i) New and improved public open space proposed in the Grahame Park Estate and Beaufort Park outline planning applications; and
- j) Retain existing mature trees wherever possible and practical, particularly those included in Tree Preservation Orders, and offset losses where tree retention is not possible.

**Policy Explanation**

5.6.6. The Council's Premier Parks Strategy aims to conserve and enhance the borough's green space and to develop its informal recreational opportunities. Policies in the Council's Adopted UDP and the Three Strands Approach strategy seek to protect open spaces from built development. Whilst some parts of the Colindale area are well served by public open space, others are deficient and suffer from a lack of access. New development within Colindale provides an opportunity to improve the quality of open space provision and address local issues of deficiency.

5.6.7. The quantity of green space provision in Barnet is adequate, exceeding the National Playing Fields Association (NPFA) standard of providing 2.43ha per thousand residents. Barnet provides 7.35 acres (2.97 Ha) per thousand residents. The distribution of green space is fairly even though some local variation inevitably exists.

5.6.8. In Colindale, based on the NPFA standards which is a national rather than London standard, there would be the requirement for an additional 50+ hectares of public open space within the AAP boundary. This equates to approximately half of the identified developable area of the AAP. The NPFA standards, which are used as a benchmark, highlight the importance of providing recreational open spaces to support new development. The Colindale AAP supports this objective but proposes a lower level of on-site provision which reflects the metropolitan location and the existing provision of open space in the Borough and the surrounding area, particularly the existing local parks such as Montrose Park and Grahame Park and those slightly further afield including significant Green Belt and MOL.

5.6.9. Development in Colindale will incorporate the following proposals:

**a) Aerodrome Park**

A new park of exemplar design on the Peel Centre site would address, in part, the deficiency suffered in the area immediately to the north and provide a world class high quality and highly accessible park. It would principally meet the open space and recreation needs of new residents in the area. It would be flanked by new buildings which overlook the park. Access will be enjoyed from a number of locations including direct access from Colindale Avenue and the public transport interchange. Access would also be provided from the south via a new link beneath the Underground line to Colindeep Lane and from Aerodrome Road.

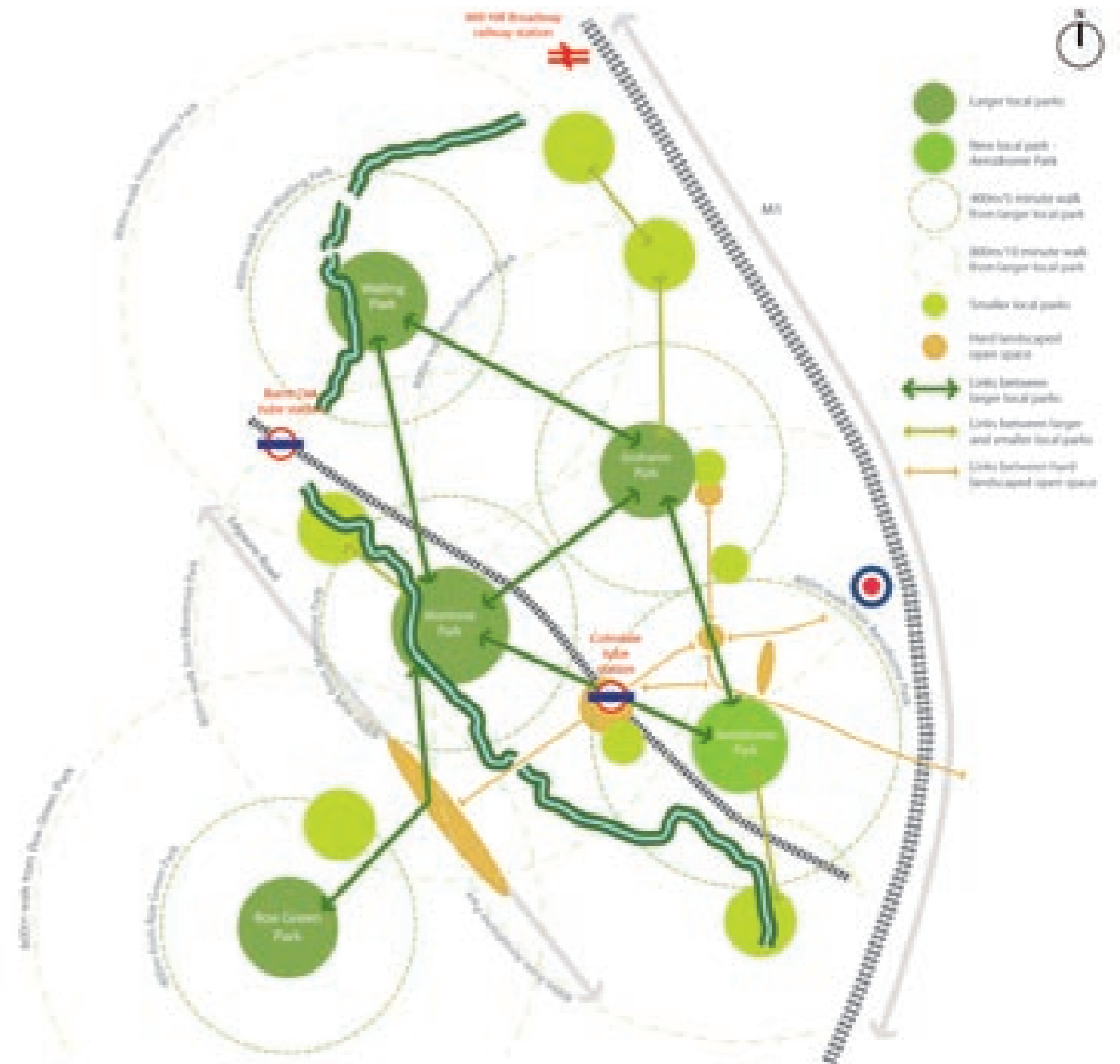


Figure 5.4 Strategic open space plan for Colindale highlighting the need for a new local park within the eastern side of the AAP area

The park will provide the opportunity for a full range of open spaces including formal and informal recreation with leisure and youth facilities and areas of nature conservation to maximise opportunities for biodiversity enhancement. Given the relatively low lying ground it is likely that the park will play an important role in the surface water and flood management of the area as a whole. Public art will form an important element in the layout and design of the park given the area's particular historical associations. The AAP makes provision for the potential siting of a new primary school on the Peel Centre site should such a facility be required in the long term. Aerodrome Park may provide the school with an educational and young people resource with the opportunity for learning connected to sport, nature conservation and biodiversity as well as shared sports field facilities for the wider community.

**b) Improvements to Montrose Park**

Montrose Park is an important public open space within Colindale and Burnt Oak and in close proximity to the development sites within the Colindale Avenue Corridor of Change. Improvements to access and quality of the space, services and facilities provided in the park, particularly youth facilities, will be important in order to ensure existing and new residents in the area have access to good quality public open space. See Chapter 4 'Colindale Avenue Corridor of Change' for further information.

**c) A network of green routes to connect public open spaces**

Public spaces will be connected to help support safe and attractive walking and cycling within and around Colindale and the surrounding area. The network will incorporate a number of green routes of high environmental quality and ecological diversity, incorporating tree planting, linking the main open spaces of Montrose Park, Grahame Park and Aerodrome Park within the Colindale AAP area, Watling Park to the north east of Colindale and the smaller open spaces including Colindale Park, Rushgrove Park, Silkstream Park, Woodcroft Park, Lyndhurst Park and new proposed open spaces in Grahame Park Estate and Beaufort Park. Mature trees will be retained wherever possible through the redevelopment of the area.

**d) New open space piazzas and areas of high quality hard landscaping along Colindale Avenue**

A new public transport interchange around Colindale Underground Station will be provided which incorporates pedestrian piazzas on both sides of the street. High quality, well landscaped public open space in the form of piazza's will be provided either side of Colindale Avenue at Colindale Hospital/Station House site, the British Library site and the Peel Centre West site to help create a successful, vibrant, attractive, easily accessible and identifiable new 'heart' to Colindale.

**e) A new urban boulevard along Edgware Road**

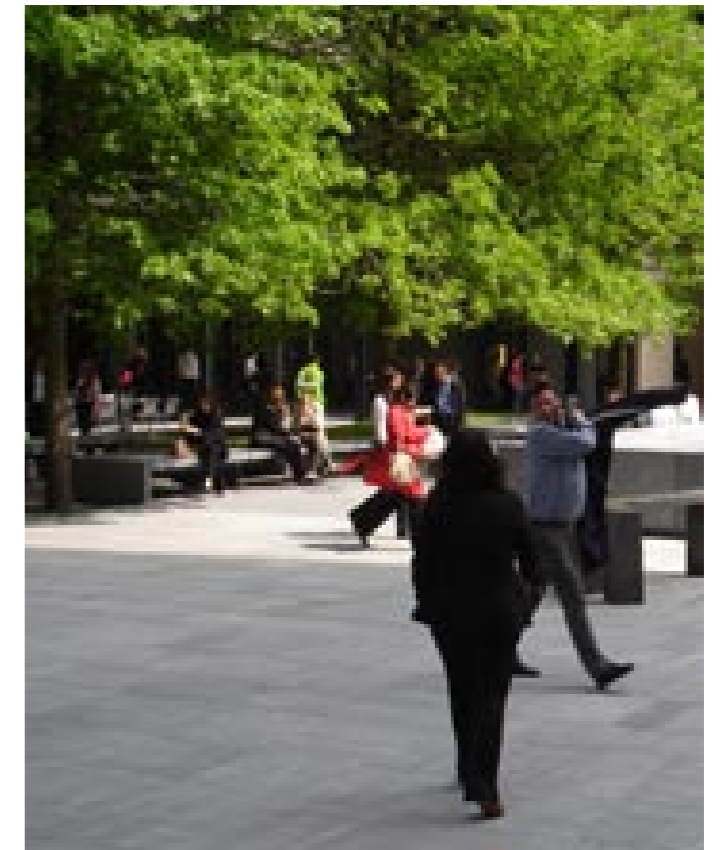
Coordination between London Borough of Barnet and the London Borough of Brent will be required on both sides of the road to improve the quality of this urban space and make it more inviting for pedestrians and cyclists. Formal tree planting and a coordinated approach to lighting and street furniture will be important together with high quality materials for wide pedestrian routes.

**f) Improvements to the Silk Stream as part of the Mayor's Blue Ribbon Network**

The Silk Stream forms part of the Blue Ribbon Network, which serves as a valuable series of habitats for wildlife. Many parts of it are semi-natural systems and in an urbanised area such as Colindale, the Silkstream offers an important sense of nature, openness and biodiversity in the area. The biodiversity of the Blue Ribbon Network has generally improved over the past few decades from a position where many rivers and canals contained little life. Development in Colindale should protect and enhance the Blue Ribbon Network as part of the public realm contributing to Colindale and London's open space network.

Development will protect and improve existing access points to, alongside and over the Silk Stream. New sections to extend existing or create new walking and cycling routes alongside the Silk Stream as well as new access points should be considered as part of development proposals in Colindale. Some areas of the Silk Stream are not accessible to the public, due to adjacent uses, but will still contribute to the landscape quality and biodiversity of Colindale.

Where opportunities arise the Council will support environmental improvements and naturalisation to the river channel that will help the river flood naturally and thereby reduce the flood risk to the wider area.



**g) Protect and enhance biodiversity in Colindale and create new habitats**

Biodiversity refers to the variety of plants and animals and other living things in a particular area. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society. The planning of new development and regeneration of Colindale should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains through the form and design of development. In particular, the banks of the Silk Stream, alongside the Underground line and along the network of green routes, provide opportunities for enhanced nature conservation measures, improved biodiversity and creating new habitats, as do new and existing open spaces. Existing mature trees will be retained wherever possible and practical to enhance the biodiversity and character of Colindale. Furthermore, new buildings should provide green roofs to help enhance biodiversity in the area and provide green connections for habitats.

**h) New open space at the junction of Colindale Avenue, Aerodrome Road, Grahame Park Way and Lanacre Avenue**

This key open space and junction forms the coming together of the principal routes to and through the area. It also forms the setting of the Grade II listed former Officers' Mess building which used to be part of RAF Hendon. The design of this key area needs to have regard to the open space proposed to the south of Grahame Park Estate. This junction and open space effectively forms an extension of this adjacent open space. The detailed design of this junction will be important to provide a high quality environment offering priority for pedestrians and cyclists.

**i) New and improved public open space proposed in the Grahame Park Estate and Beaufort Park outline planning applications.**

New and improved open space is proposed in the Grahame Park Estate masterplan and the Beaufort Park planning application, both of which have outline planning permission. Development of open space must have regard to these spaces, creating routes to and from them in accordance with other aspects of this policy.

**j) Retain existing mature trees wherever possible and practical, particularly those included in Tree Preservation Orders, and offset losses where tree retention is not possible.**

Existing mature trees are important in Colindale and provide a range of multifunctional contributions to environmental, social



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Figure 5.5 Colindale AAP public realm plan



and economic sustainability. Trees can improve public health and moderate the local impact of climate change, whilst boosting biodiversity and reinforcing the distinctive character of Colindale. As such, there should be a presumption of retaining mature trees, particularly those included in Tree Preservation Orders (TPOs). Where trees can not be retained, the loss should be offset through new tree planting.

## 5.7. Children's Play Space and Young People's Recreation Facilities

### Policy 5.6 Children's Play Space and Young People's Recreation Facilities

Developers will be required to make provision for children's play space and young people's recreation facilities based on an assessment of needs generated by the proposed development.

The young people's recreation facilities currently provided at the Barnet College site will be reprovided either on site or at an alternative appropriate location. Young people's recreation facilities will also be provided in Montrose Park and Aerodrome Park and other appropriate locations as agreed by the Council.

5.7.1. Play areas for children of all ages are an important component of new development. Development should incorporate creative, child friendly play space and will be required to meet the requirements for the provision of play and informal open space for children and young people set out in the London Plan, 2008 (Policy 3D.11i). The requirement set out within the Supplementary Planning Guidance 'Providing for Children and Young People's Play and Informal Recreation' (GLA March 2008) is to provide 10 square metres of well designed play and recreation space for every child to be accommodated in new housing developments. Appropriate and accessible facilities within 400 metres for 5-11 year olds or within 800 metres for 12 plus age groups may be acceptable alternatives. Play space includes small pocket play areas within residential areas as well as provision for play for different age groups within local parks, particularly Montrose Park and Aerodrome Park. Provision of local play spaces within residential areas will be in addition to the local parks, although part of the play requirements may be met within the local park allocation where space is accessible at the times that the Council requires for park openings.



## 5.8. Monitoring

The monitoring framework in Figure 5.6 identifies the key indicators and targets to be monitored for policies in Chapter 5 to ensure the delivery of a high quality sustainable environment. In addition to the borough-wide monitoring arrangements, the Council will monitor the implementation of the AAP and assess the extent to which Policies 5.1, 5.2, 5.3, 5.4, 5.5 and 5.6 are being achieved. The Council's annual monitoring report will demonstrate where milestones have been met and will describe the actions to be taken to deliver the AAP where progress has been slower.

Indicator Number	Indicator	Policy Reference	Targets
5A	Building for Life Criteria	5.1, 5.2, 5.3	Score of 16 or above for each development to provide high quality homes within a high quality sustainable environment
5B	Lifetime Homes	5.3	Delivery of 100% Lifetime Homes and 10% wheelchair accessible homes
5C	Densities	5.1,5.2,4.1,4.2,4.3, 4.4	Densities not to exceed 200 dw/ha in Edgware Road Corridor of Change Densities not to exceed 150 dw/ha in Colindale Avenue Corridor of Change Densities not to exceed 120-150 dw/ha in Aerodrome Road Corridor of Change Densities not to exceed 100-120 dw/ha in Grahame Park Way Corridor of Change
5D	New public piazza and transport interchange	5.5	New hard-landscaped public piazzas both sides of Colindale Avenue within Phase 2 (2012-2016) of development.
5E	Aerodrome Park	5.5	Aerodrome Park – new exemplary designed local park of approximately 5ha with new recreation, leisure and youth facilities on Peel Centre delivered in Phase 3 (2017-2021)
5F	Improvements to Montrose Park	5.5	Improvements to Montrose Park in Phases 1 and 2 (2007-2011 and 2012-2016) including new youth and sports facilities and new and improved pedestrian and cycle links. Regular maintenance of Montrose Park.
5G	Improved biodiversity and access to Silk Stream	5.5	This will be monitored through statutory consultations with the Environment Agency associated with planning applications in the AAP area.
5H	Children's play space	5.6	Delivery of 10 square metres of well designed play and recreation space for every child

Figure 5.6 Monitoring framework for A High Quality Environment in Colindale





6

A Green  
Future for  
Colindale

# 6. A Green Future for Colindale

This chapter contains policies that focus on:

- Objective 8 of the AAP: to plan for carbon free development by 2016; and
- Objective 10 of the AAP: to provide an attractive and safe environment, encompassing the highest quality sustainable urban design.

## 6.1. Introduction

6.1.1. Colindale is one of the largest growth areas in London. The built environment is one of the most significant contributors to green house gas emissions which are the cause of global warming, and development on the scale of that envisaged for Colindale therefore provides a significant opportunity to minimise future emissions from new-build development. In addition, changes to the climate will inevitably take place over the coming years. It is therefore important that neighbourhoods like Colindale, which have an opportunity for major change, incorporate adaptation measures to ensure that they will be resilient to the effects of a changing climate. There is an opportunity in Colindale to deliver new development to exemplary levels of sustainability.

6.1.2. There are a number of key sustainability opportunities for Colindale which cover transport and movement, energy, green infrastructure and public space, social and economic sustainability and sustainable built form which form the basis of all the chapters and policies within this AAP. This chapter contains specific policies and guidance on sustainable energy use and production, flooding and water management and waste management.

## 6.2. Sustainable Energy Use and Production

### Policy 6.1 Energy Hierarchy

Development in Colindale will make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide and reduce consumption of natural resources. The following hierarchy will be used to assess applications:

- Using less energy, in particular by adopting sustainable design and construction measures, in accordance with London Plan Policy 4A.3 and the London Borough of Barnet's SPD on Sustainable Design and Construction (June 2007);
- Supplying energy efficiently, in particular by prioritising decentralised energy generation, in accordance with London Plan Policy 4A.6 and Policy 6.2 of the AAP to provide a CHP and district heating system; and
- Using renewable energy, in accordance with London Plan Policy 4A.7 and the Council's SPD on Sustainable Design and Construction.

### Policy Explanation

6.2.1. The London Plan contains a number of policies to reduce carbon dioxide emissions from development, incorporate on-site renewable energy generation and utilise sustainable construction techniques. The Council's SPD Sustainable Design and Construction (June 2007) also contains sustainable design and construction criteria for development within Barnet.

6.2.2. Developers in Colindale should see the provision of measures to tackle climate change as part of their core responsibilities. Considering the affects of climate change is an integral and essential part of the development process and not a set of 'add-ons'. The Council will, however, consider the costs of sustainability measures when determining development viability and deliverability and prioritisation of planning obligations to ensure Colindale becomes one of London's most sustainable city suburbs.

### Policy 6.2 CHP and District Heating System

All development will be energy-efficient and seek to minimise any wasted heat or power. Development will be required to link in to, and support, a Colindale-wide CHP and district heating system with a central energy centre, likely to be located on the Peel Centre West site. The Council will continue working closely with the GLA and LDA to deliver exemplary levels of sustainability in Colindale.

6.2.3. Combined Heat and Power could offer the most cost-effective way of ensuring development in Colindale contributes to the Mayor's carbon dioxide reduction targets, and, as such, is supported by the London Plan (Policy 4A.6). The sustainable planning of neighbourhoods is strongly linked to how they need, source and use energy. At a neighbourhood scale, therefore, thermal (energy) masterplanning is an important aspect to consider early on in the planning and design process. The scale of change in Colindale requires a district-wide approach and this will support a strong energy strategy for all individual development.

6.2.4. To inform the approach to deliver exemplary levels of sustainability in Colindale, a thermal masterplanning assessment has been undertaken. This assessment estimated the energy demand of each of the identified sites to gain a complete picture of future energy use, and importantly, how this use might vary over the day and seasons.

6.2.5. In order to support a district heating and CHP network, a mix of energy demands is required to ensure that the heat produced can be used locally at the time it is produced. The assessment identified the energy demand requirements of each Corridor of Change and highlighted which sites would primarily use energy during the day (e.g. office, commercial and community uses) and those mainly needing heat and power during the evening and early morning hours (e.g. residential uses).

6.2.6. The thermal masterplanning assessment also highlighted the importance of existing buildings. The potential to incorporate high energy-requiring existing housing stock will support the viability of the CHP network and therefore represents an important factor.

6.2.7. The assessment found that the Corridors of Change form a useful framework for building an energy network to serve the entire Colindale AAP area and beyond. Running energy infrastructure along existing routes and underneath green corridors provides spinal routes from which all buildings can be connected. Where

energy infrastructure is routed through green corridors and open spaces care should be taken to avoid existing trees and any trees which cannot be retained should be offset with new tree planting.

6.2.8. The location of a central energy centre is an important decision and will be influenced by the phasing of development. The Peel Centre West site is a central site where three Corridors of Change overlap, is easily accessible and is likely to be redeveloped in Phase 2 of the AAP. The central energy centre could be located immediately adjacent to the Underground railway line, an area less suited to residential development. However, other sites will be considered if, after further detailed studies and discussions with stakeholders, the Peel Centre West site is not appropriate.

6.2.9. The Council recently granted planning permission to Fairview New Homes for the redevelopment of the Colindale Hospital site. The approved scheme includes an energy centre with a CHP plant which provides heating and hot water for all of the units within the development as well as generating electricity which is fed back to the grid. The energy centre is large enough to serve the approved Aparthotel and future Barnet College facility and could be able to serve future developments on the British Newspaper Library and Brent Works sites on Colindale Avenue.

6.2.10. Phases of development within Colindale are likely to be built by different developers. If developments are to be 'future-proofed' for connection to one on-site CHP unit, each phase of development must be designed to be compatible with and optimise the overall operation of district heating. New blocks should be specified with 'wet' space heating systems that are technically compatible to connect to a planned or future scheme by installing communal heating, with CHP where feasible. The heating systems must follow specific technical guidance and commit to connecting into a planned or future scheme through legal agreement such as Section 106.

### 6.3. Creating sustainable buildings

#### Policy 6.3 Creating Sustainable Buildings

Residential development will achieve a minimum of Level 4 as set out in the Code for Sustainable Homes, subject to a viability assessment, and thereafter will keep pace with the government's timetable for development. Code Level requirements will be met through a combination of different possible options. Commercial and community buildings will be required to achieve a BREEAM Excellent rating.

6.3.1. New development planned for Colindale provides the opportunity to deliver modern homes which meet the highest standards of energy efficiency currently available, and help to minimize carbon emissions. Over the lifetime of the Colindale AAP, energy efficiency standards will need to rise in response to the London Plan's sequential emissions targets which fall within the three phases of delivery – 15% in phase one, 20% in phase two and 25% in phase three.

6.3.2. These targets will present challenges for developers, particularly in the context of a slowing housing market, but there is clearly a benefit to Colindale and to London from implementing Code Levels ahead of the Government timetable if viable, in terms of emissions targets and future mandatory Code Levels and helping to deliver exemplary levels of sustainability in the area. Case-study examples of planned developments which will perform to Code Level 4, such as Greenwich Peninsula and Gallions Park in the London Borough of Newham, demonstrate that this is achievable. The approach is also consistent with that taken in the Council's adopted Mill Hill East AAP.

6.3.3. The sustainability of commercial and community buildings is classified by BREEAM standards. Such buildings must achieve 'Excellent' rating, subject to viability, consistent with the exemplary nature of development in Colindale.



Figure 6.1 Sustainability Plan for Colindale (illustrative only)



## 6.4. Flooding and water management

### Policy 6.4 Flood Risk

Sites within Flood Zone 1 over 1ha, all sites within Flood Zone 2 and 3 and sites with critical drainage issues require site specific Flood Risk Assessments (FRAs) in accordance with Planning Policy Statement 25. The FRA will have regard to the Strategic Flood Risk Assessment and the Outline Surface Water Strategy carried out for the AAP. Water efficiency initiatives will be included in all new development.

Planning permission for residential development on sites wholly or partly within the existing flood zone of the Silk Stream (Flood Zone 2, 3 and 3b) will not be granted. For development of non-residential uses on sites that might lie partly in Flood Zone 2 or 3, the sequential approach should be carried out on site to design the development so that buildings and vulnerable uses are kept outside of the flood zones and that the area affected by Flood Zone 2 or 3 can be used as green space or parking.

A green corridor should be created along the Silk Stream River. A vegetated buffer zone between the river and proposed developments will help manage flood risk and enhance biodiversity.

### Policy Explanation

6.4.1. The Silk Stream, which flows through the western and southern side of the AAP area, has been identified by the Environment Agency as a potential source of flooding. Local authorities are required to identify, plan for and manage flood risk through the Strategic Flood Risk Assessment (SFRA) process. The SFRA informs the type of development which may be permissible in flood risk areas, as well as appropriate mitigation measures, including sustainable drainage systems. Development within flood risk areas is determined by the Sequential Test, which identifies four different risk levels and the types of development appropriate to them.

6.4.2. A Strategic Flood Risk Assessment has been carried out for the AAP area and provides the necessary tools to apply the Sequential Test to the Colindale area and, where necessary, provide a sufficient level of information to justify the development of identified sites through the satisfaction of the Exception Test. The Assessment considered all sources of flood risk throughout the

area: tidal, fluvial, groundwater, sewer and surface water flooding sources. No tidal flood sources and no sewer flooding records were identified within the study area. The main source of fluvial flood risk is the Silk Stream, which follows the southern boundary of the AAP area.

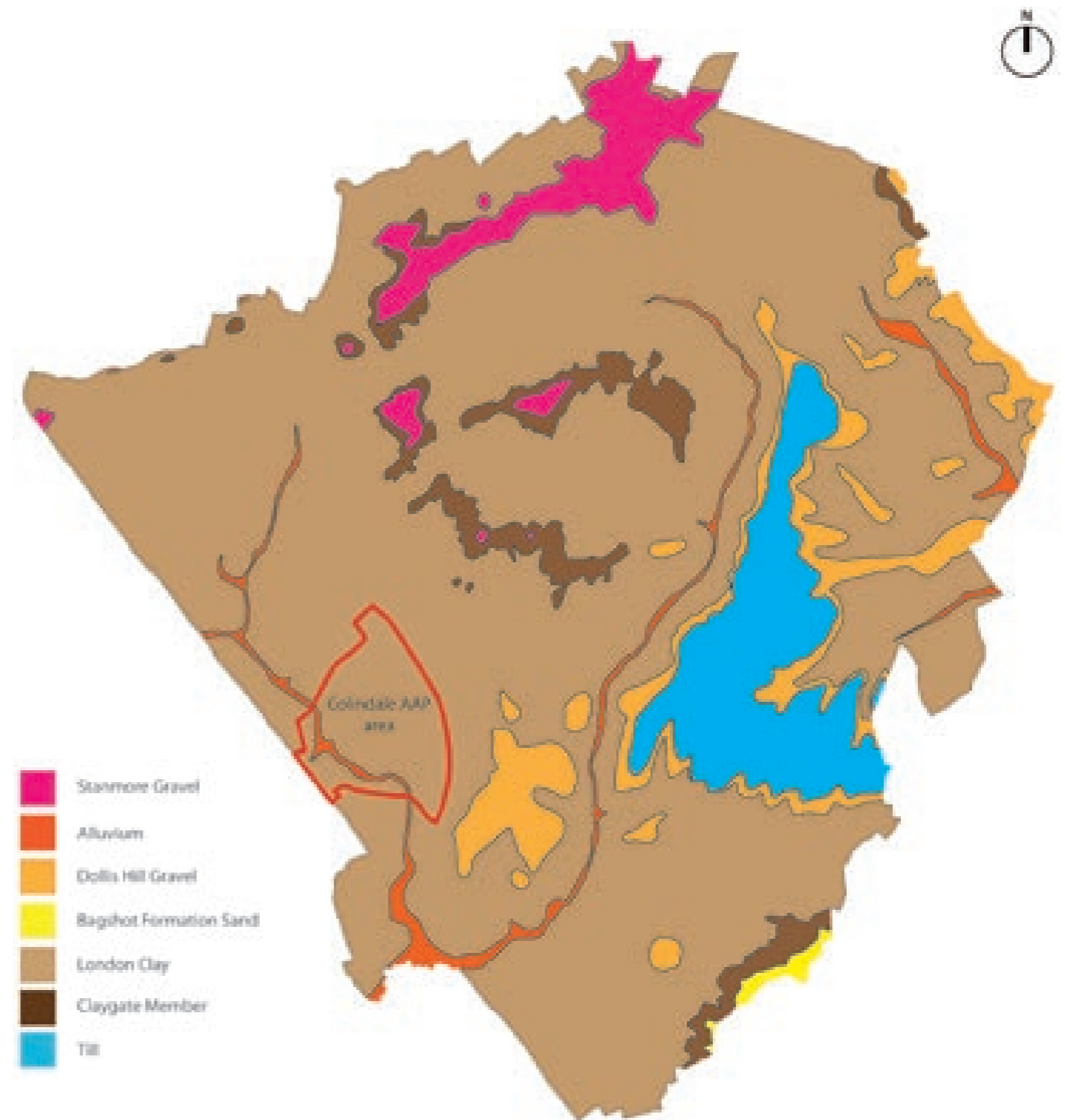
6.4.3. The Colindale SFRA was prepared in the context of the North London SFRA which was completed in April 2008. The study area for the North London SFRA includes the London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. The North London SFRA is intended to provide an evidence base to the participating London Boroughs as part of the Local Development Framework process to inform their Sequential Test and Exception Test process for future site allocations in accordance with PPS25. The emerging North London SFRA was reviewed in order to provide background information for the SFRA for the AAP.

6.4.4. There are no formal flood defences in the Colindale area, however the Silk Stream flood alleviation scheme was recently completed, which provides flood storage upstream of the study area. The flood zones mapping with and without the benefits of the flood alleviation scheme demonstrated that the scheme has a minimal impact on the flood zone extents within the Colindale area.

6.4.5. The AAP area is urbanised and underlain by impermeable London Clay. There is therefore limited potential for infiltration and an increased risk of surface water flooding. Topographic data analysis undertaken to provide additional information and highlight specific areas at risk indicates that the south west of the AAP area has an increased risk from surface water flows originating on surrounding high ground. Surface water flooding should therefore be the main focus for site specific flood risk assessments in this area.

6.4.6. The PPS25 Sequential Test was considered for each of the identified AAP sites and proposed development vulnerabilities. All the identified development sites are located wholly in Flood Zone 1 and their intended development uses are considered compatible with PPS25 and the Sequential Test.

6.4.7. The main focus of site specific FRAs should be on surface water flooding, and comprehensive surface water runoff calculations should be undertaken. Colindale Hospital (including land for National Blood Service future expansion), Brent Works and Merit House are located in close proximity to the existing flood zones, therefore whilst they pass the Sequential Test, their site specific flood risk assessments should consider a detailed topographic assessment and comparison of flood levels with proposed finished floor levels as a pragmatic precautionary approach.



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Figure 6.2 The geology of Colindale within the Borough of Barnet

6.4.8. The proposed increase in development in Colindale will intensify surface water runoff in areas previously considered permeable. The London Plan requires a 50% reduction in surface water runoff from future developments. However, infiltration Sustainable Urban Drainage Systems (SUDS) are not feasible in this area making surface water management more of a challenge to future developers. Attenuation and retention SUDS would be more suitable.

6.4.9. A green corridor should be created along the Silk River Stream. This would provide a green pedestrian route through the Colindale AAP area improving east-west connections and support biodiversity around the river, whilst providing a buffer zone between the river and development as a means of managing flood risk.

#### Policy 6.5 Surface Water Run-off

All development will have regard to the drainage hierarchy of the London Plan. Developments will incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off.

As part of the FRA (Policy 6.4), developers will carry out ground investigations to check the suitability of SUDS for infiltration and storage. SUDS schemes focussing entirely upon infiltration will not be acceptable due to the presence of London Clay in Colindale.

The following are some good examples of the types of SUDS that can be used in the Colindale area:

- a) Flood storage (retention ponds)
- b) Permeable paving
- c) Green roofs
- d) Rainwater harvesting schemes - water butts installed on new development)

The Council will either enter into S106 discussions with the developer relating to the future maintenance of the SUDS or attach relevant planning conditions.

#### Policy Explanation

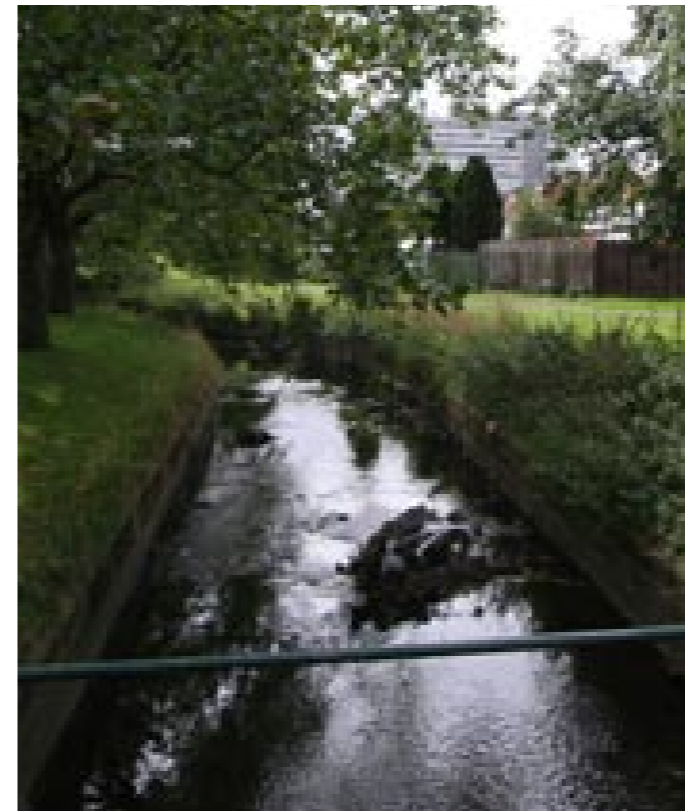
6.4.10. The London Plan Section 4A.14 on Sustainable Drainage sets out a drainage hierarchy for new development in order to manage surface water as close to the sources as possible, as follows:

- Store rainwater for later use
- Use infiltration techniques
- Attenuate rainwater in ponds
- Attenuate rainwater in tanks for gradual release to a watercourse
- Discharge rainwater direct to a watercourse
- Discharge rainwater to a surface water drain
- Discharge rainwater to the combined sewer

6.4.11. The greenfield runoff rate for the site should be used as the discharge target for development sites. This limit is in line with PPS25 and National SUDs guidance and represents an improvement upon the current peak discharge rate.

6.4.12. Good surface water management requires the increased use of SUDS in developments. SUDS comprise a system of devices used for managing surface water run-off in a manner that aims to simulate the natural drainage systems. Rather than directing surface water into drains, SUDS devices encourage surface water to remain on site and infiltrate the ground. Well designed and maintained SUDS are more sustainable than conventional drainage methods because they mitigate the adverse effects of urban stormwater runoff on the environment. SUDS schemes focussing entirely upon infiltration are not acceptable in Colindale due to the presence of London Clay in the underlying geology.

6.4.13. Site drainage problems may arise if SUDS are not satisfactorily designed and maintained. Government thinking clearly steers the implementation of SUDS through the planning process and advocates the grant of planning permission with or without a Section 106 Agreement as the vehicle for ensuring future maintenance and funding. The Council will attach either specific conditions or obligations entered into via a Section 106 Agreement to ensure that the SUDS work throughout the whole life of the development.



The Silk Stream running through the AAP area

## 6.5. Waste management

### Policy 6.6 Waste Management

Waste management infrastructure will be provided to meet the needs of new residents of Colindale and to support national and regional targets. Suitable waste and recycling storage facilities will be provided in all new, mixed-use developments.

The North London Waste Plan (which will form part of Barnet's LDF) will identify suitable sites for managing North London's waste. This includes recycling, composting and using waste to produce energy.

### Policy Explanation

6.5.1. Local planning authorities are required by the London Plan to promote waste management upwards within the waste management hierarchy, and in particular to support the re-use and recycle/compost stages of the hierarchy by planning and investment in new collection and reprocessing infrastructure.

6.5.2. The London Plan aims to exceed national targets, with recycling and composting levels for municipal waste of 35% by 2010 and 45% by 2015, and of 70% by 2020 for commercial and industrial waste (Policy 4A.21). It aims for recycling and reuse levels in construction, excavation and demolition waste of 95% by 2020.

6.5.3. The North London Waste Plan (NLWP) is being prepared jointly by seven North London boroughs including Barnet and will be the statutory waste DPD within each of these boroughs LDFs. The NLWP has recently completed the Preferred Options stage and is proposed to be adopted in 2011. The NLWP Options Report (January 2007), which reviews the waste requirements and capacity across the North London sub-region, estimates composting facilities across the sub-region to be at 98% capacity, the incinerator at Edmonton to be at 93% capacity and waste transfer sites, taking household, commercial and industrial waste to be at 55% capacity.

6.5.4. The NLWP Preferred Options report identifies the land between the railway lines as a potential future site for a household waste and recycling facility.

6.5.5. The London Borough of Barnet's Waste Prevention Strategy 2005 - 2020 (December 2005) commits the council to 'working with developers and planners to ensure that waste prevention is fully integrated into Barnet's regeneration schemes as the borough grows'.

6.5.6. The proposed Waste Management Facility at Edgware Road / Geron Way (Hendon - Cricklewood) forms part of the Brent Cross Cricklewood outline planning application which Barnet Council's Planning and Environment Committee resolved to approve on the 19th November 2009 for the comprehensive regeneration of the Brent Cross Cricklewood Area and comprises a rail linked waste handling facility. As the proposals are progressively developed, further studies will be undertaken to refine the detail of the design of the facilities. It is proposed that the Waste Handling Facility will replace the existing Hendon Solid Waste Transfer Station operated by Waste Recycling Group. Given the proximity of the proposed Waste Management Facility at Edgware Road / Geron Way, the need for a larger centralised site within Colindale is unlikely. This will be monitored and kept under review.

6.5.7. There is clearly considerable scope within the AAP to support national, regional and local municipal waste targets and, potentially, to help the North London sub-region achieve self-sufficiency in terms of waste capacity. Given that the majority of development in Colindale will be residential, there is an opportunity to ensure waste prevention by providing good household recycling and reuse infrastructure and waste-based renewable energy systems. Any sites allocated to waste management would need to meet national, regional and local selection criteria, and in particular, would need to be located so as to have a minimal impact on residential amenity. The identification of suitable sites for waste management is the responsibility of the North London Waste Plan. The small area of land in-between the railway lines off Aerodrome Road which is owned by Network Rail is identified in the NLWP Preferred Options Report as a potential future site for a waste and recycling facility.

6.5.8. Suitable waste and recycling storage facilities should be provided in all new mixed-use developments without significant impact on residential amenity. Such facilities should be relatively small with easy access.

6.5.9. It is in the interest of developers to recycle and reuse materials arising from construction, maintenance, repair and demolition of roads, buildings and structures on site. This waste is mostly comprised of concrete, brick, stone and soil, but can also include metals, plastics, timber and glass. The London Plan requires, and the emerging NLWP will require, that 95% of waste is managed on site.

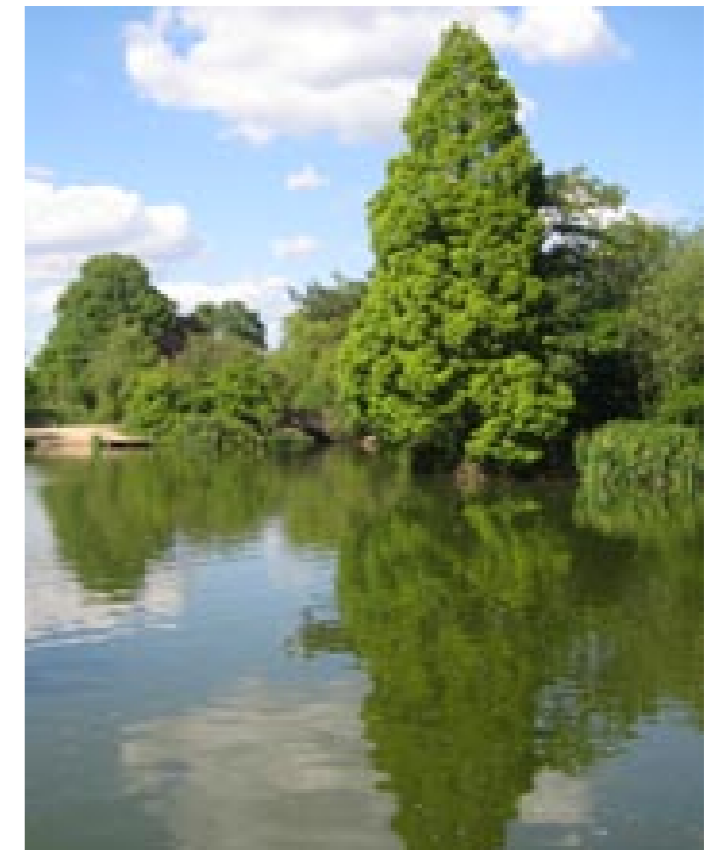


## 6.6. Monitoring

The monitoring framework below identifies the key indicators and targets to be monitored for policies in Chapter 6 to ensure the delivery of a high quality sustainable environment. In addition to the borough-wide monitoring arrangements, the Council will monitor the implementation of the AAP and assess the extent to which Policies 6.1, 6.2, 6.3, 6.4, 6.5 and 6.6 are being achieved. The Council's annual monitoring report will demonstrate where milestones have been met and will describe the actions to be taken to deliver the AAP where progress has been slower.

Indicator Number	Indicator	Policy Reference	Targets
6A	Energy hierarchy	6.1	Meet criteria set out in the London Plan
6B	CHP and district-heating system	6.2	Energy Centres on the Peel Centre West and Colindale Hospital sites within Phase 2 (2012-2016)  All development to be able to link in to and support Colindale-wide CHP and district-heating system
6C	Code for Sustainable Homes	6.3	Residential development to achieve a minimum of Level 4 as set out in the Code for Sustainable Homes, (subject to development viability) and thereafter will keep pace with the government's timetable for development  Commercial and community buildings required to achieve a BREEAM Excellent rating
6D	Flood risk	6.4	Flood Risk Assessment submitted with planning application
6E	Surface water run off	6.5	SUDS incorporated in all development. Planning conditions or S106 agreement relating to maintenance of SUDS.
6F	Waste management	6.6	Household waste and recycling facility on the land between the railway lines. Waste and recycling storage facilities in all developments in accordance with the Council's guidance ('Information for Developers and Architects – provision of domestic and organic waste collection services, and recycling facilities')

Figure 6.3 Monitoring framework for A Green Future for Colindale







7

Colindale-wide  
Policies

# 7. Colindale-wide Policies

This chapter contains policies that focus on:

- Objective 2 of the AAP: to identify and promote specific opportunities for new mixed use and residential development that will contribute to the strategic housing and employment targets outlined in the London Plan;
- Objective 4 of the AAP: to ensure the coordination of social, economic, physical, environmental and educational infrastructure requirements; and
- Objective 9 of the AAP: provide a clear and robust framework in which the Council and Mayor of London can make decisions on planning applications.

## 7.1. Living in Colindale

7.1.1. The core objective of the Colindale AAP is to deliver sustainable housing growth. The four Corridors of Change provide a spatial approach to the delivery of this growth and associated physical and social infrastructure required.

### Policy 7.1 Housing in Colindale

Around 100 hectares of land is proposed for the development of approximately 10,000 new residential homes within the London Borough of Barnet, as shown in Figure 7.1. A mix of housing types will be provided in general conformity with the London Plan and the London Borough of Barnet's LDF Core Strategy. Residential densities will vary across the area, in accordance with policies 4.1, 4.2, 4.3 and 4.4, having regard to local characteristics and public transport accessibility.

### Policy Explanation

7.1.2. Whilst the London Plan (February 2008) identifies Colindale as an Opportunity Area with potential for a minimum 10,000 new homes and 500 new jobs, there is no definitive boundary for the Opportunity Area. The majority of growth will take place within the London Borough of Barnet, however the A5/Edgware Road corridor, which is the boundary between the London Borough's of Barnet and Brent, is itself a focus for growth and forms part of this AAP.

7.1.3. It is clear that the housing capacity shown to be available within the Colindale AAP area is capable of meeting the majority of the housing target outlined in the London Plan for this opportunity area. A design led approach has been taken when assessing the scale of, and capacity for, growth in each of the four Corridors of Change. A total capacity of approximately 10,000 new homes within the London Borough of Barnet emerges from the four Corridors of Change.

7.1.4. Some nearby major sites along the Edgware Road in the London Borough of Brent already benefit from planning permission. Brent Council is set to identify the area along Edgware Road as a growth area within its Core Strategy and Site Specific Allocations documents with a capacity for around 2500 new homes to 2026.

7.1.5. Policy 3A.1 of the amended London Plan revises the minimum target for additional homes across London up to 2016/17. Borough targets are defined in London Plan Policy 3A.2 and the accompanying table 3A.1 which updates the annual and ten-year housing targets on a borough by borough basis. Barnet has an annual housing target of 2,055 which represents almost a third of the total housing target for the North London sub-region. The minimum target of 10,000 new homes in the Colindale Opportunity Area naturally accounts for a significant proportion of the Borough's housing target under London Plan Policy 3A.2, although the AAP delivery timescales go beyond 2016.

7.1.6. The Colindale AAP apportions the known development sites into three phases of growth, up to 2011, up to 2016 and up to 2021. All of the major stakeholders envisage either having completed or being at an advanced stage of implementation by 2021. This timescale falls within the London Plan timescales for growth in Opportunity Areas.

Site	Corridor of Change	Area (Ha)	Residential density (dph)	Net growth in Phase 1 2007-2011	Net growth in Phase 2 2012- 2016	Net growth in Phase 3 2017-2021	Total homes
Colindale Hospital/Station House (including Colindale Ave frontage & Nurses accommodation)	Colindale Ave	6.6	150		780	210	990
British Library	Colindale Ave	2.3	150		345		345
Brent Works	Colindale Ave	0.7	150		105		105
Land in between British Library and Brent Works	Colindale Ave	0.2	150		30		30
Peel Centre West	Colindale Ave	3.8	150		170	400	570
Middlesex University Halls	Colindale Ave/ Aerodrome Road	2.2	150		330		330
Beaufort Park*	Aerodrome Road	10	278	2000	1000		3000
Peel Centre East (7ha for Metropolitan Police redevelopment, 3ha for student village, 2ha for primary school, 9ha for housing)	Aerodrome Road	9	120		300	780	1080
Watford Way	Aerodrome Road	0.8	120		96		96
Zenith House*	Edgware Road	1	195	215			215
Kidstop*	Edgware Road	0.6	140	84			84
Kwik Fit Site	Edgware Road	0.3	200			60	60
Green Point*	Edgware Road	0.4	200	86			86
Imperial House	Edgware Road	0.4	200		80		80
McDonalds Site	Edgware Road	0.5	200		100		100
Burger King & D&A site	Edgware Road	0.5	200		100		100
Merit House site	Edgware Road	1	200			200	200
Grahame Park Estate*	Grahame Park Way	35	112	554	554	555	1663
Runway Close**	Grahame Park Way	0.2	150	30			30
Adastral South**	Grahame Park Way	4.6	70	216			216
Barnet College (1.3ha for primary school, 3.8 ha for housing)	Grahame Park Way	5.1	112		426		426
Total				3185	4416	2205	9806

\* sites with planning permission

\*\* sites now complete and occupied

Figure 7.1 Development sites in Colindale in the London Borough of Barnet

## Phasing of Housing Development

7.1.7. The phasing of housing development is an important consideration. The three phases have been applied in the background work that has been undertaken to underpin the policies and proposals in the AAP. These phases have been used as they generally relate well to the aspirations of the key landowners in the area and are considered to sit well against the phases used in the London Plan relating to the delivery of homes and jobs across the Opportunity Areas.

7.1.8. It is assumed that the bulk of dwellings on sites that already benefit from planning permission will be completed in the initial phase, with the exception of Grahame Park which is a long and complex regeneration project with a long-term phasing strategy in place. Where key stakeholders and land owners are already, or anticipate shortly, promoting or disposing of their sites, these sites have been placed in the middle phase up to 2016.

7.1.9. Beyond that, a final phase of development is planned which takes Colindale up to 2021. The majority of the units on the Peel Centre sites are included in this final phase given the time it is likely to take to dispose of the land and bring it to the open market. The balance of housing delivery across the various phases reflects well against the indicative phasing provided of growth in jobs and homes across the Opportunity Areas in the London sub-regions under Policy 6A.8 and supporting Table 6A.1.

7.1.10. The phases will be kept under review through monitoring of delivery and implementation. This will be particularly important in view of the recent housing market down turn and the general slowing down of the economy.

## Affordable Housing

### Policy 7.2 Affordable Housing

The Council has a borough-wide target of 50% affordable housing, in line with the London Plan. The maximum amount of affordable housing will be sought having regard to this target and to a viability assessment. Affordable units should be distributed throughout the site and be well integrated into all new development.

The Council will, with reference to the London Plan's 70:30 social rented/intermediate ratio and in recognition of a move to a 60:40 split, negotiate the ratio of social rented/intermediate housing on a site by site basis having regard to the Council's SPD, Housing Strategy, and the London Plan.

### Policy Explanation

7.1.11. The Barnet UDP and the London Plan contain relevant policies on affordable housing. The Council has also adopted an Affordable Housing Supplementary Planning Document (2007) based on the Barnet Housing Needs Assessment (2006) and the GLA has a Housing SPG (2005) which provides a range of policy guidance on this issue. One of the Mayor's strategic objectives is to substantially increase London's supply of affordable housing. This is strategically important to London in order to promote mixed and balanced communities and to redress the affordability issue that underlines the trend towards social polarisation in terms of housing choices and opportunities.

7.1.12. Whilst a target of 50% affordable housing will be sought across the area to include a mix of social rented and intermediate tenures, the final level of provision will be dependent on a viability assessment on a site by site basis to ensure the delivery of the AAP objectives. Given a large social rented dominance at Grahame Park Estate there is a concern not to repeat over-concentrations of this or other tenures in single locations or in totality, but to achieve a good mix across the AAP area. Whilst it is recognised that the Mayor intends to move towards a 60:40 split in his review of the London Plan, the Council's adopted SPD on Affordable Housing (February 2007) sets out that the Council will, with reference to the London Plan's 70:30 social rented/intermediate ratio, negotiate, on a site by site basis, a more appropriate split for Barnet in order to enable the delivery of wider sustainable development and regeneration objectives.



Figure 7.2 Housing in Colindale



7.1.13. The London Borough of Barnet will monitor affordable housing provision within Colindale and work closely with the GLA on monitoring delivery in the light of the availability of public subsidy, prevailing economic conditions, updated housing viability and needs assessments and planning policy.

## 7.2. Health requirements in Colindale

7.2.1. 'Investing in children and young people' and 'Healthier Barnet' are highlighted as strategic priorities in Barnet's Sustainable Community Strategy. Health service provision for residents in Barnet, both primary and secondary, is commissioned by NHS Barnet.

7.2.2. Existing primary care provision in the Colindale area includes two single-handed GP practices which are practising from residential accommodation and two group practices that are located within Grahame Park Health Centre. These two practices register the majority of the residents living on the Grahame Park Estate. In addition to GP provision, the area is served by local pharmacies.

7.2.3. In planning for the significant population growth in the Colindale area NHS Barnet, working alongside the Council, will need to consider what facilities will best meet the health needs of the new population. In planning services and facilities NHS Barnet will ensure that national and local health strategies such as NHS Barnet's Primary Care Strategy, The Barnet, Enfield and Haringey Clinical Strategy and NHS Healthcare for London, are considered.

### Policy 7.3 Health in Colindale

**New health facilities will be provided in the Colindale Avenue Corridor of Change, complemented by reprovided facilities at Grahame Park Estate. The exact requirements will be subject to discussions between the developer, the London Borough of Barnet and NHS Barnet and have regard to the phasing and delivery of proposals within Colindale. Such facilities will provide for primary health care which will comprise general practitioners (GPs), dentistry, pharmacy and a range of community services. Developers should have regard to the Council's adopted SPD on financial contributions for health care services.**

### Policy Explanation

7.2.4. There are on-going discussions with NHS Barnet regarding the preferred location of new healthcare facilities in Colindale. In the context of these discussions the facilities will provide for

primary health care which will comprise general practitioners (GPs), dentistry, pharmacy and a range of community services which are conveniently located to ensure that services can, wherever possible, be provided closer to people's homes. NHS Barnet has had a primary care strategy in place since 2002, updated in 2005 and again in 2007. The strategy is based on a 'hub and spoke' model with 'hubs' being primary care centres (including the two community hospitals) that provide a wider range of services and 'spokes' relating to existing GP practices.

7.2.5. Edgware Community Hospital and Finchley Memorial Hospital, along with a number of primary care centres, will act as hubs providing a range of services including: GPs, diagnostics, pharmacy dispensing, urgent (unbooked) care, outpatient clinics, general health advice and other specialist clinics. The primary care centres will provide the infrastructure to allow some hospital services (such as outpatients) to be provided in a community setting closer to patients homes.

7.2.6. Discussions are ongoing regarding the re-provision of the existing health centre as part of the regeneration of Grahame Park Estate. The outline planning permission for the redevelopment of Grahame Park Estate includes for a replacement facility of a minimum of 1,000sqm with scope to increase this facility to 2,000sqm. In view of the development and phasing programme for Grahame Park Estate, the replacement health facility is anticipated to be operational from 2015 at the earliest.

7.2.7. NHS Barnet's optimal strategy would be to commission one new health facility in the Colindale area of between 2,500sqm and 3,000sqm, centrally located. The size of such a facility will depend on the actual population growth but this is likely to exceed 20,000 people.

7.2.8. The phasing of any new housing developments in the area will be an important consideration for NHS Barnet in planning the size and location of new facilities to ensure that they meet the needs of the existing and new population and are viable.

7.2.9. The preferred stance on the form of new primary health care facilities needs, however, to be seen in the context of the outline planning consent for a replacement facility at Grahame Park together with the emerging proposals for the Colindale Hospital site. Fairview New Homes are proposing a 1,000sqm health facility opposite the Underground station as part of their submitted planning application.

7.2.10. Following discussions with NHS Barnet, two possible options for Colindale have emerged for providing new health care

facilities within the Colindale Avenue Corridor of Change. Both options will depend on the phasing and deliverability of proposed development in Colindale and should be subject to further discussions with NHS Barnet and the London Borough of Barnet.

7.2.11. **Colindale Avenue Corridor of Change Option 1** – Smaller 'spoke' facility on the Colindale Hospital site – this currently forms part of the planning application for the Colindale Hospital site by Fairview New Homes. This site is likely to come forward ahead of all the other key opportunity sites in the area and a smaller facility (circa 1,000sqm) would therefore ensure new local needs are met whilst other sites come forward. This scenario would need to be complimented by the provision of a larger facility than is currently planned at the northern end of the Grahame Park site. The outline planning permission allows for NHS Barnet to take up to 2000sqm. This is seen as the most deliverable of these options.

7.2.12. **Colindale Avenue Corridor of Change Option 2** – New Colindale primary care facility on the British Library site or Peel Centre West site depending on phasing and deliverability – situated on the lower floors and Colindale Avenue frontage of either site. A facility of approximately 2,000sqm would be particularly suitable if the replacement facility on Grahame Park for like-for-like facilities (around 1000 sqm) proceeded as currently consented

7.2.13. In partnership with NHS Barnet, the Council has prepared and adopted a Supplementary Planning Document (SPD) on Contributions to Health Facilities from Development. The guidance contained in the SPD is relevant and applicable to new housing and mixed use development across the borough including Colindale.

7.2.14. The Council uses the HUDU Planning Contributions Model to calculate the potential planning contributions from residential developments in Barnet for the provision of health care facilities. It is proposed that the HUDU Model will be extended to incorporate a method to calculate the impact of new residential development on the provision of social care facilities. Following the successful extension of the HUDU Model the Council will seek s106 contributions for social care facilities.

7.2.15. For major development schemes the council will assess the complex factors that must be taken into account in putting together a 'package' of Section 106 financial contributions, and the standard values used in the HUDU Model will be used, but may be subject to variation in some cases.

### 7.3. Shopping and Community Provision in Colindale

7.3.1. There are currently 20 town centres in Barnet which include a Major Town Centre at Edgware, 14 District Centres and 5 Local Centres as well as London's only regional shopping centre at Brent Cross. Town centres vary in size and purpose but most of them are the hub of civic, retail, leisure and commercial activity and serve the needs of residents and those working in the borough. The smaller town centres, district and local centres, provide an important strategic / economic role in the Borough.

7.3.2. Colindale - The Hyde which is situated along the Edgware Road (A5) to the south of the AAP area, has the largest concentration of retail provision locally and is classified as a district town centre. It currently provides a reasonable range of both convenience and comparison floor space.

7.3.3. To the north of Colindale - The Hyde district centre is the Oriental City site which is located on the Edgware Road in the Borough of Brent. This site has planning permission for mixed-use residential-led redevelopment including a significant element of retail floorspace. There is an existing ASDA supermarket adjacent to Oriental City and planning permission has recently been granted by Brent Council for the redevelopment of the Wickes site on Edgware Road / Capitol Way which will reprove the Wickes store along with several smaller retail, café and community uses.

7.3.4. In terms of the AAP area specifically, existing retailing provision is spread throughout the area and includes shops on The Concourse within Grahame Park Estate, limited local shops along Colindale Avenue and at the Underground Station, and local retail and other facilities on the newly formed Heritage Avenue within the Beaufort Park development. The existing facilities at Grahame Park Estate provide an important economic and social function for the community and comprise of 2,352 sq m of retail floorspace. This existing neighbourhood centre provides a number of uses including grocers, chemist, newsagents, telephone shop, baker, hairdresser, bookmakers, public house and a post office. The redevelopment proposals at Grahame Park Estate include circa 2,807 sq m of replacement retail floorspace. This is only a small increase of retail floor floorspace in comparison to the existing provision. The approved masterplan for the regeneration of the Estate locates the majority of the replacement retail floorspace at the southern end of the development in the form of a new supermarket close to the junction between the new Boulevard and Grahame Park Way. This will be provided around a new public square next to a library and other community facilities.

7.3.5. New facilities at Beaufort Park include a Tesco Metro and a number of other shops, restaurants and a pub. The scheme is planned to include a total of 4,645 sq m of retail or commercial use. An additional 470 sq.m of A3 floorspace is proposed as well as health and fitness and community uses. This level of retail floorspace and other facilities is envisaged to primarily serve the new residents of Beaufort Park, as well as existing neighbouring residents, workers and visitors in the area.

7.3.6. In addition to the existing retail facilities in Colindale, a recent planning application by Fairview New Homes for the redevelopment of the former Colindale Hospital site and Station House on Colindale Avenue includes proposals for an Aparthotel and supporting retail and A3 uses set around a new public piazza and transport interchange.

#### Policy 7.4 Neighbourhood Centre in Colindale

**A neighbourhood centre will be provided in Colindale Avenue Corridor of Change, incorporating around 5,000 sq m gross of retail space, along with supporting health, leisure and community uses. Such uses will be focussed around the public transport interchange and be provided on the Colindale Hospital site, British Library site and Peel Centre West site providing active frontages to a widened Colindale Avenue creating a vibrant and safe place, in accordance with Policy 4.1.**

#### Policy Explanation

7.3.7. The creation of a new neighbourhood centre along Colindale Avenue is central to the vision for the Colindale AAP and specifically the Colindale Avenue Corridor of Change. Based on the location of existing retail and neighbourhood facilities at Beaufort Park and those that will come forward as part of the redevelopment of Grahame Park Estate, there is scope to create a new neighbourhood centre along Colindale Avenue which will be anchored at one end by the Underground Station and at the other by the new community hub and public square at the southern end of Grahame Park Estate.

7.3.8. Ensuring that the growing local population's everyday retail needs are provided for within the Colindale area is the rationale for defining the appropriate level of retail floorspace required. There is an established town centre hierarchy in the area and careful consideration needs to be given to the impact on these centres from a social, economic and planning perspective if significant levels of additional retail floorspace were to be promoted within the Colindale area.



Figure 7.3 Community facilities, health facilities and shops in Colindale

7.3.9. An assessment of the projected retail floorspace required to meet the predominately everyday retail needs of those who will reside in the AAP area has been carried out \*. An important assumption made in this assessment is that the needs of the existing community are currently appropriately met by existing retail facilities in the area. The level of retail provision required in Colindale is therefore dictated solely by the housing growth planned. This assumption is important as this approach theoretically has no impact on the vitality and viability of existing centres because it only caters for demand generated within the Colindale AAP area. The assessment shows that the expenditure generated by all the future residents proposed in the AAP area will require circa 2,400 sq m net convenience goods sales floorspace, which equates to approximately 5,000 sq m gross (including some comparison goods floorspace).

7.3.10. When this is considered in the context of existing/ committed floor space at Beaufort Park and the retail floorspace within the approved masterplan for the regeneration of Grahame Park Estate, there is likely to be sufficient capacity for a further small convenience store in Colindale supported by some limited comparison retail provision. This equates to a similar quantity of retail floor space to that proposed at Beaufort Park (i.e. up to 4,645 sq m of retail including a small convenience offer of circa 1,393 sq m gross).

7.3.11. Given the future proposals for the former Colindale Hospital site which includes a new transport interchange, and the opportunities for redevelopment at the Brent Works, Newspaper Library and Peel Centre sites, the focus for the new Colindale neighbourhood centre is to be located within the Colindale Avenue Corridor of Change, around the new public transport interchange and upgraded tube station. This will provide activity at a key arrival point to the area and also serve the next wave of proposed residential growth. It would further provide active frontages along Colindale Avenue helping to create a vibrant and safe environment for all users. In addition to retail provision, supporting community and leisure uses such as cafes, restaurants and bars (Use Classes A3/A4/A5) and health uses (Use Class D1) will be provided which complement existing facilities. There should be a degree of flexibility within any development proposals to reflect current market conditions in terms of the size and configuration of retail floor space when such development is brought forward.

\* See 'Retail Provision Report' (February 2008)

Description	Location	
Regional Shopping Centre	Brent Cross	
Major Town Centres	Edgware	
District Town Centres	Chipping Barnet	Cricklewood
	North Finchley	Golders Green
	Brent Street	New Barnet
	Church End Finchley	Whetstone
	East Finchley	Mill Hill
	Temple Fortune	Colindale – The Hyde
	Burnt Oak	Hendon Central
Local Town Centres	Childs Hill	Friern Barnet
	East Barnet	Market Place
	West Hendon	
Local Neighbourhood Centre	Apex Corner	Colney Hatch Lane
	Deansbrook Road	Golders Green Road
	Grahame Park	Hale Lane
	Hampden Square	Holders Hill Circus
	New Southgate	Great North Road

Figure 7.4: Shopping centre types in Barnet





## 7.4. Working in Colindale

### Policy 7.5 Working in Colindale

Development in Colindale will provide between 500-1000 new jobs on the sites identified in Figure 7.6. Existing and established employment locations on sites other than those identified for redevelopment in the AAP should be retained for employment uses unless it can be demonstrated that sites are genuinely surplus.

### Policy Explanation

7.4.1. The London Plan identifies the Colindale Area of Opportunity as having an indicative employment capacity of an additional net 500 jobs. The London Borough of Barnet consider there to be a greater opportunity for job creation to reduce the amount of travelling and create a sustainable place. The employment generating uses completed to date within the Beaufort Park development have been well received by the market.

7.4.2. In seeking to ensure the growth planned for the Colindale area creates sustainable, mixed and balanced communities, it is important to consider what contribution the identified sites could have in terms of providing high quality, mixed use development and creating locally based employment.

7.4.3. Job creation ratios have been taken from the briefing paper 'Employment Densities: a simple guide' produced in 2001 by Arup Economics and Planning for English Partnerships and the Regional Development Agencies. The projected number of jobs in Colindale has taken into account development capacity and accessibility of the identified sites.

7.4.4. Figure 7.6 shows that there is potential for a total of approximately 1,000 jobs in Colindale as a result of the proposed development for each identified site. The majority of jobs are generated from the retail uses proposed in the Colindale Avenue Corridor of Change area, and those at Beaufort Park. Additional jobs are provided through proposals for office use and a range of other smaller uses including new education facilities. The Metropolitan Police have confirmed that the number of jobs retained in their rationalised estate on the Peel Centre site will be broadly comparable with the numbers employed there are present.

7.4.5. A useful comparison can be drawn from London Plan related research which sought to investigate the direct correlation between housing growth and job creation 'More Residents, More Jobs' (GLA Economics, April 2007). The study found that for every 1,000 additional population an additional 230 jobs would be created.

7.4.6. These projections, although the result of robust analysis using information from various stakeholders, the ARUP Employment Densities briefing paper, and 'School Workforce in England' (Department for Children, Schools and Families September 2008) and the most authoritative currently available, are indicative only and may over or underestimate the employment growth which could take place in Colindale. The projections are not targets and it is not intended to constrain growth, however job creation in Colindale will be monitored against these projections.

7.4.7. As the majority of jobs are created within proposed mixed use development, the timing of job creation is, to a degree, dependant on the timing and phasing for the residential development (as discussed in paragraphs 7.1.7-7.1.10 and Section 8.2). Three development phases have been used in the background work and within the AAP which relate well to the aspirations of the key landowners and are considered to sit well against the phases used in the London Plan relating to the delivery of homes and jobs across the Opportunity Areas.

7.4.8. It is assumed that the majority of jobs proposed within Beaufort Park (335 new jobs) will be created within Phase 1 (2007-2011). The majority of the remaining new jobs will be created in Phase 2 (2012-2016) consisting of those in Colindale Avenue Corridor of Change around the new neighbourhood centre and Barnet College (239 new jobs) and Farrow House (294 new jobs) and the land inbetween the railway lines (80 new jobs) in Aerodrome Road Corridor of Change. Phase 3 will consist of new jobs on the Peel Centre East site and in Grahame Park Estate.

7.4.9. The on-going monitoring of the AAP (see Chapter 8 Delivery and Monitoring) will keep employment trends within Colindale under review, together with the infrastructure requirements needed to support them, in particular the need for the packages of transport improvements identified in Policy 3.1.



Figure 7.5 Sites generating new jobs in Colindale



Sites to be redeveloped Site	Corridor of change	Area (Ha)	Existing jobs	Possible new jobs*				Total new jobs (net) *
				Retail/ restaurants/ bars (A2/2/3/4/5)	Office/ light industrial (B1)	General Industrial (B2)	Non- residential institutions (D1)	
McDonalds Site	Edgware Road	0.5	Jobs to be reprovided on site	no net loss	no net loss	no net loss	no net loss	0
Burger King and D&A site	Edgware Road	0.5	Jobs to be reprovided on site	no net loss	no net loss	no net loss	no net loss	0
Merit House	Edgware Road	1.0	Jobs to be reprovided on site	no net loss	no net loss	no net loss	no net loss	0
Colindale Hospital (including Station House)	Colindale Avenue	6.6	Ground floor retail.Largely vacant offices in Station House	no net loss	0	0	39	39
British Library	Colindale Avenue	2.3	50	23	0	0	0	-27
Brent Works	Colindale Avenue	0.7	No jobs on site	0	12	0	0	12
Colindale Business Centre site	Colindale Avenue	0.25	Jobs to be reprovided on site	no net loss	no net loss	no net loss	no net loss	0
Peel Centre West	Colindale Avenue	3.8	Jobs to be reprovided in new MET Police facilities	150	0	0	0	150
Middlesex University Halls	Colindale Avenue/ Aerodrome Road	2.2	Jobs to be reprovided in new student village	25	0	0	0	25
Peel Centre East	Aerodrome Road	21	Jobs to be reprovided in new MET Police facilities	0	0	0	50	50
Farrow House	Aerodrome Road	0.9	Jobs to be reprovided in new MET Police facilities	0	294	0	0	294
Land between railway lines	Aerodrome Road	0.7	0	0	0	80	0	80
Beaufort Park	Aerodrome Road	10	0	335	0	0	0	335
Grahame Park Estate	Grahame Park Way	35	Jobs to be reprovided on site	5	0	0	27	32
Barnet College	Grahame Park Way	5.1	Jobs to be reprovided in new Barnet College	0	0	0	40	40
Total new jobs (net)*								1030

Figure 7.6 Job projections in Colindale

\* Based on projections using Employment Densities Briefing Paper (English Partnerships September 2001), School Workforce in England (Department for Children, Schools and Families September 2008) and information from relevant stakeholders. Projections are only indicative and may over or underestimate the employment growth which could take place in Colindale. Projections are not targets and it is not intended to constrain growth but job creation will be monitored against these projections.

## 7.5. Learning in Colindale

### Policy 7.6 Learning in Colindale

Development will deliver at least 4 new forms of entry in primary schools within Colindale, either through new schools or expansion/relocation of existing schools. The Barnet College site (subject to the College relocating) and Peel Centre East site are identified to each provide a 2 form entry primary school (420 pupils per school).

Developers will be required to meet the costs associated with meeting the additional need for nursery and school places generated by their development proposals in line with the Council's Contribution to Education SPD.

New buildings for education uses in Colindale will be of the highest quality of design befitting their important community function. They will be prominent buildings and fully integrated into the local environment and where potential exists they will be 'exemplars' in sustainability and green education building design.

### Policy Explanation

7.5.1. Detailed consideration has been made by the Council's Children's Services regarding the scale of primary and secondary facilities required to meet the education needs arising from the housing growth planned for the area. This has established that the scale of primary education facilities required is for 4 new forms of entry with a total new primary school capacity of 840 pupils. In order to ensure school places are provided within walking distance from the communities they will serve, the AAP identifies suitable sites capable of meeting this need.

7.5.2. Barnet Council's Cabinet recently gave Executive Approval for the rebuilding of Colindale School which is a primary school just outside the AAP area but directly affected by it. This primary school will be rebuilt and expanded from a two form entry to a three form entry school. The extra capacity created by the expansion is needed to meet growth in primary school aged children from the existing area and therefore will not meet the needs of the planned growth in the area.

7.5.3. Part of the existing Barnet College site is identified for a primary school use. A joint decision will be made between the Council and local primary schools on the merits of using the site for a new school or, more preferably, as the new site for an expanded

and relocated existing primary school in the area. The site for a new or expanded primary school should be highly visible and fully integrated into the local environment and should have regard to the approved Grahame Park Estate Masterplan. The site is in close proximity to St James secondary school and there is therefore potential for the sharing of facilities. This site is likely to come forward in Phase Two (2012-2016) of the AAP proposals.

7.5.4. The land identified on the Peel Centre East site for a new primary school would come forward in Phase Three alongside the residential-led redevelopment proposals in that growth phase. This extensive site provides a good deal of flexibility in terms of its detailed site planning. The Peel Centre site will be well connected to the surrounding area and existing and new communities will be well served by improved public transport services and will benefit from easy access and close proximity to Aerodrome Park.

### Secondary School Needs

7.5.5. Travel patterns to secondary schools in the local area are more complex and cover a wider catchment. As agreed with the Council's Children's Services, the AAP makes no site specific provision for secondary school places within the AAP. Existing local secondary schools will cater for the increased demand for secondary school places resulting from the new housing proposed in the AAP area subject to the appropriate financial contributions from developers being agreed and made.

### Nursery Needs

7.5.6. The Council's SPD on education contributions, adopted in the summer of 2008, provides a formula for negotiating financial contributions from developers to meet the costs associated with providing school places. This SPD does not directly refer to nursery places but the scale of development proposed in the AAP area will yield significant new demand for nursery provision and a negotiated agreement will need to be reached between the Council and the developer. The education formula contained in the SPD provides the starting point for this negotiation.

### Developer Contributions

7.5.7. For large development schemes in particular (over 100 homes), the council will need to consider the specific circumstances and complex factors that must be taken into account to ensure that sufficient school places will be available to future residents. Section 106 educational contributions will be the subject of pre-application negotiations between the developer and the council and may vary



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Figure 7.7 New learning sites in Colindale

from the standard figures stated in this document. For example, particularly large housing developments may be required to provide a new school in order to meet the demand that will arise from the development, particularly if generating over 1,000 new homes.

### Middlesex University Student Village

7.5.8. At the centre of the Peel Centre site the AAP proposes a large new high quality public open space which could be a very significant educational and environmental resource. The AAP also identifies the Peel Centre East site as a preferred location for the establishment of a new student village for Middlesex University, given its proximity to Aerodrome Road and Greyhound Hill and the Middlesex University campus.

### Barnet College

7.5.9. The relocation of Barnet College to an alternative site closer to Colindale Underground station has been a commitment of Barnet Council for some time. As an important local strategic partner, Barnet Council has been keen to integrate its place-making and spatial planning objectives with Barnet College's accommodation strategy and further education needs. Such a move would be the final phase of investment in seeking to consolidate the college's teaching and administrative accommodation to two key locations – one in Colindale and one in Chipping Barnet in the north of the borough.

7.5.10. An agreement has now been reached between Barnet College and Fairview New Homes to provide a reserved plot within the development of the Colindale Hospital site. This has been formally endorsed by the Council through an Executive Decision supporting the College's emerging proposals. This option provides the students and staff with a facility in one of the most accessible locations in Colindale. The facility will add significantly to the vitality and viability of the proposed new neighbourhood centre in the Colindale Avenue Corridor of Change.

7.5.11. The College proposal is still subject to final approval for funding from the Learning and Skills Council and planning permission for the new building. A detailed programme is in place and the College are targeting the occupation of their new facility in January 2013, Phase 2 of the AAP.



Primary school on Lanacre Avenue (top) and the current Barnet College building (bottom)

## 7.6. Monitoring

The monitoring framework in Figure 7.8 identifies the key indicators and targets to be monitored for policies in Chapter 7 to ensure the delivery of a high quality sustainable environment. In addition to the borough-wide monitoring arrangements, Barnet Council will monitor the implementation of the AAP and assess the extent to which Policies 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6 are being achieved. The Council's annual monitoring report will demonstrate where milestones have been met and will describe the actions to be taken to deliver the AAP where progress has been slower.

Indicator Number	Indicator	Policy Reference	Targets
7a	Housing delivery	7.1	3185 units by 2011 7601 units by 2016 9806 units by 2021
7b	Affordable housing	7.2	Target of 50% affordable housing; 70% social housing, 30% intermediate (though with the potential of 60% social housing and 40% intermediate).
7c	Health facilities	7.3	Health facilities in Colindale Avenue Corridor of Change and Grahame Park Estate
7d	Retail facilities	7.4	Around 5,000 sqm excluding community facilities provided within Colindale Avenue Corridor of Change in Phase 2 (2012-2016).
7e	Job delivery	7.5	Provide for jobs broadly in accordance with Figure 7.6.
7f	Primary schools	7.6	New/relocated primary school on Barnet College site within Phase 2 of the AAP (2011-2016) New primary school on Peel Centre East site (if required) within Phase 3 of the AAP (2016-2021)
7g	Barnet College relocation	7.6	Barnet College relocated to Colindale Hospital Site within Phase 2 of the AAP (2012-2016)
7h	Middlesex University student accommodation	7.6	New student village for Middlesex University in Aerodrome Road Corridor of Change within Phase 2 (2012-2016)

Figure 7.8 Monitoring framework for Colindale-wide policies







Delivery and  
monitoring

## 8. Delivery and Monitoring

This chapter contains policies that focus on:

- Objective 1 of the AAP: to provide a coherent spatial development framework to guide and deliver future strategic growth in Colindale;
- Objective 6 of the AAP: to provide a strategic phasing programme for delivery of the key development sites; and
- Objective 7 of the AAP: to coordinate the development of a framework and mechanism for pooling of planning obligations through Section 106 planning legal agreements to deliver the necessary infrastructure requirements of the area.

### 8.1. Introduction

8.1.1. This chapter outlines how the Council will translate the vision for Colindale into reality. Achieving the vision will be challenging and the Council cannot implement the Colindale AAP alone and it will rely on a genuine partnership delivery approach. The Council will work with a range of stakeholders and partners including the GLA and TfL, neighbouring boroughs, landowners, utility providers, the voluntary and community sectors and others to ensure that the objectives and policies in this AAP are implemented throughout the lifetime of the document.

8.1.2. The Council's implementation strategy is based on on-going and successful partnership working. This partnership working will focus on the co-ordination of the policies, resources and decisions of the key stakeholders so that these are in line with the policies contained within this AAP. Such an approach will ensure that the efforts exerted by individual partners and stakeholders in progressing their individual agendas will be consistent with and supportive of the objectives of the Colindale AAP. The Council is looking for excellence in the delivery of this AAP through co-ordination of partners, stakeholders and other groups so that the overall spatial strategy for the Colindale AAP and the subsequent spatial strategies for the Corridors of Change are fulfilled.

### Viability Appraisals

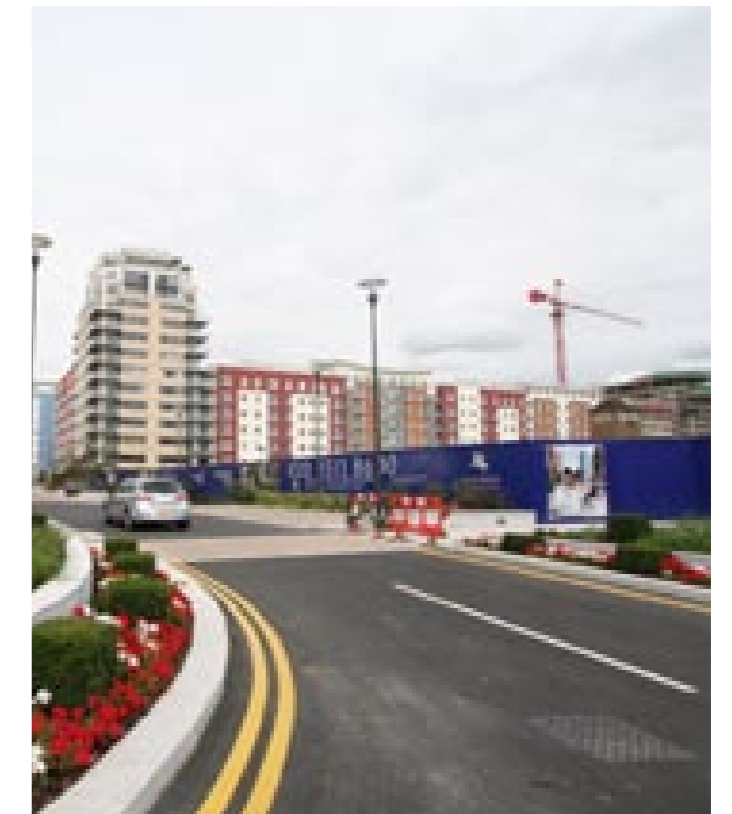
8.1.3. During the preparation of this AAP there has been on-going assessment of the viability of the proposals. High level development appraisals have been undertaken and the results of these have been reviewed with the Stakeholder Group.

8.1.4. In order to be effective, the AAP must be flexible. A long term strategy which is too prescriptive in the type and extent of development may date quickly and may not reflect market demand at the point of delivery, particularly pertinent in a recession. However, in order to undertake viability testing through development appraisals, it has been necessary to 'fix' schemes for the AAP sites which can be appraised. In order to undertake a high level appraisal of the viability of the proposals put forward within the four Corridors of Change, known development sites have been grouped together and a range of high level assumptions and exclusions made. The base data fed into the high level development appraisals is consistent with the highways modelling undertaken during the preparation of the AAP.

8.1.5. Uses and densities have been agreed with reference to a number of sources. These include the land use assumptions underpinning the traffic modelling work, commercially orientated market advice (reflecting the change in markets which have occurred throughout the preparation of the AAP) on the residential and commercial sectors prepared specifically for the AAP and the resultant proposed uses and guidance in the AAP. Estimates and assumptions relating to the approach to car parking provision have also been made.

8.1.6. Recognising current market conditions and the recession, the results from the high level appraisals indicate that, assuming benign market conditions, private residential uses provide the principal source of value in redevelopment proposals as they have the largest margins between build cost and revenue. Affordable residential has a much smaller margin, due to the discount from the market value of private residential. Affordable residential reduces the margin on residential overall, depending on the proportion of affordable residential required. The results indicate that the higher the residential content within the scheme, the greater the likelihood of enhanced surplus.

8.1.7. Retail has the second highest margin and so would contribute positively to the viability of proposals. Retail uses will be provided as part of the neighbourhood centre which will include a small supermarket and local retail uses. The retail would be dependent on a successful overall scheme, generating sufficient footfall and customer and retailer demand to achieve required



Former Kidstop site (top left) Beaufort Park (top right) Aerodrome Road bridges (bottom)

rents and yields. Under the benchmark assumptions adopted, employment and office uses would contribute the least value to the development proposals. Nevertheless, employment uses contribute significantly to the creation of sustainable communities.

8.1.8. The high level development appraisals reveal that it is unlikely that the development of the key sites within the four Corridors of Change will alone be sufficient to deliver the significant infrastructure improvements required for these developments to proceed in a successful and sustainable way as outlined in the visions and objectives of the AAP.

## Funding

8.1.9. The Council has developed an innovative infrastructure funding model based on tax investment known as the Barnet Finance Plan. It has piloted Colindale as its front runner scheme awaiting HM Treasury and CLG announcements. The Council has also bid for the recent Government pilot scheme for Tax Increment Financing (TIF) and Accelerated Development Zone (ADZ) status and is formally a member of the National Government (CLG/HMT) led TIF-ADZ working group to develop such infrastructure financing models.

8.1.10. The Council has already begun actively promoting development in Colindale and delivery of the necessary funding to support this. The Council has already invested over £12 million in infrastructure including £7 million GAF2 Government Growth Area Funding and £2 million of LDA support. The Council has successfully bid and received funding from GAF3 Government Growth Area Funding programme in December 2008 for infrastructure investment to support delivery of growth. Approximately £3 million of this will be allocated to Colindale transport interchange and infrastructure improvement works and a further £3 million towards the second phase of lowering the roads at the Aerodrome Road bridges project. This will assist in supporting the implementation of the AAP.

## 8.2. Delivering development in Colindale

8.2.1. Effective implementation will require the use of a range of implementation processes to ensure the most effective co-ordination of the contributions of the various stakeholders in Colindale. There are five main processes involved:

- The Council's powers and resources in Colindale;
- Partnership working in Colindale;
- Planning obligations in Colindale;

- Phasing and co-ordination of development in Colindale; and
- Monitoring development in Colindale.

Policies for each of these processes are set out below.

### Policy 8.1 The Council's Powers and Resources in Colindale

**The Council, along with the GLA group, will ensure that their policies and resources promote the implementation of this Plan prioritising Colindale as the Borough's key pilot area for new and innovative infrastructure funding mechanisms and delivery. The AAP provides the development plan framework within which all future planning applications will be determined, and each application will need to demonstrate to the Council and GLA group how the proposed development will help realise the visions and objectives contained within the AAP.**

### Policy Explanation

8.2.2. The London Borough of Barnet and the GLA group controls major elements of strategy/policy and resources needed for the implementation of the Colindale AAP, including the full range of statutory strategies. The London Borough of Barnet has responsibility for a range of other strategies which will feed into the Colindale AAP and contribute to its implementation. Such strategies include the LDF Core Strategy, the London to Luton Corridor study and the North London Development and Investment Framework (DIF) (see Chapter 1, section 1.5 p10 for further information). The GLA group comprises the GLA, Transport for London, the London Development Agency, the Metropolitan Police Authority and the London Fire & Emergency Planning Authority. Barnet Council and the GLA group will work together to achieve the visions and objectives of the Colindale AAP and secure other funding to support delivery and will ensure that public sector decisions are made in an integrated way.

8.2.3. Transport for London (TfL), working in partnership with Barnet Council, has key responsibilities for major roads in the Colindale area and much of the public transport network, including bus routes and Colindale Underground Station. The London Development Agency (LDA), working in partnership with Barnet Council, has a vital role to play in the economic development and regeneration of Colindale. The Metropolitan Police Authority (MPA) and London Fire & Emergency Planning Authority (LFEPA)

have a critical role in delivery and can influence safety and security throughout Colindale.

8.2.4. This plan includes a number of additional requirements for assessments to be made of the impacts of development proposals, several of which reflect government guidance or well-established practice, such as transport assessments and flood risk assessments. The intention is not to over-burden developers, but rather to ensure that the impacts of detailed proposals are understood and appropriately dealt with. If handled constructively, these should make the development process clearer and simpler by establishing an overall approach at an early stage in the development process. Much of the work carried out throughout the process of this AAP provides significant information, at both strategic and local levels which those submitting planning applications can build upon, such as traffic modelling, strategic flood risk assessment and a strategic surface water strategy.

8.2.5. There is an opportunity in Colindale to transform the area and deliver new development to exemplary levels of sustainability, as reflected in the policies and guidance contained in Chapter 6, particularly with regard to providing decentralised energy in the form of an energy centre providing district wide heating and power and eco-friendly new schools and educational developments. The Council will continue to work closely with the GLA and LDA to further promote the exemplary levels of sustainability in Colindale.



Fairview New Homes own the Colindale Hospital site (top) and the construction of Beaufort Park (bottom)



### Policy 8.2 Partnership Working in Colindale

The Council will work with partners, landowners and other stakeholders to secure the implementation of the policies in the Colindale AAP. The Council will continue to coordinate regular meetings of the Colindale AAP Stakeholder Group and consult with local residents and the wider growing community throughout the life of the AAP to help deliver the vision, objectives and policies to transform the area into a vibrant and successful city suburb of Barnet.

### Policy Explanation

8.2.6. Key landowners and developers will ultimately be responsible for delivering the change, improvements and growth put forward in the Colindale AAP. In recognition of the individual roles of each of these stakeholder partners and the need for all of them to contribute to the visions and objectives of the AAP, the Council has used the process of preparing the AAP to form a partnership which has helped steer the preparation of the strategy. This partnership has taken the form of a Stakeholder Group which has met regularly during the preparation of the AAP and helped shape the key objectives for the area. The Stakeholder Group is central to the delivery of the policies and proposals being promoted for Colindale. The aspirations of these key stakeholder partners can be summarised as follows:

#### Landowners

Fairview New Homes owns the former Colindale Hospital site and the Brent Works site on Colindale Avenue. Planning permission was granted on the 20th November 2009 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). The Council has also granted planning permission 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 application includes alterations to the Colindale underground station building and the provision of a new public square and a transport interchange with bus stops, a taxi rank and cycle parking. Fairview's approved masterplan for the Colindale Hospital site safeguards a plot of land for the relocation of Barnet College. Subject to the College securing funding, they will be

able to move from their current site on Grahame Park Way releasing it to be redeveloped for residential use and a primary school.

St George Plc is currently developing Beaufort Park, a high-density mixed-use scheme, incorporating 2,800 units, at the former RAF East Camp. The first phase of the development is complete. St George's proposals for phase two involve demolition and relocation of the listed former RAF Watchtower to the adjacent RAF Museum site and the building of additional residential units; Planning permission has recently been granted for the relocation of the Watchtower to the RAF Museum and an additional 190 units on Beaufort Park. A planning application has also been submitted to provide key worker accommodation for the Metropolitan Police in Block E at Beaufort Park.

The Metropolitan Police are consolidating operations on its Peel Centre site while planning to build new, modern office and training facilities. The Metropolitan Police would like to dispose of surplus land for residential-led mixed-use development but have not yet reached the stage where they can provide certain timescales for the disposal of this land. For the purposes of the AAP, the Peel Centre site has been split into 2 sites. The Peel Centre West site (3.8ha) fronts Colindale Avenue and Aerodrome Road. The Peel Centre East site (21ha) which contains significant open space and is bounded by Aerodrome Road to the north, the West Coast Mainline railway embankment to the east and the Northern Line to the south. The Metropolitan Police also own Farrow House, a site accessed from Colindeep Lane and with a public footbridge connection to the Peel Centre over the Northern Line.

The British Library has a newspaper storage facility which is located opposite Colindale Station on the south side of Colindale Avenue. The British Library has secured first stage Government funding to facilitate a phased move to Boston Spa and St Pancras and are awaiting second stage Government funding. They are currently preparing to vacate their Colindale site by around 2012 to enable redevelopment for mixed use housing-led development in Phase 2 (2012-2016) of the AAP.

Barnet College is currently located adjacent to Grahame Park Estate with access from Grahame Park Way. The current building is not fit for purpose and if the College continue to occupied it, it will need to be significantly upgraded. Barnet College aim to relocate to a site close to Colindale Station in order to provide safe and easy public transport for students and staff and has been negotiating with Fairview New Homes to relocate to the Colindale Hospital site.

Middlesex University is currently consolidating all of its teaching facilities at the Borough's campus in Hendon. The University would



The Colindale AAP Stakeholder Group during earlier stages of producing the AAP

therefore like to concentrate its student accommodation of 1000 beds in Colindale, either relocating to a site within the Colindale AAP area with easy access to Hendon, or by redeveloping its existing site, preferably by 2011. The majority of the current student accommodation must remain operative throughout redevelopment as far as possible. The University is keen to progress as quickly as possible and is currently in discussion with Barnet Council and a number of landowners in Colindale including the Metropolitan Police and St. George Plc.

The NHS Blood and Transplant Service (NHSBT) have a facility located adjacent to the former Colindale Hospital site. NHSBT require that any redevelopment of the former Colindale Hospital site should retain good access to their facility. Part of the Colindale Hospital Site is also reserved for future expansion of the NHSBT service to assist in local employment creation and retention.

Transport for London (TfL) is landowner of Colindale Underground Station, including the ground floor of Station House and a car park to the north of the station, and is responsible for public transport in Colindale. TfL manages provision of underground and bus services in Colindale and has a duty to provide and maintain public transport infrastructure and facilities to support high quality services. TfL has identified improvements to bus services as being the most effective way of providing for future commuters in Colindale, along with some capacity increase on the Underground created by improved passenger flow through Colindale Station. TfL support an interchange to serve these two modes to maximise the appeal of public transport as a mode of travel, and a bus-stop capacity of 2 stops in each direction.

#### Other Stakeholders

The Greater London Authority (GLA), on behalf of the Mayor of London, aims to secure delivery of housing and jobs in Colindale to capacities identified in the London Plan Opportunity Area designation in order to meet predicted growth across London whilst promoting the highest standards of sustainable development. The GLA are a statutory consultee on major applications and have the power to call in planning applications for determination.

The London Borough of Brent shares a border with Barnet and the AAP along the A5 Edgware Road. Brent Council are progressing their Local Development Framework for which the London Plan Opportunity Area designation in this location is also relevant. A number of major sites within Brent along the A5 corridor are already being promoted for redevelopment and the issues associated with this development pressure are being addressed in the Brent Site Specific Allocations DPD which is at an advanced

stage of preparation alongside the Brent Core Strategy. Many of the community and transport infrastructure issues relevant to the Colindale AAP are also relevant to the forward planning of these adjacent major sites in Brent. The Council is committed to joint-working and will continue to work closely with the London Borough of Brent to ensure the coordinated management and implementation of development and infrastructure through regular officer meetings to discuss LDF progress and other relevant development issues within the area. In addition, partnerships are developing with North West London boroughs, including the London Borough of Brent, to plan sustainable growth within the North West London-Luton Corridor.

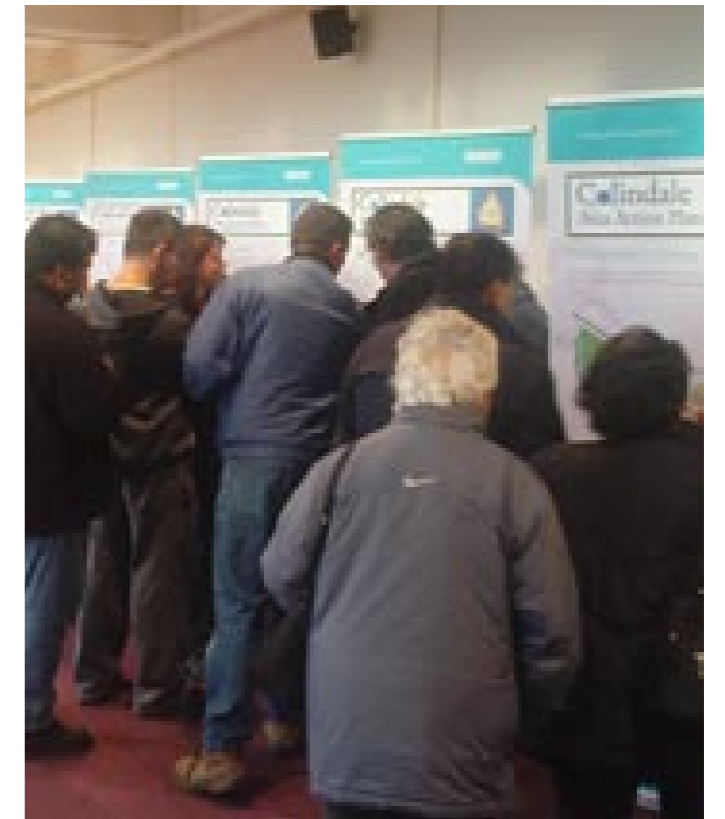
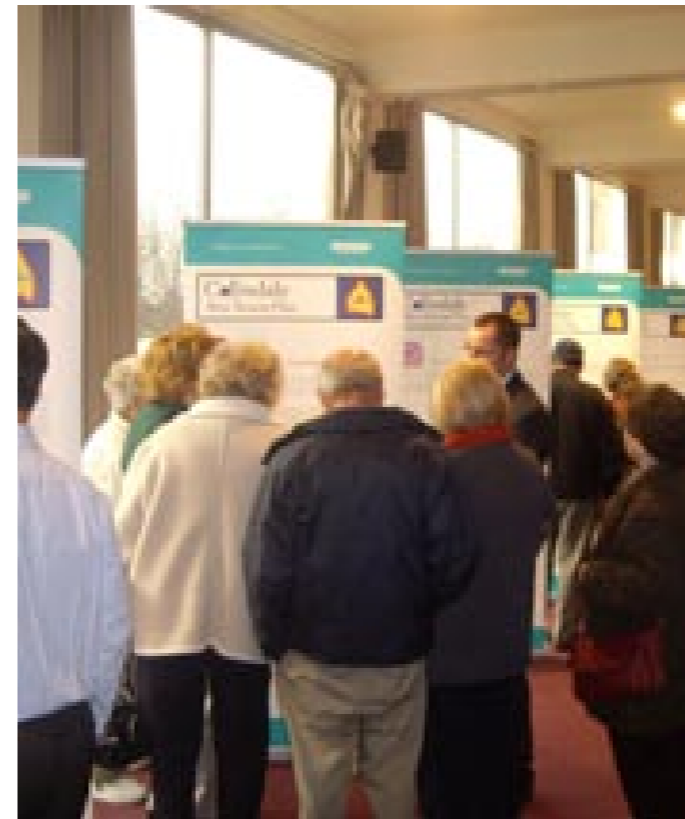
The Highways Agency has a duty to provide strategic infrastructure to support sustainable transport within Colindale, as well as any necessary improvements to the strategic road network. The Highways Agency aim to ensure that any development does not significantly contribute to trip generation on the Strategic Road Network, particularly around Junction 2 of the M1.

#### The Stakeholder Group

The Council will continue to coordinate the Stakeholder Group in order to ensure all parties are aware of their respective aspirations, timescales and programmes as these become more developed. The AAP provides the framework within which each of the key stakeholders can achieve their own aspirations in a manner that positively contributes to and assists in the delivery of the area-wide vision and objectives.

#### The Colindale and Wider Community

Public engagement and consultation with the local community and resident groups will be important throughout the lifetime of the AAP and will be essential to the success of partnership working. The local community and resident groups have been engaged and consulted with during the Issues and Options stage and Preferred Options stage of this AAP and will continue to be consulted with through the submission of planning applications and any proposed updates to the AAP.



Public consultation during earlier stages of producing the AAP

### Policy 8.3 Funding Infrastructure in Colindale and Section 106 Contributions

The Council will seek to ensure, through the use of conditions and/or planning obligations, that new development provides for the planning benefits which are necessary to support and serve proposed new development in Colindale. The pooling of contributions for necessary transport and community infrastructure will be required having regard to the relative priorities for planning obligations for each Corridor of Change. Where necessary, the Council will require an open book approach from developers when discussing and negotiating planning obligations and development viability with the Council.

### Policy Explanation

8.2.7. Strategic priorities in Colindale, such as providing transport improvements, a district-wide CHP system and affordable housing rely on a substantial contribution being made through the negotiation of planning obligations on a consistent basis.

8.2.8. The list of s106 items and their cost will be subject to negotiation between Barnet Council and the developers. Guidance on the likely S106 priorities for each Corridor of Change is given in their respective sections above. These can be summarised as follows:

1. Agreement will be reached by negotiation between the Council, TfL and the developer on the appropriate level of financial contribution to local bus service improvements on a site by site basis
2. Other transport improvements – focussing on improving pedestrian and cycle links, the quality of public transport provision and interchange and improvements to the local road network;
3. Sustainable infrastructure – including a district-wide CHP system to provide decentralised heating in Colindale, SUDS, and waste and recycling facilities;
4. Affordable housing – ensuring housing growth contributes positively to the establishment of a mixed and balanced local community;
5. Education provision – ensuring local primary education needs are met through increasing local capacity and ensuring appropriate financial contributions are made for secondary provision;

6. Health provision – working with NHS Barnet to ensure the health care needs of existing and future residents are met through the delivery of improved and expanded facilities;
7. Environmental improvements and open space – with opportunities to improve local hard, soft and naturally landscaped areas;
8. Centrally located community/youth facilities – given the potential loss of the existing facilities at the Barnet College site, it is a priority to ensure replacement facilities are reprovided;
9. Cultural heritage and tourist facilities – the RAF Museum is a facility of international significance and represents a major strength of and opportunity for the Colindale area; and
10. Utility infrastructure – developers should demonstrate that there is adequate capacity of utility infrastructure both on the site and within the surrounding area so as not to lead to overloading of existing water and sewerage infrastructure. Where capacity problems are evident, appropriate improvements will be expected.

8.2.9. Depending on the site and the proposals contained within this AAP, the contributions are envisaged to be delivered through a number of established and emerging Section 106/Section 278 mechanisms. Such mechanisms include:

- On-site provision;
- Commuted payments based on formulae for individual components for off-site provision; or
- A tariff based system, based on a contribution per dwelling or square metre of commercial floor space.

8.2.10. A system to levy a tariff on development is currently being considered by the Council as a mechanism for delivering planning obligations in accordance with advice from Central Government. Such a system could form part of the emerging Barnet Finance Plan or Tax Increment Financing pilot for a Colindale Accelerated Development Zone (TIF-ADZ) which is designed to provide funding for physical and community infrastructure upfront. The mechanism to deliver the necessary infrastructure in Colindale could, therefore, change over the lifetime of the AAP. More strategic infrastructure funding will come forward from Growth Area Funding (GAF3) and mainstream public sector funding.

8.2.11. Where development on a site is not of a sufficient size to trigger the need for the on-site provision of facilities such as a primary school or new park, the council will 'pool' Section 106/Section 278 contributions in order to deliver the cumulative

infrastructure requirements of the individual developments, in accordance with the facilities and phasing identified in the AAP.

8.2.12. The future success of bids for various forms of funding, such as Growth Area Funding and possible new funding available, such as the Community Energy Saving Programme, could help determine and/or change the priority and need for specific planning obligations. Applications for funding to support developer contributions will continue to play an important role in ensuring the infrastructure requirements of the scale of growth planned are met.

### Policy Explanation

8.2.13. The Colindale AAP identifies specific physical, environmental and community infrastructure that is needed to support the growth planned in Colindale and ensure the creation of a sustainable and successful place. A Schedule of Infrastructure Delivery is included in Appendix 1 which indicatively sets out when each item of infrastructure will be delivered across the different phases of the AAP and the anticipated sources of funding that will be used to deliver them.

8.2.14. The schedule sets out those projects that have already been completed and the figures associated with them, funding secured to deliver specific items of infrastructure, infrastructure being delivered 'in kind' through consented developments and potential sources of funding for remaining infrastructure.

8.2.15. The schedule is intended to provide a simple guide for the AAP and will be subject to review and revision throughout the lifetime of the plan in accordance with Policy 8.5 (Monitoring Development in Colindale).





#### Policy 8.4 Phasing and Co-ordination of Development in Colindale

The Council will keep the supply of land and physical and social infrastructure under regular review to ensure that development proceeds in a well-phased and co-ordinated fashion. The Council will seek to manage development so that it is phased around the broad indicative targets as shown in the phasing plan to help deliver new development in Colindale.

#### Policy Explanation

8.2.16. A broad phasing strategy is put forward which has been informed by the key stakeholder partners and considered against the wider infrastructure needs of the area as a whole. There is likely to be a need for stakeholders to be flexible in their timing aspirations to allow for development to be phased in a way that helps deliver the major capital expenditure items after construction costs.

8.2.17. Assumptions have been made concerning the development programme for each high level appraisal development scheme, including project start date, construction periods and sales timing. The appraisals have assumed that development delivery is spread across three 5-year phases for the AAP: 2007-2011, 2012-2016 and 2017-2021. These phases echo those applied in conducting the parallel traffic modelling work.

8.2.18. It will be crucial to ensure that the total surplus generated by the sites is sufficient to cover the costs of the capital expenditure (after construction costs) items, required for the delivery of those sites. However, the appraisals show that the surplus will vary between different schemes. This variation means that the phasing of the development of the different sites will need to correspond to the delivery timetable required for the different items.

8.2.19. The London Borough of Brent is currently developing a detailed infrastructure framework to assist in managing the implementation of development around Edgware Road.

8.2.20. The process to date for engaging stakeholders in preparation of the AAP has encouraged openness and communication between stakeholders. Continuing this positive process through the Stakeholder Group meetings will be important for implementation and delivery of the AAP. If the size of the total surplus and the stakeholders phasing programme is insufficient to cover the capital expenditure (beyond construction costs) items,

then it may be necessary to review the ambition and application of policy to agree the appropriate balance between the delivery of strategically important homes and jobs.

#### 8.3. Monitoring Development in Colindale

##### Policy 8.5 Monitoring Development in Colindale

The Council, as part of its Annual Monitoring Report, will monitor and measure progress against the monitoring frameworks contained within this AAP. The Council will involve the Colindale AAP Stakeholder Group in this review process and consider any policy adjustments needed to keep the plan on track to help deliver the overall targets set out in this AAP.

#### Policy Explanation

8.3.1. The importance of monitoring is recognised in both the Planning and Compulsory Purchase Act 2004 and the London Plan, which place a duty on every local planning authority to keep under review matters affecting the planning and development of its area, and to carry out surveys where necessary in order to test the effectiveness of the policies. An important aspect of the new planning system is the flexibility to update components of the Local Development Framework, including this AAP, to respond quickly to a changing environment and priorities, for example the recession or market upturn.

8.3.2. The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an Annual Monitoring Report (AMR) every year to assess the delivery of the council's planning documents and implementation of its policies. Whilst it will be important to track the AAP's progress against core indicators contained within the AMR, there are several site-specific instances where local indicators related to Colindale in particular are required.

8.3.3. The Monitoring Framework as set out at the end of Chapters 3, 5, 6 and 7 identify the key indicators and targets to be monitored across the AAP area to ensure the delivery of a high quality, sustainable environment.

8.3.4. The Council will monitor the implementation of the AAP and assess the extent to which the objectives and policies are being achieved. Where targets are not being met, the Council will explain why and set out what steps are to be taken to correct this in the AMR.

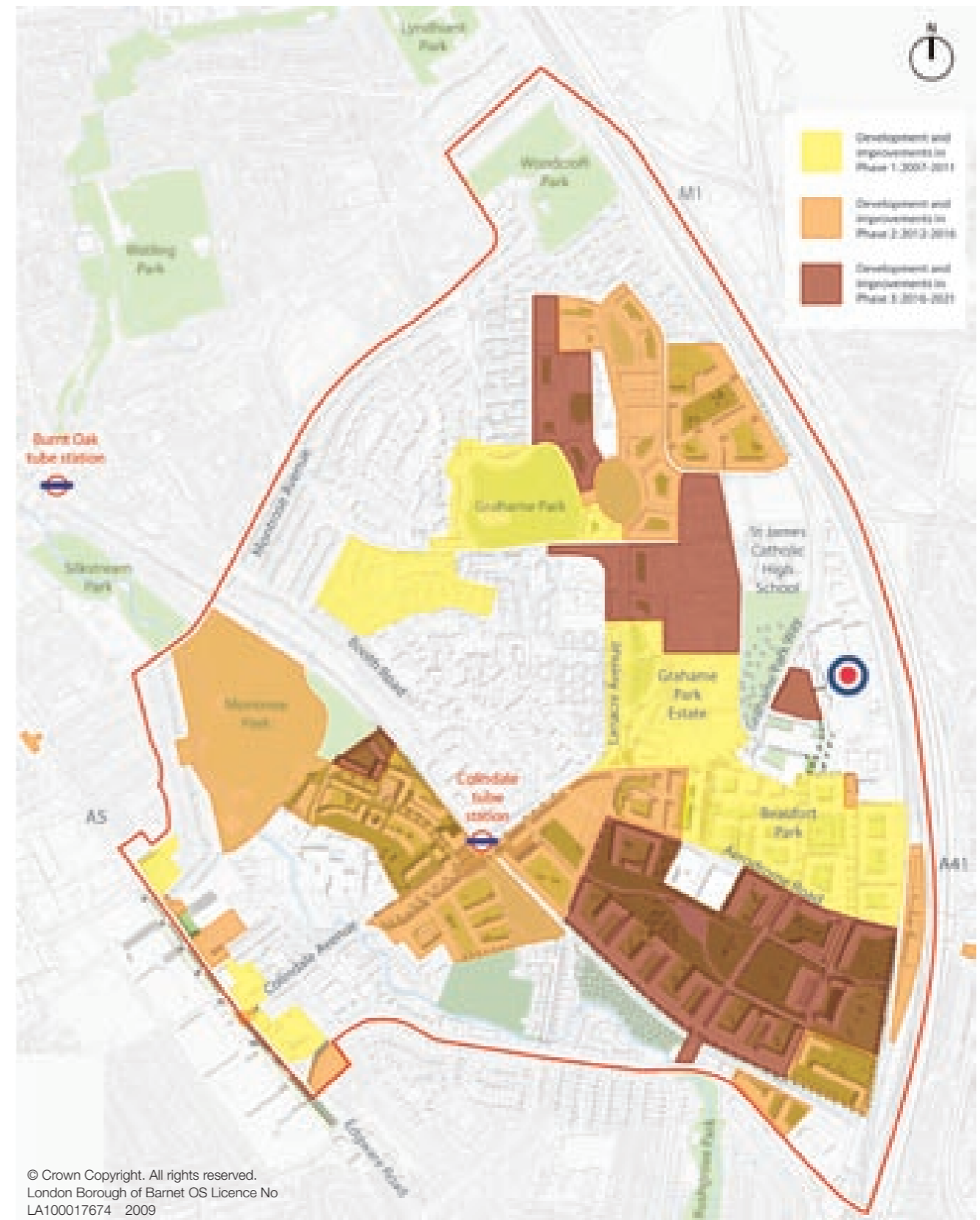


Figure 8.1 Colindale AAP phasing plan





# Appendices

- 1 – Schedule of Infrastructure Delivery in Colindale
- 2 – Supporting documents
- 3 – List of reference documents

# Appendix 1 – Schedule of Infrastructure Delivery in Colindale

The Colindale AAP identifies community, environmental and physical infrastructure needed to support the growth planned in Colindale and ensure the creation of a sustainable and successful place. The following schedule has been prepared based on the infrastructure identified throughout the AAP and indicatively sets out when each project will be delivered across the different phases of the AAP and the anticipated sources of funding that will be used to deliver them.

The schedule sets out those projects that have already been completed and the figures associated with them, funding secured to deliver specific items of infrastructure, infrastructure being delivered 'in kind' through consented developments and potential sources of funding for remaining infrastructure.

The schedule is intended to provide a simple guide for the AAP and will be subject to review and revision throughout the lifetime of the plan. This will be done in accordance with Policy 8.5 (Monitoring Development in Colindale) of the AAP.

Ref	Project	Timescale	Detail
<b>Movement</b>			
	AAP Package 1 (see Policy 3.1)	2007 – 2011	
1 (i)	Aerodrome Road Railway Bridges and Carriageway Lowering	Delivered	£2,912,730 secured from Beaufort Park £283,750 secured from Grahame Park Estate £7,000,000 from GAF 2 Funding £3,000,000 from GAF 3 Funding £2,000,000 from LDA Grant £5,880,628 from Capital Financing £21,077,108 = Total cost of project
1 (ii)	Aerodrome Road / A41 Junction	2011 – 2014	£369,377 secured from Beaufort Park £760,450 secured from Grahame Park Additional funding from TFL
1 (iii)	Colindale Avenue / Edgware Road Junction	2011 – 2014	£160,000 secured from Colindale Hospital £21,848 to be secured from Brent Works Land secured from Kidstop development and safeguarded for road widening Land for widening required from 1-5 Sunnyside Terrace site Future S106 from Brent Works and MacDonalds sites Potential use of secured GAF 3 funds Co-ordination with London Borough of Brent through North London Strategic Alliance (plan to undertake A5 corridor study)
1 (iv)	Montrose Avenue / Edgware Road Junction	2011 – 2014	Potential use of GAF 3 funds Additional funding from TFL Co-ordination with London Borough of Brent through North London Strategic Alliance (plan to undertake A5 corridor study)
	AAP Package 2 (see Policy 3.1)	2012 – 2016	
2	Removal of Colindale Avenue/ Aerodrome Road/ Grahame Park Way/ Lanacre Avenue Roundabout	2012 – 2016	Future S106 Contributions from British Library, Colindale Business Centre, Peel Centre West and East sites Potential land swap of existing roundabout with Middlesex University Halls of Residence site for new road and crossroads Potential use of GAF 3 funds
	AAP Package 3 (see Policy 3.1)	2012 – 2016	
3	Peel Centre East Link Road	2017 – 2021	Land and road provided in-kind through development of Peel Centre East site Existing tunnel under tube used and improved Future S106 Contribution from development of Farrow House site towards the junction with Colindeep Lane

Ref	Project	Timescale	Detail
<b>Movement</b>			
4	Walking & Cycling Improvements (see Policy 3.2)	2007 – 2021	Colindale Station piazza being delivered by Colindale Hospital and Station House developments – improved walking, waiting and quality of pedestrian environment  New entrance into Montrose Park and pedestrian/cycle bridge from Colindale Hospital site provided in-kind by Colindale Hospital to value of £80,000  S106 contributions to pedestrian improvements from most developments (e.g. £387,450 to date)  £6,725 secured from Colindale Hospital for Bicycle Maintenance within the development  New cycle routes through Grahame Park Corridor of Change provided in-kind through new boulevard, re-landscaped Grahame Park Open Space and new open spaces
5	Public Transport Interchange (see Policy 3.4)	2007 – 2021	Colindale Station piazza being delivered by Colindale Hospital and Station House developments including land for piazza and construction of piazza, bus lay-by and passenger drop off facilities being provided in-kind  £60,000 for feasibility study to investigate provision of step-free access at Colindale Tube Station and further £40,000 towards implementing step-free access secured from Colindale Hospital development  £400,000 towards public transport improvements from Colindale Hospital, which could be used for providing step-free access  £250,000 for Public Transport Interchange works secured from Beaufort Park development  £50,000 for CCTV provided by Colindale Hospital  Other Improvements to be provided by TFL and S106 Contributions from Peel Centre West, British Library, Colindale Business Centre and Brent Works
6	Bus Route Improvements (see Policy 3.3)	Received 2007 – 2021	£601,441 provided by Beaufort Park and £78,617 provided by London Bus Services Ltd for Re-routing of Bus Route 186  £680,058 = Estimated final cost of project  £400,000 towards public transport improvements from Colindale Hospital which could be used for bus improvements  £170,250 provided by Grahame Park Estate and £51,500 provided by Zenith House  Future S106 contributions to public transport improvements from all remaining sites  Potential additional funding from routes also relating to Brent Cross Cricklewood  Potential additional funding by London Bus Services Ltd

Ref	Project	Timescale	Detail
<b>Social Infrastructure</b>			
	Education Facilities (see Policy 7.6)		
7 (i)	Nursery Facilities	2007 – 2021	New facilities within expanded schools Replacement nursery facility of 670m2 provided by Grahame Park Estate New (private) nursery provision where opportunities arise
7 (ii)	Re-build and expansion of Colindale School	Received	£3,700,000 provided by Beaufort Park. £300,000 provided by other S106 agreements £8,000,000 provided by 1st Class Schools Programme £12,000,000 = Estimated final cost of project
7 (iii)	Expanded and relocated Primary School on Barnet College Site	2012 – 2016	1.6Ha of land to be provided by Barnet College and future development £5,300,000 secured through Beaufort Park S106 £6,925,000 secured through Grahame Park Estate S106 £405,000 secured through other S106 agreements
7 (iv)	New Primary School on Peel Centre	2017 – 2021	Future S106 contributions from remaining sites Additional contribution from 1st Class Schools Programme GAF 3 funding if required
7 (v)	Barnet College	2012 – 2016	Land for new college building provided in-kind by Colindale Hospital Build Costs provided by Learning and Skills Council funding
7 (vi)	Secondary School Expansions (outside of CAAP area)	2012 – 2021	Future S106 Contributions from developments not directly providing other education infrastructure Building Schools for the Future Programme
<b>Library Facilities</b>			
8	New 'Leading' library facility	2012 – 2016	Replacement facility of 645m2 to be provided in-kind by Grahame Park Estate £114,500 for fitting-out of the replacement library facility provided by Grahame Park Estate £281,000 for fitting-out of the replacement library facility provided by Beaufort Park £17,361 to be secured through Brent Works S106 Future S106 contributions utilising Contributions to Libraries Supplementary Planning Guidance (SPD)
	Health Facilities (see Policy 7.3)		

Ref	Project	Timescale	Detail
<b>Social Infrastructure</b>			
9 (i)	Grahame Park Health Centre	2017 – 2021	Replacement facility of 1000m2 to be provided in-kind by Grahame Park Estate Option to expand replacement facility to 2000m2 subject to NHS Barnet funding S106 Contributions to healthcare facilities from other developments for the fitting and furnishing
9 (ii)	Colindale Station Health Centre	2012 – 2016	New 1000m2 facility being provided in-kind by Colindale Hospital development £58,000 to be secured through Brent Works S106 Future S106 Contributions to healthcare facilities from other developments using Contributions to Health Supplementary Planning Guidance (SPD)
<b>Other Facilities</b>			
10 (i)	Greentop Centre	Delivered	Replacement Log Cabin facility provided in-kind by Grahame Park Estate £170,000 towards enhanced design and for the fitting and furnishing provided by Beaufort Park
10 (ii)	Welfare Centre	2012 – 2016	Replacement Centre of 1160m2 to be provided by Grahame Park Estate
10 (iii)	Housing Office	2012 – 2016	Replacement Office of 325m2 to be provided by Grahame Park Estate
10 (iv)	Community Office	2012 – 2016	New community office to be provided in-kind by Colindale Hospital development
10 (v)	Community Centre	2012 – 2016	New 4286m2 community centre provided in Zenith House development
10 (vi)	Business Centre and Management Offices	2007 – 2016	New Business Centre and Community Meeting Rooms provided by Beaufort Park



Ref	Project	Timescale	Detail
<b>Open Spaces and Recreation</b>			
	Hard Landscaping		
11 (i)	Colindale Tube Station Piazza	2012 – 2016	Land for Piazza provided in-kind by Colindale Hospital and Station House developments  Landscaping of the Piazza provided in-kind by Colindale Hospital development to a value of £2,200,000
11 (ii)	Colindale Hospital	2012 – 2016	New public square within the development - land and landscaping provided in-kind by Colindale Hospital
11 (iii)	Public square at southern end of new Boulevard within Phase 1B of Grahame Park Estate	2012 – 2016	Land and landscaping provided in-kind by Grahame Park Estate regeneration
11 (iv)	Edgware Road 'Boulevard' enhancements	2012 – 2021	Land as required to be delivered by individual sites  £40,900 for pedestrian improvements secured from Greenpoint and Kidstop developments  Future S106 contributions from other developments within Edgware Road Corridor of Change  Public realm improvement co-ordination with London Borough of Brent
	Larger Parks (see Policy 5.5)		
12 (i)	Grahame Park Open Space	2012 – 2021	Landscaping of Grahame Park Open Space provided in-kind by Grahame Park Estate regeneration
12 (ii)	Montrose Park	2012 – 2016	New pedestrian/cycle entrance and bridge from Colindale Avenue provided in-kind by Colindale Hospital to value of £80,000  £148,000 for improvements to Montrose Park provided by Colindale Hospital  £25,000 for improvements to allotments provided by Colindale Hospital
12 (iii)	Aerodrome Park	2017 – 2021	Land and landscaping to be provided in-kind by Peel Centre West and Peel Centre East.
	Local Parks (see Policy 5.5)		
13 (i)	Woodcroft Park	2017 – 2021	Minor improvements to be provided through future S106 contribution from Barnet College Site
13 (ii)	Provision of Northern Park and Southern Park within Grahame Park Estate	2012 – 2021	Land and landscaping of local areas of play provided in-kind by Grahame Park Estate regeneration

Ref	Project	Timescale	Detail
<b>Open Spaces and Recreation</b>			
13 (iii)	Silkstream Park	Received 2007 – 2011	£133,647 for improvements to multisports facilities provided by Adastral South  £50,000 for sports facilities and open space improvements secured through Greenpoint S106  S106 Contributions from other Edgware Road sites
13 (iv)	Rushgrove Park	Received 2007 – 2011	£18,131 provided by Hale House, Ajax Avenue  £5,000 provided by Kidstop / National Grid  Future S106 contribution from Farrow House

Ref	Project	Timescale	Detail
<b>Green Infrastructure</b>			
	District Heating Network (see Policy 6.2)		
14 (i)	Colindale Tube Station Piazza	2011 – 2021	Energy centre being provided on the Colindale Hospital site  Energy centre to be provided on the Peel Centre site  Funding from GLA and other sources to support implementation of an area wide District Heating network  Communal heating systems to be provided within developments and pipework to be laid to future-proof developments and allow connection to wider District Heating network

# Appendix 2 – Supporting documents

The following supporting documents are available to view on the Council's website

([www.barnet.gov.uk/statutory-development-plans](http://www.barnet.gov.uk/statutory-development-plans)):

- Sustainability Appraisal
- Equalities Impact Assessment
- Appropriate Assessment
- Statement of Consultation and Conformity

The following technical reports have informed the preparation of the Colindale AAP and support the policies and objectives contained within it:

- Baseline Report (September 2007)
- Transport Analysis Summary Report (June 2009)
- Saturn Modelling Report (June 2009)
- VISSIM Proposed Modelling report (April 2009)
- VISSIM Validation Report (April 2009)
- Colindale Strategic Flood Risk Assessment (September 2008)
- Outline Surface Water Management Strategy (June 2009)
- Retail Provision Report (February 2008)
- Employment Market Report (March 2009)
- Property Market Report (June 2009)

# Appendix 3 – List of reference documents

Document Title	Ownership	Available From
London Plan Consolidated with Alterations since 2004 (February 2008)	GLA	<a href="http://www.london.gov.uk/londonissues/planninganddevelopment.jsp">www.london.gov.uk/londonissues/planninganddevelopment.jsp</a>
London Borough of Barnet Unitary Development Plan (UDP) (2006)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
London Borough of Barnet Three Strands Approach (2004)	LBB	<a href="http://www.barnet.gov.uk/three-strands-strategy-summer08.pdf">www.barnet.gov.uk/three-strands-strategy-summer08.pdf</a>
Barnet Sustainable Community Strategy (2006)	LBB	<a href="http://www.barnet.gov.uk/sus-community-strategy-2006-2016.pdf">www.barnet.gov.uk/sus-community-strategy-2006-2016.pdf</a>
Barnet Corporate Plan (2008/09 – 2011/12)	LBB	<a href="http://www.barnet.gov.uk/corporate-plan.htm">www.barnet.gov.uk/corporate-plan.htm</a>
Barnet LDF Local Development Scheme (2007)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Barnet LDF Statement of Community Involvement (2007)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Barnet LDF Core Strategy Issues and Options (June 2008)	LBB	<a href="http://www.barnet.gov.uk/planning-consultations">www.barnet.gov.uk/planning-consultations</a>
Barnet LDF Core Strategy Direction of Travel (November 2009)	LBB	<a href="http://www.barnet.gov.uk/planning-consultations">www.barnet.gov.uk/planning-consultations</a>
Barnet Annual Monitoring Report (AMR)	LBB	<a href="http://www.barnet.gov.uk/annual-monitoring-report">www.barnet.gov.uk/annual-monitoring-report</a>
Colindale AAP Baseline report (September 2007)		<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Colindale AAP Issues and Options Report (December 2007)	LBB	<a href="http://www.barnet.gov.uk/planning-consultations">www.barnet.gov.uk/planning-consultations</a>
Colindale AAP Preferred Options Report (October 2008)	LBB	<a href="http://www.barnet.gov.uk/planning-consultations">www.barnet.gov.uk/planning-consultations</a>
Mill Hill East Area Action Plan (January 2009)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Sustainable Design and Construction SPD (2007)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Circular 05/2005 – Planning Obligations	DCLG	<a href="http://www.communities.gov.uk/publications/planningandbuilding/circularplanningobligations">www.communities.gov.uk/publications/planningandbuilding/circularplanningobligations</a>
Planning Obligations and S106 Agreements SPD - Information, Management and Monitoring of Planning Obligations (September 2006)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Contributions to Libraries SPD (June 2008)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Contributions to Education SPD (June 2008)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Affordable Housing SPD (February 2007)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Contributions to Health Facilities SPD (July 2009)	LBB	<a href="http://www.barnet.gov.uk/statutory-development-plans">www.barnet.gov.uk/statutory-development-plans</a>
Barnet Housing Needs Assessment (April 2006)	LBB	<a href="http://www.barnet.gov.uk/barnet-hna-report-web.pdf">www.barnet.gov.uk/barnet-hna-report-web.pdf</a>
Barnet Waste Prevention Strategy 2005-2020	LBB	<a href="http://www.barnet.gov.uk/waste-prevention-strategy2005-2020.pdf">www.barnet.gov.uk/waste-prevention-strategy2005-2020.pdf</a>
London Borough of Brent LDF Core Strategy Proposed Submission DPD (June 2009)	LB Brent	<a href="http://www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-26">www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-26</a>

Document Title	Ownership	Available From
London Borough of Brent LDF Site Specific Allocations DPD	LB Brent	<a href="http://www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-26">http://www.brent.gov.uk/tps.nsf/Planning%20policy/LBB-26</a>
The London Plan Supplementary Planning Guidance: Providing for Children and Young People's Play and Informal Recreation (March 2008)	GLA	<a href="http://www.london.gov.uk/mayor/strategies/sds/spg.jsp">www.london.gov.uk/mayor/strategies/sds/spg.jsp</a>
The London Plan Supplementary Planning Guidance: Housing (November 2005)	GLA	<a href="http://www.london.gov.uk/mayor/strategies/sds/spg.jsp">www.london.gov.uk/mayor/strategies/sds/spg.jsp</a>
The London Plan Draft revised interim Housing Supplementary Planning Guidance PDF (October 2009)	GLA	<a href="http://www.london.gov.uk/mayor/strategies/sds/spg.jsp">www.london.gov.uk/mayor/strategies/sds/spg.jsp</a>
Planning and Design for Outdoor Sport and Play (formerly the NPFA 6 Acre Standard)	Fields in Trust (formerly NPFA)	<a href="http://www.fieldsintrust.org/index.php?option=com_content&amp;view=article&amp;id=128&amp;Itemid=157">www.fieldsintrust.org/index.php?option=com_content&amp;view=article&amp;id=128&amp;Itemid=157</a>
Lifetime Homes Criteria	Lifetime Homes	<a href="http://www.lifetimehomes.org.uk">www.lifetimehomes.org.uk</a>
Building For Life Criteria (2008 Edition)	CABE	<a href="http://www.buildingforlife.org">www.buildingforlife.org</a>
Code for Sustainable Homes: Setting the standard in sustainability for new homes (February 2008)	CLG	<a href="http://www.communities.gov.uk/planningandbuilding/buildingregulations/legislation/englandwales/codesustainable/">www.communities.gov.uk/planningandbuilding/buildingregulations/legislation/englandwales/codesustainable/</a>
BRE Environmental Assessment Method	BREEAM	<a href="http://www.breeam.org">www.breeam.org</a>
Manual for Streets, 2007	DfT/DCLG	<a href="http://www.manualforstreets.org.uk">www.manualforstreets.org.uk</a>
Parking What Works Where (English Partnerships)	English Partnerships	<a href="http://www.englishpartnerships.co.uk/carparking">www.englishpartnerships.co.uk/carparking</a>
Creating a Chain Reaction – The London Cycling Action Plan (February 2004)	TfL	<a href="http://www.tfl.gov.uk/assets/downloads/businessandpartners/cycling-action-plan.pdf">www.tfl.gov.uk/assets/downloads/businessandpartners/cycling-action-plan.pdf</a>
Guidance on Tall Buildings by CABE and English Heritage (July 2007)	CABE/English Heritage	<a href="http://www.cabe.org.uk/publications/guidance-on-tall-buildings">www.cabe.org.uk/publications/guidance-on-tall-buildings</a>
Interim Code of Practice for Sustainable Drainage Systems (July 2004)	SD Working Group	<a href="http://www.ciria.org.uk/suds/icop">www.ciria.org.uk/suds/icop</a>
Planning and Compulsory Purchase Act 2004	HMSO	<a href="http://www.opsi.gov.uk/acts.htm">www.opsi.gov.uk/acts.htm</a>
Planning Policy Statement 1: Delivering Sustainable Development (2005)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Statement 3: Housing (2006)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Statement 12: Local Spatial Planning (June 2008)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>

Document Title	Ownership	Available From
Planning Policy Statement 13: Transportation and Land Use (2005)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Guidance Note 15: Planning and the Historic Environment (1994)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Guidance Note 17: Planning for Open space, Sport and Recreation (2002)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Statement 22: Renewable Energy (2004)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
Planning Policy Statement 25: Development and Flood Risk (2006)	DCLG	<a href="http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements">www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements</a>
North London Sub-Regional Development Framework (SRDF) (May 2006)	GLA	<a href="http://www.london.gov.uk/mayor/planning/srdf/index.jsp">www.london.gov.uk/mayor/planning/srdf/index.jsp</a>
North London Development and Investment Framework (DIF) (January 2009)	NLSA	<a href="http://www.nlsa.org.uk/index.php/9/housing">www.nlsa.org.uk/index.php/9/housing</a>
North West London-Luton Growth Corridor Prospectus (January 2009)	NLSA	<a href="http://www.nlsa.org.uk/client/files/london_luton_corridor%20lowres.pdf">www.nlsa.org.uk/client/files/london_luton_corridor%20lowres.pdf</a>
North London Waste Plan Preferred Options (January 2007)	NLWP	<a href="http://www.nlwp.net">www.nlwp.net</a>
North London Strategic Flood Risk Assessment (August 2008)	NLWP	<a href="http://www.nlwp.net/documents/documents.html">www.nlwp.net/documents/documents.html</a>
NHS Barnet Primary Care Strategy	NHS Barnet	<a href="http://www.barnet.nhs.uk">www.barnet.nhs.uk</a>
Schools Workforce in England by Department for Children, Schools and Families (September 2008)	DCSF	<a href="http://www.dcsf.gov.uk/rsgateway/DB/SFR/s000813/index">www.dcsf.gov.uk/rsgateway/DB/SFR/s000813/index</a>
More residents more jobs? The relationship between population, employment and accessibility in London A Review of the Report from GLA Economics (April 2007)	GLA	<a href="http://www.london.gov.uk/gla/publications/economy">www.london.gov.uk/gla/publications/economy</a>
Employment Densities: A Simple Guide by Arup Economics and Planning for English Partnerships and the Regional Development Agencies (2001)	English Partnerships	<a href="http://www.englishpartnerships.org.uk/researchreports">www.englishpartnerships.org.uk/researchreports</a>







urban  
practitioners 

70 Cowcross Street  
London EC1M 6EJ  
tel: 020 7253 2223  
fax: 020 7253 2227

[www.urbanpractitioners.co.uk](http://www.urbanpractitioners.co.uk)