



Planning Committee

Wednesday 4 September 2013 at 7.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Ketan Sheth (Chair)
John (Vice-Chair)
Aden
Baker
Cummins
Hashmi
Kabir
Kataria
CJ Patel
Powney
Singh

first alternates

Councillors:

R Moher
Van Kalwala
J Moher
Kansagra
Sneddon
Cheese
Oladapo
Long
Hopkins
Gladbaum
Hossain

second alternates

Councillors:

Adeyeye
Ogunro
Moloney
HB Patel
Hopkins
Beck
Al-Ebadi
Naheerathan
Lorber
Harrison
Mashari

For further information contact: Lisa Weaver, Democratic Services Officer
020 8937 1358, lisa.weaver@brent.gov.uk

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www.brent.gov.uk/committees

The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda. Extract of Planning Code of Practice		
2. Burnt Oak, Colindale Placemaking Plan This report provides a summary of the Burnt Oak/ Colindale Placemaking Plan, which is attached as appendix 1, its objectives, the transport and planning context, public consultation and the delivery mechanism. The Burnt Oak/ Colindale Placemaking Plan sets out a vision which aims to maximise this opportunity associated with the area along the A5. It seeks to guide and catalyse change within the area through a suite of co-ordinated public realm interventions and urban design strategies. This proposals included in the document could radically transform the area within the next 10-15 years. The document has been developed with input from the officers from Brent, Barnet, Harrow and Transport for London. With the A5 corridor marking the boundary between Brent and Barnet, the endorsement of this document by both is a powerful statement of the shared vision for the A5 as a focus for activity and regeneration over the coming years.	Fryent; Queensbury	5 - 82
3. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.		

Date of the next meeting: Wednesday 18 September 2013

The site visits for that meeting will take place the preceding Saturday **14 September 2013** at 9.30am when the coach leaves the Civic Centre.



- Please remember to **SWITCH OFF** your mobile phone during the meeting.
- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

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EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.
25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.
29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.

STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

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Planning Committee

4th September 2013

Report from the Operational Director, Planning and Regeneration

Wards affected:
Queensbury and Fryent

Burnt Oak/ Colindale Placemaking Plan

1.0 Summary

- 1.1 The Burnt Oak/ Colindale Placemaking Plan sets out a vision which aims to maximise this opportunity associated with the area along the A5. It seeks to guide and catalyse change within the area through a suite of co-ordinated public realm interventions and urban design strategies. This proposals included in the document could radically transform the area within the next 10-15 years. The document has been developed with input from the officers from Brent, Barnet, Harrow and Transport for London. With the A5 corridor marking the boundary between Brent and Barnet, the endorsement of this document by both is a powerful statement of the shared vision for the A5 as a focus for activity and regeneration over the coming years.
- 1.2 This report provides a summary of the Placemaking Plan, which is attached as Appendix 1, its objectives, the transport and planning context, public consultation and the delivery mechanism.

2.0 Recommendations

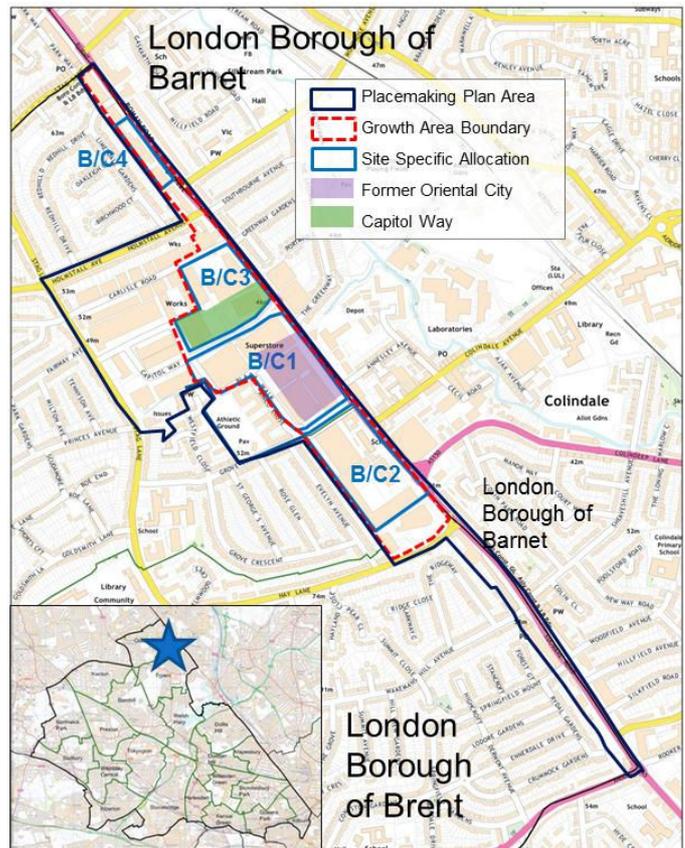
- 2.1 That Planning Committee adopt the Burnt Oak Colindale Placemaking Plan as a vision for the Burnt Oak/ Colindale area.
- 2.2 That Planning Committee recommend to Executive that the Burnt Oak/ Colindale Placemaking Plan be endorsed as a vision for the area.
- 2.3 That the Operational Director, Planning and Regeneration is authorised to make further editorial changes to the document prior to final publication.

3.0 Detail

Introduction

3.1 Burnt Oak/ Colindale, once home for a very important community focal point, Oriental City/ Yaohan Plaza, is one of the five growth areas in Brent. It is identified as a growth area for around 2,500 homes, on sites arranged along the axis of Edgware Road (A5). South Kilburn, Alperton and Wembley all have adopted masterplans to guide regeneration in those areas. The Council has also started to deliver regeneration initiatives in Church End.

3.2 Although the pace of regeneration in Burnt Oak/ Colindale is picking up, this stretch of the A5 currently suffers from a poor quality streetscape environment. The public realm is fragmented, cluttered and often poorly maintained - with a mix of materials used along its length. The highway environment is dominated by vehicle movement and is comparatively hostile to pedestrians and cyclists - difficult to cross and navigate, and with notable safety problems. Existing businesses in Burnt Oak and Colindale Town Centres are struggling. There are local issues including fly-tipping, anti-social behaviour, poor range of local shops, lack of community spirit and identity. Notably, there had been no collaboration between Brent and its neighbour, Barnet on this stretch of A5 except the Street Cleaning and Maintenance Agreement (Barnet is responsible for cleaning and maintaining the A5 and pavement while Brent is responsible for the Cricklewood section). Burnt Oak and Colindale are disjointed with poor walking environments. Poor N-S & E-W access and congestion does not attract investment. A placemaking plan for this important regeneration area in Brent is therefore needed.



Burnt Oak Colindale Placemaking Plan Area

3.3 The Study Area includes the whole of Burnt Oak/ Colindale Growth Area, the primary and secondary shopping frontages on Edgware Road (The Hyde/ Colindale Town Centre), the road junctions, informal and formal parking areas, Capitol Industrial Park, Grove Park Sports Ground and a number of community facilities on Stag Lane.

Objectives and Scope of the Placemaking Plan

3.4 It provides a vision for the Council to play an enabling role to improve the area for new and existing residents, businesses and visitors. Having the vision adopted will support and strengthen funding bids. The proposals set out within the placemaking plan seeks to transform the quality of the public realm, and wider perceptions of the area, as a means to help catalyse development and investment and seek to shift the character of A5 away from that of a vehicular 'artery' towards that of a vibrant local

high street. It also seeks to help revitalise the town centres, boost economic performance, support regeneration, build community pride and improve access to the open spaces and community facilities. The placemaking plan also provides a framework for collaboration amongst Brent, Barnet, TfL and Harrow to improve the A5 and its junctions.

- 3.5 The placemaking plan contains a project matrix which is part of the delivery strategy. This list of interventions tabulates and provides costs for the various measures recorded in the project mapping. This list is also intended to guide action over forthcoming years, and assist with funding bids and the development of detailed implementation plans when allocating s106 and Community Infrastructure Levy funding.

Key components of the Placemaking Plan

- 3.6
- (a) A recommended streetscape material palette - aiming to achieve a more consistent and coherent public realm along this section of the A5 through the use of simple, elegant and robust materials.
 - (b) adjusting the configuration of the carriageway and junctions which could help deliver a radically improved streetscape environment.
 - (c) The introduction of street trees which could help develop a stronger landscape character.
 - (d) development of a family of special street furniture elements - including large-scale signage and advertising hoardings - which respond to, and help to better organise, the 'vernacular' of signage which is evident along the A5.
 - (e) transformation of the public realm environment of the Burnt Oak and Colindale Town Centres (The Hyde), through a combination of junction improvements and wider public realm interventions.
 - (f) proposals to help manage the process of change within 'Capitol Valley' - the large-scale retail and employment area to the West of the A5 - which represents an on-going focus for large-scale development proposals.
 - (g) a series of 'quick wins' such as alleyway upgrades, meanwhile projects, parks improvements and 'edge projects' which respond directly to issues of local concern and are intended to kick-start the longer term process of change.

Planning Context

- 3.7 The Council's Core Strategy, adopted in 2010, sets out the vision, objectives, key policies and monitoring framework for future development in Brent. Regenerative development will predominantly be delivered in the five designated housing growth areas with Burnt Oak/Colindale delivering around 2,500 homes to 2026 (1,400 to 2016), on sites arranged along the axis of Edgware Road (A5). Kilburn, Alperton and Wembley all have adopted masterplans to guide regeneration in those areas.
- 3.8 The Site Specific Allocations DPD, adopted in 2011, has established the planning guidance for some of the development sites. The Burnt Oak/Colindale Growth Area is promoted for mixed use regeneration along the axis of the Edgware Road. 14.65 hectares of land is promoted for at least 2,500 new homes to 2026, supported by infrastructure identified within the Infrastructure Investment Framework.

- 3.9 The Burnt Oak/Colindale Growth Area forms part of the Burnt Oak/Colindale Opportunity Area in the London Plan (There are 33 opportunity areas in London; Wembley and Park Royal/ Willesden Junction are the other two Opportunity areas in Brent). The majority of new development, 10,000 of the 12,500 new homes, will be built in Barnet.
- 3.10 The Colindale Area Action Plan (AAP), adopted in March 2010, is a statutory planning document which forms part of the Barnet Local Development Framework. It provides policies and guidance which will be used in the consideration of development proposals in Colindale on the Barnet side, and will be a material consideration in the determination of planning applications in the AAP area over the next 10 to 15 years.

Update on the Site Specific Allocations

B/C1- Wickes, Mercedes-Benz Colindale

- 3.11 Work has started for Capitol Way (08/2823, 11/3101) on the former Wickes site. This £108m development, being carried out by developers Royal London Asset Management and Kitewood Development Partner Ltd, inspired by an urban regeneration project in Stockholm called Hammarby Sjöstad, will consist of 460 self-contained flats, 5,360m² of retail floorspace, a 734m² garden centre, floorspace for alternative uses, community/health centre, crèche facilities, 281 residential and 172 commercial car-parking spaces, 500 residential and 80 commercial cycle-parking spaces and an energy centre.



- 3.12 A planning permission was granted to Asda on 30 April 2013 for a 4 pump petrol filling Station with a jet wash situated on an existing car and van rental outlet (outside BC3)

B/C3 - Asda and Oriental City

- 3.13 Meanwhile, permission (12/2166) was granted on 27 June 2013 for a mixed use development on the former Oriental City owned by Development Securities. The seven-acre development site will include 183 homes, a 7,817m² food store, to be anchored by



Morrisons, 5,207m² of the new Oriental and Far Eastern retail space, food court, restaurant and specialist oriental grocers and a two form of entry primary school and nursery, 399 commercial parking spaces (39 allocated for the school) with no charging proposed for the car park, 183 residential parking spaces and an energy centre.

B/C2 - Sarena House/ Grove Park/ Edgware Road

- 3.14 There have been no applications within this area for major redevelopment.

B/C4 - 3 and 5 Burnt Oak Broadway

- 3.15 Catalyst Housing Ltd has commenced the mixed use development for 76 flats, 780m² of commercial floorspace (Use Class A1 and A2) and 75 parking spaces at 3 Burnt Oak Broadway (11/0403).

Planning permission (03/3436) granted at 5 Burnt Oak Broadway has been implemented for a car showroom, basement car-parking and 53 flats above.

Economic benefits and financial contributions of new developments

- 3.16 All these new developments when complete will improve the area immensely and bring in new jobs. However, they should not be looked at in isolation with the rest of the Burnt Oak and Colindale (the Hyde) Town Centres. The Council should maximise the results of inward investment and ensure the new developments help revitalise and do not threaten the existing town centres.
- 3.17 Section 106 contributions from those 3 major developments will be available for improving community/education facilities, sport/openspace, landscape and public realm, public highways, air quality, pedestrian crossings, traffic management, junctions, parking and sustainable transport. Careful co-ordination is therefore required to utilise the contributions to maximise the benefits and mitigate the negative impacts resulting from the new developments. The contributions could be used as match funding when bidding for external funding pots.
- 3.18 Brent Community Infrastructure Levy (CIL) was formally introduced from 1 July 2013 that Brent will charge on new developments. There is potential for new developments coming forward in the future to fund some of the projects listed in Placemaking Plan, dependent on strategic priorities.

Boroughs collaboration

- 3.19 Barnet has also received S106 contributions through its new developments. There are potential projects such as median strips (for crossing roads) to be delivered/ funded jointly with Barnet to maximise the benefits. The opportunities for external funding are also widened when support and endorsement from TfL is sought.
- 3.20 The development pace is fast in Barnet's Colindale Area Action Plan area which proposes to deliver 10,000 homes. Some of the development and infrastructure proposals are being delivered through the Barnet's AAP. These developments should be seen as complementary where residents enjoy the new shopping experience/ community facilities on both sides of the A5. However, a lot of pressure has been put on the A5 Corridor. Hence, careful designs on the junctions on both sides of the A5 require proper co-ordination and collaboration amongst Brent, Barnet, TfL and Harrow to avoid congestion and conflicts.

Transport Background

London Luton Growth Prospectus

- 3.21 The joint GLA, Barnet, Brent, Harrow and Camden London-Luton Growth Prospectus sets out a wider context for North West London particularly in regards to transport

challenges. The transport challenges from the strategic level have been considered by this Placemaking Plan:

- Enhance Public Transport - It will be important to ensure that all new developments in North West London enhance public transport connections and facilities. A key principle must be to encourage a reduction in car use and to make public transport more attractive.
- Address bottle necks - As well as initiatives to reduce local trips by car, through improving access to public transport, it will be important to undertake initiatives such as addressing key bottlenecks in the strategic road network, and identifying capacity problems.
- Local links - The importance of walking and cycling must be recognised when planning for expansion. Developments must be safe and easy to navigate on foot.

North London Sub Regional Transport Plan

3.22 TfL's North London Sub Regional Transport Plan (SRTP) identifies the A5 as an important corridor for North London. The Placemaking Plan also ties in with the objectives for the A5:

- Improve socio-economic opportunities through 'Place-Making' at selected locations along the A5 corridor by improving the public realm for pedestrian activities without undue reductions in journey speed for other road users;
- To pursue increases to capacity on the A5 corridor and parallel routes to enable it to cater for growth and support regeneration without undue impact on journey times;
- To promote a modal shift to public transport and softer mode facilities/measures;
- To continue to pursue measures to smooth traffic and to maintain/ or improve reliability for all highway modes;
- To minimise through movements by freight and promote measures to facilitate access and delivery of goods;
- To promote better vehicular and pedestrian east-west connectivity at selected locations; and
- To pursue a range of measures to improve air quality along the A5 corridor.

The vision and direction for London's streets and roads

3.23 The Mayor's Roads Task Force (RTF) set out a new vision for the future of London's roads and streets, to ensure the Capital can cope with major population growth, support jobs and thousands of new homes, while remaining one of the most attractive, vibrant, accessible and competitive world cities. The RTF's vision therefore focuses on three core aims:

- To enable people and vehicles to move more efficiently on London's streets and roads;
- To transform the environment for cycling, walking and public transport; and
- To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.

3.24 The public realm proposals within the study respond to the ambition and strategies set out within the Road Task Force Report - and aim to identify a suite of projects

and interventions which offer opportunities for the implementation of 'pilot projects' in response to the Mayoral vision. It will also support applications for TfL funding.

Public Consultation

- 3.25 In June 2013, a consultation leaflet was distributed to all the residential properties (more than 9,000) in Burnt Oak and Queensbury Wards and some 250 non-residential properties within the Placemaking Plan area. The consultation sessions were publicised on the Council website. A four-hour consultation session took place at Asda Colindale in Queensbury Ward on Sunday 30 June 2013. Graphics explaining the vision for the area and plans with option designs were on display. Most of the consultees were drivers and their passengers as the consultation stall was held by the exit of the car park. Valuable comments written on post-it notes were made by the public from Brent and Barnet.
- 3.26 The second four-hour consultation session was held at the Hyde (Colindale Town Centre), in Fryent Ward on Thursday 4 July 2013. Those visited the consultation tent on foot were traders, visitors and residents either making the journey specially after receiving the consultation leaflet or passers-by. Both the consultation sessions were co-hosted by all six of the Fryent and Queensbury councillors.

Next Stage

- 3.27 Many of the proposals and recommendations within the Placemaking Plan need further study and work to progress them towards implementation - ranging from detailed traffic modelling and options appraisal, through to the development of specific design proposals and consultation to ensure strong community buy-in and pride in the initiative to assure the space is used as envisaged.
- 3.28 The Delivery section of the Placemaking Plan sets out a series of discrete, costed projects, with identified actions and a phasing plan. As mentioned before, the plan provides not only a long-term vision for the area, but also identifies a range of delivery and implementation opportunities - including 'quick win' projects and initiatives which could help begin the process of transformation in the near term.

4.0 Financial Implications

- 4.1 The plan has underpinned the establishment of outline costs for the various proposals and serves as an index and key reference document for the co-ordination of planning efforts and capital projects. Some of the projects will be carried out by the developers under Section 278 of the Highways Act 1980. Some will be funded by existing section 106 agreements (Brent and Barnet), Borough Local Implementation Plan (LIP) and CIL in the future while the implementation of some of the projects will rely on TfL and other external funding.

5.0 Legal Implications

- 5.1 At this stage, the placemaking plan is not intended to be adopted as an Area Action Plan, a Supplementary Planning Document or a Development Planning Document.

6.0 Diversity Implications

- 6.1 Public consultation was carried out in locations accessible by people with disabilities. The beneficiaries of the proposed projects included in the Placemaking Plan are the

general public regardless their gender, age, race, sexuality, marital status and disability.

7.0 Staffing/Accommodation Implications

- 7.1 Cross council support is required to progress the proposed projects towards implementation. Drawing up the Placemaking Plan has involved staff from other departments. Some of the projects will be delivered by the relevant units providing funding is available. However, Planning and Regeneration and Transportation will be expected to commit staff resources to advance delivery through design and fundraising.
- 7.2 Brent and Barnet will establish two working groups to take the projects forward; one is the “strategic officer team” consisting of senior officers from both Boroughs and one is the “operational officer group”.

8.0 Environmental Implications

- 8.1 Planting new trees is part of the suggestions to improve public realm. The wider transport strategy of the Placemaking Plan centres on reprioritising the A5 (a corridor of change) with a greater emphasis on public transport and cycling between surrounding neighbourhoods and the ‘place’ functions of walking around local centres. It aims to :
- create more space for walking and activity where the A5 acts as a local high street spine;
 - create better east-west links across the A5, connecting important walking and cycling links in Brent and Barnet;
 - make crossing of the A5 and adjoining side roads more direct, safe and inviting;
 - make large development parcels more permeable to movement on foot;
 - improve the quality and consistency of existing footways across the area, including decluttering and guardrail removal;
 - improve wayfinding to stations and other destinations in the local area.

9.0 Background Papers

- Brent Core Strategy July 2010
- Brent Site Specific Allocations Development Plan Document July 2011
- London Luton Growth Prospectus, London boroughs of Brent, Barnet, Camden and Harrow, GLA, January 2009
- North London Sub Regional Transport Plan, TfL, November 2010
- Re-imagining urban spaces to help revitalise our high streets, DCLG, July 2012
- The vision and direction for London’s streets and roads, Roads Task Force, July 2013

Contact Officers

Any person wishing to inspect the above papers should contact Joyce Ip, Planning and Regeneration, 020 8937 2274

AKTAR CHOUDHURY
Operational Director, Planning and Regeneration

Burnt Oak - Colindale Placemaking Plan

August 2013



Brent

INTRODUCTION

This document has been prepared by 5th Studio, with ABA, GVA and Northcroft, on behalf of the London Borough of Brent and with input from a number of stakeholders including, critically, the London Borough of Barnet.

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CONTENTS

0. EXECUTIVE SUMMARY	p02
1. VISION	
1.1 Background	p06
1.2 Vision	p08
2. STRATEGY	
2.1 Public Realm	p12
2.2 Transport and access	p14
3. PROPOSALS	
A. The A5	p20
B. Burnt Oak	p32
C. Capital Valley	p36
D. The Hyde	p42
E. Edge Projects	p46
4. DELIVERY	p50

In addition to this summary report there are two appendices - as separate volumes - that provide a summary of the public engagement events and baseline snap-shot.

EXECUTIVE SUMMARY

INTRODUCTION

This document sets out a placemaking strategy for an area of North West London focussed on the A5 corridor - a busy London street which follows the course of Watling Street, the ancient Roman Road.

Stretching between Burnt Oak and Colindale, the focus of the study area is one of five major growth areas within LB Brent, and is located within the Mayor's Opportunity Area - bordering with the Colindale Opportunity Area within neighbouring LB Barnet. This is a strategic opportunity at a London scale - an area with the potential to accommodate significant new development and housing delivery.

This document sets out a vision which aims to maximise this opportunity - seeking to guide and catalyse change within the area through a suite of co-ordinated public realm interventions and urban design strategies.

The document has been developed by 5th Studio on behalf of LB Brent, with significant input from the neighbouring Boroughs of Barnet and Harrow, and Transport for London. It has also been informed by public consultation undertaken during the course of the study.

POLICY CONTEXT

The study has been developed to build upon and respond to a number of key policy documents, notably:

- Building upon and helping to deliver the vision for the Edgware Road 'Corridor of Change' set out within **LB Barnet's Colindale Area Action Plan (2010)**. The Placemaking Plan shares the vision of the A5 / Edgware Road becoming 'a thriving mixed-use urban corridor' and aims to provide further detail on the 'co-ordinated and high quality approach to the public realm' which the AAP calls for.
- Responding to the recently published **Mayor's Road Task Force Report (2013)** which sets out a future vision for London's streets. The public realm proposals within the study respond to the ambition and strategies set out within the Road Task Force Report - and aim to identify a suite of projects and interventions which offer opportunities for the implementation of 'pilot projects' in response to the Mayoral vision.

Right: An illustrative 'vision' drawing of a transformed section of the A5 - illustrating the combination of public realm interventions and highways modifications which could help to radically transform the quality of the environment and its sense of place.



PUBLIC REALM STRATEGY

At present, this stretch of the A5 suffers from a poor quality streetscape environment. The public realm is fragmented, cluttered and often poorly maintained - with a mix of materials used along its length. The highway environment is dominated by vehicle movement and is comparatively hostile to pedestrians and cyclists - difficult to cross and navigate, and with notable safety problems.

The proposals set out within this document aim to re-address these problems - seeking to transform the quality of the public realm, and wider perceptions of the area, as a means to help catalyse development and investment.

Whilst the route of the A5 has historically been a primary route in and out of London, the broader strategic north-south connections are now largely provided by the A41 and the M1 to the East. The study recommends a bold approach to changing the configuration and character of the road in response to this condition - seeking to shift its character away from that of a vehicular 'artery' towards that of a vibrant local high street.

Amongst the key ingredients of this strategy are:

- A recommended **streetscape material palette** - aiming to achieve a more consistent and coherent public realm along this section of the A5 through the use of simple, elegant and robust materials.
- Sketch proposals which map out a bold approach to **transforming the 'geometry' of the road** - suggesting possibilities for adjusting the configuration of the carriageway and junctions which could help to deliver a radically improved streetscape environment.
- A set of recommendations for the introduction of **street trees** which could help to develop a stronger landscape character.
- Recommendations for the development of a **family of special street furniture elements** - including large-scale signage and advertising hoardings - which respond to, and help to better organise, the 'vernacular' of signage which is evident along the A5.
- Specific proposals for the transformation of the public realm environment of **the local centres at Burnt Oak and the Hyde**, through a combination of junction improvements and wider public realm interventions.
- Proposals to help manage the process of change within **'Capitol Valley'** - the large-scale retail and employment area to the West of the A5 - which represents an ongoing focus for large-scale development proposals.
- The definition of a series of 'quick wins' and 'edge projects' which - while either relatively small, or peripheral to the focus of the study - respond directly to issues of local concern and are intended to kick-start the longer term process of change.

DELIVERY + NEXT STEPS

Many of the proposals and recommendations within the Placemaking Plan need further study and work to progress them towards implementation - ranging from detailed traffic modelling and options appraisal, through to the development of specific design proposals.

The document concludes with a chapter on Delivery which aims to assist LB Brent and its partners to move this process forward - setting out a series of discrete, costed projects, with identified actions.

As such, the document provides not only a long-term vision for the area, but also identifies a range of delivery and implementation opportunities - including 'quick win' projects and initiatives which could help to begin the process of transformation in the near term.

The project matrix forms a 'wish-list' which is intended to guide action over forthcoming years, and to assist with fund-raising and the development of detailed implementation plans.

With the A5 corridor marking the boundary between the Boroughs of Brent and Barnet the endorsement of this document by both is a powerful statement of the shared vision for the street as a focus for activity and regeneration over the coming years. The Delivery chapter includes recommendations on arrangements for joint working to achieve the vision.

Below: Overview of one of a series of options for the transformation of the road junction and surrounding public realm at the Hyde.



VISION

This chapter outlines the key challenges that face the area and proposes a vision for its transformation and improvement in the coming years

1.1 BACKGROUND

PROJECT BRIEF / BACKGROUND TO THE STUDY

This document sets out a placemaking strategy for an area of North West London focussed on the A5 corridor - a busy London High Street which follows the course of Watling Street, the ancient Roman Road.

This study which forms the basis of this report was undertaken in response to a detailed brief prepared by Brent Council. The brief mapped out a range of issues and opportunities within the study area - ranging from transport and movement to social infrastructure.

The study area is an area of major opportunity, but currently suffers from a poor quality public realm. As identified within the brief, these characteristics from the key background to the study - and the context for the proposals contained within the rest of the document - as summarised below:

This vision builds upon relevant work and thinking which has already been undertaken:

Regional Policy:

- London-Luton Growth Prospectus
- North London Sub-Regional Transport Plan
- London Plan 2011

Local Policy - Policy Documents:

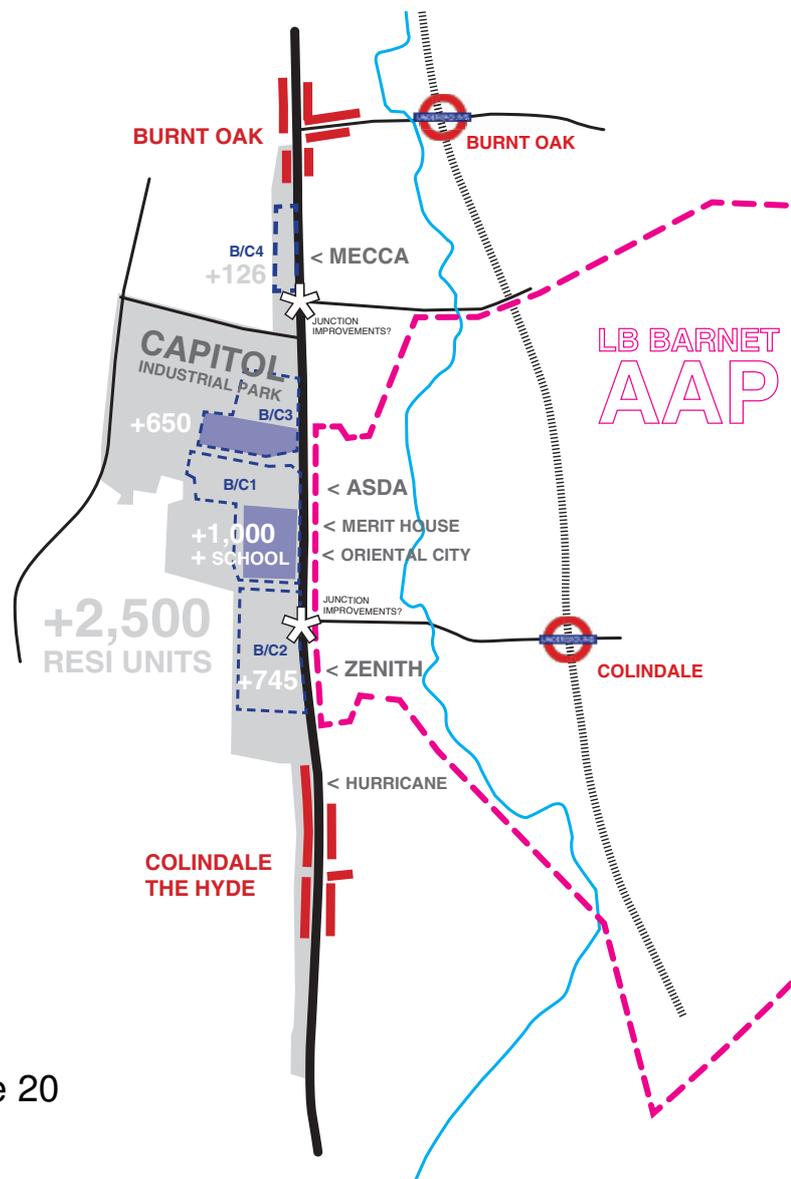
- Barnet/Colindale Area Action Plan
- Brent Council Core Strategy
- Brent Site Specific Allocation Development Plan Document
- Brent Unitary Development Plan

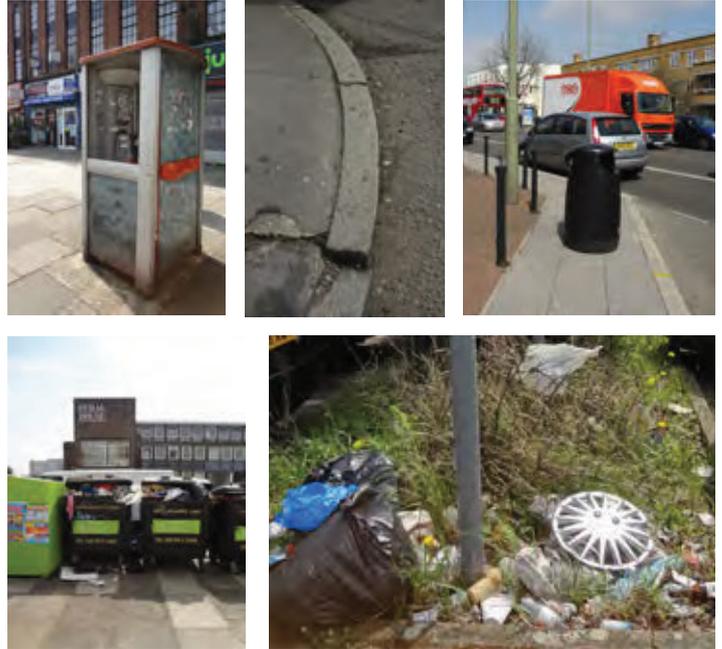
AN AREA OF MAJOR OPPORTUNITY + CHANGE ...

The study area is an area of significant opportunity at a London-scale

- The area is one of five major growth areas within LB Brent, and is located within the Mayor's Opportunity Area.
- Council policy anticipates the delivery of 2,500 homes within the area.
- Major development proposals are already forthcoming - with high density mixed use schemes having been consented on significant sites along the A5 Corridor. (Although actual delivery of these projects has not been forthcoming.)

The document aims to provide the Council with a means to manage and to catalyse this change - maximising its benefit.





BUT A POOR QUALITY ENVIRONMENT

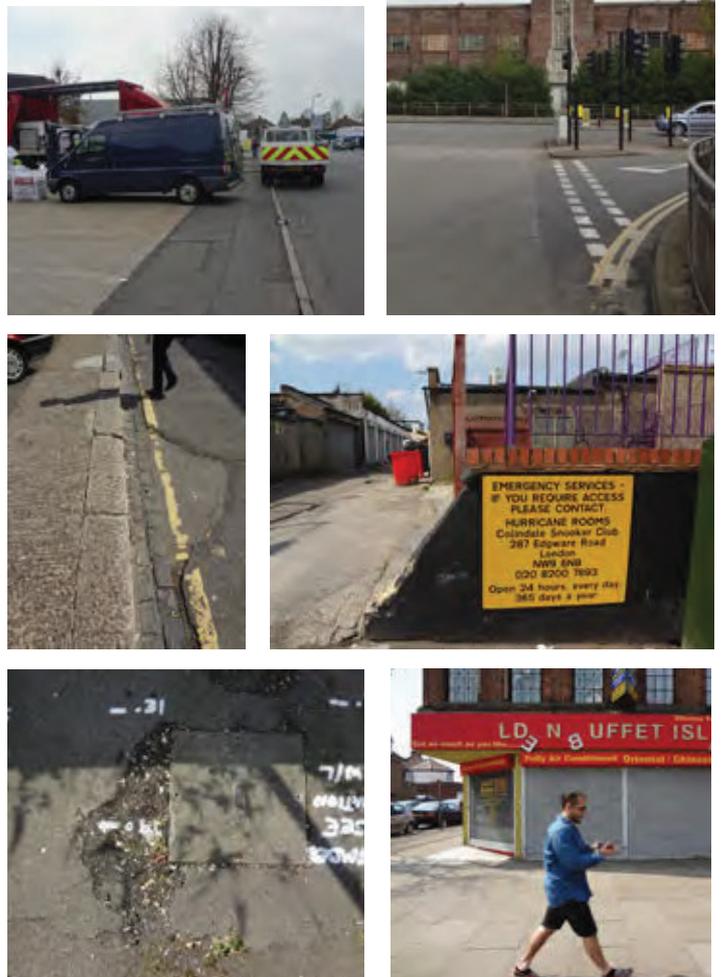
At present, the study area suffers from a poor quality public realm environment, which may be a contributing factor to the relatively slow pace of development and change, and a barrier to private investment.

Key issues within the public realm (also described elsewhere within this document) include:

- Poorly maintained streetscape environments.
- street 'clutter'
- mix of materials
- litter issues
- lack of repair
- uncoordinated street furniture
- fly-tipping and lack of maintenance of alleyways
- poor condition of shopfronts

set within a highway environment which is hostile to pedestrians and cyclists - difficult to cross and navigate - and which has safety problems

A key objective of this study is to make recommendations for projects and initiatives which can overcome these problems and help to transform the quality and perceptions of the area.



1.2 VISION

A mixed, vital, accessible and pleasant district centred on an important outer London High Street, serving the significant existing and new populations in adjacent areas of Brent, Barnet and Harrow

A key location for growth...

This document sets out a vision which aims to maximise the opportunity associated with the A5 Corridor. This area represents a major opportunity at a London-scale which - with bold and creative thinking - could be radically transformed within the next 10-15 years.

Through targeted public sector investment and the careful management of change, this area should become:

- A mixed, vital and accessible district - attracting new residents and uses.
- An important strategic transport corridor - supporting efficient movement whilst carefully managing the negative impacts of vehicular movement.
- A place which builds upon its existing strengths - including the unique character of its linear road and hilly topography - whilst addressing current shortcomings in the quality of its public realm environment.

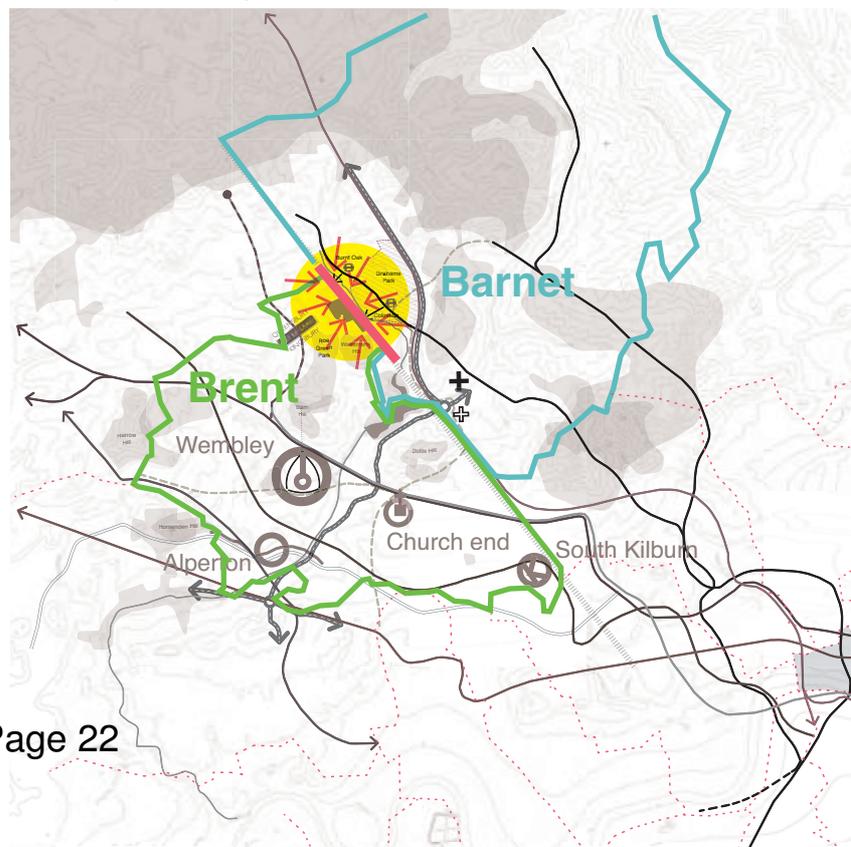
The place should at once be coherent and recognisable as a whole, but also made of a series of distinctive, characterful and individual places. The transformation of the A5 itself - from what is currently a busy and inhospitable arterial road, into a coherent and pleasant High Street environment will be central to that mission.

With the boundary between Brent and Barnet running along the A5, and the added complexity and peripheral quality that comes with that condition, the area has until recently not been a focus of attention or investment by either borough. The opportunity now is that this relative lack of attention can be reversed with the boroughs coming together to agree a common vision - and working in partnership to achieve that vision.



Burnt Oak - Colindale is one of the Mayor of London's Opportunity Areas...

...and a key focus for regeneration for both LB Brent and LB Barnet



...and transformation.

The existing A5 near Capitol Way



High Street Typology from Transport for London's Roads Task Force report - based on potential improvements at Burnt Oak

STRATEGY

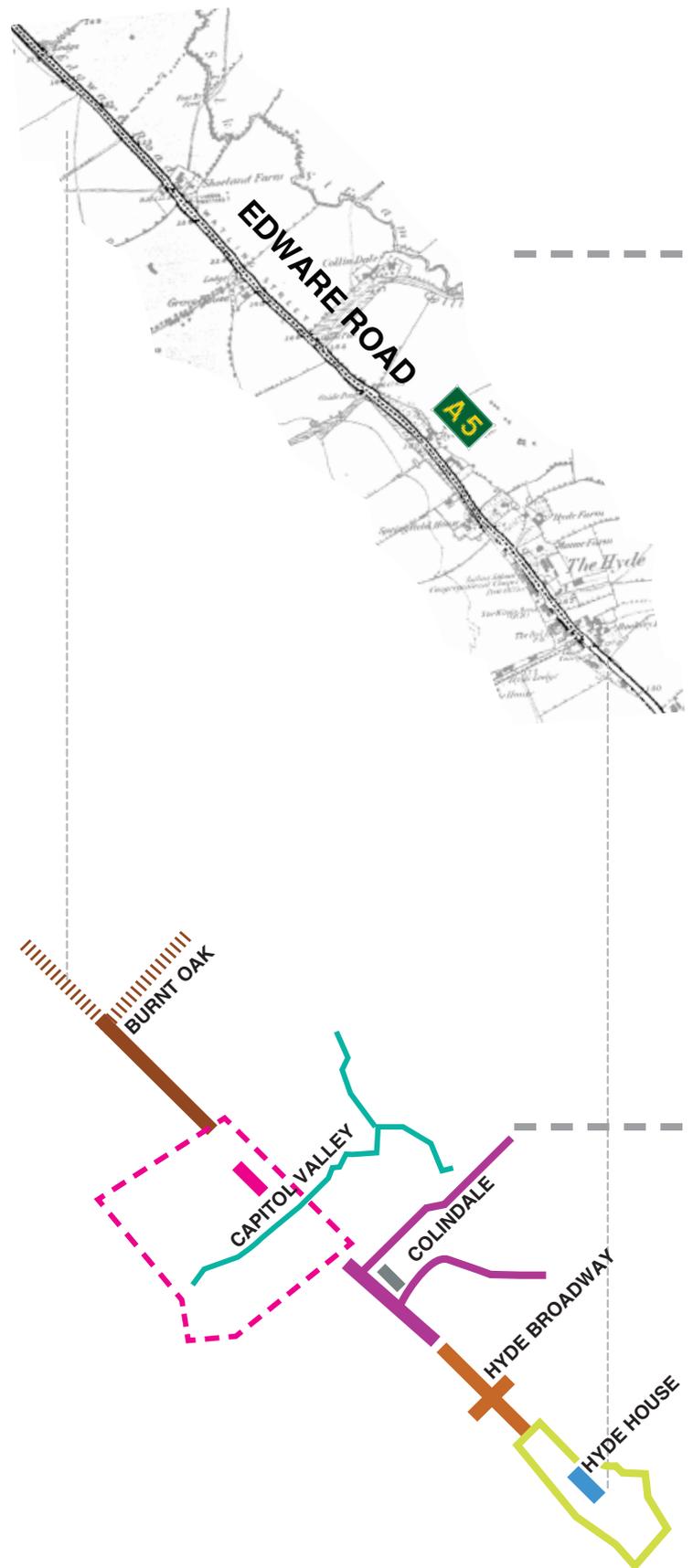
This chapter introduces a number of strategies intended to support the achievement of the overall vision by establishing a framework for - and thereafter guiding and informing - specific proposals, such that any such interventions work together in a co-ordinated, effective and efficient way.

2.1 PUBLIC REALM

Achieving the stated vision will require a strategy of policy and intervention that supports the creation of a rich and characterful environment with a powerful sense of place by building upon the latent characteristics and opportunities of the site.

The study area has a complex layered character - with elements of continuity that stem from the alignment and nature of the Roman Road derived London 'High Street' - and yet also distinct, highly differentiated districts along that length - each with its own spatial character, issues, and opportunities.

The diagram on this page highlights how an understanding of these two natures translate into a spatial strategy that will be used to guide proposals for individual areas along the road, while also working towards a coherent whole.



CONSISTENCY

Part of this should be an ambition to achieve more coherence along the A5 corridor. At present, the public realm along the road is highly fragmented and often poor quality. A more consistent treatment of the street infrastructure along its length - surfaces, signage, and landscaping - could help to strengthen the civic identity of the area.

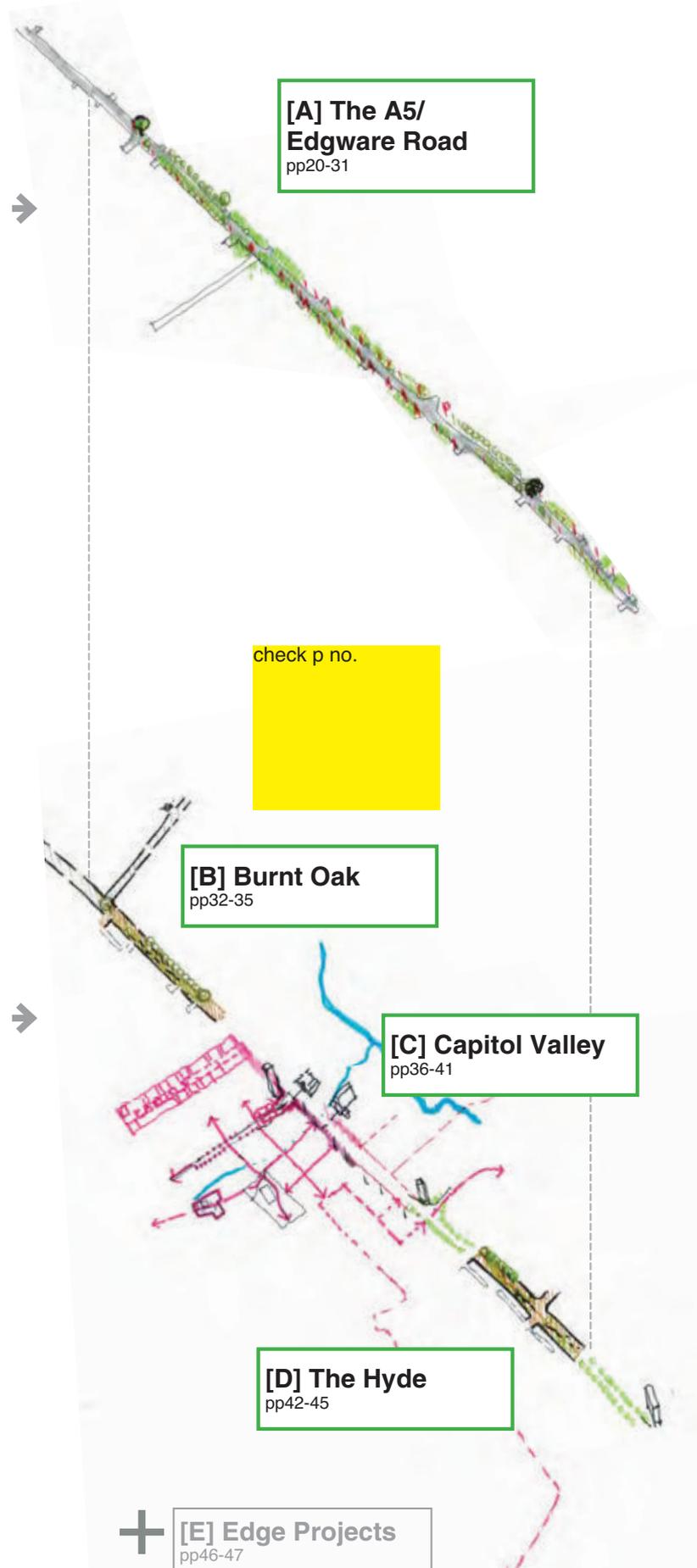
The ingredients of this transformation - much of which is likely to be a long-term process of improvement - are summarised in the diagram below:

- The consistent application of the material palette and detailing - providing a simple and robust 'background' treatment to the public realm.
- A family of co-ordinated street furniture - with a particular focus on large-scale signage elements - which is specially designed for the area, and helps to provide a strengthened sense of place / identity.
- The use of street tree planting to help to improve the public realm quality along the road - creating a tree-lined 'boulevard'.

DIFFERENTIATION

At the same time, it is important to recognise the distinctive characters of the places along this stretch of road - from sections of the high street with a 'town centre' character, to stretches which are dominated by a coarser grain of 'big box' retail.

The design strategies and project proposals set out within this document are responsive to the particular qualities of these places - building on their strengths, addressing weaknesses, and exploiting place-specific opportunities.



2.2 TRANSPORT AND ACCESS

WIDER TRANSPORT STRATEGY



Understanding the changing transport and movement context in the wider area is fundamental to prioritising interventions in the public realm. There is a need to provide a better balance between the requirements for strategic capacity and improved local accessibility, connectivity and place in a way that meets the overarching policy aims of catering for growth in the most sustainable manner.

The A5 Edgware Road (part of the ancient Watling Street) was historically the main route from London to the northwest, and was laid out with this in mind – a direct, broad corridor with the principle purpose of moving people and goods as quickly and efficiently as possible between major settlements.

Over time this movement corridor has generated its own activity and development has sprung up around it, so that today it hosts a variety of other functions, more akin to a high street or destination in its own right. The parallel A41 and M1 routes have taken over this role and now provide the broader strategic north-south connections in and out of London.

Dropping down the hierarchy, the A5 has become a focus for more local north-south connectivity between centres like Edgware and Brent Cross in this part of northwest London. The Burnt Oak / Colindale area, through which the A5 runs, is now a major focus for retail and residential development and its main artery will increasingly have to provide space for local access and activities associated with a more urban environment. The challenge is to balance these 'movement' and 'place' functions in a sustainable manner that makes the most efficient use of the space available.

The wider transport strategy therefore centres on reprioritising the A5 (a corridor of change) with a greater emphasis on public transport and cycling between surrounding neighbourhoods and the 'place' functions of walking around local centres. In addition, a fundamental aim is to improve the east-west connectivity (particularly on foot and by bicycle) to which the A5 has become a significant barrier.

Local High Street Spine + East-West links



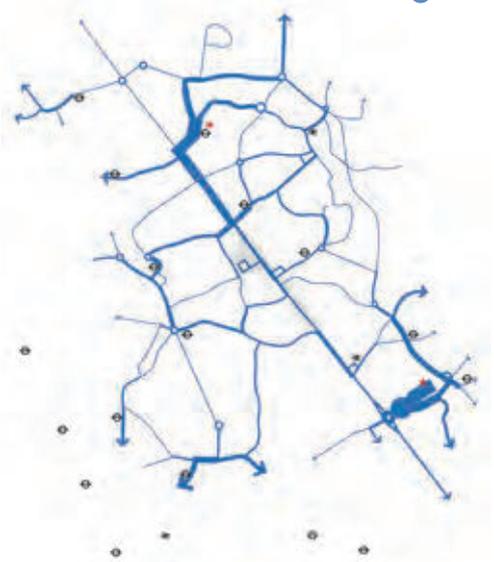
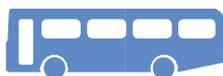
- Create more space for walking and activity where the A5 acts as a local high street spine.
- Create better east-west links across the A5, connecting important walking and cycling links in Brent and Barnet.
- Make crossing of the A5 and adjoining side roads more direct, safe and inviting.
- Make large development parcels more permeable to movement on foot.
- Improve the quality and consistency of existing footways across the area, including decluttering and guardrail removal.
- Improve wayfinding to stations and other destinations in the local area.

Strategic Cycle links



- Focus on improving the following strategic bike links with dedicated space for cycling or traffic calming to encourage more local journeys by bike:
- A5 Edgware Road (to enable better east-west as well as north-south connectivity)
- Burnt Oak to Wembley via Stag Lane and Salmon Street
- Colindale to Queensbury via Holmstall Avenue and Beverley Drive
- North-south link via Blackbird Cross, Salmon Street, Fryent Way and Honeypot Lane leading towards Stanmore
- East-west link via Kingsbury Road and Kenton Road

Targeted bus priority measures



- Reinforce the role of the A5 as a strategic bus connector between the key public transport hubs at Edgware and Brent Cross and the local high streets at Burnt Oak, Colindale and the Hyde in between.
- Tackle localised congestion hot spots along the A5 to improve bus journey times, including the use of targeted bus priority measures
- Improve the size, quality and accessibility of passenger waiting areas, including nearby pedestrian crossings

Major road network



- Prioritise improvements focused on the A5's role as a connector and a high street, (rather than as an arterial road), providing access to and between local areas, rather than as a strategic through-traffic route
- Balance the need for localised congestion relief, with the increasing 'place' function of key locations along the A5 corridor.
- Improve parking and servicing access in the area to support local businesses and improve the public realm.

+ CO-ORDINATED APPROACH TO PARKING AND DELIVERIES

The A5 corridor changes character and function a number of times through the Burnt Oak / Colindale area, alternating between a traditional high street (fronted by numerous small individual properties and businesses) and a road providing more of a connector function (fronted by larger plots with single occupiers).

A distinctly different approach to parking and servicing should be adopted within these different character areas.

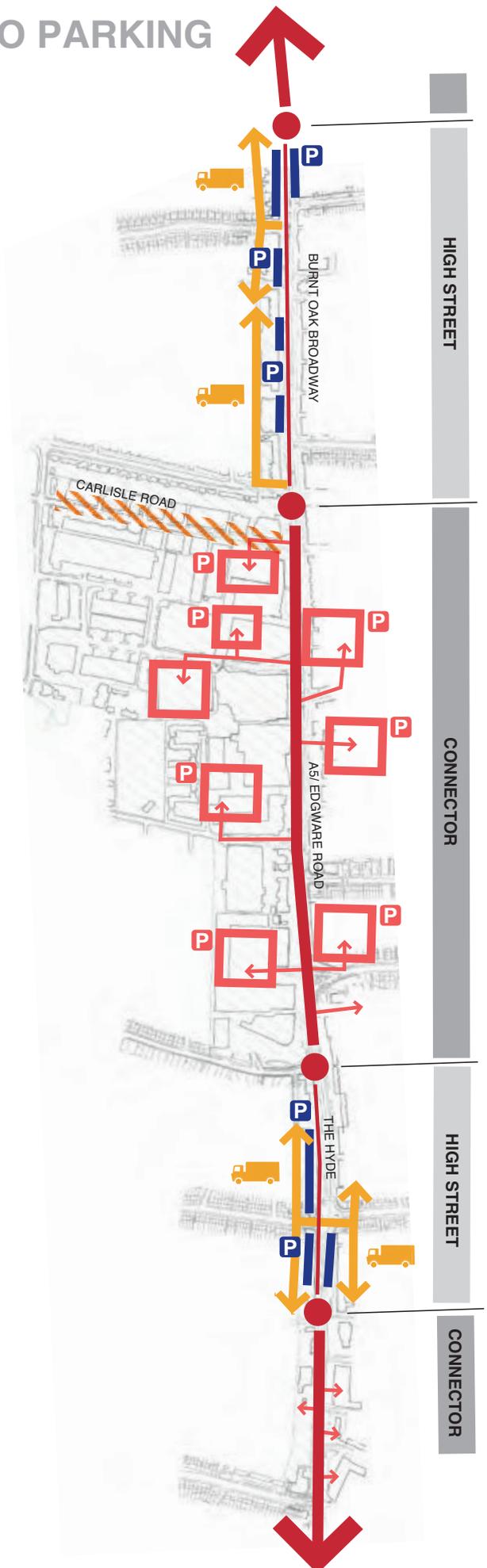
High Street:

- Encourage short-stay parking in clearly defined on-street bays, principally for customers associated with the businesses in the immediate area.
- Improve and maintain the quality and safety of existing shared rear lanes and yards, so that these can be used as the principal location for long-stay staff parking and for delivery and servicing activities.
- By shifting most of the long-stay parking and servicing activities to the rear of shops and businesses, some of the on-street parking can be freed up to attract passing trade, and some can be removed / rationalised to allow for improved public realm and safer crossing facilities in these busy pedestrian areas.
- For businesses with restricted access to rear servicing lanes / yards, a limited number of on-street parking permits may need to be provided for long-stay staff parking.

Connector:

- Limit the amount of on-street parking, in favour of providing bus, cycle and general traffic capacity, as well as enhanced pedestrian crossing facilities.
- Accommodate the majority of parking and servicing activities in off-street car parks and loading areas on the individual plots.
- Ensure that, although parking areas are located in discreet plots, there is good permeability and connectivity on foot between these areas and surrounding streets and destinations so that parking can be shared between multiple activities, and users are not forced to drive between nearby businesses.

Elsewhere within the study area, parking and servicing on-street and in forecourts along Carlisle Road in particular should be improved by simplifying the current arrangement, providing a uniform and robust carriageway surface and maintaining direct, clear and accessible footways.



+ TOOLKIT OF LOCALLY RESPONSIVE INTERVENTIONS



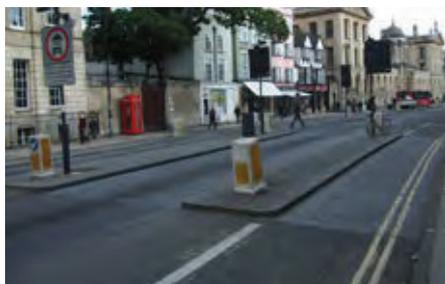
1. Cycle Facilities - Old Shoreham Road



2. Crossings - Piccadilly



3. Calming - John Campbell Road



4. Buses - Bus Gate Oxford High Street



5. Junction Capacity - Maid Marian Way

1. Cycle Facilities

- Create a network of direct and continuous cycle routes between key local centres, stations and green spaces.
- Provide dedicated space for cycling (preferably in segregated lanes) along busy yet direct distributor roads, such as the A5 and Kingsbury Avenue.
- Provide traffic calming and access restrictions on quieter local streets like Stag Lane and Holmstall Avenue, to slow vehicle speeds and discourage use by general through traffic.
- Improve off-street cycle links through parks and green spaces and ensure good access points to these.
- Provide additional cycle parking stands in well-overlooked and conveniently-located positions in high street areas and outside key destinations.

2. Crossings

- At junctions, provide broad and direct pedestrian crossings along key desire lines between side streets, bus stops, gateways and other pedestrian destinations.
- Along busy routes like the A5, provide median strips of footway material (rather than hatching) to allow for safer informal crossing. These can be overrunnable in places to allow passing of stationary buses or turning into plot accesses.

3. Calmed Routes

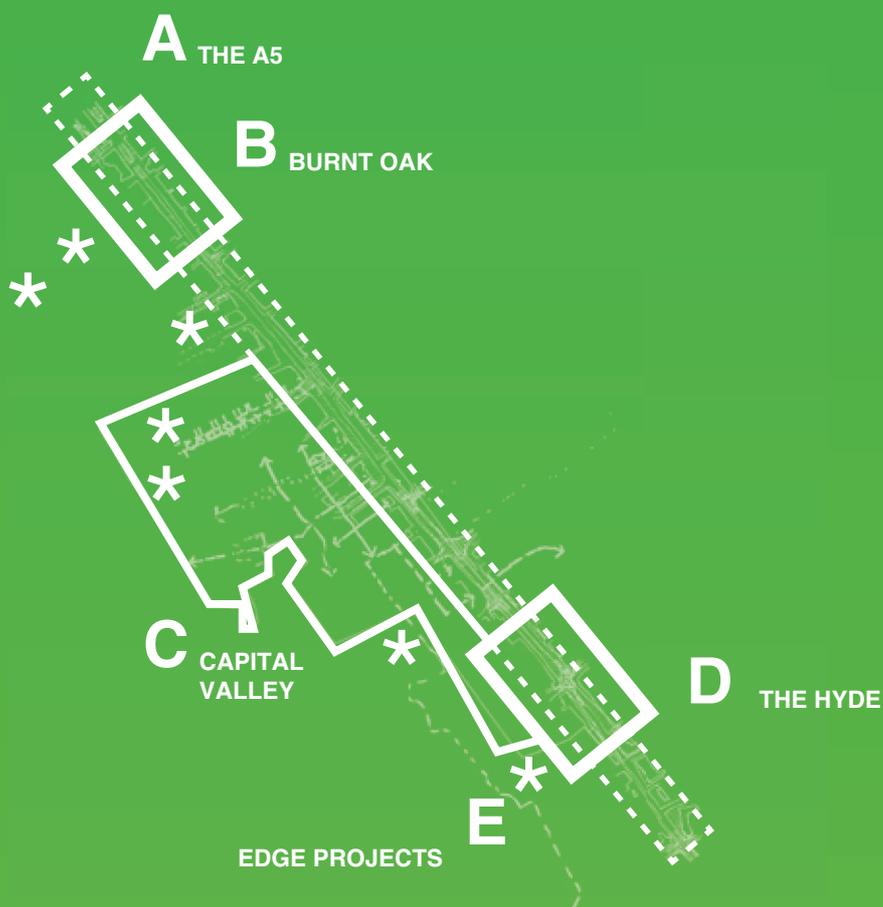
- Discourage use of local streets, such as Stag Lane, Holmstall Avenue and The Greenway, by general through traffic, but allow for local access and bus/cycle through-connectivity through the use of bus gates and other measures.
- Tighten junction corners to slow turning vehicles and improve crossing safety.

4. Buses

- Allow for increasing bus frequency and usage along the corridor between Edgware and Brent Cross.
- At Burnt Oak, Colindale and the Hyde improve the size, quality and accessibility of passenger waiting areas at bus stops, and improve crossings links to nearby stations and stops to allow for better interchange.
- Tackle localised congestion hot spots along the A5 to improve bus journey times, including the use of targeted bus priority measures

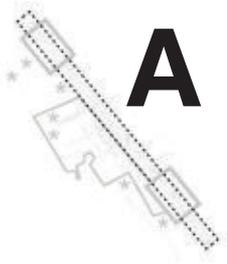
5. Junction Capacity

- Provide targeted junction capacity improvements at localised congestion hot-spots such as Montrose Avenue and Colindale Avenue.
- Capacity improvements should prioritise bus rather than car movements and should not make conditions worse / less safe for pedestrians and cyclists.



PROPOSALS

This chapter introduces a portfolio of potential improvement projects born out of the strategies outlined in the previous chapter and aligned with specific conditions on the ground in each case. These proposals are organised and presented over the following pages according to the five categories/areas shown here.



THE A5 / EDGWARE ROAD

INTRODUCTION

The existing streetscape along the A5 is fragmented and poor quality for much of its length. Issues associated with degradation, poor quality materials and piecemeal improvements are compounded by the cross-Borough nature of the road - with the A5 marking the Borough boundary between Brent and Barnet.

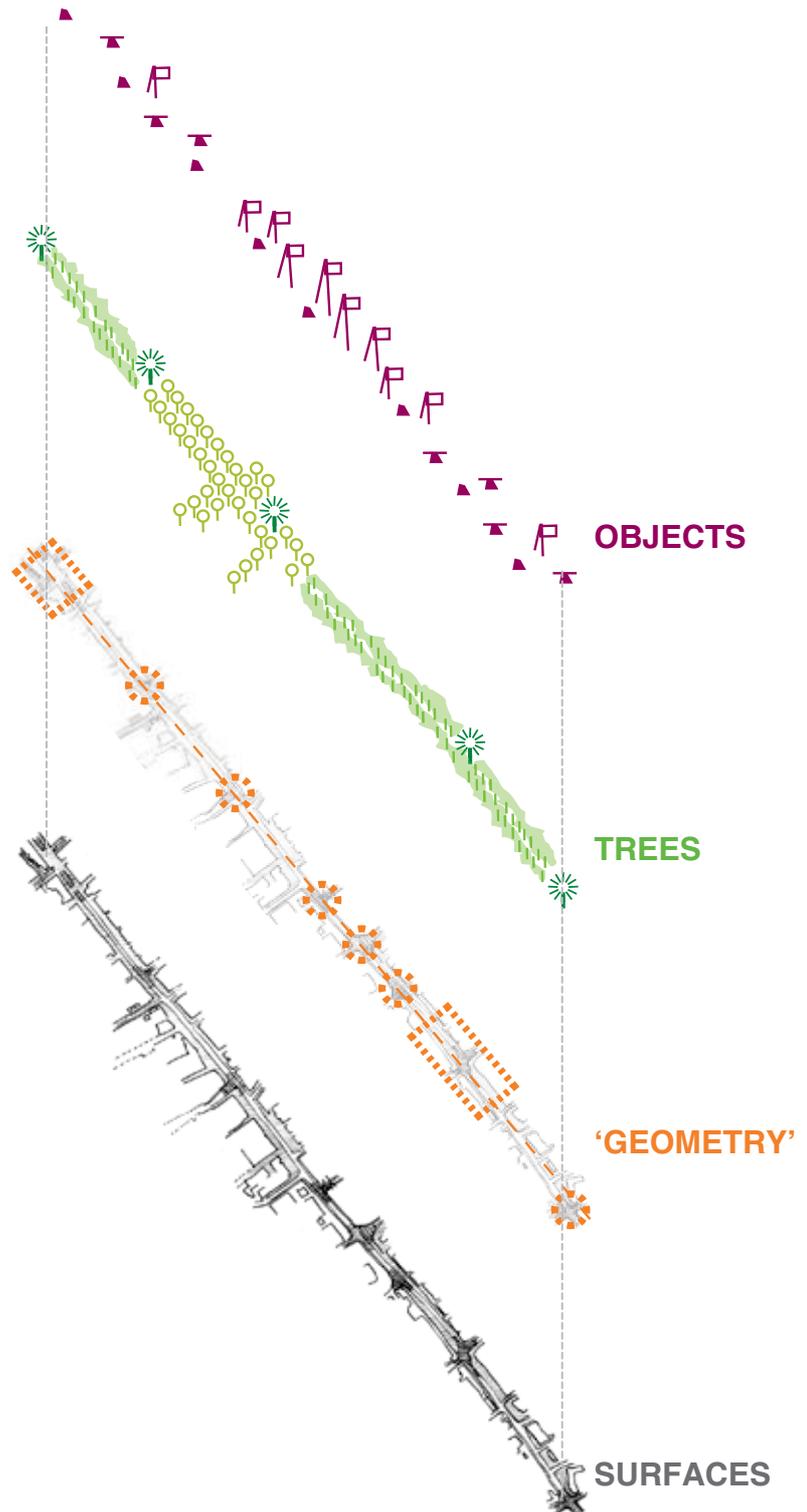
Over the following pages, we describe a series of strategies which would combine to transform the quality of the public realm along this section of the road.

This task is extensive in geographical scope, and is therefore likely to take many years to implement. A robust, long-term strategy to deliver this is therefore required.

FORWARD STRATEGY

A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL.

Specific junction improvements should be prioritised according to available funding.



ROAD SURFACES

- At present, there is a diverse collection of surfacing materials used along the road.
- Much of this is in poor condition.
- A coherent treatment of the road surfaces in robust, high quality materials would help to provide a simple and robust 'background' treatment to the public realm.
- It is recommended that the material / product specifications, and approach to detailing, should follow the material palette defined in TfL's Streetscape Guidance - which provides a rigorously tested set of standards for simple, robust and elegant streetscape environments.
- This approach / strategy should be formally incorporated into a comprehensive design guide for the A5.
- For this approach to be successful over the longer term it would need to be followed consistently and by both boroughs, which may involve a process of negotiation and reconciliation with existing standards/guidance issued by each borough. The specification of recently completed works might also be taken into account.

Right: Materials from the TfL Streetscape guidance palette. The materials selected for the palette are durable, unobtrusive and meet the needs of all road users.



TfL's Streetscape guidance (2009)
The Guidance has been developed for the Transport for London Road Network (TLRN), however the principles can be applied to any roads in the Capital.



Concrete flags



Granite flags



Blister paving



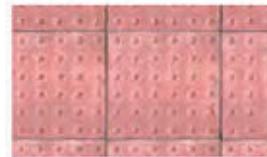
Ladder and tramline with raised delineator



Yorkstone flags



Asphalt footway



Blister paving



Corduroy paving



150mm granite kerb



Granite safety kerb



Black cycle tracks



300 mm granite kerb



Radiussed granite kerb



Green cycle tracks

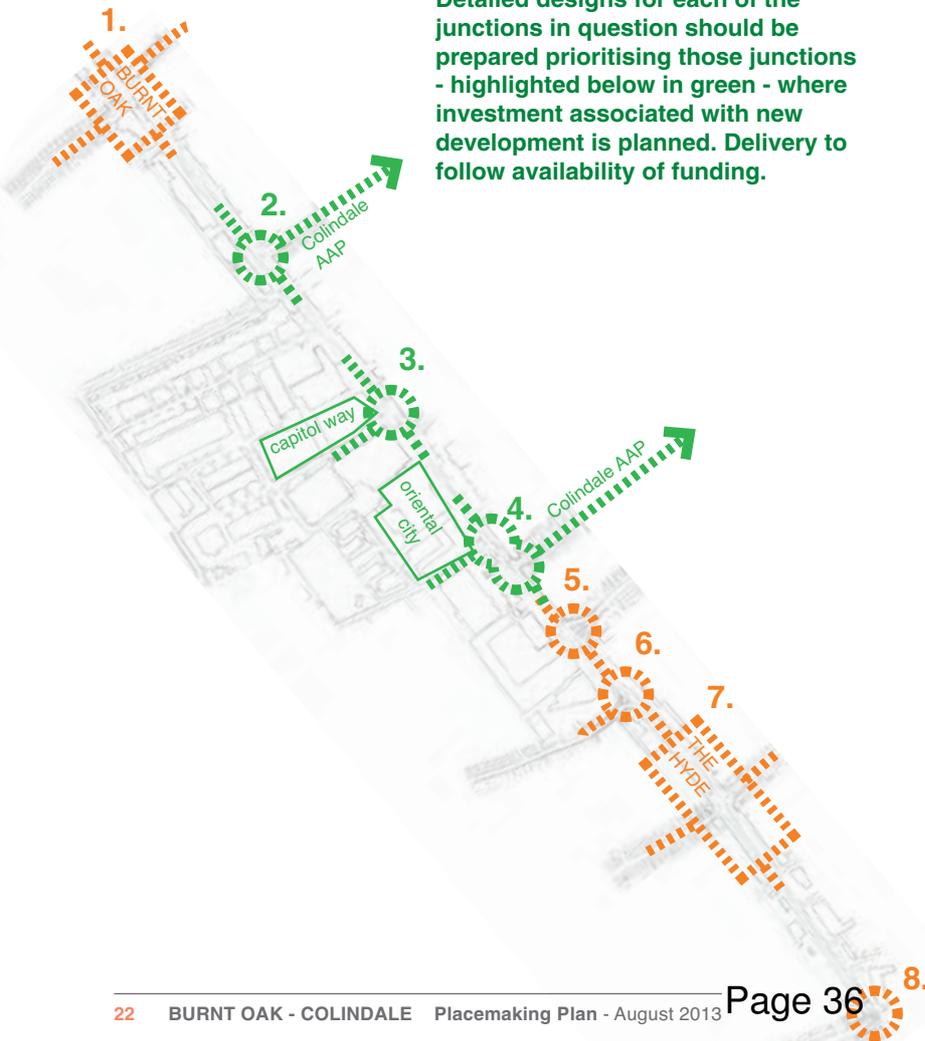
ROAD 'GEOMETRY': JUNCTIONS

A number of particularly problematic road junctions occur along this section of the A5 - junctions which prioritise vehicle movement at the expense of pedestrian movement or public realm quality - and which do not use the latest technology to maximise flow and reduce delays for vehicles.

Proposals for improvements to address these specific issues, and the design of the road in general, have been generated in consultation with Transport for London, with the principles of the newly published Roads Task Force report - which provides a framework for establishing an appropriate balance between the 'movement' and 'place' functions of specific types of road - being applied throughout. As such it may be possible that a series of upgrades along the road could be treated as a pilot for new Roads Task Force approach - perhaps raising the possibility of additional support from TfL.

The diagram below highlights the key junctions in question, with brief notes on existing issues and recommendations for each. The junctions highlighted in green already have allocated funding and are due for delivery in the near-term so designs that respond to both highways capacity pressures and the place-making agenda must be treated as a priority.

FORWARD STRATEGY:
Detailed designs for each of the junctions in question should be prepared prioritising those junctions - highlighted below in green - where investment associated with new development is planned. Delivery to follow availability of funding.



1. BURNT OAK

pp 32-35

- Improve junction layout to overcome vehicle dominance
- Provide direct and safe pedestrian crossings
- Relieve constrained pedestrian flows by providing increased pedestrian footway space
- Decluttering and guardrail removal

2. EDWARE RD - MONTROSE AVE

Barnet considering plans for junction improvements, including:

- Potential signalisation of junction in response to traffic congestion issues
- Reconfiguration of bus stop
- Improved crossing opportunities

3. EDWARE RD - CAPITOL WAY

pp 23

Rationalise and tighten geometry of junction

- Improve junction layout to reduce traffic speeds
- Provide direct and safe pedestrian crossings to facilitate current desire lines towards bus stops and the Greenway

4. A5 - GROVE PARK + COLINDALE AVE

Barnet considering plans for junction improvements, including:

- Junction redesign to provide direct pedestrian crossings and relieve traffic congestion

5. A5 - COLINDEEP LANE

- Rationalise and tighten geometry of junction

6. A5 - HAY LANE

- Rationalise and tighten geometry of junction

7. THE HYDE

pp 42-45

- Street de-clutter
- Formalise parking
- Junction tightening
- Provide safer pedestrian crossing opportunities
- Improve and maintain alley ways

8. A5 - KINGSBURY RD

- Improve right turning into Kingsbury Road

CASE STUDY

An indicative sketch of potential improvements at the 'Asda' junction between Edgware Road and Capitol Way is included below.

At present the junction is unpleasant and difficult to cross for pedestrians and cyclists. Significantly, there is no pedestrian crossing to the south of the traffic lights - but anecdotal evidence of informal crossing in the absence of this.

The sketch design illustrates a junction with significantly rationalised and tightened road geometry - a more urban layout.

This junction would provide straight rather than staggered pedestrian crossings, and:

- Improve junction layout to reduce traffic speeds
- Provide direct and safe pedestrian crossings to facilitate current desire lines towards bus stops and the Greenway
- Rationalise and tighten geometry of junction

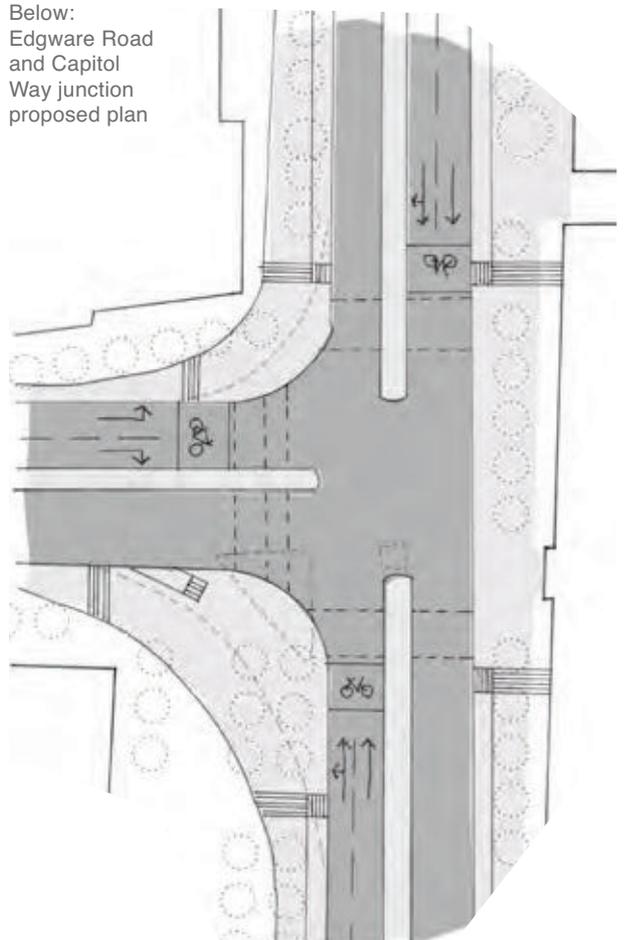
Proposal:

- Central pedestrian refuge
- Facilitates safer informal crossing along current desire lines
- Tightened junction geometry
- Reduces traffic speeds and crossing distances for pedestrians through junction
- Cycle lane & advanced stopping zones
- Segregated facilities provided where possible
- Encourage cycling between boroughs and to increase road safety for cyclists
- Removal of guardrails
- Promotes integration and interaction between different street users
- Improve street aesthetics
- Provides for safer informal crossing
- Direct pedestrian crossings
- Reduced crossing distances for pedestrians and hence easier access through junction
- Combined with direct shared cycle crossings where necessary
- Special footway paving
- Indicates the entry / exit of "shared-space" between cyclists and pedestrians at the junction



Above: Edgware Road and Capitol Way junction as existing

Below:
Edgware Road
and Capitol
Way junction
proposed plan



ROAD 'GEOMETRY': CARRIAGEWAY

Although capacity issues are often concentrated at junctions, the layout and allocation of space along the links between them is also an important consideration. For the A5 corridor it will be important to allow for safer informal pedestrian crossing between junctions, to create more dedicated and continuous space for cycling, to allow for smoother bus movements and to slow vehicle speeds along high street stretches where there is more short-stay parking and on-street activity.

The existing A5 corridor is fairly broad along much of its length, at around 23m between fronting property boundaries. This space is typically given over to a roadway of around 14m with wide single lanes in each direction, or narrow single lanes and bus lanes in each direction, and broad footways of 4-5m on each side, which often accommodate parking and loading.

The sketches opposite indicate how this existing carriageway space might be reallocated along the length of the A5 to achieve many of the ambitions set out above. This could include more tree planting within footways to create a green boulevard feel and a greater sense of enclosure. It could include the creation of a central median strip (paved in footway material but over-runnable in places) to visually narrow traffic lanes to slow speeds and to create a safer refuge area for pedestrians crossing informally. It could also include the creation of dedicated cycleways, segregated from the roadway and footway, to create a safer and more welcoming environment for cyclists of all abilities. In some places, such reallocation of space may require narrowing of the roadway, removal of bus lanes of narrowing of the footway, which will need to be carefully considered along the length of the corridor. Although in many places, space could be unlocked by rationalising on-street parking and loading and encouraging use of improved service yards, off-street parking areas and rear alleys for these activities.

Examples of busy streets where a similar approach has been successfully implemented are show below:



The Cut near Waterloo where footways have been widened and enhanced and new street trees planted;



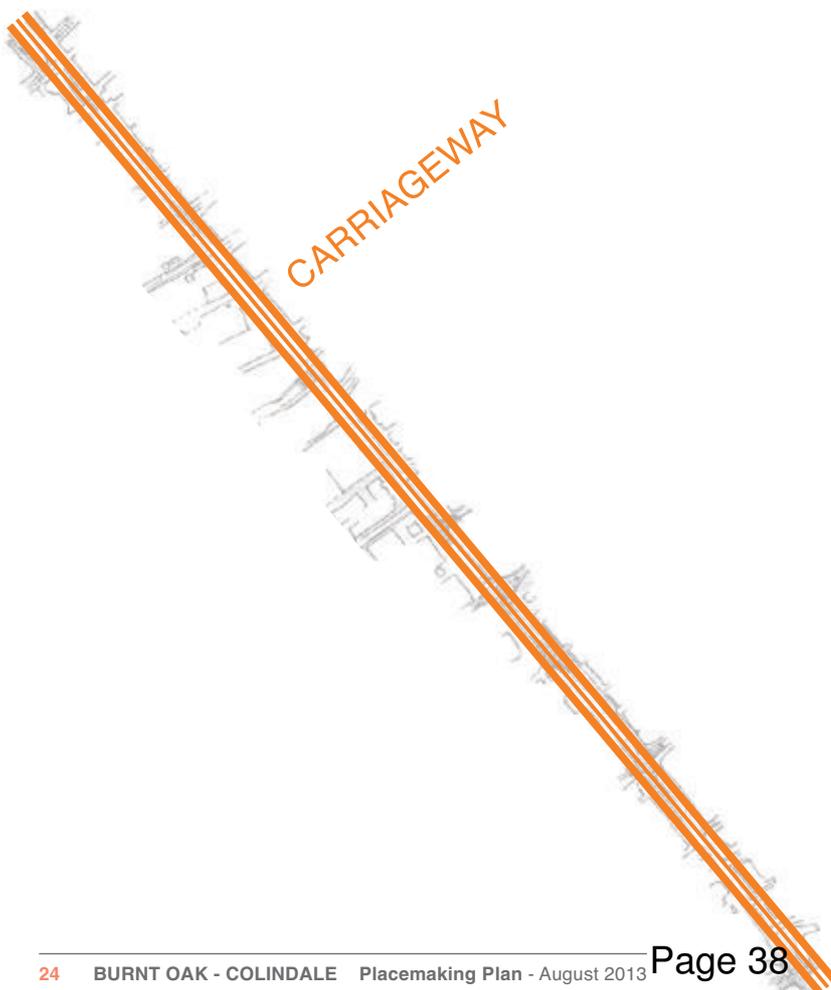
Piccadilly, where two-way traffic has been reintroduced, guardrails have been removed and a median strip provided;

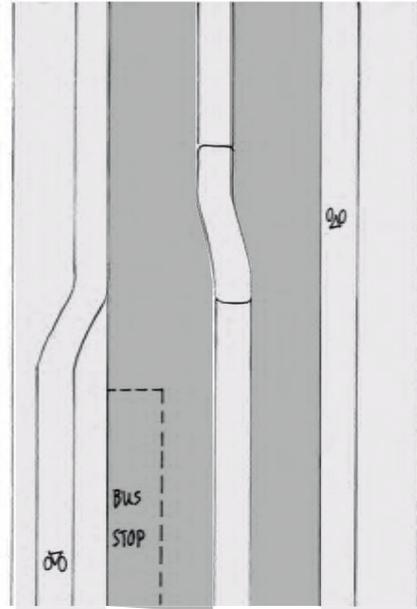
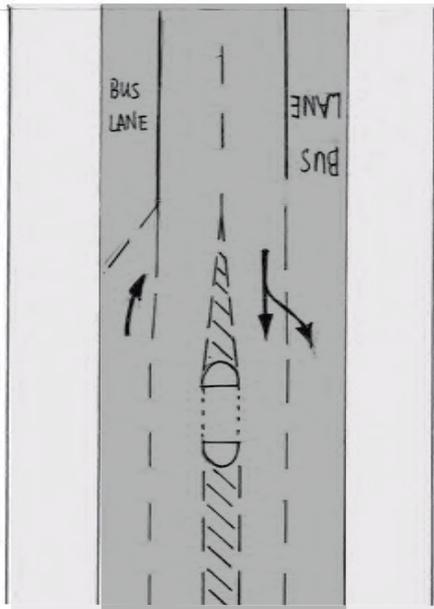
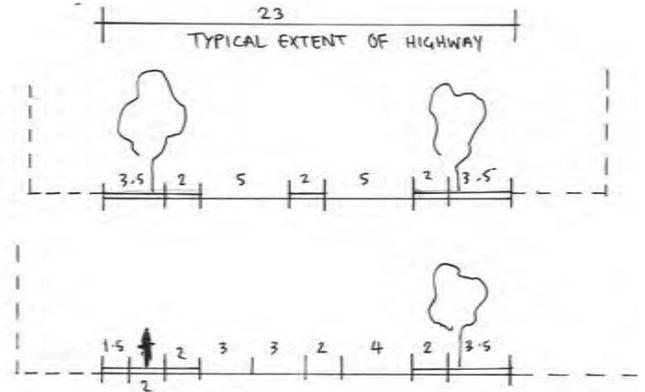
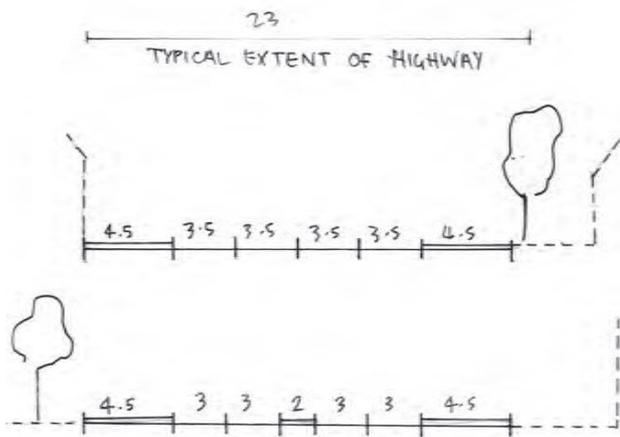


Old Shoreham Road in Brighton, where high quality segregated cycleways have been provided;



High Street Kensington, where crossings have been made more direct and a median strip accommodates cycle parking and tree planting.





Above: Existing sections and plan through carriageway

Above: Proposed sections and plan through carriageway

Right: The completed Hornchurch High Street scheme, where road lanes have been narrowed to create a 20mph zone for on-street cycling and greater pedestrian priority. The improvements include:

- Removal of railings and street furniture
- Signs and lighting incorporated onto as few lampposts as possible
- 20mph zone with median strip and resurfacing of carriageway to show vehicles down and allow for easier pedestrian crossing
- Off road loading bays
- On-carriageway cycle lanes and cycle parking facilities

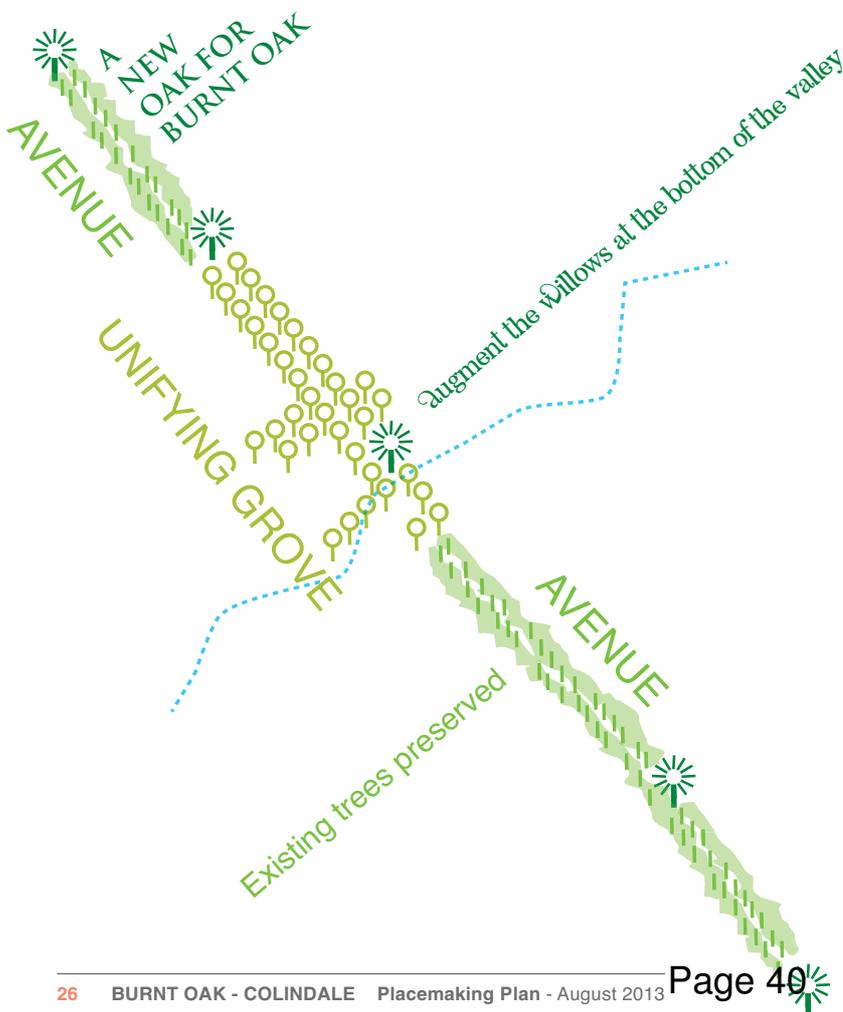


TREES and PLANTING

- The A5 already has a number of significant street trees along its length, and many have been added in recent years, in particular on the Barnet side.
- In line with the aspirations of the Colindale Area Action Plan this study proposes that further trees be planted to create, as far as possible, a continuous tree-lined route.
- Additional trees would provide significant improvements to the quality of the environment along the road, providing enclosure, shelter and shade.
- The development of a stronger landscape character could help to accentuate the locational quality of Burnt Oak / Colindale - with the route of Watling Street beginning to offer views of woodland at the edge of London - an echo of the ancient Forest of Middlesex.
- As described opposite, a place-specific approach to tree planting should be developed and adopted as part of the future A5 design guide.
- It is noted that below ground services and other constraints will limit the locations where trees can be planted, particularly within the bounds of the Highway, and that Barnet have already, with the aid of radar surveys, planted many additional trees within these constraints.
- There may be further opportunities for planting associated with adjustments to the highway geometry, within the pavement on the Brent side of the road, and in the extensive non-highway verges (subject to buy-in from private land-owners).
- In certain circumstances the cost of service diversions may be justifiable in order to allow planting to create the desired sense of place.



Right: Notable trees and groups of trees along the A5 are currently disconnected from each other



Cherish the existing trees & augment with:



'Avenue trees' - Barcelona

'AVENUE' TREES

- For the large part of the study area, street trees should be planted - subject to technical feasibility in relation to available road widths, below ground services etc - to either side of the road, forming an avenue / boulevard character to the road.
- This is in line with the vision / recommendations set out within LB Barnet's Colindale Opportunity Area - and with recent street tree planting on the ground.



'Grove trees' - Milton Keynes

'GROVE' TREES

- The central section of the study area ('Capitol Valley') has a distinct urban character - a coarser urban grain, occupied by big box retail, and a low-lying topography (the valley of a tributary to the Silk Stream).
- An alternative approach to tree planting is proposed here - taking advantage of the wide landscape margins which exist.
- Trees could be planted in a more extensive fashion - establishing a unifying grid of trees.

'FEATURE' TREES

- To supplement the above, it is proposed that 'feature' trees could be introduced in particular locations along the road.
- These trees would respond to specific local conditions and opportunities, and might include:
- A new signature oak for Burnt Oak town centre - drawing on the place name and its historical narrative.
- Willows within Capitol Valley - augmenting the existing landscape.



Oak Tree

OBJECTS

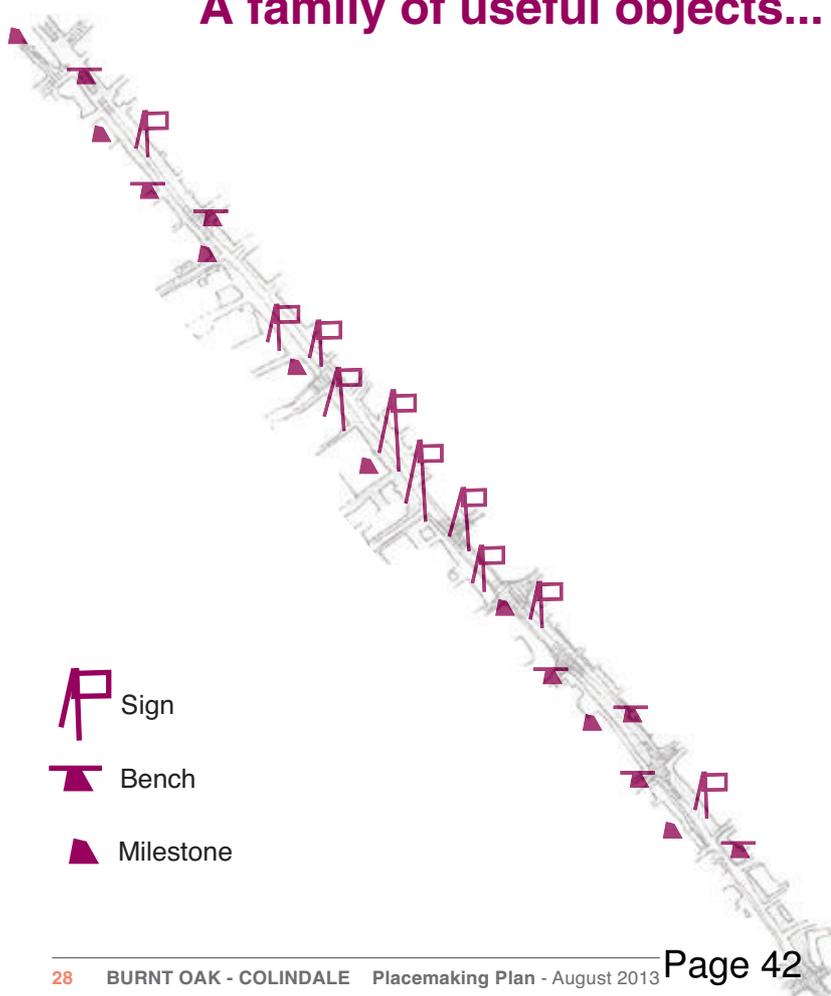
There is a strong 'vernacular' of signage along this section of the A5 - with commercial signage for retail units operating at a range of scales alongside advertising hoardings and street signage. At present, much of this signage contributes to the sense of clutter within the public realm environment - but it clearly plays an important commercial role.

This signage be re-ordered as part of an area-family of street furniture, with a particular focus on large-scale signage elements, which is specially designed for the area, and helps to provide a strengthened sense of place / identity.

This document makes the following proposals:

- A family of 'useful objects' should be developed for integration within the A5 streetscape.
- This would include benches, large-scale signage, and advertising hoardings.
- A further study should be commissioned to develop the specific character and quality of these objects.
- The objects might exploit the hilly topography of this section of the road - establishing a horizontal datum in relation to the varying ground level. (This would result in larger elements in the coarser grain environment of Capitol Valley, and more modest elements within the more traditional high street environments of Burnt Oak and the Hyde.
- Whilst they should be specific to the A5 context, they should be robust, simple and elegant - and have a simple and considered approach to their ongoing maintenance and replacement.

A family of useful objects...



Above: Existing, cluttered and uncoordinated street signage and commercial advertising/signage is unsightly and confusing.

The distinctive forms of traditional milestones (right), as would have been found on main highways such as this, provide a useful precedent for the design of new characteristic street furniture elements - such as the stool/wayfinding post shown here (far-right)



Precedent images (right) for how large-scale signage and flags might successfully contribute to a sense of place - and work in tandem with tree planting to elegantly integrate commercial signage in the general street scene (indicative proposal far-right)



.... that mark the valley

BURNT OAK

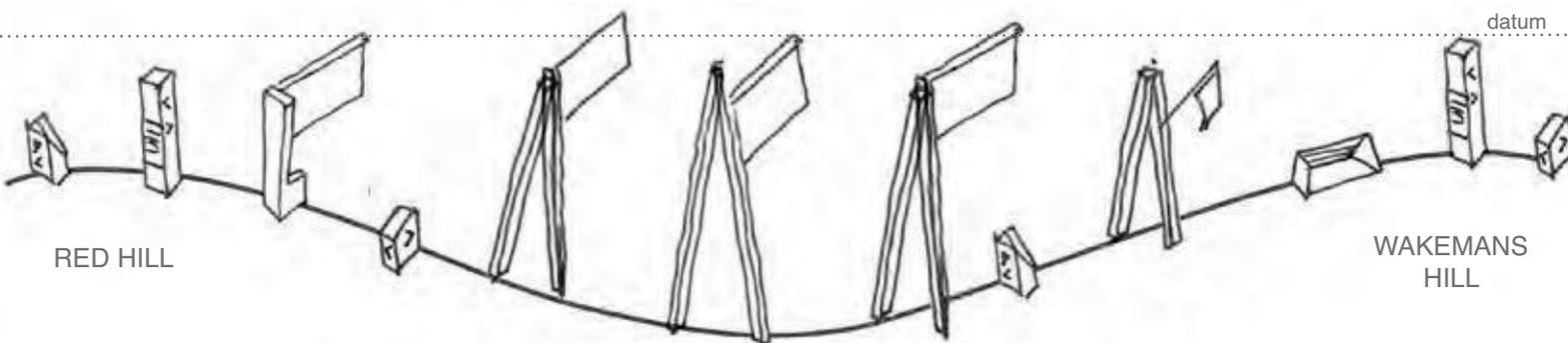
- Human scale
- Small grain
- Small objects

CAPITOL VALLEY

- Car scale
- Big box grain
- Big objects

THE HYDE

- Human scale
- Small grain
- Small objects



Sketch showing an idea for how the scale of the street furniture/objects might be understood to relate the topography - with the high points at Burnt Oak (Red Hill) and The Hyde (Wakemans Hill) being populated with short cairn like objects, while the valley is home to taller, festive structures.

BRING IT ALL TOGETHER...



KEY

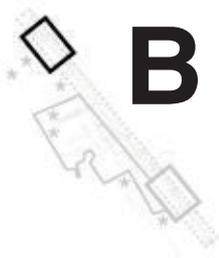
- ① High quality paving
- ② Tree grid
- ③ Cycle lane
- ④ Median strip
- ⑤ Carrigeway improvements
- ⑥ Signs
- ⑦ Facade improvements



Above: Existing



Above: The image combines the proposals illustrated in the last few pages to transform the public realm along this section of the road. These include; re-planning the carriageway and junctions, new surfacing of the footways and carriageway, the planting of street trees, and a family of street furniture and signage.



BURNT OAK

Burnt Oak is a local town centre at the northern end of the study area. Movement for all modes is the main issue on Burnt Oak Broadway – journey time reliability (particularly towards central London) is poor, with significant delays at junctions. Cyclists are not catered for, and the poor quality urban realm and frontages makes for an unwelcoming pedestrian environment.

Although it is a vibrant and lively centre - with a strong connection between the A5 corridor and the underground station to the East - it is dominated by the road junction between the A5 (Burnt Oak Broadway), Watling Avenue and Stag Lane.

Due to its staggered geometry, this is a large and relatively complex junction - difficult to cross for pedestrians, and dominated by clutter associated with vehicular movement (signage, safety barriers, bollards etc.).

Only one quarter of this junction lies within the study area boundary. The initial sketch proposal opposite suggests how the broad pavement spaces along the western side of the road could be transformed by simple public realm improvements - using standard materials and removing existing clutter.

However, a more significant transformation of Burnt Oak will require work on the junction itself. This lies beyond the scope of this study, but is a key recommendation for future work.

FORWARD STRATEGY:

A cross-borough study / design proposal should be developed, exploring options to reconfigure and civilise the junction.

The ambition of this work should be to enable efficient vehicular movement, whilst suppressing its negative impact on the high street / town centre.



Busy pedestrian crossing - difficult to cross in peak periods



Extensive guard railing



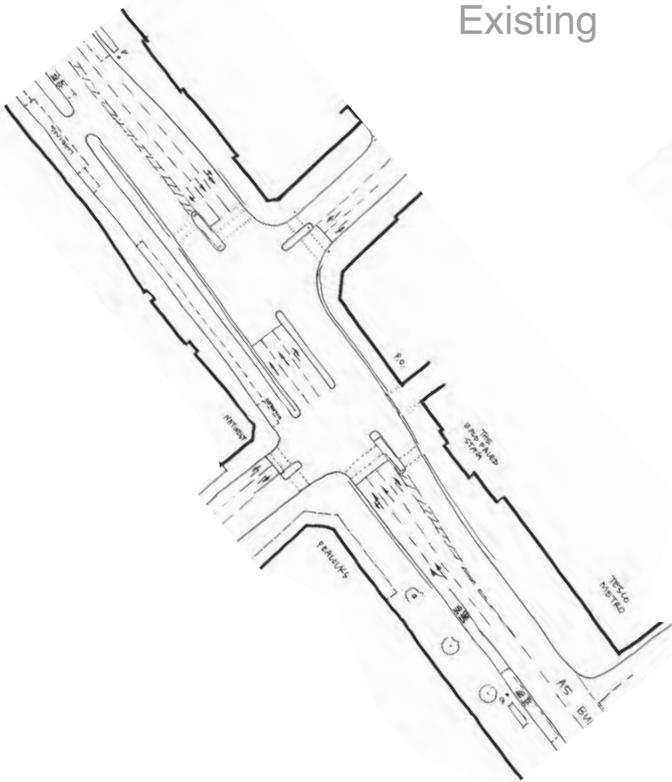
Cluttered pedestrian footways



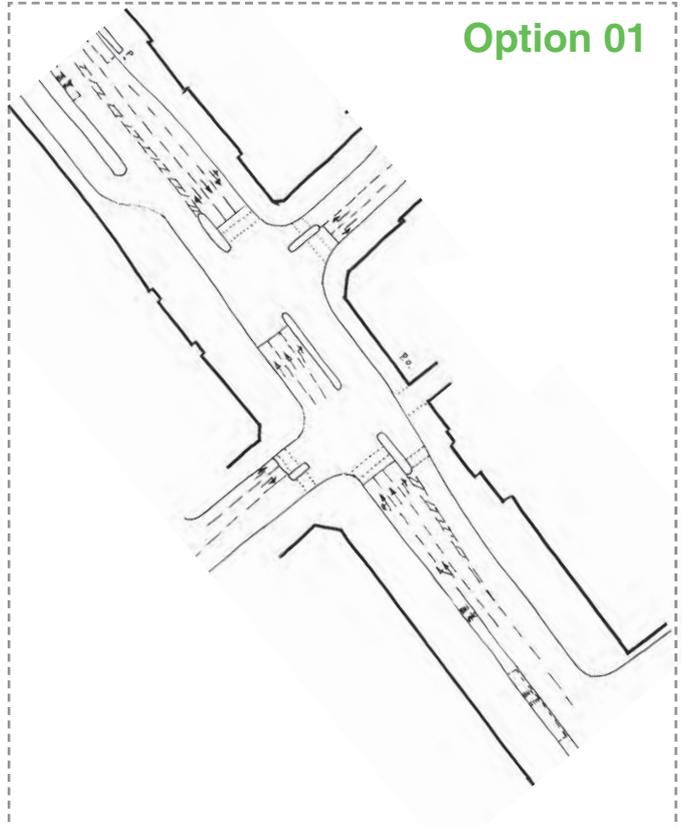
Right: The Brent study area only makes up a quarter of the Burnt Oak junction, and so in order to transform the area a joint venture by Brent, Harrow, and Barnet to facilitate and coordinate new proposals in a more consistent manner, could be beneficial for the A5 in the longer term.



Existing



Option 01



Initial Design Options

The existing junction is large and has a complex arrangement, in part to accommodate numerous turning movements (including buses) crossing between Stag Lane and Watling Avenue, a service road on the northwest side, and busy bus stops on all junction approaches. The result is that more than 80% of the public space is given over to traffic and parking, footways are constrained and overcrowded, crossing the A5 to shops and public transport stops is torturous, and significant junction delays are experienced.

A range of options for how this important space could be improved are set out in the sketches above, which vary in the degree of change proposed.

Option 1 involves the relatively simple intervention of removing part of the service lane on the northwest side of the junction to create a more generous pedestrian environment.

Option 2 reallocates some of the junction capacity to pedestrians, accommodating more direct and generous pedestrian crossings with an “all-red” signal phase (similar to recent improvements to Oxford Circus). This could be tied to bus priority measures that remove general through-traffic from Stag Lane to limit the amount of turning movements in and out of this arm of the junction. At this stage option 2 is the suggested preferred approach.

Option 3 adopts a more radical shared space arrangement (similar to the recent scheme on the A523 / A5149 in Poynton, Cheshire) to create a signal-free junction with slower, but smoother flowing traffic and a higher quality public realm giving greater pedestrian priority.

Re-planning of service road to improve junction, as well as to relieve constrained pedestrian flows by providing increased pedestrian footway space.

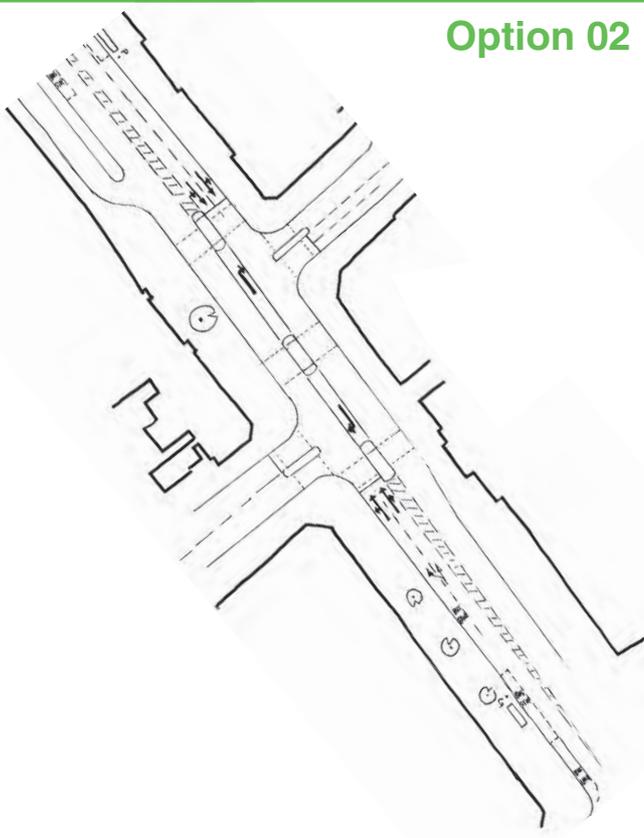


Above: As existing

KEY

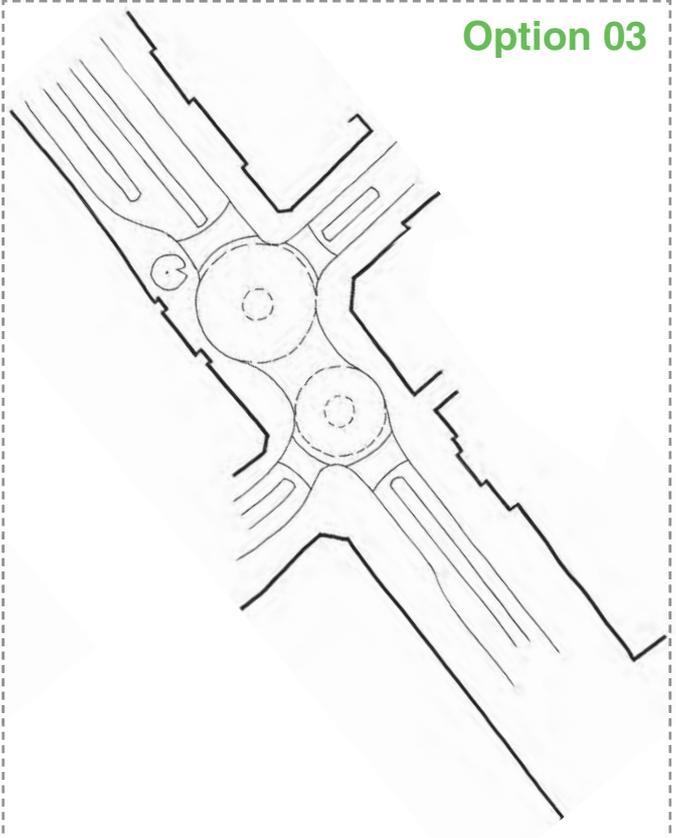
- ① High quality paving
- ② 'Feature' tree - big Oak
- ③ Cycle lane
- ④ Median strip - allows informal pedestrian crossing
- ⑤ Cycle stands
- ⑥ Milestone/ sign
- ⑦ Facade improvements

Option 02



As option one plus reduce carriageway width and provide more direct and safe pedestrian crossings

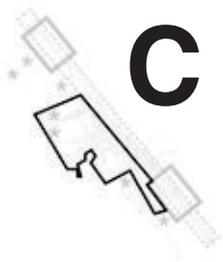
Option 03



Shared footpath/road surface with roundabouts at junctions (see Poynton scheme p47)



Right: Illustration of option 02 to re-plan the carriageway allowing for easier pedestrian crossings and improved provision for cyclists, de-clutter the footway and introduce rationalised street furniture and trees, and re-surfacing of the footway and carriageway using the TfL streetscape guidance



CAPITOL VALLEY

INTRODUCTION

The area to the south of Burnt Oak, and north of Colindale / The Hyde is currently dominated by a landscape of big box retailing along the A5 (including the Asda supermarket and a number of car showrooms), and a wider landscape of industrial workspace on the Capitol Way Industrial Estate.

Major change is anticipated in this area through the already consented applications for high density mixed use development at Oriental City and Capitol Way (Wickes site).

A key question for the Borough is how to manage this process of change - maximising the strategic opportunities for housing delivery and employment - while ensuring an improved quality of environment.

This study proposes a three-fold strategy for achieving these objectives:

- i. The retention of the current industrial/ workspace uses on site - as an important strategic asset - with the promotion of specific design responses to manage the interface of the industrial and residential uses as they exist and in the context of the potential intensification and vertical mixing of uses in parts of the site.
- ii. The development of a coherent masterplan / development framework for the whole of the Capitol Valley area, to guide change over the long term.
- iii. A suite of interventions for delivery over the short term to ensure improvements are realised in its transitional phase.

Each of these strands is presented in greater detail over the following pages.



Above: Light industrial uses along Carlisle Road - with poorly maintained surfacing and disordered and inefficient use of the space between buildings for parking, loading etc.



Above: In contrast to Carlisle Road the industrial units around Capitol Way generally have well organised off-road forecourts leaving the highway and footways clear. The issue here is that while the generous road geometries mean that the streets are suitable for use by larger commercial vehicles they are however somewhat inhospitable for pedestrians. A number of the junctions which encounter heavy turning traffic are in need of renewal.

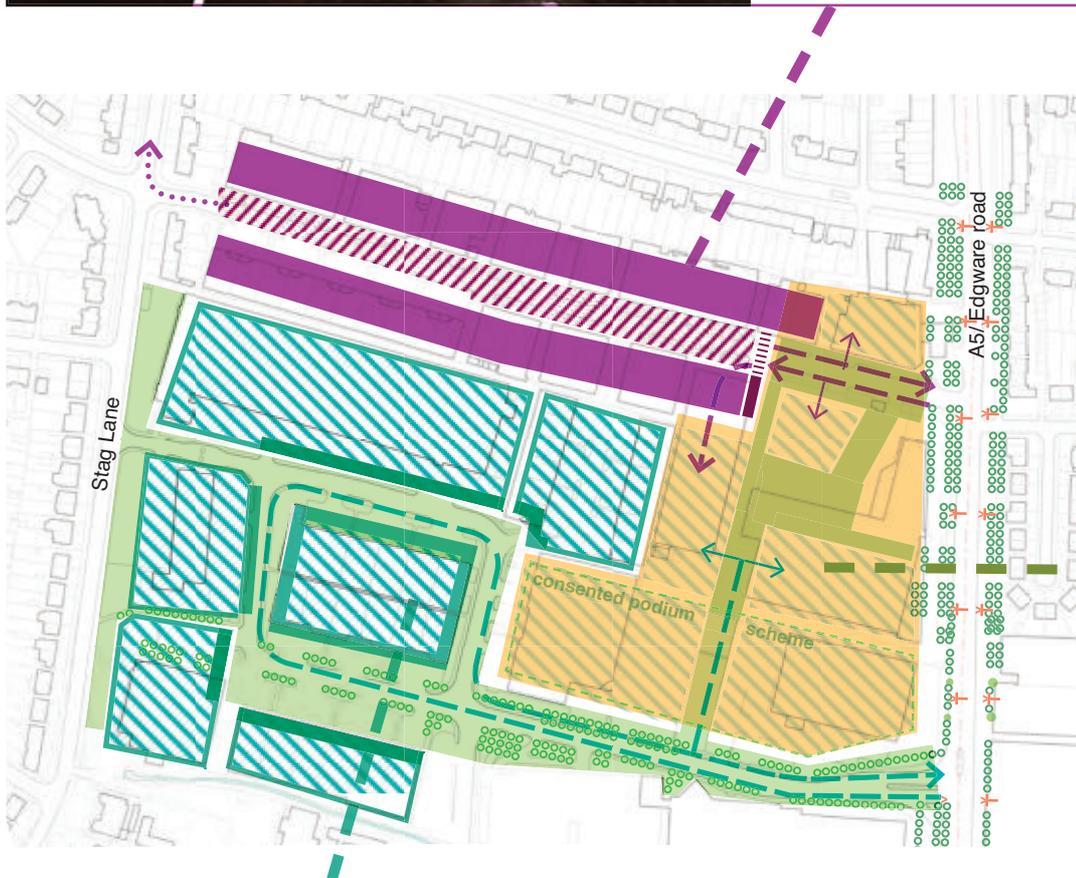
i. Industry retained and reformed



Carlisle Road

Improvements to the public realm environment along Carlisle Road might be a key focus for investment:

- The existing public realm environment is in poor condition but is heavily used by businesses for parking and 'overflow' working space.
- A simpler treatment of the space between the buildings (without kerbs, bollards etc.) could;
- improve the appearance of the space
- simplify future maintenance
- maximise the productive use of the space
- offer opportunities to introduce street trees to soften the appearance of the space.



A5 Frontage

- Potential for intensification with residential development over extensive ground floor garage/warehousing/light industrial uses
- access to be carefully considered to avoid conflict

Capitol Way

- Current access arrangement and neighbour relations working well.
- Improvements should be focussed on reinforcing the soft landscaping and improving conditions for pedestrians and cyclists - particularly at junctions. This is considered in more detail on p41

ii. Longer term framework for change

Existing development proposals for the sites at Oriental City and Capitol Way have come forward in relative isolation, and without a locally-specific spatial framework to guide the form and nature of development, and its contribution to the public realm within the area.

A long-term masterplan framework for this area would have the following objectives and principles:

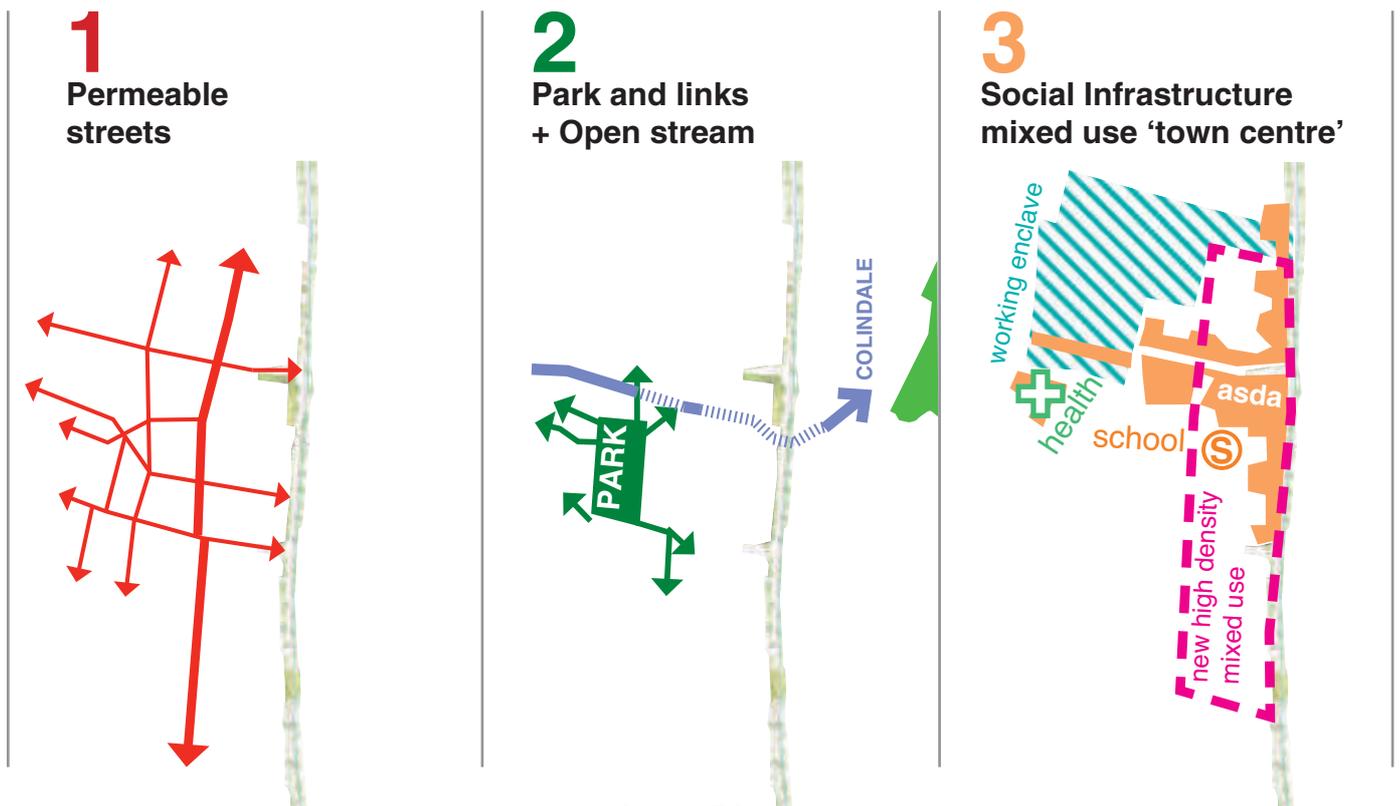
- Support for the retention - and where appropriate / feasible, densification - of employment uses within the area. Surveys of the Capitol Way Industrial Estate reveal this is a successful and busy industrial location which plays an important role for this part of London.
- Development of a higher-density mix of uses along the A5 corridor - helping to contribute to a stronger and more active public realm along the high street.
- An improved movement network; any re-developments of sites within the area should seek to break down its coarse grain and poorly connected block structure, and contribute to a more permeable movement network with better pedestrian links.
- It would provide the Council with a key tool to guide pre-application discussions and inform decisions on forthcoming applications.

FORWARD STRATEGY:

Develop a full masterplan / development framework - potentially adoptable to formalise its planning policy status - to guide change over the long-term, while also seeking funding and progressing the design of complimentary small-scale projects to be delivered in the short term.

Below: Diagrams outlining the key spatial parameters that a long-term masterplan framework would address.

Right: Composite drawing showing the consented major schemes at Oriental City and Capitol Way (Wickes) overlaid with the street and green infrastructure networks and patterns of land-use implied by the spatial parameter drawing included below.





iii. Short term ‘fixes’

In tandem with a long-term strategy for managing change, there are a number of opportunities for delivering improvements within the Capitol Valley which could be delivered over the short-term.

These are described by the drawing opposite and summarise below:

A
A series of opportunities for introducing raised table junctions within the Capitol Way estate - as outlined on p37 - which could help to make a more pedestrian friendly environment, and assist with traffic calming.

B
Improvements to the Asda supermarket elevations and entrance. At present, the supermarket has a negative impact on the public realm environment - with a blank frontage to the A5, and a difficult entrance sequence. Improvements to this condition should have mutual benefits for the supermarket itself, and could be undertaken in tandem with store improvements.

C
Particular opportunities to improve East-West connections, including a potential new link connecting Stag Lane to Grove Park, and beyond to Asda, via the existing health centre. Additional or alternative possibility of improving access along the brook (including the cleaning-up and restoration of the brook).

D
Park landscaping, equipment, pathways, and entrance improvements to make the park more welcoming and prepare it for greater use from new local residents.

E
Improvements to the path link between Capitol Way and Stag Lane. Improve lighting and signage, provide CCTV if appropriate and formalise existing ‘desire-line’ path as shared use pedestrian and cycle connection. Consider decorative

F
Signage and minor improvements to routes towards Silk Stream Park and Montrose Park

Forward Strategy:
Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors.
Agree a set of priority ‘quick-win’ projects.
Develop design proposals for implementation (RIBA Stage C onwards).



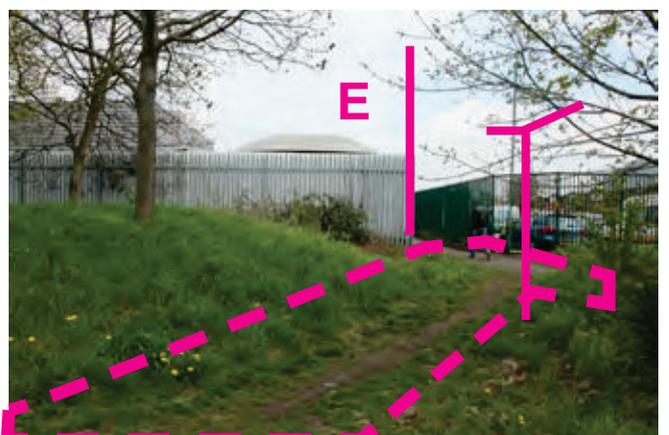
Asda frontage



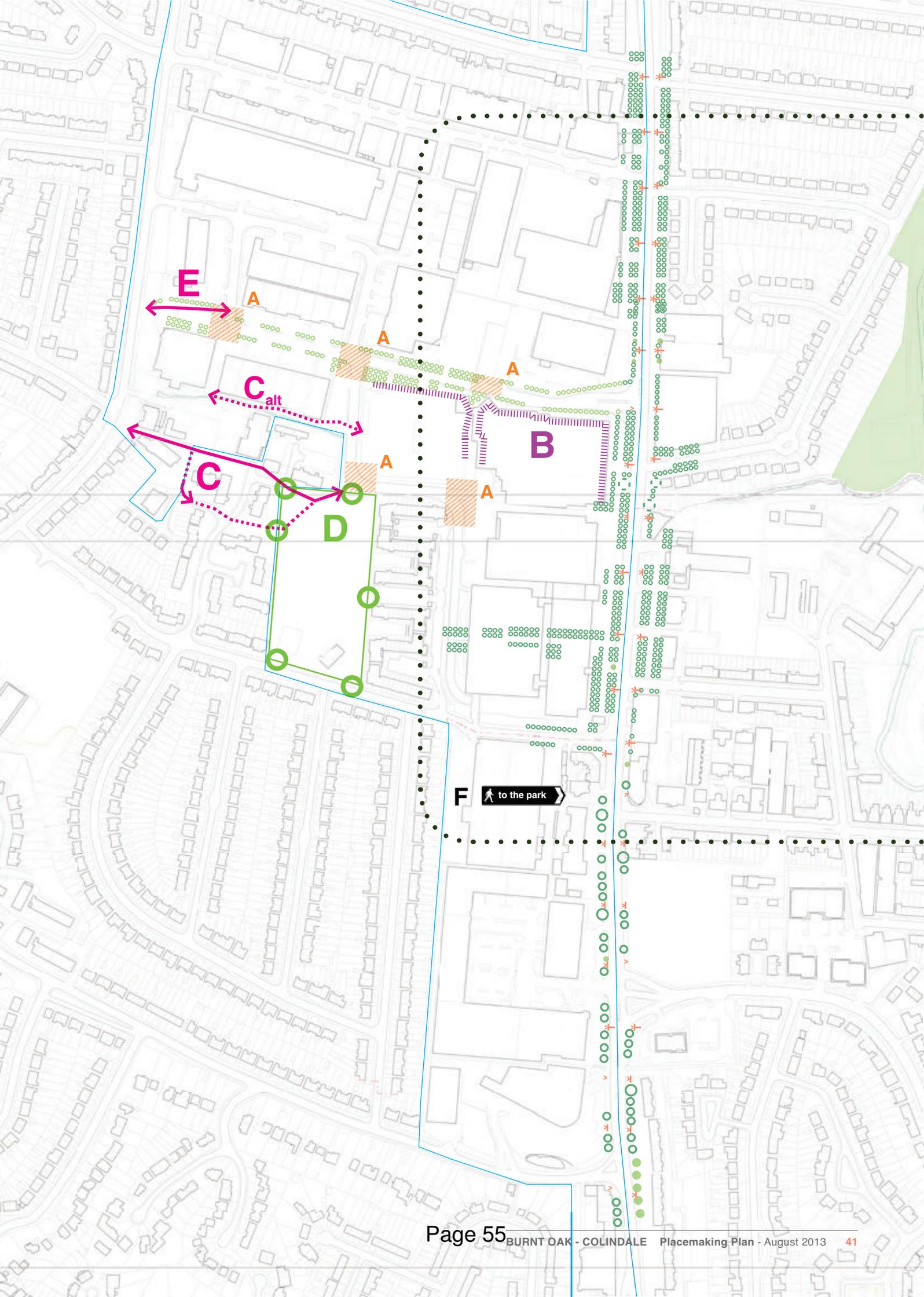
Potential Stag Lane to Groves Park link

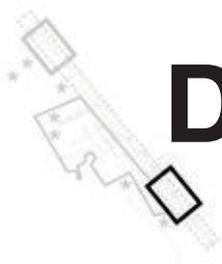


Groves Park northern entrance



Alleyway leading to Capitol Way from Stag Lane





D THE HYDE

To the south of Capitol Valley, the Hyde is an important local centre, with active high street frontages.

Key issues include:

- The dominance of the staggered road junction between the A5 / Edgware Road and Wakemans Hill Avenue / Sheaveshill Avenue - with the geometry of the road junction consuming a lot of valuable space within the public realm.
- Pedestrian movement - particularly crossing the A5 - is difficult and potentially dangerous.
- The impact of extensive and uncontrolled parking, particularly to the north-west of the junction.

Despite these issues, the wide space between building frontages presents a real opportunity to re-order these elements, and to help make a more successful, distinctive and pleasant environment for residents and businesses.

FORWARD STRATEGY:

Further work is needed to explore a range of options for adjusting the road junction - which in turn will influence the wider public realm proposals.

These could range from 'light-touch' adjustments to the existing arrangement, to more radical / comprehensive changes such as those illustrated in Option 1.

It is recommended that a detailed design study is commissioned to explore this in more detail.

The study should be jointly commissioned / cliented by LB Brent, LB Barnet and Transport for London.



Junctions - difficult to cross for pedestrians



Poor quality paving materials and clutter



Unregulated car parking - with patterns of use that suggest that the parking is often not readily available to potential customers.

A radical rethinking of the Hyde junction as a shared space

The proposals illustrated below and over the page explore the potential impact of a major re-configuration of the junction and the associated approaches, including:

- 2 distinctive approaches to the re-configuration of the road junction.
- An emerging approach to the treatment of the pavement and road surfaces within and around the junction, which would seek to downplay the presence of the A5 within the space through a more singular treatment of the ground, and prioritise pedestrian movement.
- Proposals for additional street-tree planting.

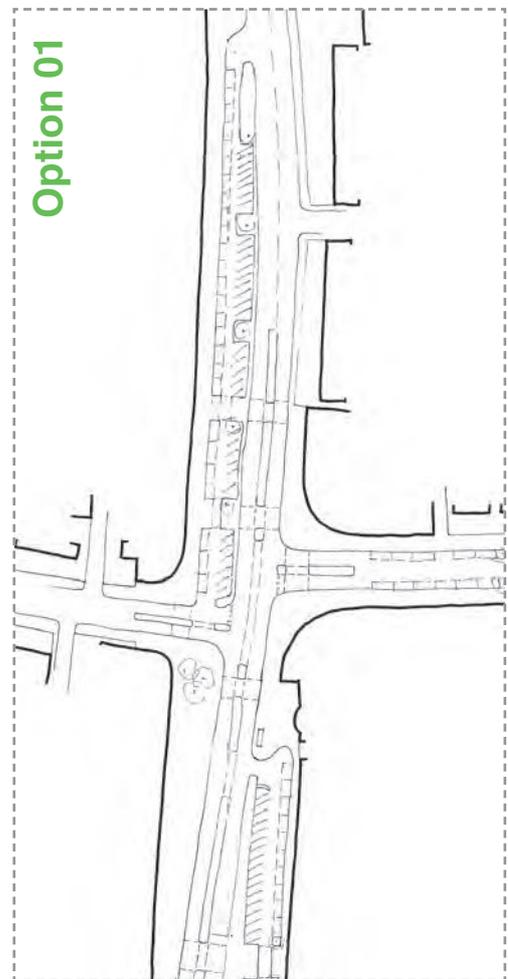
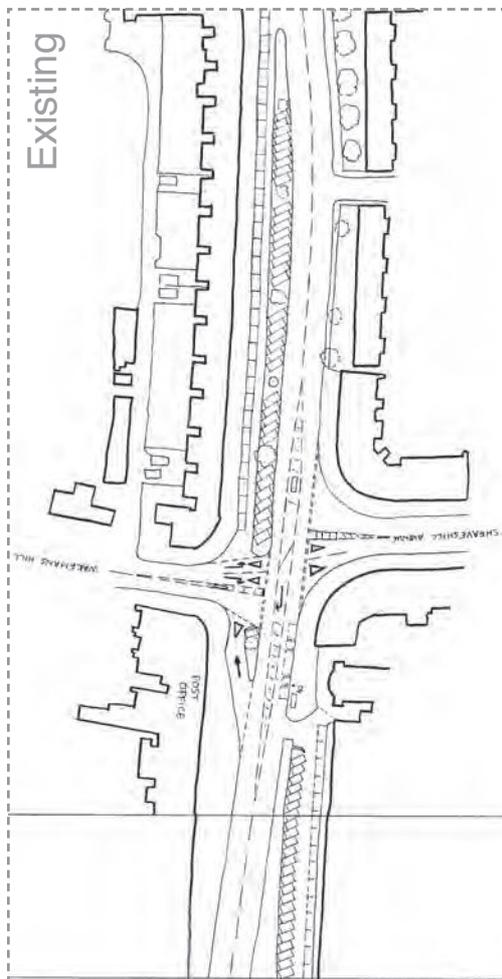
- 1 - Increase pedestrian priority
- 2 - Reduce traffic speed
- 3 - Rationalise parking
- 4 - Increase the quality and visibility of shop fronts

Right: The existing junction at the heart of the Hyde



Below: View of the same junction as proposed





Both the junctions of Wakemans Hill Avenue and Sheaveshill Avenue with the A5 at the Hyde currently take the form of major/minor priority junctions. Sweeping corner radii encourage vehicles to speed in and out of these relatively quiet side streets (particularly when heading downhill) and make informal pedestrian crossing of the side roads unnecessarily long and unsafe.

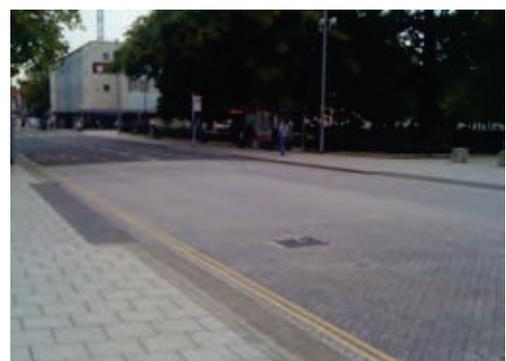
Service road accesses (particularly on the west side) add further potential conflicts. Heavy use of these service roads and adjacent verges for long-stay parking and loading, make for a cluttered environment and often block visibility of pedestrians trying to informally cross the A5. The lack of pedestrian crossing facilities and speed of traffic on this stretch of the A5 further adds to safety concerns. The result is an unsafe and unwelcoming environment for an area with many local high street businesses and much on-street activity.

Two options for improving the arrangement are set out alongside. Both of these take as their starting point a need to slow traffic speeds, provide more and safer pedestrian crossing opportunities and rationalise some of the parking and servicing activities.

Both will involve a management strategy to encourage short-stay parking in clearly defined on-street bays, principally for customers associated with the businesses in the immediate area, combined with improving and maintaining existing shared rear lanes and yards, so that these can be used as the principal location for long-stay staff parking, deliveries and servicing.

Option 1

- Greater space for pedestrians by removing the short service road on the southwest corner and formalising verge parking with gaps for pedestrians and tree planting
- and better informal pedestrian crossings on the A5 with visually distinctive changes of material to slow traffic speeds and direct pedestrians to cross at certain points, and incorporation of median strips where space allows to create safe refuge areas
- Tightening the cornerscorner radii of side streets to slow turning traffic and shorten crossing distances
- Improve access from side streets



Below: Informal crossing - London Road, Southampton

Option 02



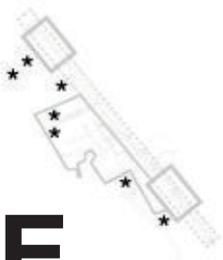
Above: Poynton, Cheshire -
A successful existing scheme similar to proposed option 02

Option 2

- A more radical shared space arrangement (similar to the recent scheme on the A523 / A5149 in Poynton, Cheshire) to create a signal-free junction with slower, but smoother flowing traffic and a higher quality public realm giving greater pedestrian priority
- Greater space for pedestrians and better informal pedestrian crossings
- Visually narrowing approach lanes to slow traffic and allow easier pedestrian crossing
- Improve access from side streets
- Realigning the A5 on the south side of the junction to shorten forward visibility and slow through-traffic and to accommodate a better parking arrangement in the southeast corner
- at this stage option 02 is the suggested preferred alternative



Right: Proposed aerial view - option 02



E

EDGE PROJECTS

We have identified - in addition to the proposals related directly to the A5 and Capitol Industrial Park that are contained within the preceding sections (A-D) - a series of other potential improvements at the edge of the study area. These improvements while geographically peripheral to the focus of the study on the A5 would nonetheless have an important supporting role for the broader strategic objectives - and in some situations are essential to achieving the vision for the A5 itself.

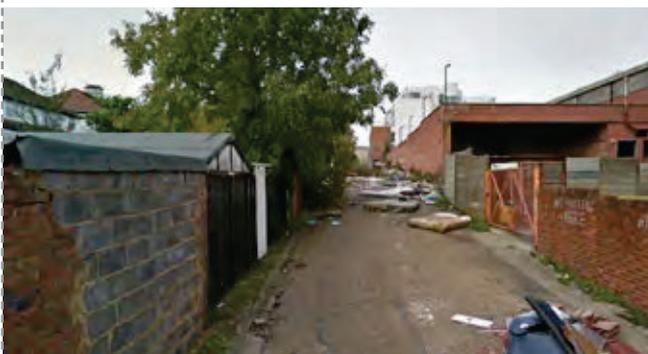
Forward Strategy:
Develop detailed proposals for the projects outlined below.

1 Alleyway Upgrades

Existing alleyways behind the buildings fronting onto the A5 - such as that illustrated below - are potentially extremely useful service and access areas but are currently problematic and under-utilised due to their poor condition and security concerns, maintenance and fly-tipping.

A re-appraisal of these spaces and agreement over responsibility for their upkeep and potential role within a broader parking strategy (as outlined earlier in this document) might be linked to an initial capital project to improve surfaces, drainage and security. This might include the addition of gates at the alley entrances (alley gating) as has been undertaken elsewhere with input from the Brent Environmental Health team.

Existing alleyway between Holmstall Avenue and Limesdale Gardens exhibiting problems with fly-tipping.



2 Parks Improvements

This proposal is for the improvement of existing green spaces at the edge of the study area to support better and increased use by existing and new resident communities.

These improvements might include making the spaces more welcoming and accessible by improving entrances and frontages to surrounding streets (by, for instance, removing the billboard fronting Edgware Road opposite Hyde House), and rationalising and improving the facilities in each park over time by formulating - with local resident input - a co-ordinated design for a programme of landscaping, biodiversity, equipment, surfacing and furniture interventions that can then be put forward for funding.

Existing park space at the end of Crummock Gardens - with indicative ideas for improving the park entrance.





* project 2.2 (Grove Park) is included here for completeness - but is dealt with in detail in the Capitol Valley area

3 Street adjustments

The broad transport strategy implies a number of street-level interventions away from the main A5 corridor which have not been covered in the preceding proposal sections (A-D). The remaining potential interventions, located at the periphery of the study area are as follows:

- Cycle route towards Queensbury - involving measures to improve provision for cyclists along Holmstall Avenue.
- Measures to calm traffic and improve conditions for pedestrians and cyclists along Stag Lane as the continuation of a strategic 'quietway' route towards Wembley
- Bus gate/s to prevent/discourage through-traffic along Stag Lane and prioritise bus and cycle movements (locations indicative - subject to detail appraisal)

View of Stag Lane as existing



4

DELIVERY

This chapter details the processes and tools that will be necessary to continue the process of delivering the vision beyond this initial stage.

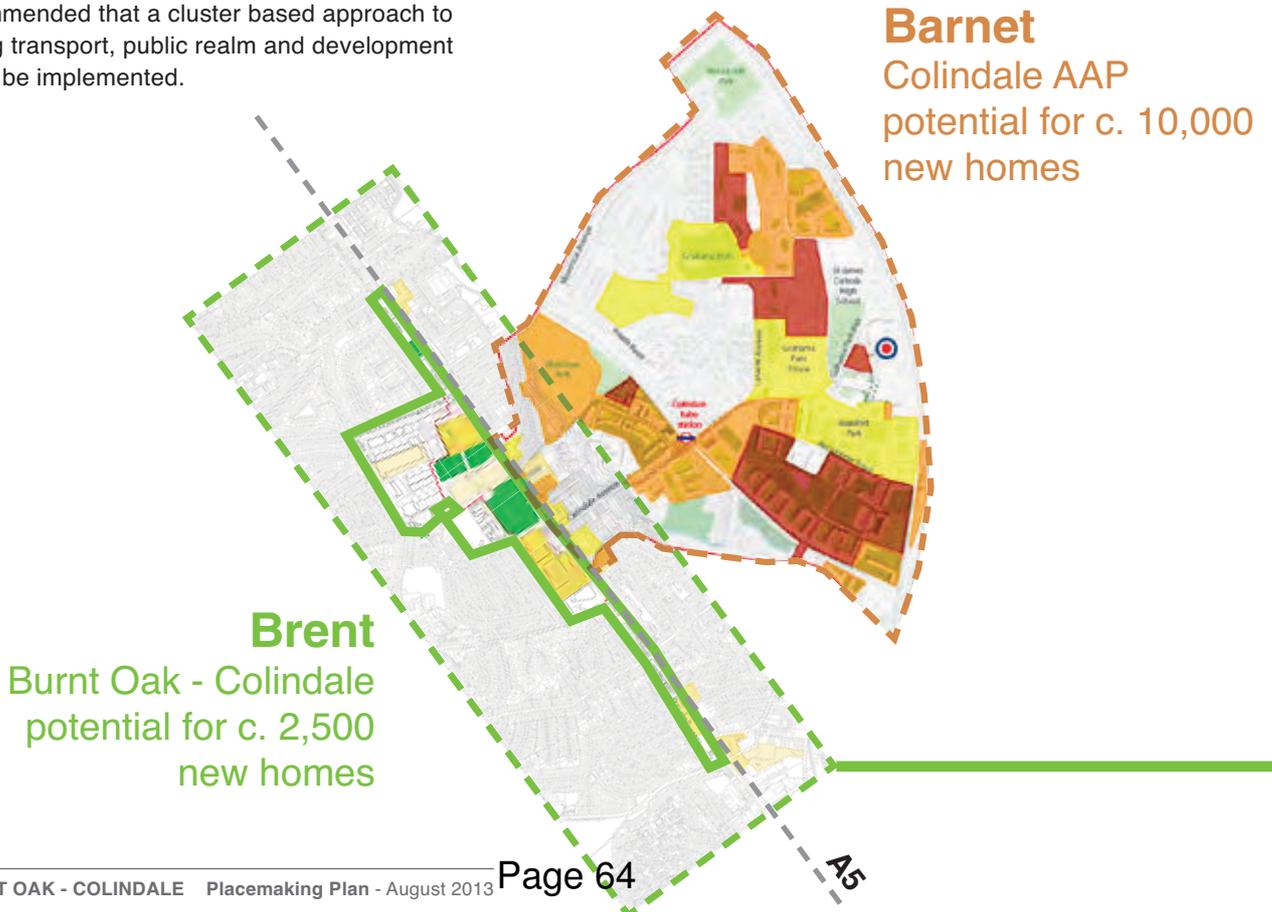
DELIVERY CONTEXT

The placemaking projects and proposals put forward here will have significant transport, movement and legibility benefits. This corridor is a significant arterial traffic and bus route through northwest London.

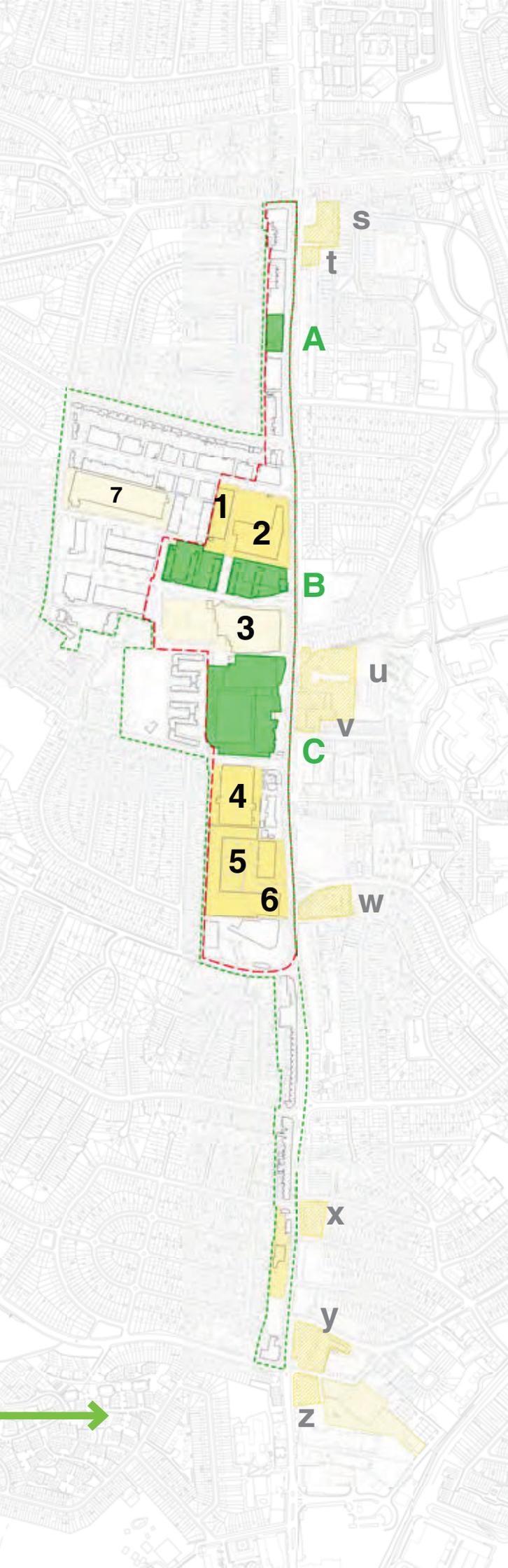
The functionality and efficiency of movement through this area will benefit movement across a much wider catchment. As a result it can be expected that many of the investments will be justified from a transport investment perspective.

At the same time, there is significant redevelopment potential on, adjacent to and within a wider zone of influence. The Colindale Opportunity area will deliver up to 12,500 new homes and potentially bring up to 30,000 new residents to the area. There area also a number of larger redevelopment schemes that have been put forward in the immediate area. Larger sites include the Oriental City redevelopment. At the same time, this study has also identified a number of other potential redevelopment opportunities at under-utilised or particularly low density sites.

It can be expected that the immediate residential population along the A5 will increase, and a new generation of retail and employment facilities will be delivered. In combination with the transport and public realm projects here there is the potential for a substantial transformation of Burnt Oak, Colindale and the A5. It can be expected that some contribution from this redevelopment can be made to public realm. It is recommended that a cluster based approach to integrating transport, public realm and development proposals be implemented.



SCHEDULE OF POTENTIAL REDEVELOPMENT
/INTENSIFICATION OPPORTUNITY SITES
WITHIN AND ADJACENT TO THE STUDY AREA



Key	Site	Sub Area
-----	------	----------

Existing Proposals

A	BURNT OAK WAY	Burnt Oak
B	CAPITOL WAY	Capitol Valley
C	ORIENTAL CITY	Capitol Valley

Other Potential Sites

1	JEMCA CAR	Capitol Valley
2	MERCEDES AND LOGISTICS	Capitol Valley
3	ASDA	Capitol Valley
4	SERENA HOUSE	Capitol Valley
5	COLINDALE RETAIL PARK	Capitol Valley
6	UTILITY WAREHOUSE	Capitol Valley
7	CAPITOL WAY LOGISTICS SITE	Capitol Valley

Other Potential Sites Outside Study Area

S	TESCO	Burnt Oak
T	RESIDENTIAL/ HOSTEL	Burnt Oak
U	JAPANESE CAR CENTRE	Capitol Valley
V	MERIT HOUSE	Capitol Valley
W	McDONALDS	Capitol Valley
X	LEXUS CAR DEALER	The Hyde (south)
Y	HYDE HOUSE	The Hyde (south)
Z	JASON USED CARS	The Hyde (south)

DELIVERY PLAN

The proposed delivery plan has four components - each of which is intended as an active tool:

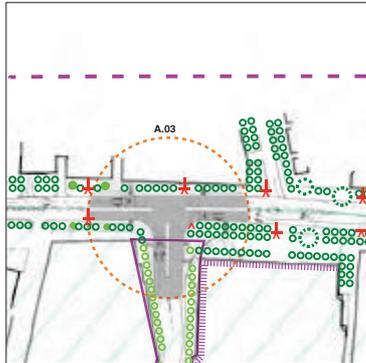
1.

Strategic Endorsement	Public Resource Allocation Tasks - Key
<ul style="list-style-type: none"> Establish commitment of resources to act for officers in planning, regeneration, and property / asset management 	<ul style="list-style-type: none"> Establish commitment of resources to act for capital funding and staff and professional services
<ul style="list-style-type: none"> Establish corporate funding commitment 	<ul style="list-style-type: none"> Establish corporate funding commitment
<ul style="list-style-type: none"> Establish funding commitment from TIL 	<ul style="list-style-type: none"> Establish funding commitment from TIL
<ul style="list-style-type: none"> Identify member leads and advocates for LB District 	<ul style="list-style-type: none"> Identify anchor businesses and create cluster / destination
<ul style="list-style-type: none"> Coordinate meeting with anchors to present District Plan - Collaborate strategy and cluster and private investments 	<ul style="list-style-type: none"> Identify and test long term organisational encompassing membership based governance or association; Business Impact with enhanced data for capital spend arrangements for private and public sector projects
<ul style="list-style-type: none"> Identify LB District commitments to spend capital spend associated with each sector 	

12 Month Action Plan

This checklist - presented on the opposite page - sets out the key initial actions needed to progress delivery of the overall vision.

2.



Project mapping

The extent and location of the various interventions and initiatives proposed by this study have been recorded on a large scale plan of the study area. This plan has underpinned the establishment of outline costs for the various proposals and serves as an index and key reference document for the co-ordination of planning efforts and capital projects.

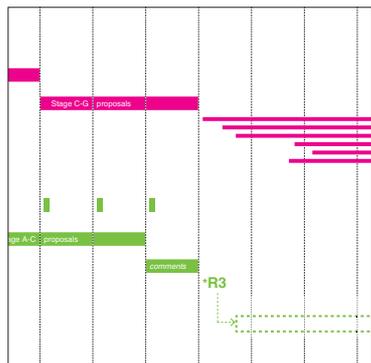
3.

Partner	Cost	Public Source
TIL	1,500,000	TIL, Borough Highways, GP
TIL	100,000	TIL, Borough H
TIL	50,000	TIL
TIL	incl.	TIL, Borough Highways, GP
TIL	350,000	TIL, Borough H
TIL	1,200,000	TIL, Borough H
TIL	200,000	TIL, Borough H

Project Matrix

The project matrix tabulates and provides costs for the various measures recorded in the project mapping. A working version of this spreadsheet will be issued alongside this report to act as a tool for the on-going management of the project components and the allocation of funding and application for funding in the next stages.

4.



Programme

The programme provides an outline for how the near- and medium-term projects could be progressed in relation to the 12 month action plan.

12 MONTH ACTION PLAN

Establish Costs

Identify broad based cost estimates

LB Brent Corporate Strategic Endorsement

Briefing of senior officers in planning, regeneration, housing, transport and property / asset management

Briefing of Chief Executive

Briefing of Council Leader and cabinet members

Request commitment of staff resources to advance delivery through design and fundraising following internal briefings.

LB Barnet Corporate Strategic Endorsement

Briefing of senior officers in planning, regeneration, housing, transport and property / asset management

Briefing of Chief Executive

Briefing of Council Leader and cabinet members

Request commitment of staff resources to advance delivery through design and fundraising

Establish Burnt Oak – Colindale Place-making Team to Deliver Schemes

LB Brent: Public Realm, Highways, Regeneration, Planning

LB Barnet: Public Realm, Highways, Regeneration, Planning

TfL: Public realm, Highways, Bus

Near Term Project Development

Advance design to RIBA stage C for near term projects

Funding Strategy Tasks

Confirm broad costs for public realm improvements by type: streets, major junctions, other junctions, business area improvements; cycling and way-finding improvements

Confirm costs by sub area: Burnt Oak; Capital Valley; Watling Avenue; the Hyde

Confirm costs for Borough (Brent) specific projects

Confirm potential contributions from major applications

Confirm CIL contributions estimate from each Borough

Compare contributions and costs, identifying mismatches or gaps at a whole corridor and cluster scale

Establish outline funding application justifying investment in terms of transport, development and growth outputs

Public Resource Allocation Tasks – Key Projects

Establish commitment of resources to advance delivery for capital funding and staff and professional / technical advance

Establish corporate funding commitment from LB Brent

Establish corporate funding commitment from LB Barnet

Establish funding commitment from TfL / GLA

Organisational Development Tasks

Identify member leads and advocates from LB Brent and LB Barnet

Identify anchor businesses and institutions for each cluster / destination

Coordinate meeting with anchors to promote the overall Burnt Oak – Colindale strategy and cluster specific public and private investments

Identify and test long term organisational structures encompassing membership based chamber of commerce or association; Business Improvement District with enhanced dues for capital spend; joint venture arrangements for private and public sector development projects.

Identify LB Brent commitments to operational and / or capital spend associated with each model.

Confirm acceptable approach by cluster

Confirm potential contributions.

2



B.0 BURNT OAK



E.3.3 Cycle route measures on Stag lane

Place driven public realm improvements - See AB drawing 1437/150/SK11 - Option 1



E.3.2 Potential bus gate

PROJECT MAPPING

A.0 A5 / EDGWARE ROAD

A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
- A.02 Barnet considering plans for junction improvements incl. signalisation and relocation of bus stop
- A.03 Rationalise and tighten geometry of junction (see ABA drawing 1437-150-SK12)
- A.04 Barnet considering plans for junction improvements - including better pedestrian crossings and related school entrance
- A.05 (As A.03)
- A.06 (As A.03)
- A.07 Signal upgrade to accommodate right turn

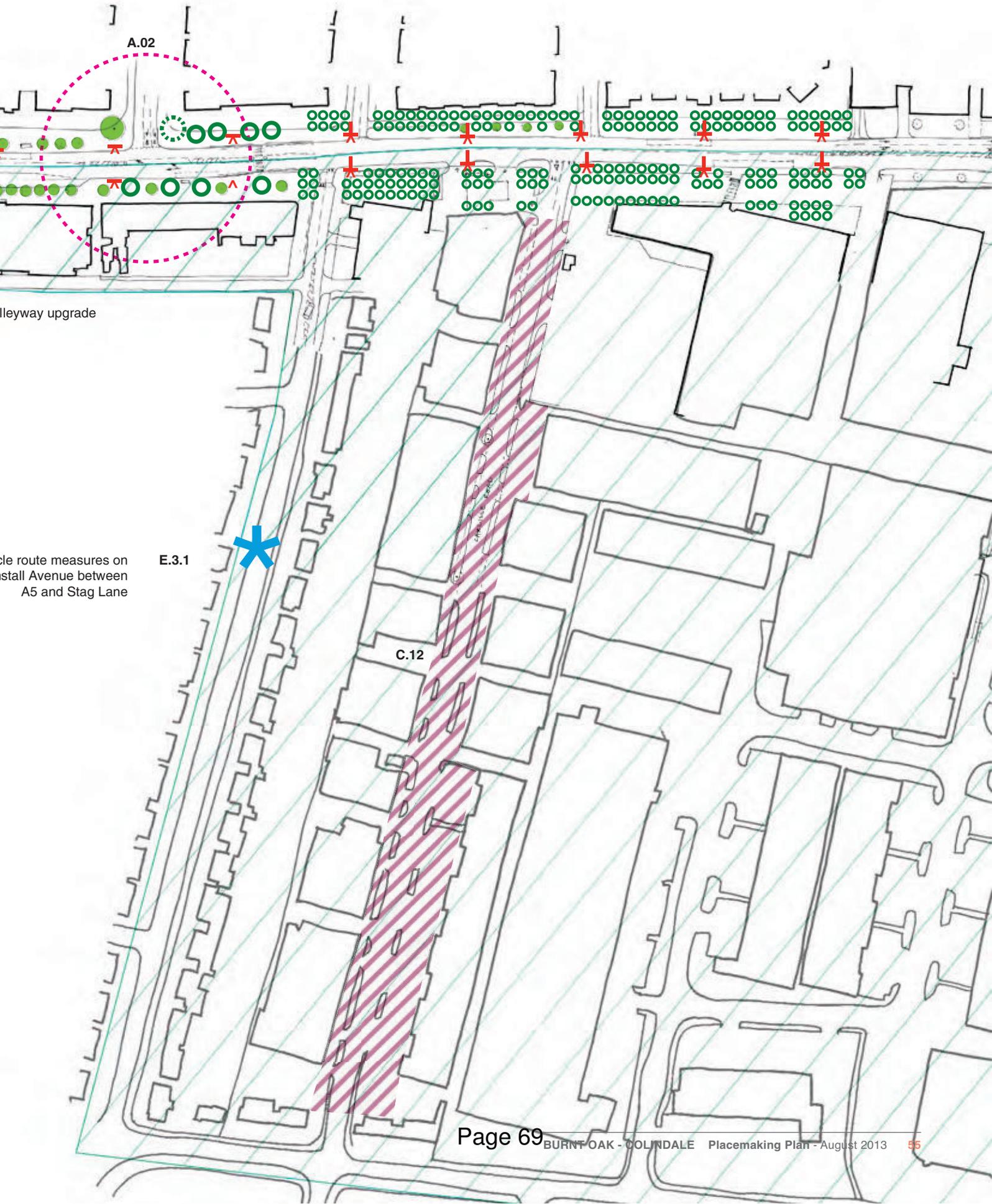
A.10 Objects

- A.11 Proposed Milestone
- A.12 Proposed Bench
- A.13 Proposed Sign

A.20 Trees

- A.21 Proposed Grove trees
- A.22 Proposed Avenue trees
- A.23 Proposed Feature trees

C.0
CAPITAL VALLEY



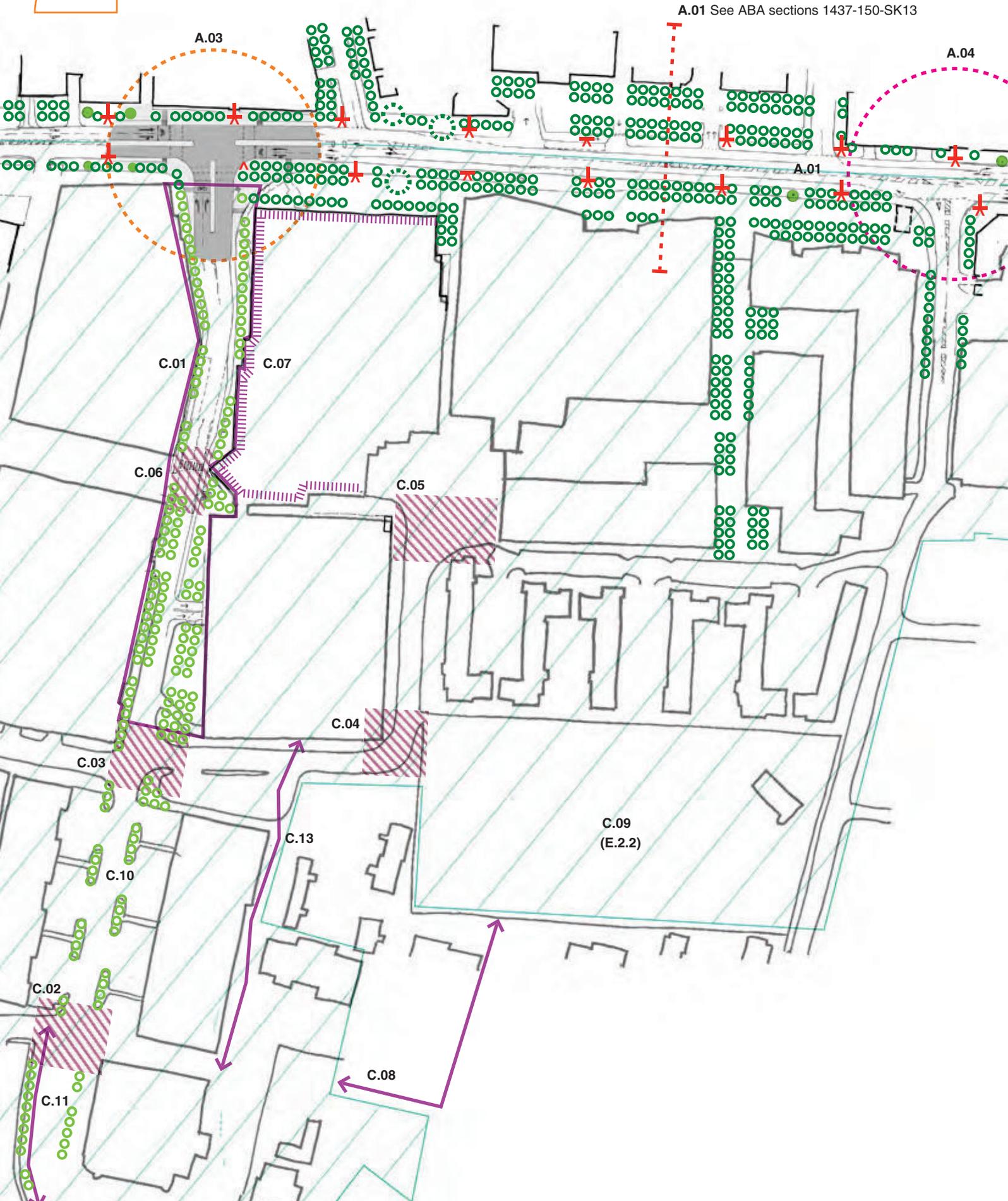
alleyway upgrade

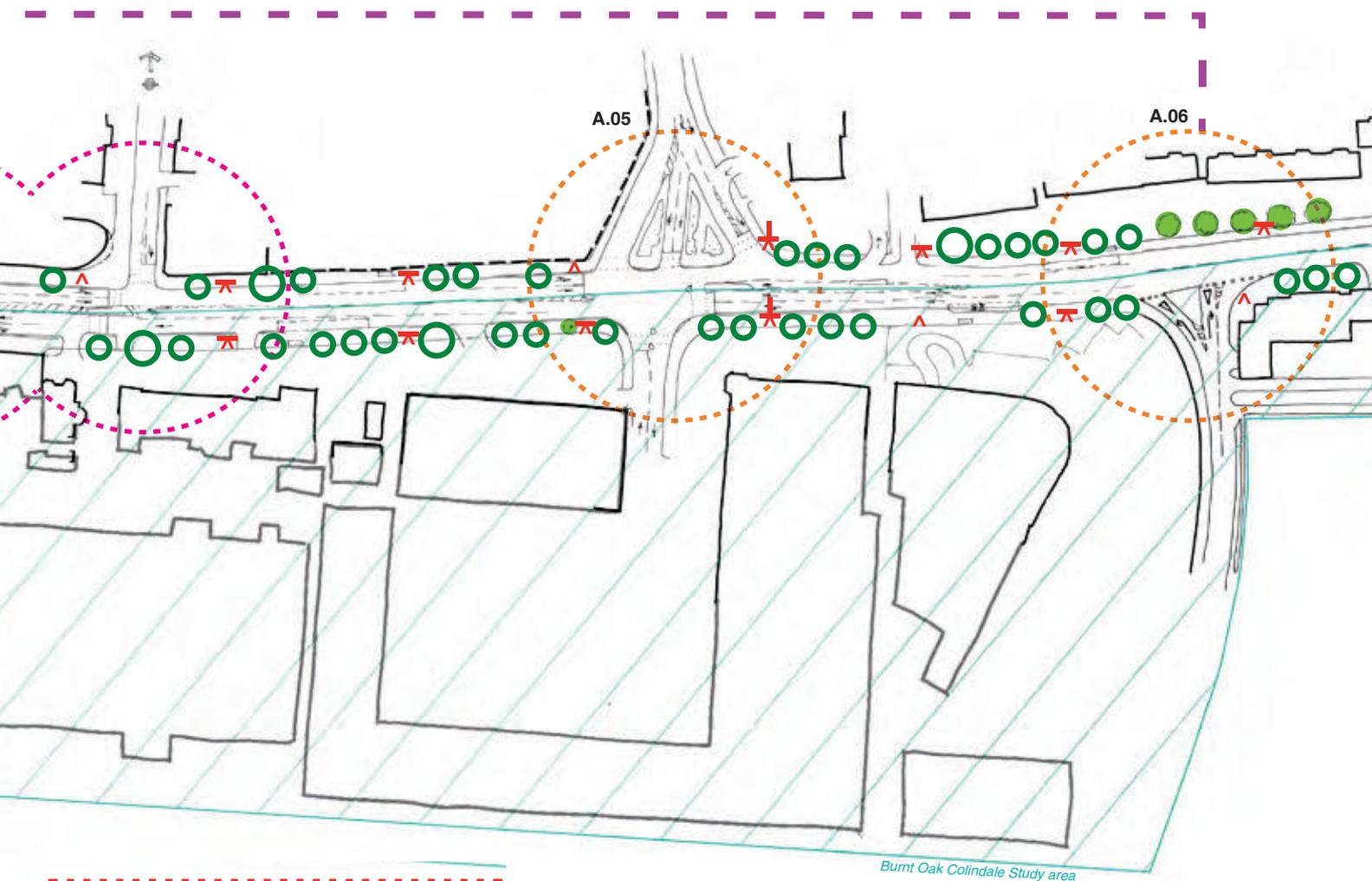
cable route measures on
install Avenue between
A5 and Stag Lane

A.02

E.3.1

C.12





Burnt Oak Colindale Study area

A.0 A5 / EDGWARE ROAD

A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
- A.02 Barnet considering plans for junction improvements incl. signalisation and relocation of bus stop
- A.03 Rationalise and tighten geometry of junction (see ABA drawing 1437-150-SK12)
- A.04 Barnet considering plans for junction improvements - including better pedestrian crossings and related school entrance
- A.05 (As A.03)
- A.06 (As A.03)
- A.07 Signal upgrade to accommodate right turn

A.10 Objects

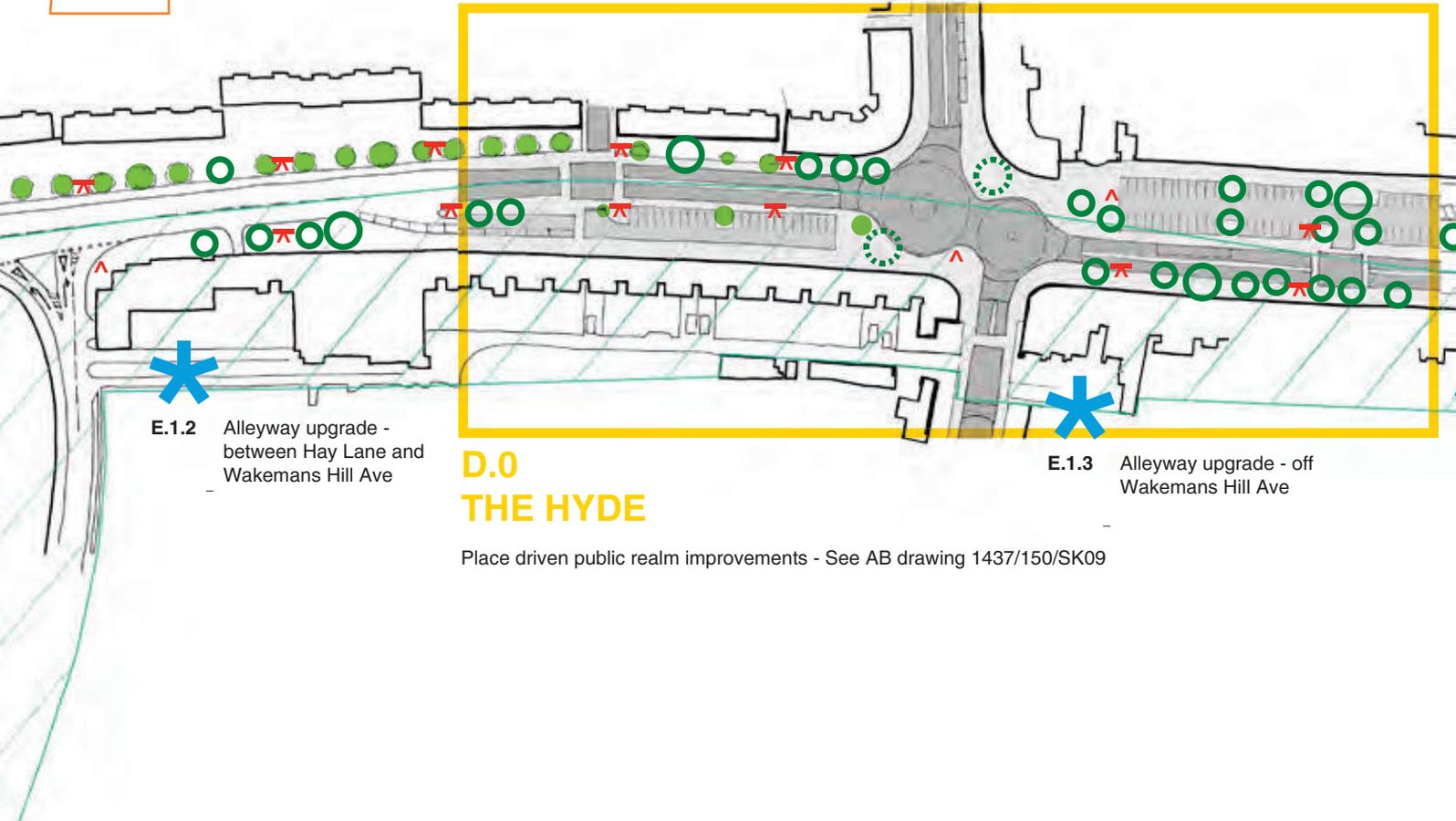
- A.11  Proposed Milestone
- A.12  Proposed Bench
- A.13  Proposed Sign

A.20 Trees

- A.21  Proposed Grove trees
- A.22  Proposed Avenue trees
- A.23  Proposed Feature trees

C.0 CAPITAL VALLEY

- C.01 Tree planting and upgrade of street surfaces along Capital way eastern stretch
- C.02
- C.03
- C.04 Raised table junction/ crossing
- C.05
- C.06
- C.07 Improvements to ASDA elevations and entrance
- C.08 Stag Lane - Short term link via Health centre (path and gateway improvements)
- C.09 Park landscaping pathway and entrance improvements
- C.10 Additional tree planting to Capital way western stretch
- C.11 Cut-through path improvements
- C.12 'Yardification' of Carlisle road
- C.13 Brook clean up and biodiversity improvements

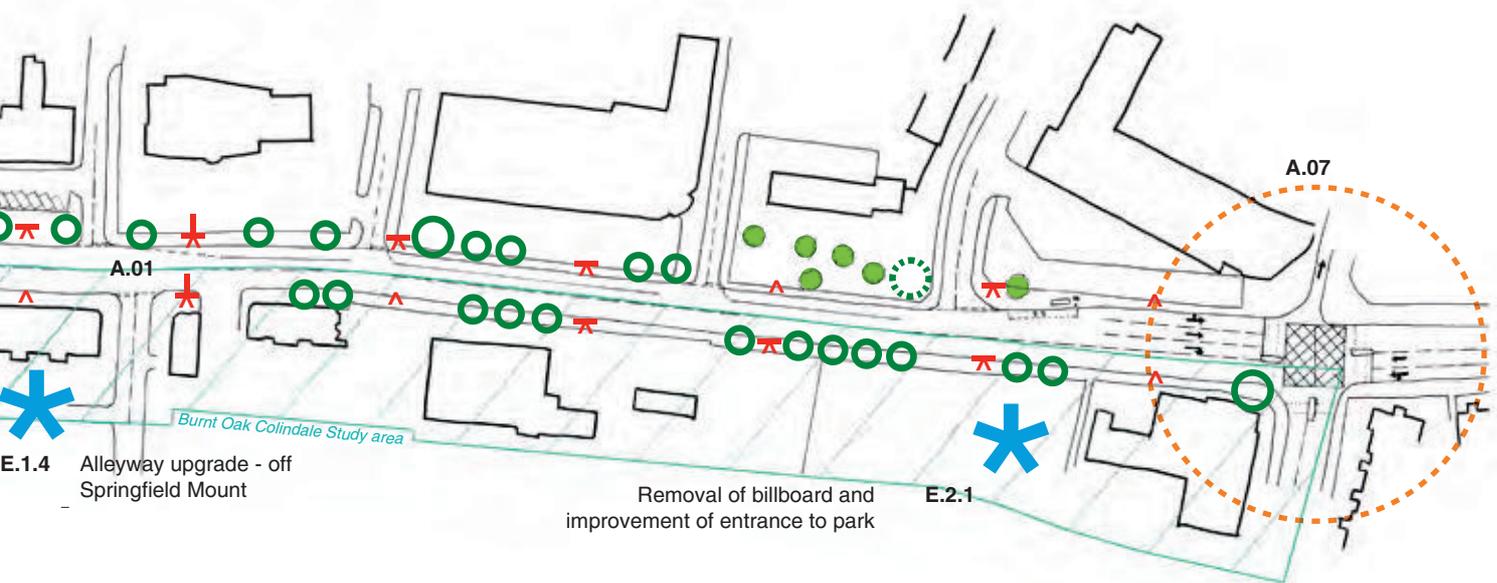


E.1.2 Alleyway upgrade -
between Hay Lane and
Wakemans Hill Ave

E.1.3 Alleyway upgrade - off
Wakemans Hill Ave

D.0 **THE HYDE**

Place driven public realm improvements - See AB drawing 1437/150/SK09



A.0 A5 / EDGWARE ROAD

A.00 Street

- A.01 Reconfiguration and resurfacing of street (see ABA sections 1437-150-SK13 and TfL streetscape guidance)
- A.02 Barnet considering plans for junction improvements incl. signalisation and relocation of bus stop
- A.03 Rationalise and tighten geometry of junction (see ABA drawing 1437-150-SK12)
- A.04 Barnet considering plans for junction improvements - including better pedestrian crossings and related school entrance
- A.05 (As A.03)
- A.06 (As A.03)
- A.07 Signal upgrade to accommodate right turn

A.10 Objects

- A.11  Proposed Milestone
- A.12  Proposed Bench
- A.13  Proposed Sign

A.20 Trees

- A.21  Proposed Grove trees
- A.22  Proposed Avenue trees
- A.23  Proposed Feature trees

3

PROJECT MATRIX BURNT OAK

Project Description				Delivery Vehicle		Cost Estimate
Project area	Project code		Specific / Continuous	Lead Borough	Partner	
Burnt Oak	B.0	A5/ Watling Ave / Stag Lane: Major				
		Junction improvements	Specific	Joint	TfL	£1,500,000
		Signalisation	Specific	Joint	TfL	£100,000
		Relocation of bus stops	Specific	Joint	TfL	£50,000
		Geometry rationalise, tightening	Specific	Joint	TfL	incl.
Burnt Oak	E.3.3	Stag Lane Cycle Route	Specific	Brent	TfL	£350,000
Burnt Oak	A.02	A5/ Montrose Avenue Junction				
		Junction improvements	Specific	Joint	TfL	£1,200,000
		Pedestrian Crossings	Specific	Joint	TfL	£90,000
		School entrance upgrade	Specific	Barnet	TfL	£50,000
		Signal upgrades	Specific	Joint	TfL	£75,000
Burnt Oak	A.01.1	A5 Burnt Oak Broadway				
		Resurfacing of street	Continuous	Joint	TfL	£3,125,000
		Proposed Milestone	Continuous	Joint	TfL	£30,000
		Proposed Bench	Continuous	Joint	TfL	£40,000
		Proposed Sign	Continuous	Joint	TfL	£30,000
		Proposed Trees	Continuous	Joint	TfL	£75,000
Burnt Oak	E.3.2	Bus Gates on Stag Lane	Specific	Brent	TfL	£75,000
Burnt Oak	E.3.3	Holmstall Avenue Cycle Route	Specific	Brent	TfL	£250,000
Burnt Oak	E.1.1	Alleyway Upgrade - Between Limesdale Gardens and Holmstall Avenue	Specific	Brent	Private Owners	£100,000

Funding				Phasing	Actions
Public Sources	£	Private Sources	£		
TfL, Borough Highways, GPF		CIL		Long Term	<p>Joint Borough & TfL Team</p> <p>A cross-borough study / design proposal should be developed, exploring options to reconfigure and civilise the junction.</p> <p>The ambition of this work should be to enable efficient vehicular movement, whilst suppressing its negative impact on the high street / town centre.</p>
TfL, Borough Highways		CIL		Long Term	
TfL		CIL		Ongoing	
TfL, Borough Highways, GPF		CIL		Long Term	
TfL, Borough Highways		CIL		Near Term	Brent Council commitment
TfL, Borough Highways				Medium Term	<p>Joint Borough & TfL Team</p> <p>Detailed designs for the junction should be prepared. Delivery to follow availability of funding.</p>
TfL, Borough Highways				Medium Term	
TfL, Borough Highways				Medium Term	
TfL, Borough Highways				Medium Term	
TfL, Borough Highways		CIL, Business association		Medium Term	<p>Joint Borough Team</p> <p>A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL.</p> <p>Specific junction improvements should be prioritised according to available funding.</p>
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Ongoing	
TfL, Borough Highways				Near Term	<p>Brent Council commitment</p> <p>Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors.</p> <p>Develop design proposals for implementation (RIBA Stage C onwards)</p>
TfL, Borough Highways		CIL ?		Near Term	<p>Brent Council commitment</p> <p>Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors.</p> <p>Develop design proposals for implementation (RIBA Stage C onwards)</p>
Borough Public Realm		CIL, Business association		Near Term	<p>Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors.</p> <p>Develop design proposals for implementation (RIBA Stage C onwards)</p>

3

PROJECT MATRIX CAPITOL VALLEY

Project Description				Delivery Vehicle		Cost Estimate
Project area	Project code		Specific / Continuous	Lead Borough	Partner	
Capitol Valley	A.01.2	A5 Burnt Oak Broadway				
		Reconfiguration and resurfacing of street	Continuous	Joint	TfL	£3,200,000
		Proposed Milestone	Continuous	Joint	TfL	£30,000
		Proposed Bench	Continuous	Joint	TfL	£40,000
		Proposed Sign	Continuous	Joint	TfL	£30,000
Proposed Trees	Continuous	Joint	TfL	£250,000		
Capitol Valley	C.12	'Yardification' of Carlisle road	Specific	Brent	Private Owners	£1,200,000
Capitol Valley	A.03	A5 / Capital Way East Major				
		Junction improvements	Specific	Joint	TfL, Private Owners	£1,500,000
		Signalisation	Specific	Joint	TfL, Private Owners	£150,000
		Relocation of bus stops	Specific	Joint	TfL, Private Owners	£100,000
Geometry rationalise, tightening	Specific	Joint	TfL, Private Owners	Incl.		
Capitol Valley	C.01	Capital Way East				
		Upgrade of street	Specific	Brent	ASDA, Private Owners	£900,000
		Tree planting	Specific	Brent	ASDA, Private Owners	£50,000
		Raised table junction and crossings	Specific	Brent	ASDA, Private Owners	£500,000
ASDA elevation improvements and entrance	Specific	Brent	ASDA, Private Owners	Excl.		
Capitol Valley	C.02 - C.06	Raised table crossings	Specific	Brent	ASDA	£400,000
Capitol Valley	C.07	Improvements to Asda Elevation	Specific	Brent	ASDA	Excl. funded by Asda
Capitol Valley	C.08	Stag Lane - Short term link via Health centre	Specific	Brent	Health centre ?	£50,000
Capitol Valley	C.09 (E.2.2)	Grove Park				
		- Entrance improvements and CCTV	Specific	Brent		£45,000
- landscaping pathway and park improvements	Specific	Brent		£150,000		
Capitol Valley	C.10	Capital Way West Tree planting	Specific	Brent		£50,000
Capitol Valley	C.11	Capital Way West Cut-through Improvements / along brook	Specific	Brent		£20,000
Capitol Valley	C.13	Brook clean up and biodiversity improvements	Specific	Brent		£15,000
Capitol Valley	A.04	A5 / Colindale Avenue Junction				
		Junction improvements	Specific	Joint	TfL	£1,400,000
		Pedestrian Crossings	Specific	Joint	TfL	£90,000
Signal upgrades	Specific	Joint	TfL	£95,000		
Capitol Valley	A.05	A5 / Colindeep Lane				
		Junction improvements	Specific	Joint	TfL	£1,200,000
		Pedestrian Crossings	Specific	Joint	TfL	£100,000
Signal upgrades	Specific	Joint	TfL	£95,000		
Capitol Valley	A.06	A5 / Hay Lane				
		Junction improvements	Specific	Joint	TfL	£970,000
		Pedestrian Crossings	Specific	Joint	TfL	£100,000
Signal upgrades	Specific	Joint	TfL	£95,000		

Funding				Phasing	Actions
Public Sources	£	Private Sources	£		
TfL, Borough Highways Borough Public Realm Borough Public Realm Borough Public Realm Borough Public Realm		CIL, Business association CIL, Business association CIL, Business association CIL, Business association CIL, Business association		Joint Borough Team Medium Term Ongoing Ongoing Ongoing	Joint Borough Team A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL. Specific junction improvements should be prioritised according to available funding.
Borough Public Realm		CIL, Business association		Medium Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
TfL, Borough Highways, GPF TfL, Borough Highways TfL TfL, Borough Highways, GPF		CIL, Direct Funding CIL CIL CIL, Direct Funding		Medium Term Medium Term Ongoing Medium Term	Joint Borough & TfL Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways, GPF TfL, Borough Highways, GPF TfL, Borough Highways, GPF TfL, Borough Highways, GPF		Direct Funding Direct Funding Direct Funding Direct Funding		Medium Term Medium Term Medium Term Medium Term	Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
Borough Public Realm				Near Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
				Medium Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
Borough Public Realm				Near Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
Borough Public Realm Borough Public Realm				Near Term Near Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
Borough Public Realm				Near Term	Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards).
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TfL, Borough Highways TfL, Borough Highways TfL, Borough Highways				Medium Term Medium Term Medium Term	Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways TfL, Borough Highways TfL, Borough Highways				Medium Term Medium Term Medium Term	Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways TfL, Borough Highways TfL, Borough Highways				Medium Term Medium Term Medium Term	Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.

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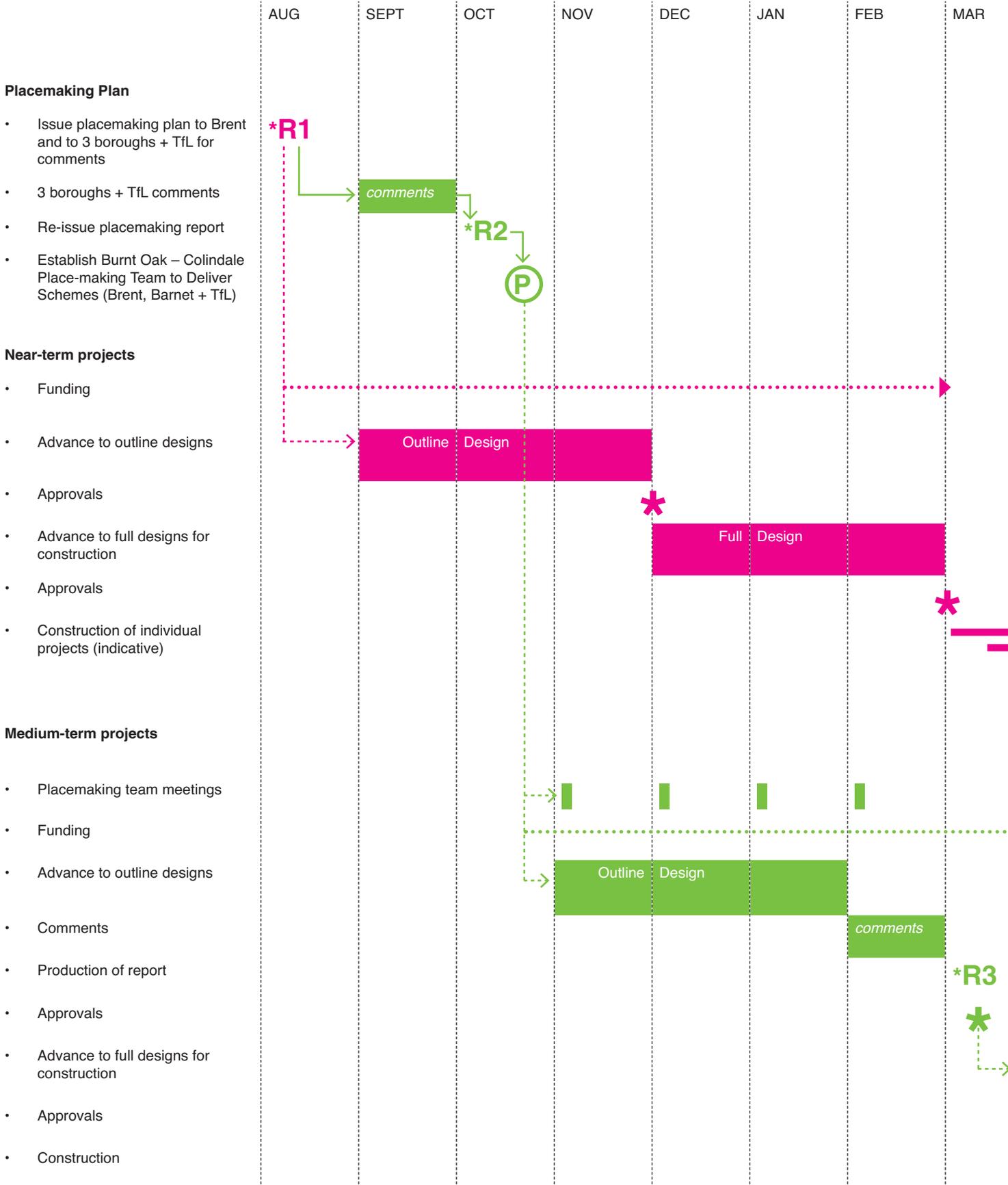
PROJECT MATRIX THE HYDE

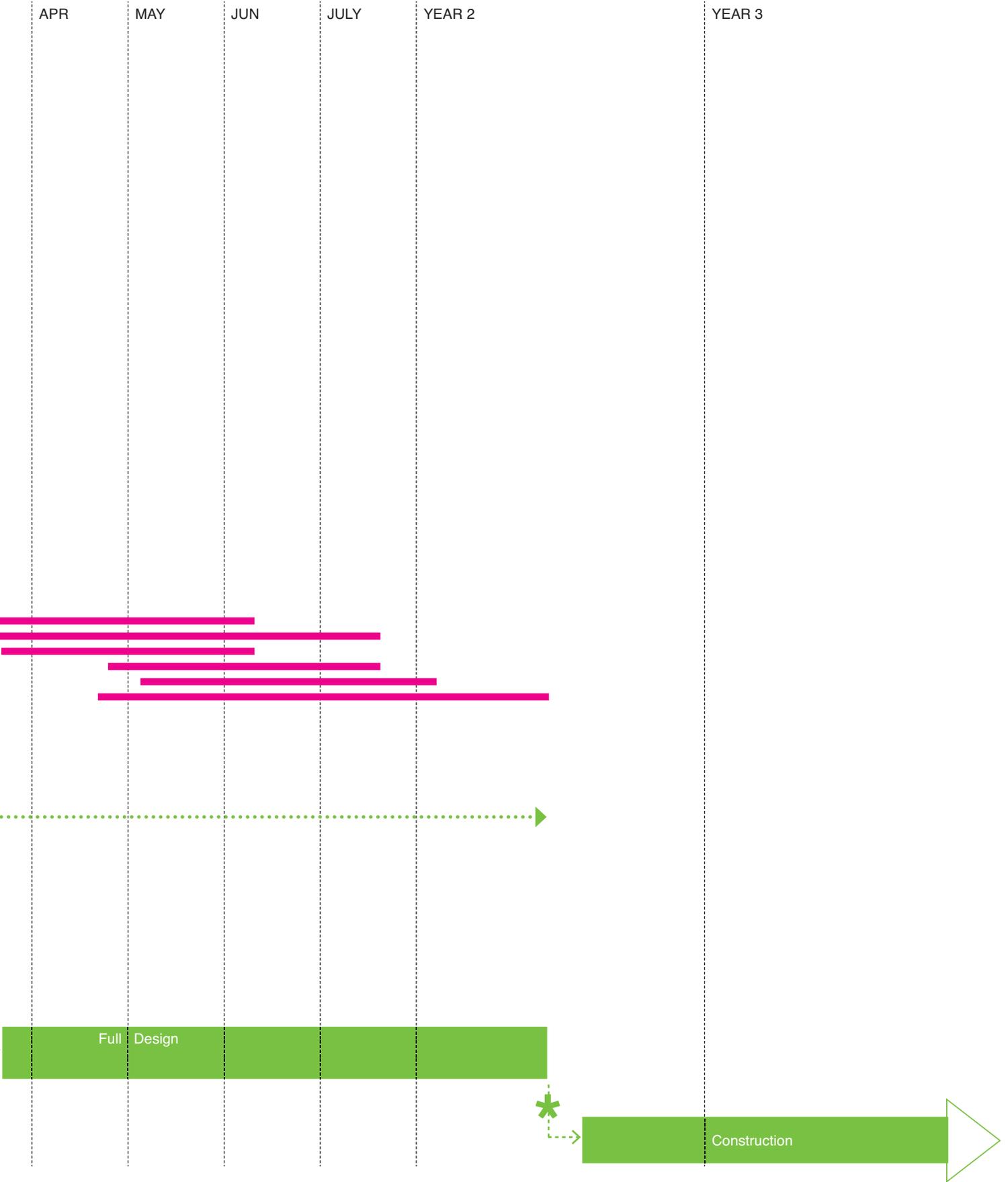
Project Description				Delivery Vehicle		Cost Estimate
Project area	Project code		Specific / Continuous	Lead Borough	Partner	
The Hyde	D.0	A5 / Wakemans Hill: Major				
		Junction reconfiguration	Specific	Joint	TfL	£1,800,000
		Signalisation	Specific	Joint	TfL	£95,000
		Relocation of bus stops	Specific	Joint	TfL	£100,000
		New geometry	Specific	Joint	TfL	Incl.
The Hyde	A.01.3	A5 Edgware Road				
		Resurfacing of street	Continuous	Joint	TfL	£2,815,000
		Proposed Milestone	Continuous	Joint	TfL	£30,000
		Proposed Bench	Continuous	Joint	TfL	£40,000
		Proposed Sign	Continuous	Joint	TfL	£30,000
		Proposed Trees	Continuous	Joint	TfL	£150,000
		Improvements to Shopfronts	Specific	Joint	Private Owners	£75,000
The Hyde	A.07	A5 / Kingsbury Road				
		Junction improvements	Specific	Joint	TfL	£1,100,000
		Pedestrian Crossings	Specific	Joint	TfL	£50,000
		Signal upgrades	Specific	Joint	TfL	£50,000
The Hyde	E.1.2	Alleyway Upgrade - Between Hay lane and Wakemans Hill Avenue	Specific	Brent	Private Owners	£60,000
The Hyde	E.1.3	Alleyway Upgrade - Off Wakemans Hill Ave	Specific	Brent	Private Owners	£40,000
The Hyde	E.1.4	Alleyway Upgrade - Off Springfield Mount	Specific	Brent	Private Owners	£40,000
The Hyde	E.2.1	Removal of billboard and improvement of entrance to park	Specific	Brent		£25,000
		- landscaping pathway and park improvements	Specific	Brent		£150,000

Funding				Phasing	Actions
Public Sources	£	Private Sources	£		
TfL, Borough Highways, GPF		CIL		Medium Term	Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways		CIL		Medium Term	
TfL		CIL		Medium Term	
TfL, Borough Highways, GPF		CIL		Medium Term	
TfL, Borough Highways		CIL, Business association		Medium Term	Joint Borough Team A jointly commissioned / endorsed design guide for the A5 should be prepared by LB Brent and LB Barnet - with input from TfL. Specific junction improvements should be prioritised according to available funding.
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Ongoing	
Borough Public Realm		CIL, Business association		Near Term	
TfL, Borough Highways				Medium Term	Joint Borough Team Detailed designs for the junction should be prepared. Delivery to follow availability of funding.
TfL, Borough Highways				Medium Term	
TfL, Borough Highways				Medium Term	
				Near Term	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards)
				Near Term	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards)
				Near Term	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards)
Borough Public Realm				Near Term	Brent Council commitment Consult upon initial proposals with key stakeholders, including businesses, landowners and Councillors. Develop design proposals for implementation (RIBA Stage C onwards)



INDICATIVE PROGRAMME





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