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Our reference
P/AJS/800.8.18/C

Your reference

Date
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Dear Sir/Madam

CRICKLEWOOD/BRENT CROSS AREA STRATEGY: SITE 7 PLANNING BRIEF: PUBLIC CONSULTATION

In July 1994 the council sought your organisation's views about a Cricklewood/Brent Cross Area Strategy which was being prepared as part of its bid for money from the Government's Single Regeneration Budget (SRB). A revised Area Strategy, which takes account of your comments, has now been adopted by the council. This is intended to guide future development of land in the Cricklewood and Brent Cross area. Unfortunately, the SRB bid was unsuccessful but the council is continuing to press ahead with regenerating the area, especially the old railway lands.

The next step is the preparation of a draft planning brief to guide development of the former Express Dairy site in Claremont Road, Cricklewood, the adjoining land occupied by Donoghues, and the land forming part of (or previously part of) the Cricklewood Trading Estate.

These sites are called Site 7 in the Area Strategy. The planning brief (copy enclosed) is a document setting out the uses the council would like to see on Site 7 and the way in which development can benefit the local community.

The planning brief seeks substantial redevelopment of Site 7 for uses which would provide jobs. It also suggests that other uses such as affordable housing could be acceptable to the council provided that overall benefits for the local community can be assured. The mix of uses could include offices (use class B1), workshops (B2), warehousing and storage (B8), shopping (former Express Dairy site only), housing (particularly affordable housing), community and leisure uses. Adjoining the railway, other commercial uses might be acceptable. Appendix F of the planning brief illustrates the possible location of these uses within Site 7, together with proposals for a new access road, public open space, landscaping and improved

pedestrian facilities. The new access road alongside the railway would open up further development land to the north and provide the opportunity to introduce traffic calming measures in local residential roads.

The council is committed to involving the local community and is giving your organisation the opportunity to put forward your comments on Site 7 and the planning brief: first, ***you are invited to a public meeting at Clitterhouse Junior School, Claremont Road, Cricklewood, NW2 on Tuesday 31 January 1995 at 7.30 pm.*** Local Councillors and council staff will be there to present you with further details of the planning brief, to answer any questions you may have and to discuss your views and ideas. Secondly, ***you can write to the Head of Planning at the address on this letterhead with your comments, to be received no later than 15 February 1995.***

Further information and copies of the planning brief are available directly from David Hughes on telephone (0181) 446 8511 extension 4655 or Philip Bond on extension 4619.

Yours faithfully

A handwritten signature in black ink, appearing to read 'TOM JEFFREY', with a stylized flourish at the end.

TOM JEFFREY
Controller of Development Services

DRAFT PLANNING BRIEF

CRICKLEWOOD/BRENT CROSS AREA STRATEGY - SITE 7

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1. EXECUTIVE SUMMARY

1.1 This draft planning brief sets out the Council's views on the land use opportunities and constraints on development in respect of the former Express Dairies site on the west side of Claremont Road, Cricklewood and adjoining land occupied by Donoghues together with land on the eastern side of Claremont Road forming part of (or previously part of) the Cricklewood Trading Estate.

1.2 The brief has been prepared within the context of the approved Cricklewood/Brent Cross Area Strategy which is intended to guide future development of land in the Cricklewood/Brent Cross area (Section 4.2). The Strategy itself is based on the approved Unitary Development Plan whose policies it supplements and expands on (Section 4.1).

1.3 Within the Strategy area are a number of sites where development or improvement is expected to take place and these are numbered 1 to 8. This brief is concerned with Site 7 which is likely to be the first site to be redeveloped. It offers opportunities to open up for development, vacant land to the north and to bring about a re-structuring of land uses to achieve significant benefits to the locality.

1.4 Against this background, the brief sets out the following acceptable land uses in broad priority order;

1.4.1 AREA A - LAND WEST OF CLAREMONT ROAD

i) Former Express Dairy Bottling Depot (paras. 5.2.12 to 5.2.8); B1, Housing (particularly affordable), Retail, Assembly/Leisure or Community Uses.

ii) Donoghues (para.5.3.1); B1, B2, Assembly/Leisure or Community Uses.

iii) British Rail Land (para 5.4.1); B1, B2 or Sui Generis Uses.

iv) Railtrack Land (para.5.5.1); Part required for a new road. The remainder lying to the rear of Donoghues and the British Rail land above would be suitable for use in conjunction with the use of these sites.

1.4.2 AREA B - LAND EAST OF CLAREMONT ROAD

i) Cricklewood Trading Estate (paras. 5.6.1 to 5.6.3); B1, Housing (particularly affordable), Community Uses and Open Space.

ii) London Borough of Barnet Land (paras. 5.6.1 to 5.6.3) Uses as for para. 1.4.2 (i) above.

iii) Donoghues Land, junction of The Vale/Claremont Road (paras. 5.6.1 to 5.6.3); B1, Housing (particularly affordable), Community Uses.

1.6 The brief also seeks (Section 6.1.2) to safeguard land alongside the railway line for a new road which will open up for development land to the north and provide the opportunity to implement traffic calming measures in local residential roads. It also seeks to improve open space provision in the area (Section 5.6.2) and pedestrian linkages (Section 6.5.1). As all the land subject to the brief was formerly or is currently in commercial or industrial uses, and because buildings formerly occupying the Cricklewood Trading Estate were destroyed by fire, the brief requires appropriate measures to be taken to identify and deal with contaminated land.

2. INTRODUCTION

2.1 On 17th August 1994, the Council approved a Planning Strategy to guide future development and improvement of the Cricklewood/Brent Cross area (The Cricklewood/Brent Cross Area Strategy Statement). This area has been identified as one where a number of major development schemes are anticipated and where there are large areas of unused or underused land. The Strategy was approved after public consultation and is based on the Adopted Unitary Development Plan whose policies it supplements and expands on. It therefore has the status of supplementary planning guidance.

2.2 The strategy's overall objective is to enable the Council to take full advantage of development opportunities in the area by harnessing pressures for development so as to provide employment and new amenities for the borough and neighbouring areas whilst recognising and seeking to meet the needs of the locality (para 3.1 of the Strategy).

2.3 Within this overriding objective, the Council will seek to:

- * promote new employment and safeguard existing employment except where there are overall benefits to be gained by permitting other uses;
- * reduce the impact of traffic on the area;
- * improve public transport accessibility and thus reduce dependence on the private car;
- * improve the open space infrastructure and other recreational facilities;
- * safeguard the future of Brent Cross shopping centre and local shopping facilities;
- * ensure that adequate community facilities, including schools, are provided to meet the needs of the local population;
- * enhance the environment of the area;
- * safeguard the environment of residential areas and their residents.

2.4 While the Strategy does not include among its objectives the provision of additional housing development, it does suggest that affordable housing may be acceptable as an exception to normal policy. Evidence obtained since the Strategy was prepared suggests that affordable housing should be given a much higher priority (see para. 5.22). Consequently the provision of affordable housing within the Strategy area is now considered to be desirable providing that the long term use of the properties as affordable housing can be secured (e.g. through a Housing Association) and that the aims of the Strategy are not otherwise threatened (para. 3.8.2 of the Strategy).

2.5 To carry forward these objectives, the Council is preparing a Master Plan which will be the subject of public consultation during the spring of 1995 and which will in due course be approved by the Town Planning and Research Committee. This Master Plan will identify development opportunities, which will be progressed through planning briefs, and also opportunities for community based improvements. It is anticipated that development will take place incrementally, generally from south to north, in association with the provision of new infrastructure. This will include a new road running parallel with the railway, serving new development and providing the opportunity to remove extraneous traffic from local roads and carry out selective road closures/traffic calming measures. A plan showing the parcels of land (1-7) identified for development and/or improvement and the line of the new road is attached as Appendix A.

2.6 This brief is concerned with Site 7 which due to its location and the opportunities offered by the former Express Dairies site, is likely to be the first of the sites to be redeveloped. It offers the opportunity to open up for development vacant land to the north and to bring about a restructuring of land uses in the immediate area to achieve significant benefits to the locality including the provision of new open space.

2.7 This draft brief therefore sets out the Council's initial views on the land use opportunities and constraints presented by the site, as a basis for consultation with residents, landowners and other interested parties.

3. THE SITE

3.1 LOCATION

3.1.1 The area which is the subject of this brief lies immediately north of Cricklewood Lane (A407) and 1.6km south of Brent Cross Shopping Centre and the M1/A406 junction. Cricklewood Broadway and the Edgware Road (A5) are some 325m to the south-west across the St Pancras-Sheffield Railway line while the A41 Trunk Road (Hendon Way) is some 650m to the east. Some 50m to the south at the junction of Claremont Road and Cricklewood Lane is Cricklewood Station, served by Thameslink trains. The location of the site is shown on the plan attached as Appendix B.

3.2 LAND USES

3.2.1 The brief site has an area of 8.08ha; its boundary is shown on Appendix C. It is "L" shaped, divided into two parts by Claremont Road. Lying to the west of Claremont Road and east of the main St Pancras to Sheffield railway line is area "A", of 3.12ha and made up of the former Express Dairies bottling plant, former railway land and the Donoghues site (with a waste transfer station, builders merchant and haulage yard). To the east of Claremont Road is area "B" of 4.26ha and comprising parts of the Cricklewood Trading Estate, vacant land owned by the Council, a Royal Mail delivery office and further land owned by Donoghues and currently unused. The extent of areas "A" and "B" are shown on Appendix C.

3.3 AREA "A"

3.3.1 Express Dairies. The former Express Dairies bottling depot occupies the bulk of Area "A" and comprises a complex of buildings on various levels together with open parking areas. It has an area of 2.07ha, a frontage to Claremont Road of 330m and varies in depth from 48m adjoining Cricklewood Station to 102m adjoining the boundary with Donoghues.

3.3.2 The site falls naturally into two parts:

(i) The complex of buildings lying to the south of the site and currently taking access from Claremont Road. These buildings are on several levels and include a railhead facility (no longer in use.) The ground floor level of the building broadly follows the rise of Claremont Road and at its greatest, (opposite No 28 Claremont road), there is a difference in level of some 4.0m between the Claremont Road frontage and the railway line to the rear.

(ii) The open parking/loading area to the north of the complex of buildings (i). Apart from local variations, this area is generally flat and lies at the same level as the railway land and some 5m below the level of Claremont Road. Access to this area is obtained from the service road from Claremont Road which also provides access to Donaghues premises to the north. Along the eastern boundary, a single storey building and a parking area, with access from Claremont Road, are cantilevered out over the parking/loading area.

3.3.3 Donoghues. To the north of the former Express Dairies parking and loading area, lies a 1.05ha site occupied by Donoghues. This comprises an open yard and three buildings, a waste transfer station adjoining the Express Dairies boundary, a two storey building containing workshops, offices and a builders merchant situated centrally in the site and a two storey office/canteen building along its northern boundary. This site lies at the same level as the railway line to the west and along the northern boundary its level is the same as that of Claremont Road. Along the southern boundary, however, it lies some 5m below Claremont Road.

3.3.4 To the east of the workshop/office building is the access road to the former Express Dairies site and between this and Claremont Road, a bank partly grassed and partly covered with self-sown trees, containing the remains of air raid shelters. Access is taken from Claremont road opposite the Royal Mail depot.

3.3.5 Other Land. To the north of the Donoghue site is a vacant site of 0.35ha owned by British Rail and due to be transferred to Barnet for open space purposes. Lying to the rear (west) of the former Express Dairies, Donoghues and this BR land is a strip of railway land and sidings, now surplus to Railtrack's requirements. This has a length of some 450m and varies in depth from 7m at its southern end to approximately 80m along the northern boundary of the British Rail land.

3.4 AREA "B"

3.4.1 The remaining part of the Cricklewood Trading Estate is the largest element of Area "B", which is itself "L" shaped and comprises 4 parcels of land. The Trading Estate consists of a group of commercial/industrial buildings, the largest of which forms a continuous block having a frontage to Somerton Road of 325m and a return frontage to Claremont road of 60m. In addition there are three other smaller buildings towards the eastern end of the site. A service road linking to Claremont Road and Somerton Road runs along the north side of the main block. Also included within the estate is a former house, No 24 Somerton Road, which is currently occupied by a removal company.

3.4.2 While the Trading Estate is generally flat, a rise in ground level to the south has resulted in the lower level of the main building being at basement level on the Claremont Road and Somerton Road frontages and the upper part of the building (mostly office accommodation) having direct access from the the footway in Somerton Road.

3.4.3 Other Land. Across the service road to the north-west, is a 0.89ha vacant site transferred to the Council by Tesco for open space purposes as part of a land transaction in respect of the new store in Tilling Road. Planning permission for the laying out of this land as open space was granted in November 1994. To the north there is a recently constructed Royal Mail depot. Beyond this at the corner of The Vale is a 0.40ha vacant site owned by Donoghues and having planning permission for use as a builders merchants.

3.4.4 Area "B" - Site History. The Cricklewood Trading Estate formerly consisted of all area B together with the area occupied by recent residential development in Woodvale Way, Hamlet Square and Elsinore Gardens. This in turn was part of the site of the former Handley Page aircraft factory and aerodrome, established in 1917 when Sir Frederick Handley Page constructed a new factory at Claremont Road and used the adjoining Clitterhouse Farm as an airfield. In 1919, the company converted surplus bombers and flew passenger services to Paris, Brussels and other European cities.

3.4.5 A new factory and aerodrome were constructed at Radlett in 1929 and the former airfield at Cricklewood sold for playing fields (Clitterhouse playing fields) and housing development (Pennine Drive/The Vale). After World War 2, the Cricklewood factory was used for assembling component parts of aircraft, including the Victor bomber, which were then taken to Radlett for final assembly. The Handley Page Company survived until 1970 and the hangers were then incorporated into the Cricklewood Trading Estate, although a number were destroyed by fire in 1984.

4. PLANNING POLICY BACKGROUND

4.1 The Council's adopted Unitary Development Plan (UDP) and the Cricklewood/Brent Cross Strategy Statement form the basis for considering future uses for land within Site 7. The UDP seeks to develop a more balanced land use profile for the borough and to protect and promote employment generating sites and job opportunities for residents. UDP policies G15 and EMP1.1 resist the loss from employment uses of land last in use or suitable for employment purposes. Policy EMP1.2 suggests that any redevelopment on employment sites should generate at least as much employment as the former use. As nearly all the land within Site 7 was formerly or is currently in employment use, any redevelopment proposals will be determined in the light of these policies.

4.2 These employment policies are reflected in the adopted Cricklewood/Brent Cross Area Strategy (para. 3.2.2). While seeking an overall increase in employment in the area, the Strategy requires that as a minimum there will be no overall loss of jobs (para. 2.1 (b)). The strategy recognises however that there may be instances in the Strategy area where a development package could beneficially be negotiated to secure adequate replacement of employment elsewhere if there are overall advantages to be gained by allowing a particular site to be developed for some other purpose.

5. ACCEPTABLE USES

5.1 Against this policy background and in respect of each parcel of land, the range of acceptable uses is set out in Sections 5.2.1 to 6.6.2 below.

5.2 AREA A - FORMER EXPRESS DAIRIES SITE

5.2.1 **Business Uses**. Having regard to the proximity of the site to Cricklewood Town Centre, the railway station and residential property on the east side of Claremont Road, this site is considered suitable for development within the B1 use class, being by definition employment generating development which can be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, ash, dust and grit.

5.2.2 **Residential Uses**. Housing development on employment land would be a major departure from the UDP and to be acceptable, should be accompanied by advantages, either directly or indirectly contributing to the Strategy's employment aims. The

provision of affordable housing over part or all of the site would be a planning advantage as would be the safeguarding of the road referred to in paras. 6.1.2 to 6.1.4 above. Given the current state of the employment land market in north London and the lack of demand for employment uses together with the continuing need for affordable housing as evidenced by the recent London Research Centre Study (August 1994) and the preliminary results of the Barnet Housing Needs Survey, affordable housing on this site can be regarded as having as high a priority as employment generating uses at the present time. A definition of affordable housing is provided in Appendix I.

5.2.3 Having regard to noise generated by passing trains, any housing in close proximity to the railway line should be of the non-family type and could be provided in the form of a barrier block. Regard should be had to Planning Policy Guidance Note (PPG) 24 "Planning and Noise" which sets thresholds for railway noise, and to the effects of vibration from passing trains (also dealt with in the PPG). Elsewhere and protected from railway noise, family housing may be appropriate. However depending on the mix and number of units proposed, family housing may generate a requirement for additional educational facilities for which an appropriate contribution will be sought from the developer. Due to its proximity to the town centre, the site is one where higher densities would be acceptable in accordance with UDP policy H4.3.

5.2.4. Other employment generating uses: Some other uses, such as retail and leisure can also provide employment benefits and in some circumstances accord with UDP policies. Uses such as those described in sections 5.2.5 to 5.2.7 below may be acceptable either as development occupying the whole site if significant employment is generated, or as part of a mixed development with other employment-generating uses.

5.2.5 Assembly and Leisure Uses. Policy G9 of the UDP promotes the provision of a wide range of leisure facilities at suitable locations. For example, indoor sports, entertainment, arts or cultural facilities would be acceptable, subject to satisfactory access, parking, relationship with nearby residential properties and to the comments on employment generation in 5.2.2 above.

5.2.6 Community Uses. The site is considered suitable for the provision of community uses in accordance with Policy G12 of the UDP which seeks to ensure that sufficient land is available to meet existing and future community needs. Some such uses are significant employment generators and could be accommodated within the constraints of UDP employment policies. Others, such as small premises serving the needs of ethnic, religious and voluntary groups do not generate significant employment opportunities. However the UDP and the Strategy recognise the special needs for, and requirements of such groups and in accordance with policy ERG1.3, it is considered that such uses could be an appropriate part of a mixed development of this site.

5.2.7 **Retail Uses.** Government planning policies encourage retail development in town centre or edge of town centre sites while UDP shopping policy seeks to support the continued overall trading health, social vitality and attractiveness of the borough's town centres and to direct new retail development over 1000Msq to town centres. Policies S2.1 and S2.2 of the UDP include criteria for superstores and retail warehouses. In view of its proximity to Cricklewood Town Centre, and subject to highway matters such as traffic generation, access and servicing, this site is considered suitable in principle for retail development. Any such development should be well related to the town centre in terms of the location of the units and pedestrian access and this will have implications for the design and layout of the site.

5.3 AREA A - DONOGHUES

5.3.1 This is a modern development, purpose built for the present occupiers and it is considered unlikely that this site will be redeveloped during the short to medium term. Thereafter, any redevelopment proposals will be determined in accordance with UDP policies and the Strategy as described in sections 4.1 to 4.3 above. With the exception of residential, acceptable uses are broadly those described for the Express Dairies site, although given the increased distance from residential properties and the opportunities to direct commercial traffic away from the local road network, uses within class B2 would also be acceptable. However due to the increased distance from Cricklewood town centre and reduced accessibility by public transport, retail uses would not be acceptable. The expansion of the existing premises onto adjoining land to the west owned by Railtrack would be acceptable in principle and this offers the opportunity to direct traffic generated by this site onto the proposed new road (para.6.1.2 below) and away from nearby residential properties.

5.4 AREA A-BRITISH RAIL LAND

5.4.1 This land is due to transfer to the Council for open space purposes. However there is an opportunity to achieve a significant area of open space on the east side of Claremont Road where it would be better located to serve local residents. The provision of an open space buffer (para. 5.6.2 below) will serve to protect nearby residential properties and this together with opportunities to serve the site from the new road mean that this area is considered more suitable for uses within classes B1, B2 and B8 or sui generis uses which require a location not in close proximity to residential properties, provided that the provision of open space elsewhere in the vicinity is secured. Whatever form of development is proposed, the site will need to contribute to the open space link described in sections 5.6.2 and 5.6.3 below. Depending on the uses proposed, the relationship between the new development and open space will need careful consideration.

5.5 AREA A - RAILTRACK LAND

5.5.1 Part of this land will be required for a new road giving access to the railway land to the north (section 6.1.2 below). The remaining land lying to the rear of Donoghues and the British Rail/Council land, would be suitable for use in conjunction with the use of those sites or for uses described in section 5.4.1 above.

5.6 AREA "B"

5.6.1 Residential Use. As noted in section 3.4.4 above, all of the land within area "B" was formerly part of the Cricklewood Trading Estate and is currently, or was recently in uses which generated employment. In accordance with adopted policy any redevelopment should therefore provide employment opportunities. Having regard to surrounding residential development, such development should not harm residential amenity and should therefore most likely comprise uses within class B1 of the Use Classes Order. Again, community uses which provided substantial employment benefits (para.5.2.6 above) would also accord with UDP policy. However, given that;

- (i) parts of the Trading Estate have already been redeveloped for residential purposes (Woodvale Way, Hamlet Square and Elsinore Gardens);
- (ii) the estate exists in close proximity to older residential properties in Somerton Road;
- (iii) there are opportunities to provide new commercial floorspace served by a new access road on land adjoining the railway;

it is considered that there are overall advantages to be achieved by permitting the redevelopment of Area B for non-employment uses. Such redevelopment, except for the open space described in 5.6.2 below, is likely to be for residential purposes in the form of affordable units over part or all of the site and for the same reasons as set out in section 5.2.2 above for Area A. Such development could extend over the northern part of the adjoining Council land, subject to compensatory open space being made available at the junction of Claremont Road/Somerton Road (para.5.6.3.below) and to meeting any requirements for additional educational facilities (Para. 5.2.3 above). In addition, and in accordance with para. 3.2.2 of the Strategy, any development which does not provide direct employment benefits should contribute to the replacement of employment facilities elsewhere.

5.6.2 Open Space. One of the objectives of the Cricklewood/Brent Cross Strategy is to remedy the open space deficiency in the area by improving facilities within existing open spaces and linking them together to form a new district park (para. 3.4.1 of the Strategy). Opportunities exist to provide a linear open space northwards towards Brent Cross in association with the development for commercial and leisure purposes of vacant railway land to the rear of Brent Terrace and this will also act as a buffer to safeguard adjoining residential properties. A need for

children's play facilities has been identified (para. 5.6.3 below) and this could be incorporated within the open space. The Strategy also identifies a need for indoor sports facilities and commercial leisure (paras. 3.4.4 to 3.4.6 of the Strategy) and such uses are considered acceptable within Area A (para. 5.2.5 above).

5.6.3 Reference has been made to the need for new open space within the area covered by the brief and this is best situated at the junction of Claremont Road and Somerton Road where it could be linked to the open space buffer proposed on the west side of Claremont Road. The exact extent and boundaries of this open space, its layout and the provision of play facilities will be the subject of negotiation between the local planning authority and the land owners concerned but its approximate location is shown diagrammatically on the plan attached as Appendix D.

6. SITE DEVELOPMENT CONSIDERATIONS

6.1 ACCESS

6.1.1 A central objective of the Cricklewood/Brent Cross Strategy is to reduce the environmental impact of commercial vehicle movements through local residential roads, thereby improving safety and amenity. This to be achieved partly through traffic calming and partly through the construction of new roads (para. 3.3.1. of the Strategy).

6.1.2 It is important therefore to ensure that any traffic generated by new development within Area "A" (and on surplus railway land to the north) does not conflict with this objective. To achieve this, a new road is proposed running parallel with, and close to the railway line (shown diagrammatically on the plan attached as Appendix A). The construction of this road is the subject of a bid for Government funding under the Council's Transport Policies and Programmes bid. The linkages to the A406, Claremont Road and Cricklewood Lane and the traffic implications for the wider area are currently under investigation.

6.1.3 Vehicle access to new development on the former Express Dairies site (and if appropriate, other land within Area "A") should be taken from this road, which, within Site 7, will occupy land largely owned by Railtrack and surplus to operational requirements. The land to be safeguarded for this road is shown on the plan attached as Appendix E and includes provision for an acoustic fence alongside the railway to protect residential properties on the east side of Claremont Road. Any part of this road constructed to give access to new development on the former Express Dairy site must be in accordance with a specification to be agreed with Barnet Council's Controller of Engineering Services.

6.1.4 The Council and Railtrack are committed to the construction of the new road and the Council will support the developer of the former Express Dairy site in agreeing with Railtrack the acquisition of any Railtrack land necessary to enable the developer to construct that part of the road giving access to the

new development.

6.1.5 In order to secure full benefit from the construction of this new road, it will be necessary for Donoghues, or a future occupier of this site, to close the existing access to Claremont Road and to take access from the new road. This could be achieved if the Donoghue site was extended to take in surplus railway land lying between the depot and the new road and must be the subject of agreement with Railtrack.

6.1.6 In terms of Area "B", any redevelopment of the Cricklewood Trading Estate buildings for B1 purposes should be served from Somerton Road while access to any development on the site at the corner of The Vale and Claremont Road should continue to be served from Claremont Road.

6.1.7 Acceptable uses are illustrated on the plan attached as Appendix F which also shows the proposed new open space (para. 5.6.2.above), pedestrian and open space linkages (para. 6.5.1 below) and the proposed new road.

6.2 BUILDING FORM

6.2.1 Policy T1.1 of the UDP requires new development to be compatible with the established character of adjoining properties and the locality in terms of scale, form, contextual design elements and impact on nearby properties. In terms of Area "A", new development on the Express Dairies site should have regard to the scale of residential properties on the east side of Claremont Road and should preferably replace the street frontage lost by the demolition of the existing buildings. If, as a result of the nature of the development and/or the site levels, there is no street frontage in the traditional sense, then a landscaped strip will be required along the back of a widened pavement on the west side of Claremont Road (see section 6.5.1 below).

6.2.2 In terms of Area "B", new development should again provide a street frontage to Somerton Road, The Vale and Claremont Road and should pay regard to the scale of adjoining and nearby residential properties.

6.3 DESIGN AND LANDSCAPE.

6.3.1 Any development will be expected to exhibit a high standard of design and landscaping and be compatible with the character of the locality, paying particular regard to UDP Policies T1.1 and T1.2. The existing chimney at the Express Dairies site forms a prominent local landmark and it would be appropriate to replace this with a new landmark feature, perhaps situated at the southern end of the site. In terms of Area "B", opportunities exist to close the vista along Gillingham Road and to mark the junction of Claremont Road and The Vale. The long association of the area with Handley Page and the Country's aviation heritage would merit an appropriate memorial, perhaps located within the new open space (para. 5.6.2 above).

6.4 TREES.

6.4.1 There are currently a number of trees marking the changes in levels on the former Express Dairy site, and in pits along the Claremont Road frontage and the Somerton Road frontage of the Cricklewood Trading Estate. Such trees should be retained if practical and any redevelopment proposals should make provision for extensive new planting.

6.5 PEDESTRIAN ROUTES.

6.5.1 The new open space referred to in section 5.6.3 above will be an important focus for the pedestrian routes within the area and should be linked into any new development elsewhere on the former Cricklewood Trading Estate site and by appropriate pedestrian crossing arrangements to the open space framework to the west of Claremont road. The existing pavement on the west side of Claremont Road in the vicinity of the former Express Dairies site is narrow and to a degree obstructed by street trees. In association with the redevelopment of this site, the opportunity should be taken to widen this pavement and to provide landscaping as noted in para.6.2.1 above.

6.6 CONTAMINATION

6.6.1 As all the land subject to this brief has at one time been used for commercial and/or industrial purposes and having regard to the fact that the sites owned by Donoghues and the Council within Area B were originally occupied by buildings destroyed by fire, it is likely that most or all land the subject of the brief is contaminated to varying degrees. Any redevelopment proposals will therefore be expected to include appropriate measures to identify and deal with any such contamination to the satisfaction of the Council's Controller of Environmental and Consumer Services.

7. PLANNING ADVANTAGES

7.1 Policy R1.1 of the UDP states that in order to secure the best use of land or the proper planning of the area, where appropriate, the Council will impose conditions or require a legal agreement. Policy R1.2 requires developers to compensate the community at large for costs directly consequential on new development. Table 10.1 sets out examples of appropriate planning advantages (Appendix G).

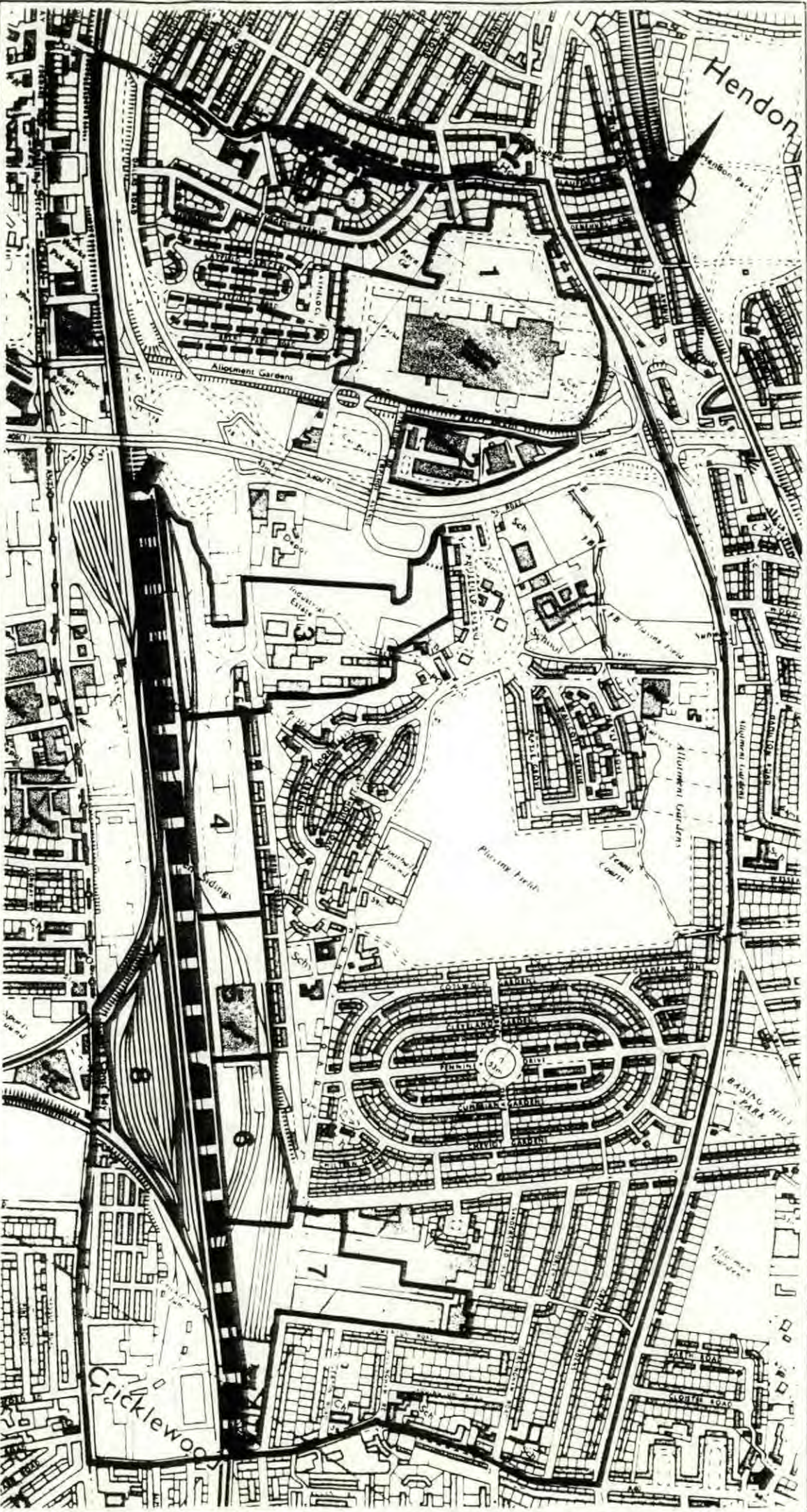
7.2 Reference has already been made to provisions of the Strategy Statement which recognise the wider planning advantages to be achieved by restructuring land uses within the area subject to the proviso that, taken overall, there is no net loss of employment opportunities. Any planning advantages sought from development not in accordance with UDP employment policies will be directed to securing this aim and the wider aim of securing regeneration and environmental improvement within the area.

7.3 Accordingly, and in addition to any advantages associated with the support or provision of new employment facilities (such as the dedication of land for new roads, contributions towards

the construction of such roads or laying out and developing land for employment purposes) planning advantages could include the provision or layout of land for open space, the provision of community or educational facilities or the provision of affordable housing.

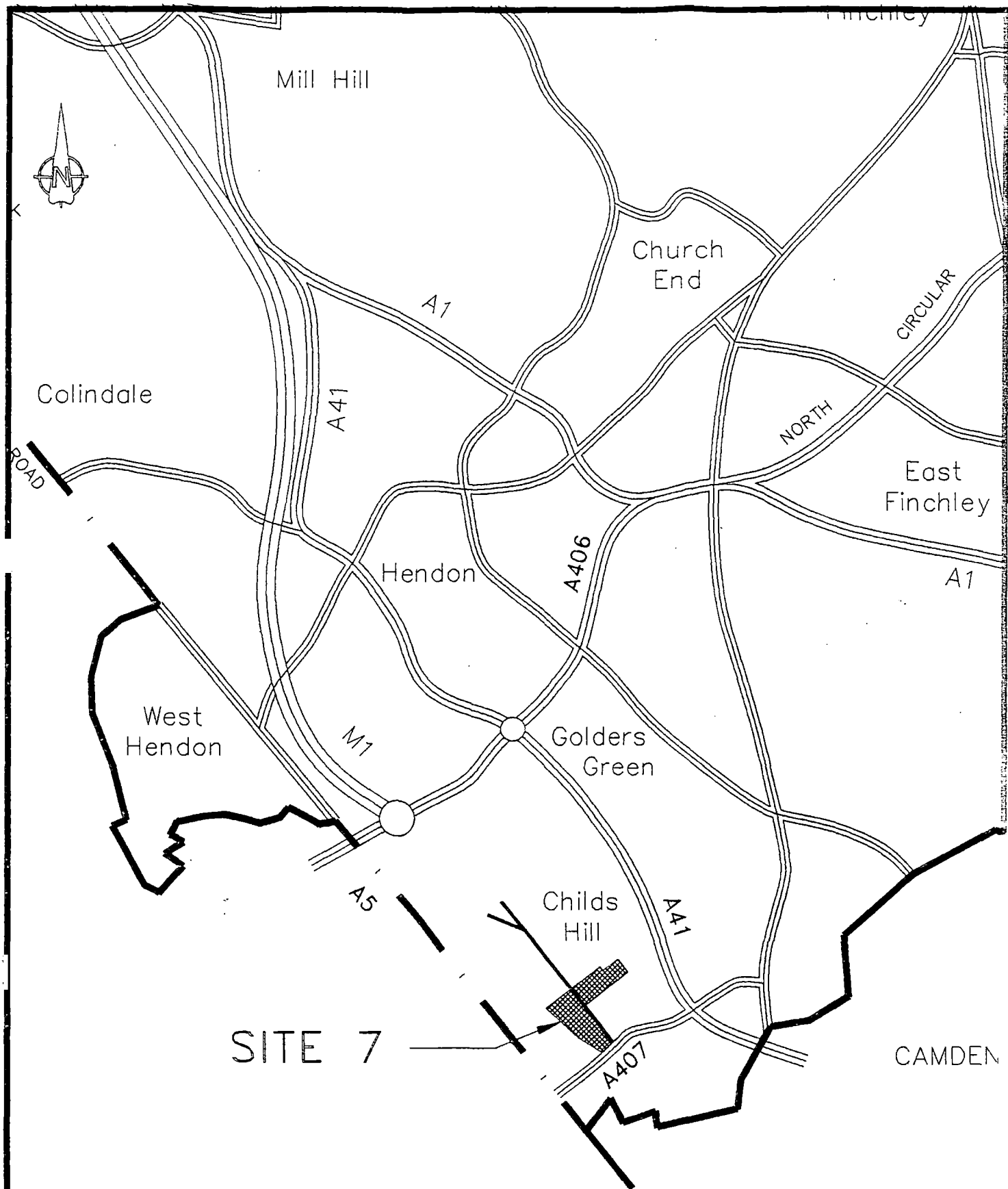
For further information on the implementation of development described in this brief, please contact the Central Area Planning Team, Barnet House, 1255 High Road, Whetstone, London N20 0EJ. Telephone 0181-446-8511 extension 4986.

For further information on the Cricklewood/Brent Cross Area Strategy, the Master Plan and future developments in the area, please contact the Design and Implementation Section at the above address Telephone 0181-446-8511 extension 4655.

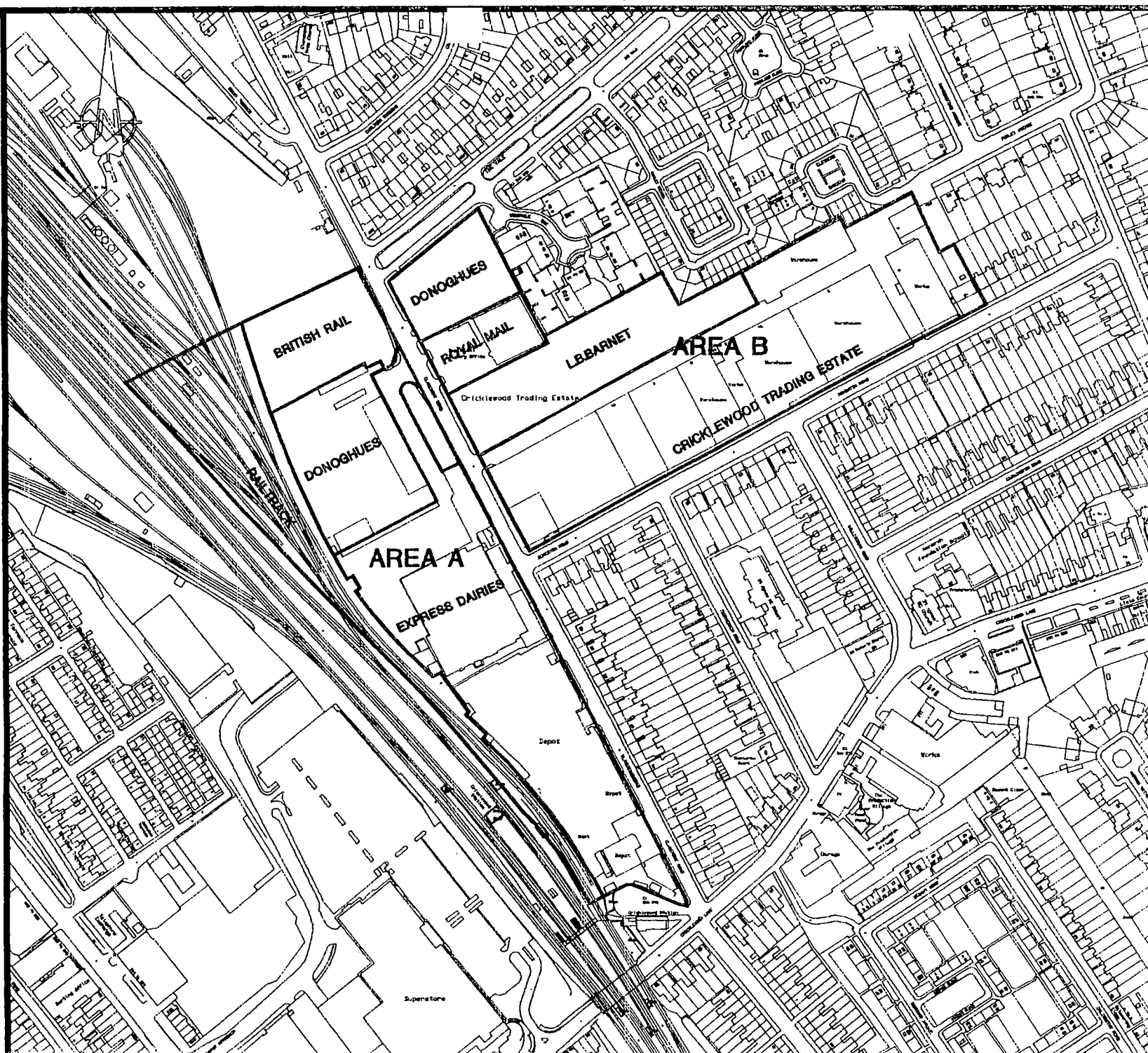


Initiated by D.H.	SCHEME
Drawn by	
Checked by A.B.	
Date	
CRICKLEWOOD/BRENT CROSS AREA STRATEGY	
Development/Improvement Sites ☒	
Proposed New Road ☐	

DIRECTORATE OF TECHNICAL SERVICES	
COUNCIL OF LONDON (LOCAL AUTHORITY) 1995	
PLANNING GROUP	
DRAWING NO.	
APPENDIX A	



Initiated by DH	SCHEME: CRICKLEWOOD/ BRENT CROSS AREA STRATEGY	A.G. Williams Director of Technical Services	
Drawn by CB			
Checked by	TITLE: LOCATION	Thomas M. Jeffrey MA., M.R.T.P.I., Controller of Development Services Barnet House, 1255 High Road, Whetstone, N20 0EJ Tel. 081-446 8511 Fax. 081-446 6494	DRAWING No.
Date 11.1.95			APPENDIX B
Scales	NOT TO SCALE		O.S. Ref.



NOTES:

Revision and Date	Description	Initial

A.G. Williams
Director of Technical Services

Thomas M. Jeffrey MA, M.R.T.P.I.,
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Barnet House, 1255 High Road,
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BARNET
TECHNICAL SERVICES, PLANNING GROUP

SCHEME:

CRICKLEWOOD/
BRENT CROSS AREA STRATEGY

TITLE:

SITE 7 PLANNING BRIEF-
EXISTING USES

Scales:	NTS	Date:	10.1.95
Initiated:	DH	Drawn:	CB
		Checked:	VL

DRAWING NO:

APPENDIX C

O.S. Ref.



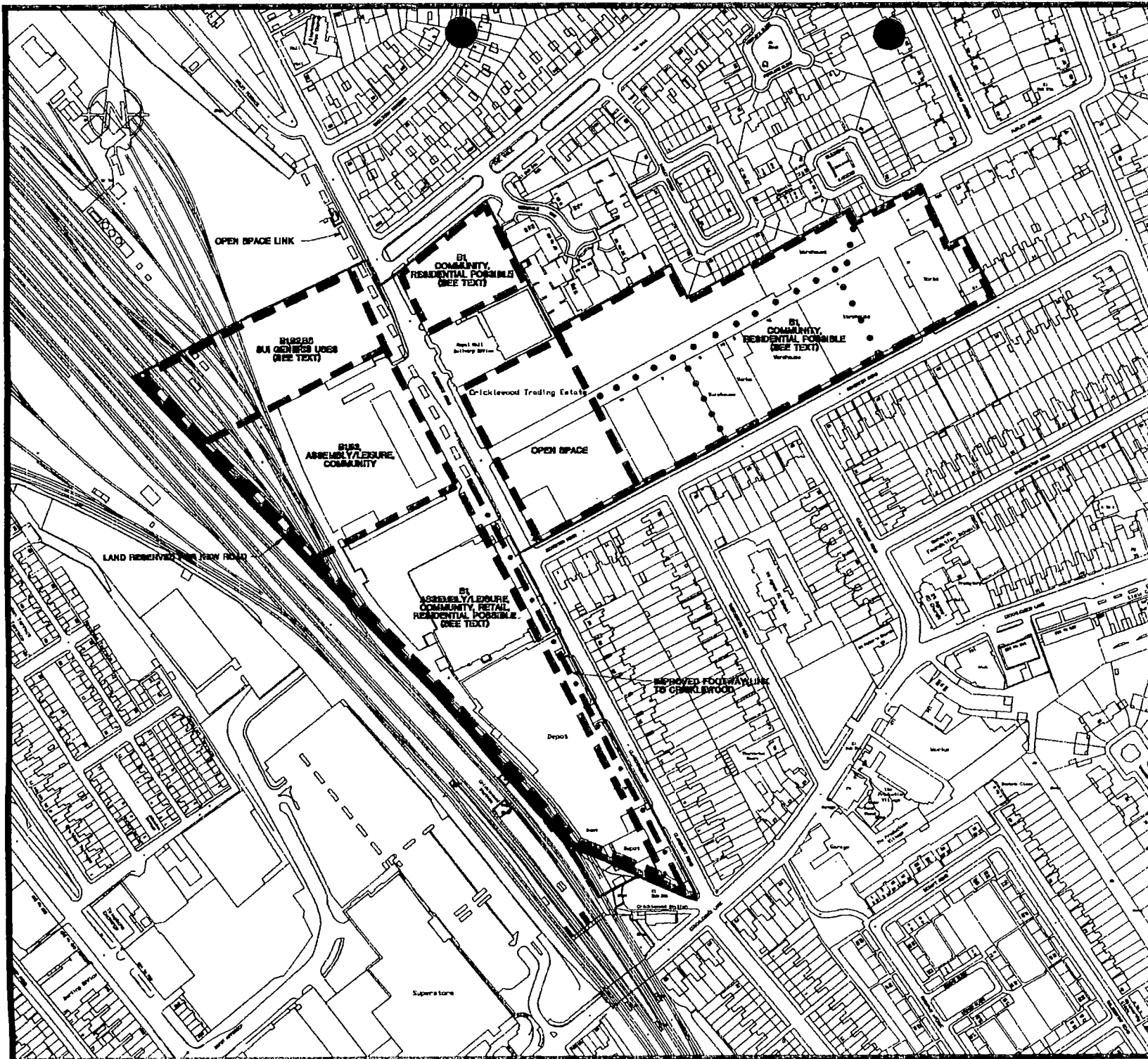
KEY

New Open Space Link/Buffer Zone

 New Open Space

 Other Pedestrian Links

Initiated by DH	SCHEME: CRICKLEWOOD/BRENT CROSS AREA STRATEGY	A.G.Williams Director of Technical Services	 TECHNICAL SERVICES, PLANNING GROUP
Drawn by CB			
Checked by	TITLE: SITE 7 PLANNING BRIEF— OPEN SPACE/LINKAGES	Thomas M.Jeffrey MA., M.R.T.P.I., Controller of Development Services Barnet House, 1255 High Road, Whetstone, N20 0EJ Tel. 081-446 8511 Fax. 081-446 6494	DRAWING No.
Date 11.1.95			
Scales 1:2500			APPENDIX D



NOTES:

Revision and Date	Description	Initial

A.G. Williams
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TECHNICAL SERVICES, PLANNING GROUP

SCHEME:

CRICKLEWOOD/
BRENT CROSS AREA STRATEGY

TITLE:

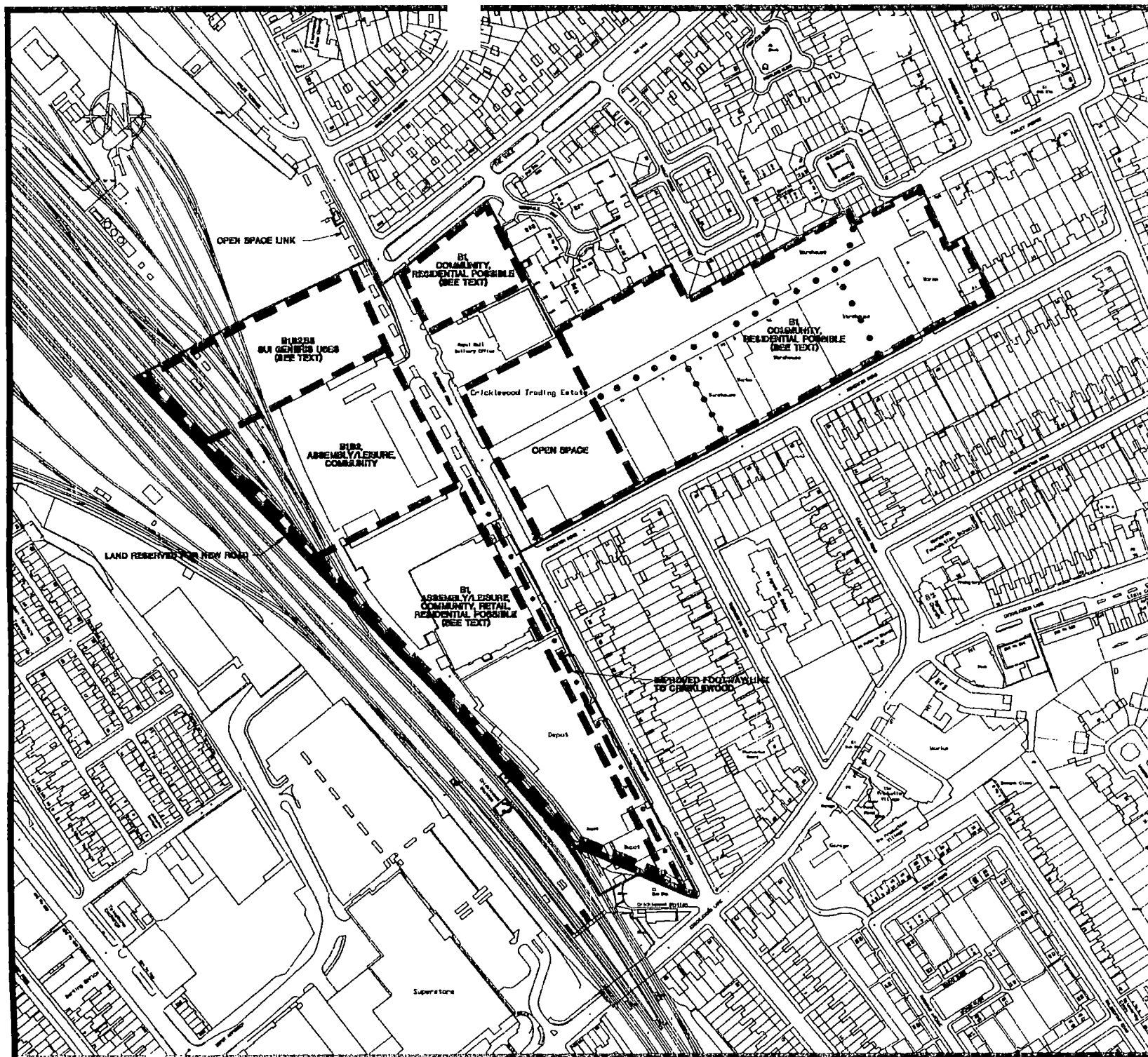
SITE 7- PROPOSALS

Scales:	NTS	Date:	10.1.95
Initiated:	DH	Drawn:	CB
		Checked:	VL

DRAWING NO:

APPENDIX F

O.S. Ref.



NOTES:

Revision and Date	Description	Initials	Date

The Town and Country Planning (Use Classes) Order 1987 (S.I. 1987 No. 764)

SCHEDULE

PART A

Class A1. Shops -

Use for all or any of the following purposes—

- (a) for the retail sale of goods other than hot food.
 - (b) as a post office.
 - (c) for the sale of tickets or as a travel agency.
 - (d) for the sale of sandwiches or other cold food for consumption off the premises.
 - (e) for hairdressing.
 - (f) for the direction of funerals.
 - (g) for the display of goods for sale.
 - (h) for the hiring out of domestic or personal goods or articles.
 - (i) for the reception of goods to be washed, cleaned or repaired.
- where the sale, display or service is to visiting members of the public.

Class A2. Financial and professional services

Use for the provision of—

- (a) financial services or
 - (b) professional services (other than health or medical services), or
 - (c) any other services (including use as a betting office) which it is appropriate to provide in a shopping area.
- where the services are provided principally to visiting members of the public.

Class A3. Food and drink

Use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises.

PART B

Class B1. Business

Use for all or any of the following purposes—

- (a) as an office other than a use within class A2 (financial and professional services),
 - (b) for research and development of products or processes, or
 - (c) for any industrial process.
- being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2. General industrial

Use for the carrying on of an industrial process other than one falling within class B1 above, or within classes B3 to B7 below.

Class B3. Special Industrial Group A

Use for any work registrable under the Alkali, etc. Works Regulation Act 1906 and which is not included in any of classes B4 to B7 below.

Class B4. Special Industrial Group B

Use for any of the following processes, except where the process is ancillary to the getting, dressing or treatment of minerals and is carried on in or adjacent to a quarry or mine:

- (a) smelting, calcining, sintering or reducing ores, minerals, concentrates or mattes;
- (b) converting, refining, re-heating, hardening, melting, carburising, forging or casting metals or alloys other than pressure die-casting;
- (c) recovering metal from scarp or drosses or ashes;
- (d) galvanizing;
- (e) pickling or treating metal in acid;
- (f) chromium plating.

Class B5. Special Industrial Group C

Use for any of the following processes, except where the process is ancillary to the getting, dressing or treatment of minerals and is carried on in or adjacent to a quarry mine:

- (a) burning bricks or pipes;
- (b) burning lime or dolomite;
- (c) producing zinc oxide, cement or alumina;
- (d) foaming, crushing, screening or heating minerals or slag;
- (e) processing pulverized fuel ash by heat;
- (f) producing carbonate of lime or hydrated lime;
- (g) producing inorganic pigments by calcining, roasting or grinding.

Class B6. Special Industrial Group D

Use for any of the following processes:

- (a) distilling, refining or blending oils (other than petroleum or petroleum products);
- (b) producing or using cellulose or using other pressure sprayed metal finishes (other than in vehicle repair workshops in connection with minor repairs, or the application of plastic powder by the use of fluidised bed and electrostatic spray techniques);
- (c) boiling linseed oil or running gum;
- (d) processes involving the use of hot pitch or bitumen (except the use of bitumen in the manufacture of roofing felt at temperatures not exceeding 220°C and also the manufacture of coated roadstone);
- (e) stoving enamelled ware;
- (f) producing aliphatic esters of the lower fatty acids, butyric acid, caramel, hexamine, iodoform, naphthols, resin products (excluding plastic moulding or extrusion operations and producing plastic sheets, rods, tubes, filaments, fibres or optical components produced by casting, calendering, moulding, shaping or extrusion), salicylic acid or sulphonated organic compounds;
- (g) producing rubber from scrap;
- (h) chemical processes in which chlorphenols or chlorcresols are used as intermediates;
- (i) manufacturing acetylene from calcium carbide;
- (j) manufacturing, recovering or using pyridine or picolines, any methyl or ethyl amine or acrylates.

Class B7. Special Industrial Group E

Use for carrying on any of the following industries, businesses or trades:

Boiling blood, chitterlings, nettlings or soap.
Boiling, burning, grinding or steaming bones.
Boiling or cleaning tripe.
Breeding maggots from putrescible animal matter.
Cleaning, adapting or treating animal hair.
Curing fish.
Dealing in rags and bones (including receiving, storing, sorting or manipulating rags in, or likely to become in, an offensive condition, or any bones, rabbit skins, fat or putrescible animal products of a similar nature).
Dressing or scraping fish skins.
Drying skins.
Making manure from bones, fish, offal, blood, spent hops, beans or other putrescible animal or vegetable matter.
Making or scraping guts.
Manufacturing animal charcoal, blood albumen, candles, catgut, glue, fish oil, size or feeding stuff for animals or poultry from meat, fish, blood, bone, feathers, fat or animal offal either in an offensive condition or subjected to any process causing noxious or injurious effluvia.
Melting, refining or extracting fat or tallow.
Preparing skins for working.

Class B8. Storage or distribution

Use for storage or as a distribution centre.

PART C

Class C1. Hotels and hostels.

Use as a hotel, boarding or guest house or as a hostel where, in each case, no significant element of care is provided.

Class C2. Residential institutions.

Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)).

Use as a hospital or nursing home.

Use as a residential school, college or training centre.

Class C3. Dwelling-houses

Use as a dwelling-house (whether or not as a sole or main residence)—

- (a) by a single person or by people living together as a family, or
- (b) by not more than 6 residents living together as a single household (including a household where care is provided for residents).

PART D

Class D1. Non-residential institutions

Any use not including a residential use—

- (a) for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner.
- (b) as a crèche, day nursery or day centre.
- (c) for the provision of education.
- (d) for the display of works of art (otherwise than for sale or hire).
- (e) as a museum.
- (f) as a public library or public reading room.
- (g) as a public hall or exhibition hall.
- (h) for, or in connection with, public worship or religious instruction.

Class D2. Assembly and leisure

Use as—

- (a) a cinema.
- (b) a concert hall.
- (c) a bingo hall or casino.
- (d) a dance hall.
- (e) a swimming bath, skating rink, gymnasium or area for other indoor or outdoor sports or recreations, not involving motorised vehicles or firearms.

APPENDIX I

AFFORDABLE HOUSING

In this document "Affordable Housing" is defined as:

"..housing where the rent or price is permanently reduced, directly or indirectly, by means of subsidy from the public, private or voluntary sector and which is provided or managed by a housing association, local authority or other organisation, including shared ownership"

(from "1994 Advice on Strategic Planning Guidance for London", LPAC, February 1994)