

Brentford Community Council

c/o 48 Braemar Court, Brook Road South, Brentford, Middlesex, TW8 0NA
www.brentfordcc.org.uk

Commerce Road: Possible Development Options.

December 2007

bcc 396 dmb

Introduction:

1. The BCC has suggested amendments to the BAAP now that the SoS has issued a decision on the Isis application. This land was left out of the BAAP at the time of the inquiry because it was being determined there.
2. This paper attempts to list the most important considerations which could affect the selection of the dominant land uses.
3. These should have regard to Council policy, the views expressed in the inquiry decision letters and the deficiencies in the Brentford area, which could be met on this site and at Brent Lea..

Potential Land Uses.

1. Water Side Uses.
2. The Bus Depot.
3. Employment/Manufacture and Warehousing.
4. Housing including family housing.
5. Education: Primary or Secondary.
6. Open Space.

1. Water Side Uses.

The inspector put emphasis, both on the importance of the covered sheds, where consent to demolish was refused, and on the Canal Conservation Area status and character. He did not specifically support the promotion of canal freight, but the Area Committee have endorsed this policy, and if that view is supported by the Council the covered sheds and the wharfs could be protected and water side freight could be promoted.

Additionally the opportunity for promoting recreational canal uses could be followed up.

2. The Bus Depot.

The future of the bus depot should be secured to ensure it serves an increasing fleet to serve the expanding Brentford area population as car use declines and population rises. A larger site may be required.

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3. Employment

The west side of Commerce Road and the two sites on the east side are in employment use. Their position could be strengthened by additional development for manufacture and warehousing served by proper access both by road and by water.

Development next to the retained sheds and the depot could share access with the shed sites. Access to them should be separated from access to any residential or educational uses.

Offices should not be built on this site if the need for offices can be met in the town centre.

4. Housing.

Brentford lacks new family housing including affordable housing. A low/medium rise housing element at the London Road end of the site would not appear to have been ruled out the inspector.

5. Education.

With our rising population Brentford needs a primary and a secondary school. A site for a primary school at Brent Lea has been suggested. Any need to compensate for the open space lost for a school might be met on the Commerce Road site.

Additionally Commerce Road might provide a site large enough for a secondary school. The safety aspects of any canal frontage would need careful consideration. Such a school could be an LA provision or a possible Academy.

6. Open Space.

The site is partly in an area of open space deficiency. If Brent Lea was developed as a school open space might be required on the Commerce Road site. Open space could be associated with more generous canal side walks.

Summary.

This draft has been shared with LBH. It is on the agenda for the BCC meeting on January 31st. The public hearing into the BAAP is scheduled for April 2008 when Commerce Road issues can be considered further in the Brentford context.