

3 The Area Today

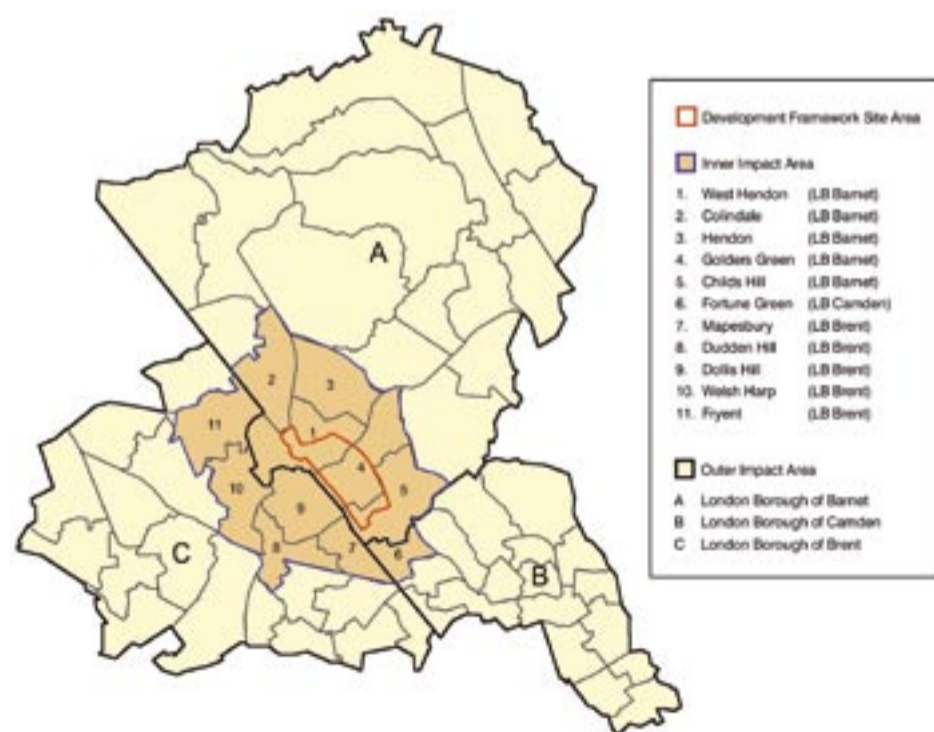
Introduction

This section describes the socio-economic and physical factors that have been considered during the preparation of the Development Framework, as follows:

- Population profile
- Learning and employment
- 'Living well'
- Topography
- Landscape
- Views and vistas
- Built form
- Local shopping facilities
- Infrastructure
- Environmental constraints

Key challenges have been summarised at the end of the section.

The socio-economic characteristics of the Framework have been considered in relation to population profile, learning and employment, and 'living well'. These indicators have been mapped in relation to specific Inner and Outer Impact Zones, which are highlighted below.



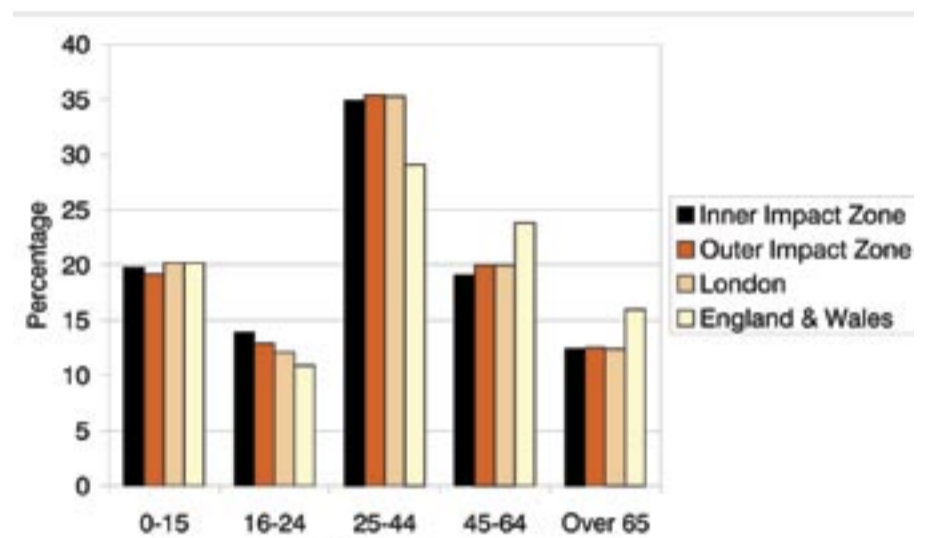
Impact Zones

Population Profile

The population profile theme considers data relating to age, ethnicity and socio-economic groups.

The 2001 Census establishes that the total population of the Inner Impact Zone is 140,321 people. The total population of the Outer Impact Zone is 776,048 which is the equivalent of 10.8% of the population of Greater London.

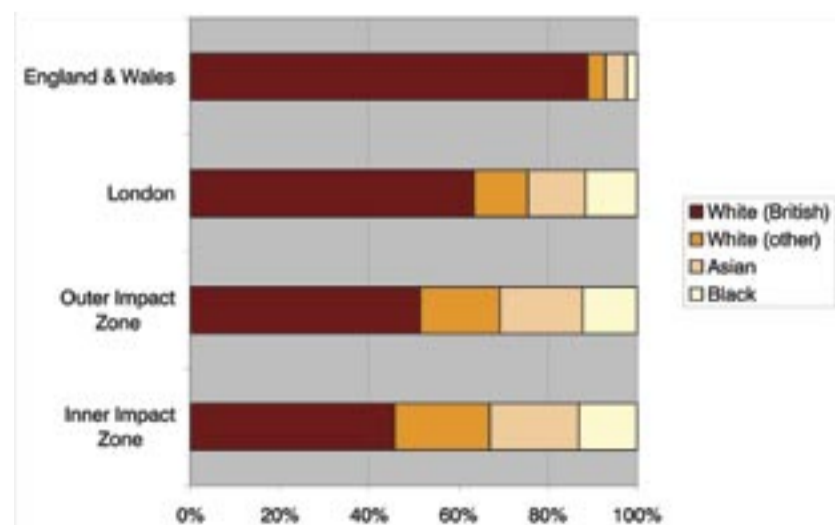
The age profile reflects a relatively young population in the Inner Impact Zone, in particular within the 16-24 age group compared to the overall average for London and England & Wales. The local area also contains a significantly higher proportion within the 25-44 age group than the national average, but a lower proportion over 45.



Age Profile

Source: Census 2001

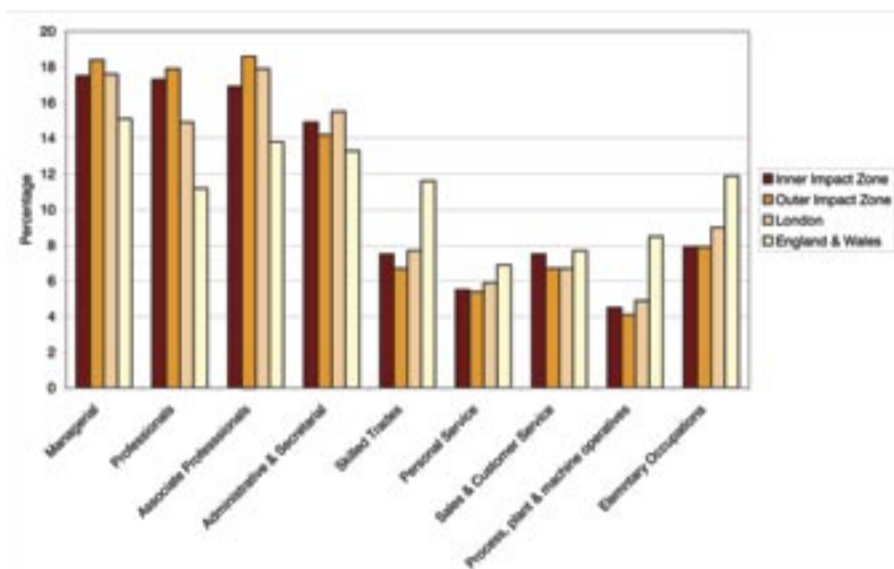
The ethnic profile reflects the multi-ethnic nature of London, with the Inner and Outer Impact Zones having considerably more ethnically diverse population profiles than the regional and national rates. Only 41.7% within the Inner Impact Zone and 47.6% within the Outer Impact Zone are 'White British', compared to 59.8% across London and 87.0% across England and Wales. The impact zones contain a higher proportion of all other ethnic groups than the comparable regional and national rates.



Ethnic Profile

Source: Census 2001

The Inner and Outer Impact Zones contain higher proportions of managers, professionals and associate professionals than the national averages. The impact zones contain significantly lower proportions of people in skilled trades, personal services and plant operatives. The proportion working in sales and customer service positions is high within the Inner Impact Zone compared to the rates across the Outer Impact Zone and London rates, primarily due to the strong retail focus at Brent Cross Shopping Centre.



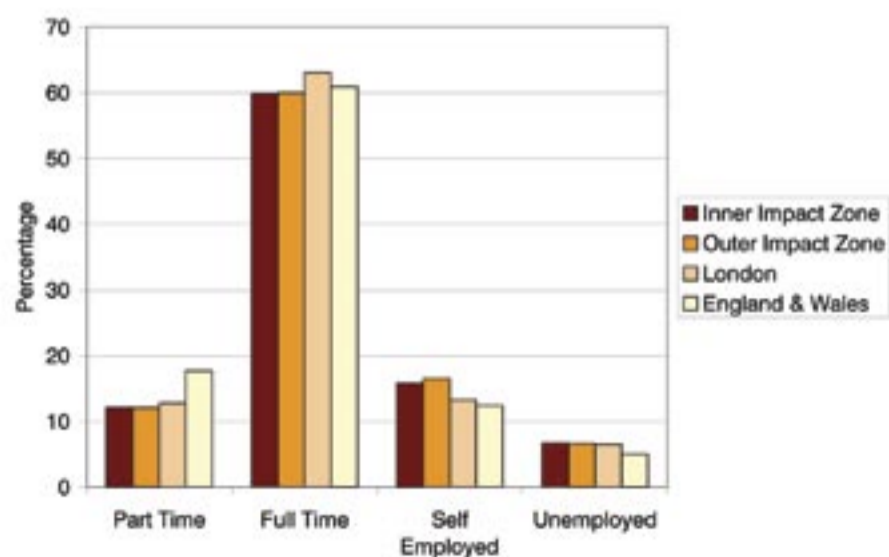
Socio-Economic Profile
Source: Census 2001

Learning and Employment

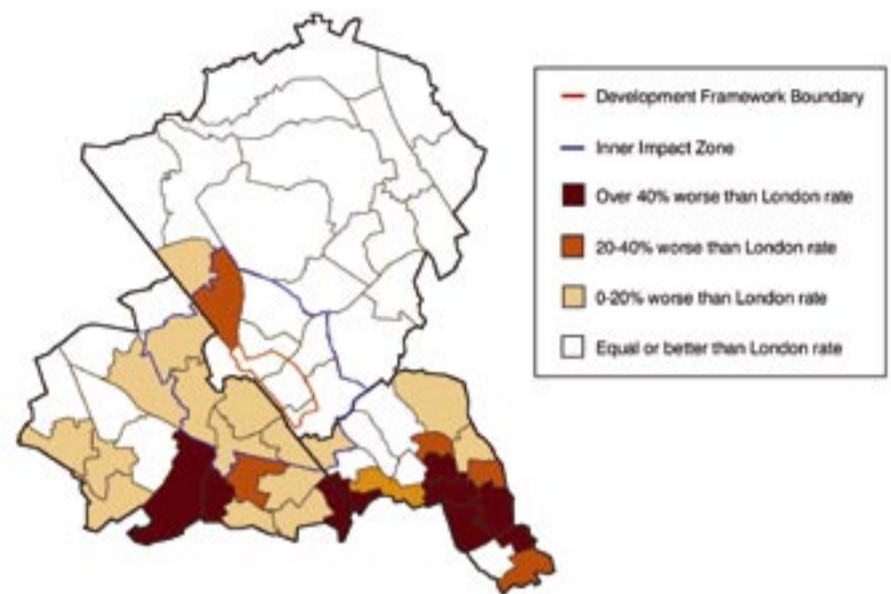
The learning and employment theme considers data relating to the rate of economic activity, unemployment, educational achievement and training.

The Inner Impact Zone contains a total of 74,098 economically active people between the ages of 16 and 74 (66.1%). This is fairly similar to the proportion for the Outer Impact Zone (66.2%), Greater London (67.6%) and England (66.5%).

In terms of the type of economic activity, both the Inner and Outer Impact Zones display a lower proportion of people working full-time than the national rate. There is also a lower proportion working part-time and a higher proportion classified as self-employed than the national rates. In terms of unemployment, the Inner Impact Zone displays an overall rate of 6.7% compared to 5.0% across England and Wales.



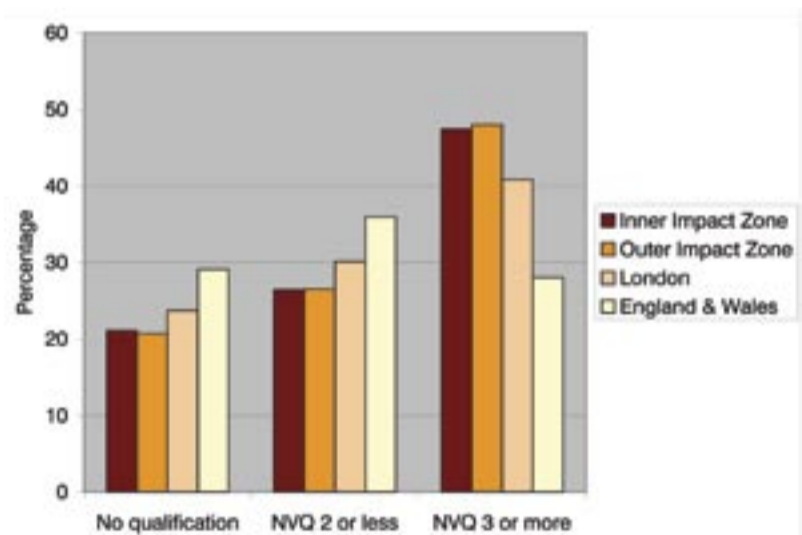
Economic Activity Breakdown
Source: Census 2001



Inner Impact Zone Unemployment Rates (Difference from London Rate)
Source: Census 2001

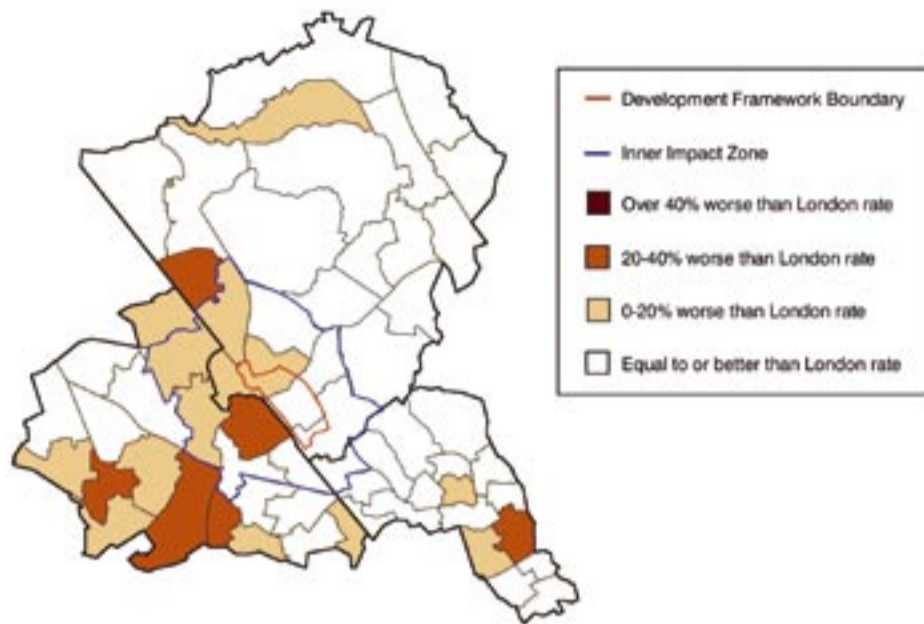
The results indicate that the area suffers from pockets of high local unemployment, with the Inner Impact Zone wards of Fryent, Mapesbury, Dollis Hill, Dudden Hill and Colindale Hill all displaying unemployment rates in excess of the average for London. Across the Outer Impact Zone, severe pockets of unemployment exist in certain wards such as St Pancras and Somers Town which display unemployment rates more than twice that of the London average. Undoubtedly the ward rates themselves mask severe pockets of unemployment within individual wards, with several urban estates being localised unemployment hot-spots.

The Inner Impact Zone displays a lower proportion of people with no qualifications (21.1%) than the average for Greater London as a whole (23.7%) and the national average (29.1%). In terms of those attaining qualifications, both the Inner and Outer Impact Zones contain a lower proportion of individuals attaining NVQ Level 2 or below (Level 2 is equivalent to 5 GCSEs at grade A to C), but a considerably higher proportion attaining Level 3 or above (Level 3 relates to a minimum of 2 A Levels).

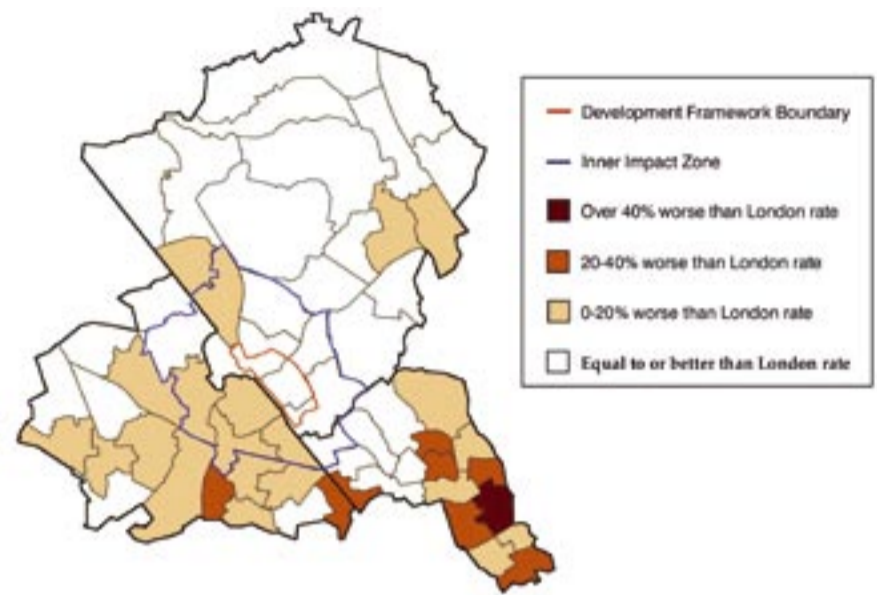


Qualifications
Source: Census 2001

A more detailed analysis in relation to qualifications at a local level reveals that certain parts of the neighbouring urban areas display particular problems in terms of the proportion of the population with no qualifications. The chart below relates the proportion of people with no qualifications to the average rate across London in general, and reveals that areas such as Dollis Hill and Welsh Harp display particular problems with rates of no qualifications of 28.5% and 27.5% respectively compared to a London average of 23.7%.



Proportion with no qualifications in comparison to London Rate
Source: Census 2001

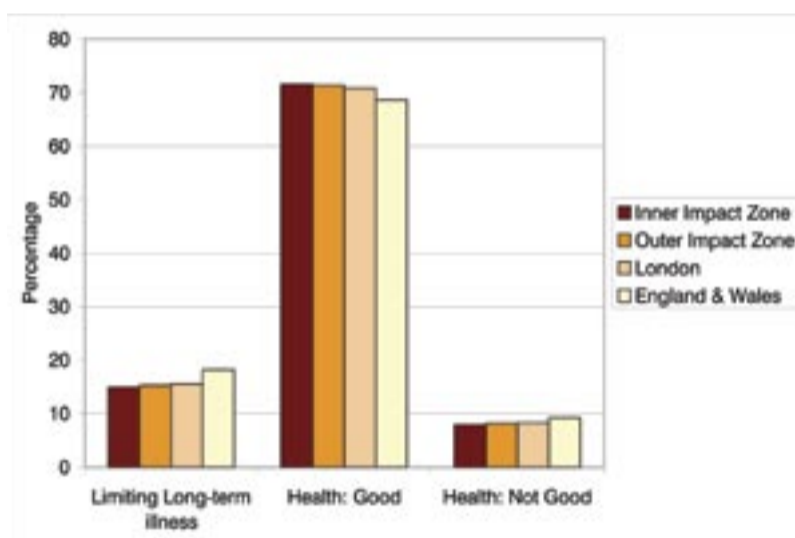


Health 'not good' comparison to London Average
Source: Census 2001

'Living Well'

The 'living well' theme considers data relating to local health characteristics.

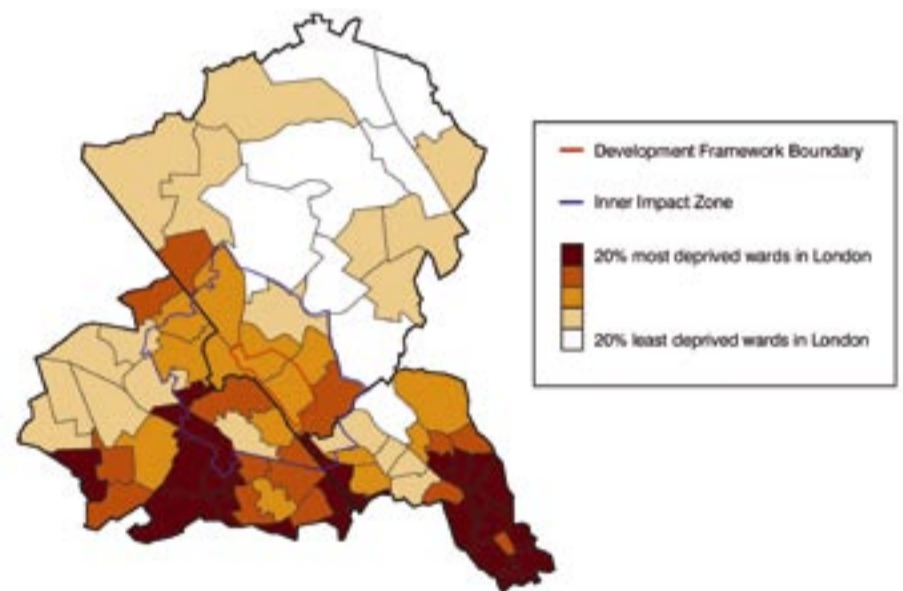
As illustrated below, the local wards in and around the regeneration area tend to display a lower proportion of problems in terms of limiting long-term illnesses in comparison to the average across England and Wales as a whole. A slightly higher proportion at the Inner Impact level classify their health as being 'good', and a lower proportion classify their health as being 'not good'.



Health
Source: Census 2001

Again, relating the proportion of people classifying health as 'not good' across the local wards reveals that specific problems do appear to exist in certain locations.

The Index of Deprivation 2000 (DETR) indicates that most of the (equivalent) local wards within the Inner Impact Zone are all located within the 50% most deprived wards in England, with the majority being within the top 30%. The area is categorised as suffering from more problems of deprivation than average across England. In relation to the levels of deprivation across London, parts of the local area clearly score highly as some of the most deprived within the capital.



Index of Multiple Deprivation (DETR)
Source: Census 2001

This analysis confirms that certain local residential areas contain a proportion of residents trapped in a poverty cycle of low skills and educational attainment, poor health, a high incidence of single person housing and limited prospects.

It is within this context that development proposals for the regeneration area should be considered, in order to deliver an economic future for the area that will be sustainable and assist in addressing the economic weaknesses experienced by some local residential communities.

The regeneration of the area must focus upon providing residents with:

- new employment opportunities
- physical integration and accessibility
- training and educational resources
- an improved living environment
- enhanced health and community support networks
- a safe, attractive environment

Historical Evolution

The majority of the area known as the London Borough of Barnet is underlain by heavy clay and was originally covered in thick forest making it unattractive to early settlers. The Roman route, Watling Street, runs north-south along the line of the current A5, however there is no evidence of major Roman settlements in the area. This and other well established routes, such as the Harrow Road, were particularly important in medieval times providing passable routes through the clay lands. Settlements began to appear along these routes at various periods yet the regeneration area remained rural in character up to the mid to late 19th Century. Agriculture was the main economic activity, with farms located in the area.

The construction of the Finchley Road in the 1820s followed by the Midland Mainline Railway in the 1860s continued the trend of main routes bypassing the area. However, this infrastructure eventually facilitated the spread of Victorian London into the area. Centres grew around train stations at Cricklewood, (then Childshill Station), and Hendon.

The A406 North Circular Road and Hendon Way were constructed in the 1920s. The M1 motorway was the last major piece of infrastructure to arrive, opened in the 1960s to facilitate traffic flow into central London. The consequence in part however, was the severance of the land and the communities along the Edgware or Great North Road.

The regeneration of the area should repair the urban fabric and re-introduce links between existing communities wherever possible.



Figure 5: Historic map 1822



Figure 6: Historic map 1877



Figure 7: Historic map 1902

Topography

Development within the regeneration area has been influenced by its major topographical features illustrated on Figure 8. These include the Brent river valley, high ground at Hendon, and the Cricklewood plateau, with high points around Claremont Road.

The River Brent runs east-west across the northern part of the area. Residential development was initially set back from the river valley due to potential flooding and marshy land. However, the River Brent was dammed creating the Welsh Harp Reservoir, improving marshy conditions along the river and, over time, enabling other uses to be developed such as the Brent Cross Shopping Centre.



Figure 8: Topography

Landscape

Despite large areas of open space and the proximity of the Welsh Harp Reservoir, landscape has a limited visual influence within the regeneration area. The few landscape features of significance are; Clitterhouse Fields, Claremont Park, Millennium Green, the reservoir, and the river corridor. A number of smaller areas of open space exist. However the majority of these are of poor quality at present. The significant landscape features are described below.

Clitterhouse Playing Fields

The largest open space within the regeneration area, the playing fields are bordered by the residential areas of Claremont Road, Pennine Drive Estate, Prayle Grove and some allotments. They contain mown amenity turf playing fields, including four football pitches, a children's playground and a small tributary of the River Brent. This stream flows in an open channel through the park but is culverted through residential areas until it reaches the River Brent. It is poorly maintained and subject to fly tipping with litter and abandoned motorcycles dumped along it.



Brent (Welsh Harp) Reservoir

The Brent (Welsh Harp) Reservoir and the adjoining York Park are 'natural' assets to the whole borough. It is a Site of Special Scientific Interest (SSSI) and a Site of Metropolitan Importance for Nature Conservation. It is also scientifically important for its high numbers of over wintering and nesting wildfowl and the diversity of wetland and marginal plants. The reservoir covers some 51 hectares and parts of it are used for sailing. Fishing and swimming are not permitted.



River Brent

The river runs in a channel east-west across the Brent Cross Shopping Centre. In many areas the water is stagnant and heavily littered. There is currently little access to the river and in most places it is only visible from the many bridges that cross it. The section of the river that runs in front of the shopping centre is edged with a row of trees which obscure the river from view.



Clarefield Park

Opened in 2000, the park covers an area of 2.5 hectares. It is a semi-natural open space for the local community, with facilities for hard-surface sports such as basket ball, a play ground and sitting areas. The landscaped garden area includes species of wild-flower grassland and planted shrubbery as well as a pond to the north of the park.

Millenium Green

The Millenium Green, developed in 2001, sits adjacent to Claremont Road opposite the junction with The Vale. It covers an area of 0.4 hectares and was designed as a small public park with sitting areas. The Green is maintained and managed by the Cricklewood Millenium Green Trust.

Open Space Between Clitterhouse Crescent, Brent Terrace and Claremont Way

A series of small linear open spaces covering approximately 0.9 hectares run along these residential streets. The spaces consist of grassed areas enclosed by hedges and scrub. Paths running through these spaces link Brent Terrace to Claremont Way.

The regeneration of the area should improve existing landscape features and wherever possible, introduce new public open space. The Welsh Harp Reservoir and the River Brent require careful management to balance conservation and ecology with increased public access to these assets.



Views and Vistas

There are several key elements that dominate the internal views. These include; the West Hendon Estate, Whitefield Avenue Estate, Brent Cross Shopping Centre, the Holiday Inn, the railway lands, Clitterhouse Fields and the Welsh Harp Reservoir. The industrial areas and major roads have a significant negative visual impact. These views and vistas are described below and illustrated in Figure 9.



West Hendon Estate to Reservoir

The West Hendon Estate runs along the reservoir banks. At ground level, all that can be seen is the dense vegetation along the banks with only glimpses of the reservoir, although the higher residential buildings have a clear view over the reservoir.



West Hendon Estate from the Broadway

West Hendon's local shopping centre is situated on the Broadway. The West Hendon Estate lies behind this. At various points along the Broadway, including the intersections of Borthwick Road, Ravenstone Road and Perryfield Way, the estate is visible. There are several high buildings that are visible over the Broadway.



Figure 9: Views & vistas

Key

- | | |
|----------------------------|------------------------------|
| Regeneration Area | Clitterhouse Playing Fields |
| Panoramic view | Brent (Welsh Harp) Reservoir |
| View | River Brent |
| Vegetation Screen | Clarefield Park |
| Positive Visual Element | Millenium Green |
| Negative Visual Element | |
| Existing Dominant Building | |

Brent Cross Shopping Centre

The large mass of the Brent Cross Shopping Centre and the surface car parks dominate views from various points within the regeneration area, particularly to the north. From the south of the A406 North Circular Road looking north, the shopping centre also dominates the scene, with the river corridor occasionally softening the view. There is a clear view of the shopping centre from the upper floors of the buildings on Whitehall Avenue and the Holiday Inn Hotel. The shopping centre is visible when travelling along the A406 North Circular Road and Hendon Way.



Railway Lands

The railway lands can be seen from several locations within and around the regeneration area including: residential properties on Brent Terrace, the shop units along the Edgware Road and sections of the A406 North Circular Road. On the southern part of Claremont Road, residential properties back on to the railway itself. Properties in Brent Terrace front the railway, with ground floor levels looking out at the railway boundary fencing and vegetation. Parts of the railway lands are visible from the highest points in the regeneration area including the Holiday Inn Hotel, residential buildings on Claremont Way and Station Road in West Hendon.

Clitterhouse Playing Fields

The view from the north of the Clitterhouse Playing Fields is dominated by the residential buildings on the corner of Claremont Road and Whitefield Avenue and the upper floors of the Holiday Inn Hotel. Medium to low density housing characterises views along the other edges of the park.

Clarefield Park

Views from inside the park are of adjoining industrial areas, the hotel, and traffic on the A406 North Circular Road, all of which have a detrimental effect on the character of the park.



Industrial Areas

The Claremont Way Industrial Estate is set in a small valley restricting views out of the estate but exposing sections of Claremont Way and Clitterhouse Crescent to views of the roof tops of the estate. The residential buildings on Claremont Road, the Holiday Inn Hotel and the junction at Staples Corner all have views of the Industrial estate. There are also small clusters of individual industrial properties dispersed throughout the regeneration area. These include the businesses along the Edgware Road that can be seen from the railway and the Edgware Road. There are small industrial businesses operating in railway arches which can be seen from the junction with the M1 motorway, at Staples Corner.

With the exception of the reservoir, the views in and around the area are poor, especially given the importance of the location of the site strategically as a gateway to London.

The regeneration of the area should create new views of high quality development and public realm befitting of this gateway location.

Built Form

There are a variety of existing buildings in the regeneration area ranging from large box like structures such as the Brent Cross Shopping Centre, industrial parks and bulky goods retailers to suburban residential properties. The larger buildings are harsh and imposing, often in poor condition and tend to be surrounded by car parking with little or no direct relationship to the surrounding streets. The key building forms are described below and illustrated on Figure 10.



Brent Cross Shopping Centre, was developed in 1976 as an inward looking shopping mall. The centre was refurbished and extended in 1995. The majority of the existing building is 2-3 storeys high, surrounded by car parking and the highway network. The shopping centre is a centre for higher order comparison goods typified by fashion outlets and department stores. Some of the main retailers include John Lewis, Fenwick, Marks & Spencer, Boots, WH Smith, Dixons, Mothercare, Russell & Bromley and Benetton.

The Holiday Inn Hotel fronts onto the A406 North Circular Road and is situated within the circular gyratory of Tempelhof Avenue providing access to Tempelhof Bridge. It is 11 storeys high, making it one of the tallest existing buildings in the regeneration area. This, combined with its blue glass façade, makes it a distinctive but not necessarily attractive local landmark. A substantial car parking facility for users of the hotel surrounds the building.

Various bulky goods retail units and superstores are located along the Edgware Road, the corner of Hendon Way, Cricklewood Lane and along the A406 North Circular Road. All of these developments occupy large parcels of land relative to their floorspace with extensive surface car parking facilities. They provide little in the way of urban character, catering for an almost exclusively car-borne clientele.

The Claremont Way Industrial Estate is the only estate of its kind within the regeneration area. It has good access to the A406 North Circular Road, the M1 motorway and rail network. It houses a mix of commercial and light industrial activities, varying from large operations such as a sand and gravel depot, to a waste transfer station. The area is of poor visual quality. There are clusters of other industrial uses throughout the regeneration area, including sites along the Edgware Road/railway lands, south of Claremont Road and around Staples Corner.

Figure 11 illustrates the existing street pattern. It shows that the infrastructure dominates the built form and there are opportunities to reconnect the surrounding neighbourhood in a number of locations.

There is a significant amount of residential development in the regeneration area, in particular, located south of the A406 North Circular Road in the area known as 'Eastern Lands'. This area comprises of 14 hectares of land including the Whitefield Estate, Whitefield and Mapledown Schools, a Leisure centre, one large retail warehouse and a large foodstore. The Whitefield Estate consists of three high-rise blocks that form a distinctive part of many local views, although they lack character and do not relate to the street. Other residential areas in the north include the West Hendon Estate and the surrounding streets. Another substantial residential area is bordered by Park Road in the north, the Brent Cross Shopping Centre and superstores to the south.

The large West Hendon Estate consists of a range of dwelling sizes from multi-storey blocks to low-rise family accommodation with gardens. Although some improvements have been made, the majority of dwellings are in poor condition.

The residential areas surrounding the Brent Cross Shopping Centre, such as Sturgess Avenue, are characterised by wide tree-lined streets and semi-detached houses. The dwellings in this area are in varying condition. Similar residential areas can be found surrounding the eastern and western boundary of the Clitterhouse Playing Fields. The circular streets of the Pennine Drive Estate consist of a wide tree-lined streets and inter-war semi-detached houses with large well maintained frontages and back gardens.



Figure 10: Existing built form

- Key
- Regeneration Area
 - Buildings
 - Rail
 - Roads



Figure 11: Existing street pattern showing limited connectivity

The regeneration of the area requires the development of high quality architecture, founded upon principles of sustainable development to transform the area.

The Clitterhouse Crescent Estate consists of a relatively dense mix of semi detached and terraced housing. The roadways are narrow and streets lack vegetation creating a bleak environment. With no designated parking on street, some houses use front gardens for parking, which has a detrimental effect on the visual environment.

Brent Terrace is a unique residential area within the centre of the regeneration area, recognised as a feature of local architectural interest. There are approximately 100 dwellings built as railway cottages along the railway lands. The road access is from the rear of the properties and they front onto a small footpath along the railway. The majority of the houses are Victorian terraces with single or two storey back additions. The houses are set below the railway line and



the adjacent area of the Clitterhouse Crescent Estate. The terraces are sheltered from the railway and surrounding residential areas by dense shrubbery, creating a quiet enclave.

The residential areas in the south of the regeneration area consist of a range of styles and layouts. The Vale is lined with a range of dwelling types from blocks of flats to semi-detached houses. Along the south of Clarendon Road and bordering the railway line, a series of medium rise apartment blocks surrounded by surface car parking have been developed. These create an anonymous street scene and have little aesthetic value or character. In contrast, the Cricklewood Railway Terraces, situated off the Edgware Road are of a high quality with a unique character. They consist five rows of terraces with communal garden areas and form part of a Conservation Area.

The primary land uses are described on Figure 12.



Figure 12: Existing land use

Key

- | | |
|---|---------------------------|
| Regeneration Area | Predominantly Residential |
| Existing Shopping Centre | Employment |
| Car Parks | Leisure/ Hotel |
| Open Space | Office |
| Retail | Rail Freight Facility |
| Neighbourhood Retail/ Bars/ Restaurants | Waste Transfer Station |

Local Shopping Facilities

Cricklewood

The main local shopping area in Cricklewood is situated around the junction of Cricklewood Lane and the Edgware Road. It is characterised by small convenience stores, budget shops, restaurants and an assortment of necessity stores. The High Street has little aesthetic quality as the majority of shops are currently in poor physical condition. The buildings along the High Street are mainly three to four storeys high, with small shop fronts at ground level and offices and flats above. Due to narrow footways and high traffic levels, the pedestrian environment is uncomfortable, a problem exacerbated by the scale of the surrounding buildings. There are large bulky retail outlets and a timber yard between the High Street and the railway line.

West Hendon

West Hendon is situated on The Broadway. The majority of the units are small convenience stores, 'pound shops', restaurants and a selection of necessity shops. There are a small number of specialty stores including a boating shop, an anglers shop and a lighting store. The shopping area is of a poor quality with many shops in need of refurbishment or redevelopment. The nature of West Hendon Broadway and its associated gyratory system have contributed to the creation of an unsuitable environment for the community. This adds to the neglected appearance of the centre.

The regeneration of the area must enable local centres to thrive.

Infrastructure

Roads

The area is dominated by the major roads that run around and through it as Figure 13 illustrates. The key roads within the area include the M1 motorway, the A406 North Circular Road, A5 Edgware Road, A41 Hendon Way, Claremont Road and Cricklewood Lane. This road network links the area with the rest of London and, via the M1 motorway, to the north of England. It is a well used and complex network with large intersections and often heavy congestion. The scale and complexity of routes and the amount of congestion on the network around the A406 North Circular Road contribute to a particularly harsh section of the urban townscape.



The A406 North Circular Road is a key circumferential route through North London. This road bisects the regeneration area. It has junctions with the M1 motorway, Hendon Way and Edgware Road and is crossed by several bridge structures. These junctions and structures along with their associated access arrangements create a complex, cluttered and uninviting environment for both pedestrians and motorists. It is difficult to navigate the area as a pedestrian due to the scale of the infrastructure and dominance of vehicles.

The Edgware Road is one of London's main arterial roads carrying a large amount of traffic. In the south of the regeneration area the Edgware Road forms Cricklewood Broadway.

Hendon Way has strategic significance as a major distributor road connecting the A406 North Circular Road with Finchley Road, providing an important link from the M1 motorway to central London.

There are a number of local routes that are significant. Claremont Road is a local distributor providing access to a number of housing areas and schools. It follows the ridge of the small local valley, before dropping down towards the River Brent and emerging at the Tilling Road. Cricklewood Lane links the Edgware Road with Hendon Way and Cricklewood Station.

The regeneration of the area must be supported by improvements to infrastructure that are sympathetic to movement by pedestrians in addition to other forms of transport.

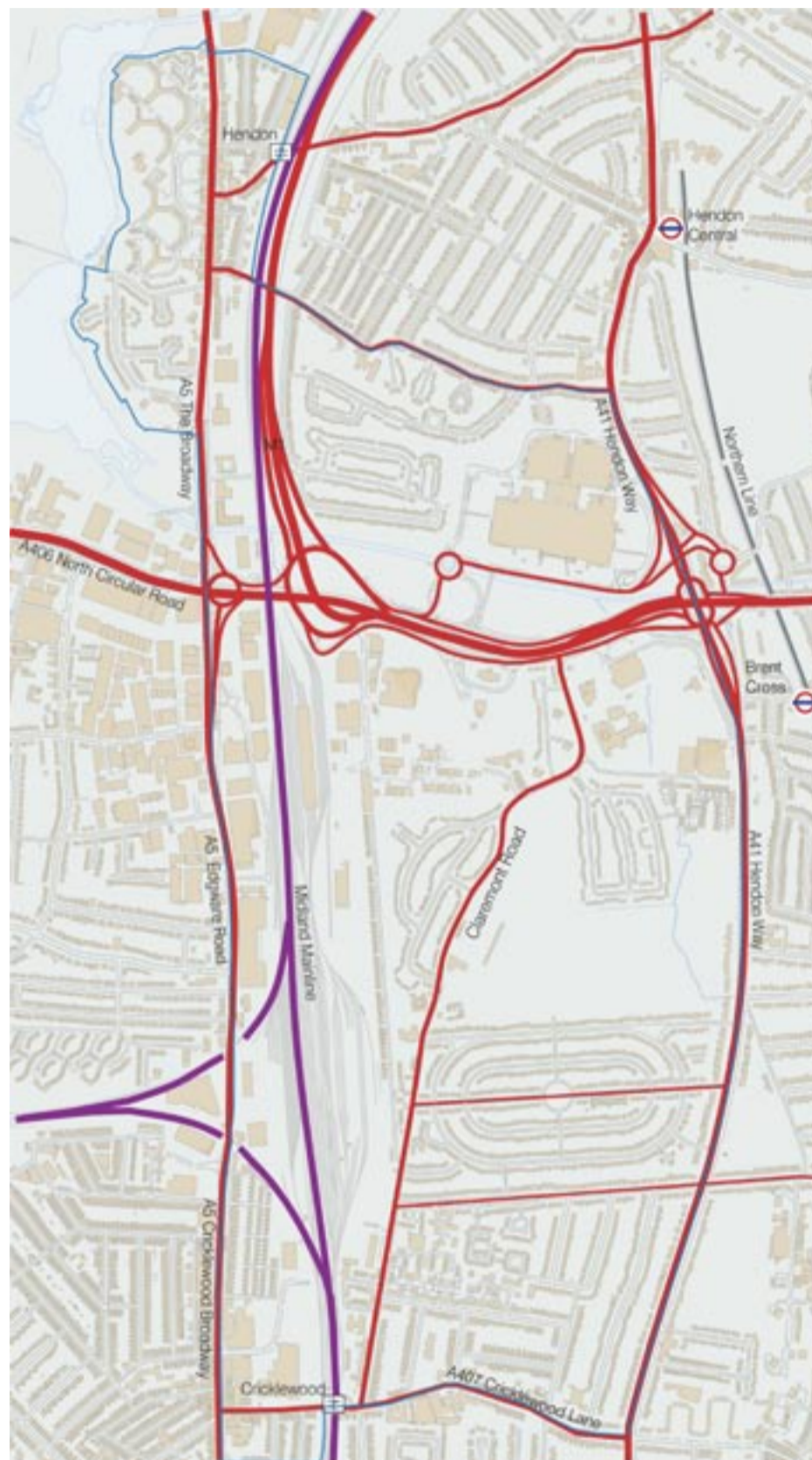


Figure 13: Existing infrastructure

- Key
- Regeneration Area
 - ⊖ Underground Station
 - ⊞ Rail and station
 - Rail
 - Northern Line
 - Main Routes

Rail and Underground

The railway line runs along the western fringe of the regeneration area, with stations at Cricklewood and Hendon on the Midland Mainline. The Mainline carries Thameslink services between Central London and Luton and Midland Mainline services between London and Sheffield. In the north, the railway lines are bordered by residential areas and the M1 motorway. The edge of the railway is currently lined with a substantial area of associated railway infrastructure. This consists of sidings, a carriage shed and a railway depot. At present many of the railway sidings are no longer used and as a result, a large proportion of the land is overgrown and derelict. The London Underground Northern Line lies just outside the regeneration area with stations at Brent Cross and Hendon Central. However, despite these facilities there is poor passenger accessibility to the rail and underground networks. The Underground stations, in particular, feel very remote and lack adequate pedestrian links and signage.

Transport infrastructure, both road and rail, divide the area and create a hostile pedestrian environment, limiting the potential catchment of these services.

Waste

The existing waste transfer station is situated alongside the railway. The entrance to it is from Claremont Way Industrial Estate. The facility is approaching 20 years old, and would benefit from some improvement to bring it up to modern environmental standards.

Environmental Constraints

Aside from the physical constraints there are also a number of environmental constraints, as illustrated in Figure 14.

The historic industrial development in the area has left a significant level of contamination. These areas are located along the railway line and include a former gas works and rail related contamination. These contamination areas obviously pose a constraint to development and remediation of the sites will be necessary. The northern part of the Cricklewood Railway Lands has historically been used as an unlicensed dump. Significant levels of contamination also remain here too.

The other prime environmental constraints are due to noise and air pollution. Given the level of infrastructure on or around the regeneration area, including the busy highway network, certain areas experience high levels of noise pollution and air quality. These issues will inform the location of new development and the distribution of land uses.

The regeneration of the area should be environmentally sensitive, improving the existing situation and setting new standards for the future.

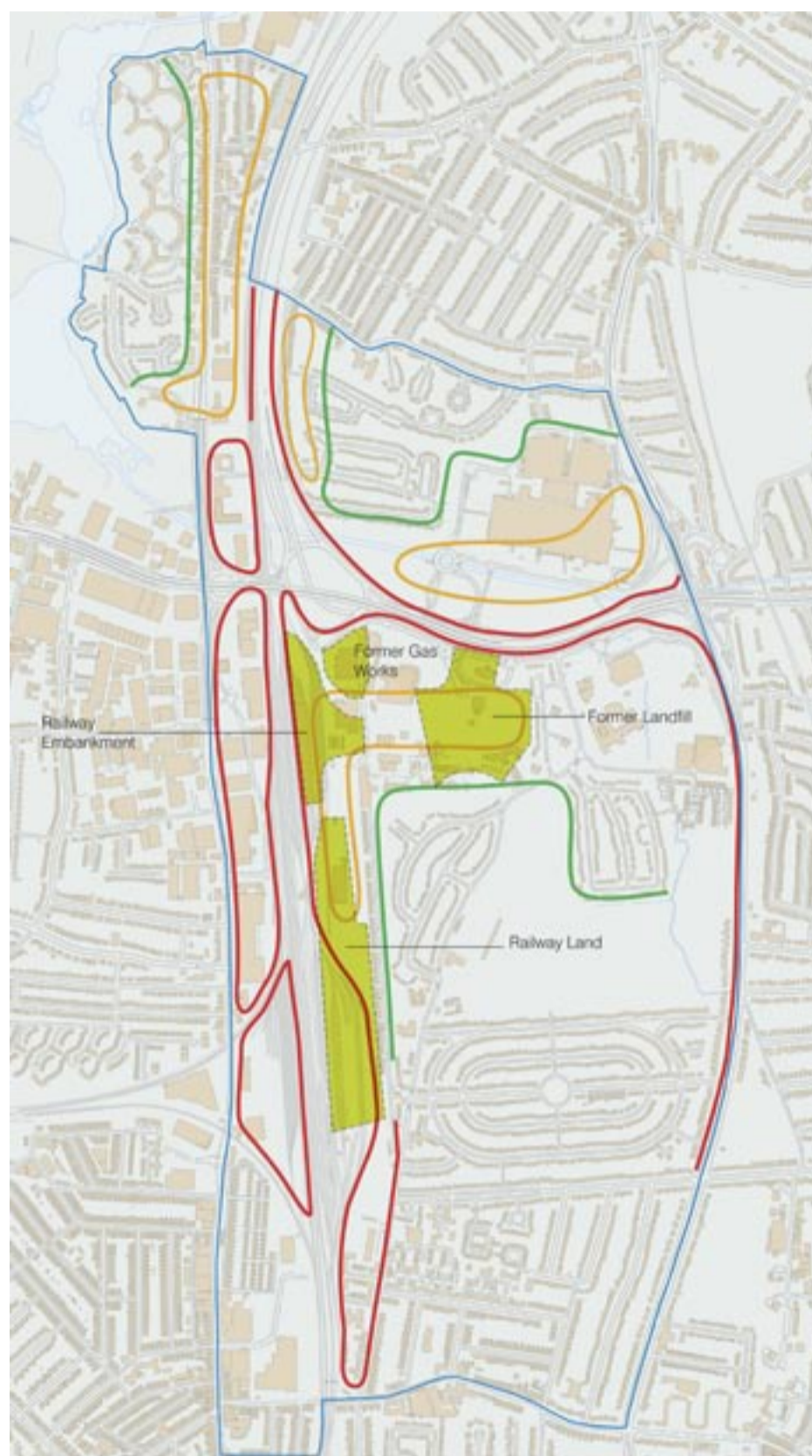
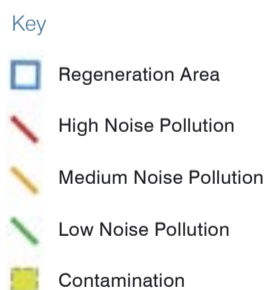


Figure 14: Environmental constraints



Key Challenges

It is essential that new development responds to the current needs and issues in the area. A number of existing physical constraints and operational and transport considerations, along with aspirations for future development pose challenges for the Framework to overcome.

Sense of Place

The Framework must set a new direction for the area that establishes a heart and enables transformation and regeneration of the area to proceed as quickly as possible.

Accessibility

The area is potentially well connected in terms of strategic transport but there is a high degree of reliance on the private car. The nature of routes passing through the area, with busy roundabouts and junctions, make for a poor environment and also restrict pedestrians and cyclists. The strategy for transport must maximise existing transport links encouraging walking and cycling for local journeys by improving difficult or unsafe routes, whilst recognising that some people will continue to access the area by car.

Environmental Quality

The area currently has a dilapidated feel about it, lacking character and identity. Existing buildings and facilities are fragmented with significant areas of land that are underused or vacant. Overall, the quality of the environment is poor and dominated by traffic noise. New development must bring forward innovative buildings of quality and enhance the quality of the public realm.

Sustainable Communities

There is a shortage of facilities for the community at present which must be addressed. New development must not increase pressure on existing facilities as a result of the new incoming population, rather it should add to and complement the existing range of services.

Brent Cross Shopping Centre

The evolution of the centre relies upon its successful integration within the new town centre. This will require a change in image and perception as well as extensive physical alterations.

Job Creation

New development must bring with it new jobs accessible to a wide range of people, both local and new to the area.

Viability

Restructuring the area will be costly and the Framework must be sufficiently flexible to enable viable and deliverable solutions to come forward that will maximise the regeneration benefits for everyone.



Figure 15: Physical constraints

Key			
	Regeneration Area		Rail Freight Facility
	Rail Line		Waste Transfer Station
	Major Roads		Busy Road Junctions
	Restricted Width Bridge		Brent Cross Shopping Centre
	Poor Pedestrian Route		