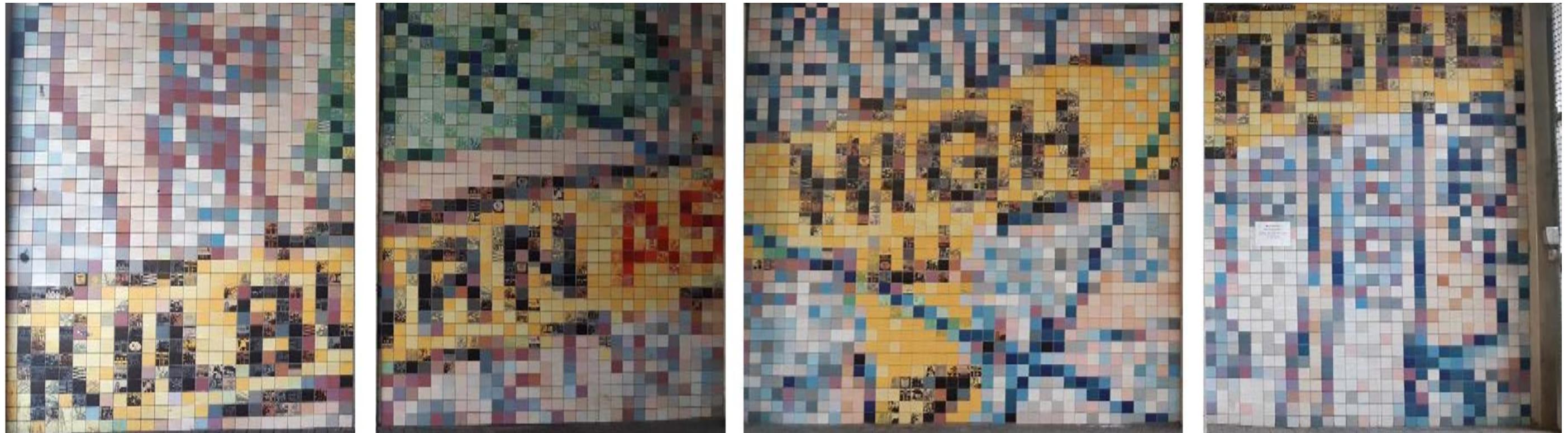


Kilburn Neighbourhood Plan

2023-2033



Adopted Version December 2025.



Kilburn Neighbourhood Plan 2023-2033

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Foreword

Dear Residents,

The Kilburn Neighbourhood Plan presented here is primarily the product of Kilburn people's passion for and about Kilburn. Dating back to Roman times the Kilburn High Road, its centrepiece, is still a major highway and is also the local high street for people living in the surrounding estates and residential streets in the two Kilburn wards of Kilburn (Brent) and Kilburn (Camden). The challenges and opportunities associated with this unique situation together with the efforts to make sure Kilburn does not suffer as a result of sitting astride two local authority boundaries, has given rise to many initiatives in the recent past which have essentially been led by or has responded to the ambitions, energy, and creativity of the residents, businesses, communities, and other stakeholders.

Most significant is the work of the many Residents and Tenants Associations (RTAs) in the neighbourhood whose voices over the years have influenced policies and local decisions, ranging from objecting to planning applications for betting shops, payday lenders, and a surplus of fast-food shops to securing better-coordinated services, through, for example, neighbourhood policing or improved street cleaning.

In 2014 discussions around local organisations joining forces to become more effective in representing the views and concerns of residents and businesses led to the inception of the Neighbourhood Forum. We are pleased to say that those in the Forum's committee who have taken on the more detailed work to draw up the plan are involved in their Tenants' and Residents' Associations (TRAs) and other local organisations. This two-way channel is embedded through ongoing discussions, meetings, and walkabouts. The Forum's early work involved securing funding, training, establishing a website <http://kilburnforum.london/> Shaping the future of Kilburn- building up the Forum's membership and mapping the two Kilburn wards into the designated Kilburn Neighbourhood. Sadly, South Kilburn was not included because it already has a master plan although the residents and local businesses frequent the High Road and local service is kept in mind.

The committee has commissioned several research reports on which the Plan draws on and these are referenced on the website and listed in the Appendix. The Forum has also been fortunate in partnering with two universities and it has valued and drawn on the student project studies produced by Anglia Ruskin students in 2017 and the studies and presentations of UCL Bartlett School of Building students in 2022. This Plan aims to

build on all these initiatives and Kilburn's palpable community spirit. We have tried to formalise the collective vision into policies for the Kilburn Neighbourhood and to record the ideas for transformative projects.

Some of the challenges to the neighbourhood are referenced in the Plan. Kilburn has a strong identity and is well-known to visitors both nationally and internationally, but it falls into two separate wards (Kilburn, Brent, and Kilburn, Camden) and the services of the councils especially across the High Road are often not well coordinated. The neighbourhood is remote from the Wembley Civic Centre and from Camden Council as well as being on the borders of Westminster Council, giving rise to a sense of marginalisation over the years.

People and communities have come and gone in Kilburn. Notably, there has been a strong Irish community and now Kilburn is known for its cultural diversity including Asian, Caribbean, and African as well as more recently Somali, Middle Eastern, and Eastern European communities.

At the same time, Kilburn High Road has had its fair share of current concerns about the demise of high streets but despite the high rents and rates, online shopping, and the impact of Covid 19, the High Road, against all the odds, remains stubbornly vibrant with a myriad of small businesses staying afloat. The Forum hopes to redress the loss of entertainment venues, the book shop, and even Further Education colleges. Looking to the future it aims to boost opportunities for high-quality green space and carbon reduction, linking to improved social and commercial experience, better health and wellbeing, and a more sustainable neighbourhood.

This neighbourhood plan presents a stronger focus on Kilburn providing a conduit for the people's determination to fight for the opportunities that this distinctive London neighbourhood deserves, with its architectural merits, long and varied history, its cultural diversity, and, most of all, its people.

We want to thank all those who have worked tirelessly to develop this Plan: the council planning officers who have advised and supported us, the professionals who have guided us in the protocol of developing neighbourhood planning as well as other neighbourhood planners, now increasing in thoughts, plans and projects to the discussions. But most of all we want to thank the people of Kilburn for readily sharing their views and ideas and spurring us on to find ways to get the very best for the Kilburn Neighbourhood which is crying out for some targeted support. We hope the enthusiasm for this ambition will grow and grow and more people will join the Forum to take forward the vision, its implementation, and community support.

Signed by The Kilburn Neighbourhood Plan Committee

Ajay Kumble	David Kaye
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1. Introduction

A new plan for Kilburn

1.1 This is the Neighbourhood Plan for Kilburn (Fig 1). The Kilburn Wards of Brent and Camden form the core of the neighbourhood area and the entire frontage of Kilburn High Road except for the small section in the south that falls within the City of Westminster. The Neighbourhood Area does not include South Kilburn. Still, the designated area does include parts of Queens Park ward, namely Paddington Old Cemetery and a small area of Brondesbury Park Ward at the northern end of the High Road. According to the 2021 census the population of the area is approximately 22,300.

1.2 The Plan sets out the local community's aspirations for Kilburn for the ten-year period 2023-2033 and establishes policies in relation to land use and development. These policies will influence future planning applications and decisions in the area. But the Neighbourhood Plan is much more than this. It represents the community's manifesto for the Neighbourhood Forum, bringing together more than just traditional planning matters.

1.3 Kilburn was formally designated as an area for neighbourhood planning purposes (Fig. 1) and the Kilburn Neighbourhood Forum was established on 2nd June 2016 by LB Brent and 3rd June 2016 LB Camden. The Forum was renewed for a further five years in January 2022. The Kilburn Neighbourhood Plan Forum has surveyed, spoken to, and listened to members of the community. This has mainly been carried out through ongoing and regular contact with the local Residents' Associations in both Brent and Camden plus via other local groups such as Transition Town and KOVE. The KNPF has used the issues, and opportunities, raised during that process to help inform the production of the policies and projects now presented in this Neighbourhood Plan.

1.4 There are a number of stages involved in preparing a Neighbourhood Plan. Following initial consultation, the Plan was submitted to both Brent and Camden Borough Council for a further stage of consultation followed by an independent examination, which concluded subject to minor modifications that the Plan could progress to referendum. All registered people of voting age residing in the Neighbourhood Plan Area can cast a vote on whether they think the Neighbourhood Plan should be brought into force ('made'). If more than 50% of those who turn out vote 'yes', the Neighbourhood Plan forms part of the statutory development plan and is used to help determine planning applications in the Kilburn Neighbourhood Area.

Structure of the Plan

1.5 Following this introduction the Neighbourhood Plan comprises seven further sections. These are

- Section 2: 'Kilburn past', briefly presents the 'story' of Kilburn.
- Section 3: 'Kilburn present', provides an overview of the area covered by the Neighbourhood Plan, what existing planning policy says for the area, key issues, and comments raised during consultation.
- Section 4: 'Kilburn future', presents the vision and objectives for the Plan area.
- Sections 5 – 8: These sections present the policies and associated projects for Kilburn. These are presented on a spatial basis, reflecting the different characteristics and qualities of the area.
- Section 9: Summarises the next steps in the plan-making process

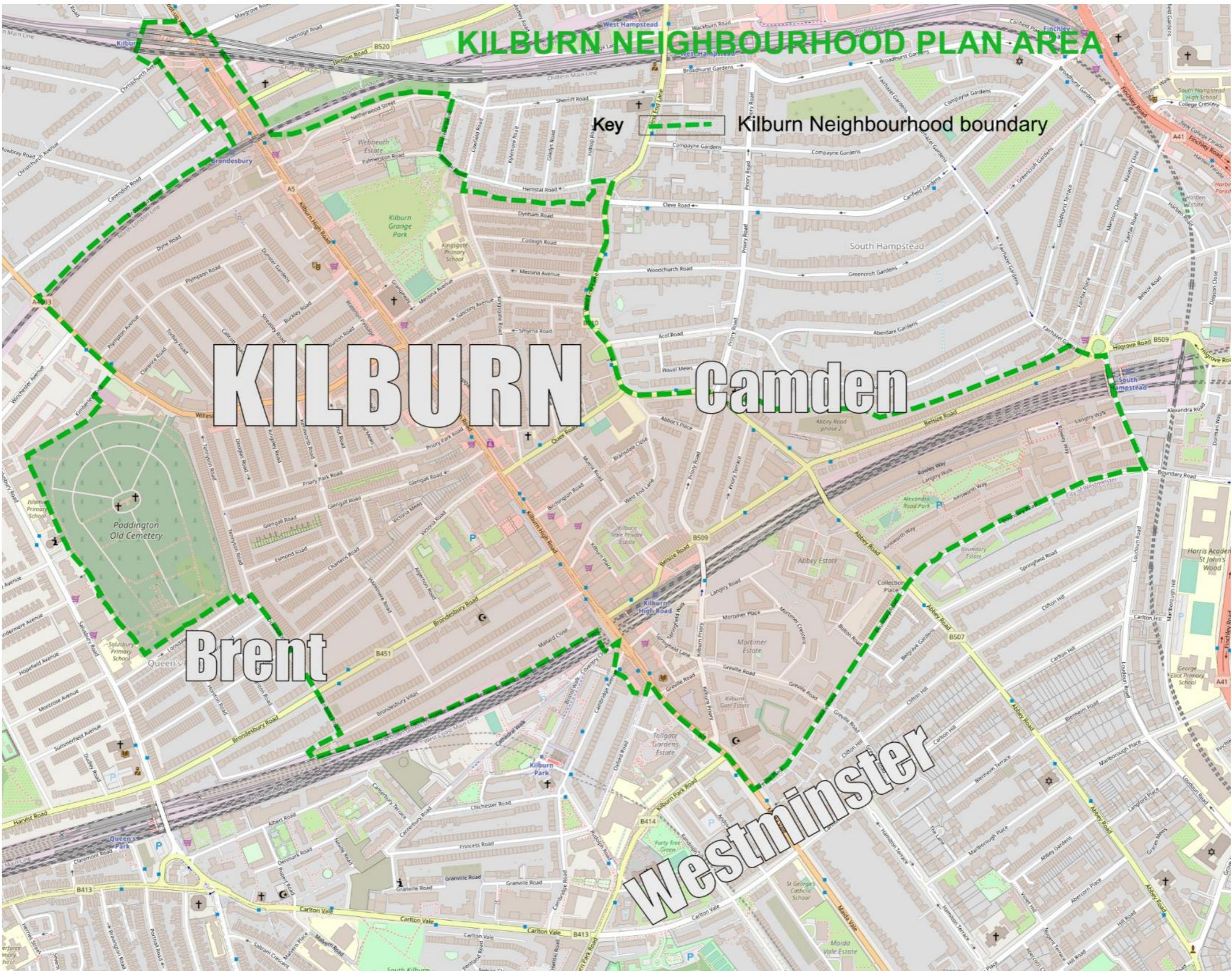


Figure 1. The designated Neighbourhood Plan area for Kilburn

2. Kilburn past

2.1 Kilburn has old roots. Starting as a Celtic trackway, Kilburn High Road was paved by the Romans in 47 CE becoming an important part of the Roman Road running from Dover, through London and on to Wroxeter and Chester. Travelled by Roman Emperors and Boudica, known by the Saxons as Watling Street, Kilburn High Road retains its importance as a major thoroughfare, as part of the A5 which runs from London to the port of Holyhead.

2.2 The original hamlet was built on the banks of Kilburn Brook, called "Kilbourne" by the Saxons, along whose flood plain settlement developed. There are certainly Roman remains near the High Road. Kilburn Priory was founded around 1134 and stood to the early 18th Century 11tury hermit and evidence of a mediaeval priory for pilgrims.

2.3 In 1714 a spring was discovered near the Old Bell public house. By the 18th century Kilburn Wells as it was known, had become a famous health-giving spa and resort area of some repute. Major expansion of Kilburn occurred in the 19th century with rapid construction of much of today's urban landscape, supported by extending networks of suburban railways and (originally horse-drawn) omnibuses. By the end of the 19th and start of the 20th Century Kilburn was a bustling centre of light industry, shopping, entertainment and hospitality. It was well known for its furniture shops whilst its fabric and clothes shops rivalled the West End. As the centre of the Irish community in London, it was much associated with music, theatre and dance, although all kinds of modern music were performed along the "Music Mile " of the High Road and Cricklewood.

2.4 But after World War II the district went into progressive decline, with closures, or clumsy conversions, of cinemas, pubs, music venues, and department stores. The Council's development of Kilburn Square in the early 1970's resulted in a problematic two-story shopping centre connected by a, short lived, elevator, by the 2000's it was something of an eyesore.

The opening of Brent Cross shopping centre in 1976 started the long-term decline in the quality of the retail provision on the Kilburn High RD especially in the loss of a number of the larger department stores.

There was an uptick in the retail provision with the opening of TK Maxx Aldi and Sports Direct in (2010s) but the challenges of online shopping are a cause for concern. Sadly, the last significant music venue, the Good Ship, closed in 2018.

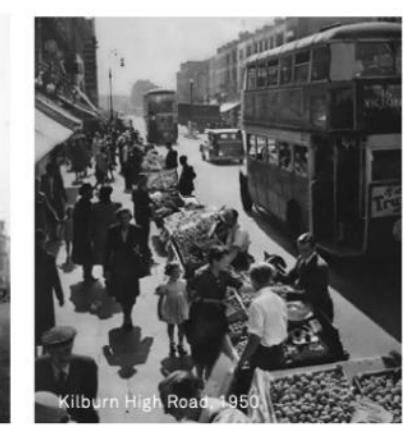


Figure 2: Historic Photos of Kilburn (source: We Made That for KNPF, taken from Brent Archives and Historic England)

3. Kilburn present

The neighbourhood plan area

3.1 The Neighbourhood Plan area mostly conforms to that of the two Kilburn Wards, Kilburn (Brent) and Kilburn (Camden), with minor adjustments made to include Paddington Old Cemetery, which is in Queens Park Ward and Kilburn Underground Station, which is in Brondesbury Park Ward but to exclude the South Kilburn as this growth area has its own designated Masterplan. There have been minor changes to Ward boundaries in 2022 but these have not had any significant impact on the Neighbourhood Area.

3.2 This area defines what most people recognise as Kilburn. It is focused on the High Road and residential areas found on either side of this. The residential areas are predominantly of Victorian housing stock, along with some significant areas of social housing. The area also features key social and community infrastructure including open space, schools, health centres, community centres, and places of worship. These include, but are by no means limited to:

- The Gaumont State cinema, a Grade II*listed art deco building, formerly a cinema and music venue, now a place of worship.
- The Kiln Theatre (formerly the Tricycle Theatre) is a theatre of national significance.
- The Black Lion - a Grade II* listed public house/restaurant.
- Kilburn Grange Park - the most significant active recreational space in the area,
- The Institute of Contemporary Music and Performance (ICMP)
- Paddington Old Cemetery: mid-Victorian cemetery, a Grade II listed park and garden with a Commonwealth War Graves Cemetery. The 23-acre grounds contain over 500 trees, a wildflower meadow, and an apiary. In addition, it includes a Grade II-listed chapel complex and Grade II-listed grave monument.
- Community Centres include Abbey Community Centre and Charteris (Kilburn) Sports Centre. Kilburn Housing Co-op Community Hall, Quex Road Sacred Heart Catholic Church, a number of places of worship, and schools including Kingsgate Primary school.
- See a more comprehensive list, table 2 page 37.

3.3 It should be noted the Plan Area contains two significant green spaces, the largest being Paddington Old Cemetery followed by Kilburn Grange Park. The Plan

area also contains a range of smaller open spaces, such as the pocket park on Streatley Road, the Iverson Road Play Space, and the Alexandra and Ainsworth Estate walk which contributes to the green infrastructure network. In addition, Maygrove Peace Park, slightly beyond the Plan Area, is within easy walking distance, and therefore an underused and underappreciated additional asset.

3.4 The area straddles the boundary between the Boroughs of Brent and Camden, whose boundaries run directly down the Kilburn High Road. Part of the southern edge of the Plan area follows the borough boundary with Westminster. Kilburn is now an area of London in need of "levelling up" as the two councils have already jointly acknowledged in 2022 by designating it a Community Improvement District (CID). Although it still remains a vibrant centre with a wide mix of uses and is a place that serves local shopping needs as well as attracts visitors, the need to overcome "creeping decline" and recapture the district's past attractiveness and quality of life is widely felt locally.

3.5 The area benefits from excellent public transport accessibility. The stations at Kilburn, Brondesbury, Kilburn High Road, and South Hampstead provide access to the Overground, underground, and rail services to Euston and Watford. The High Road is the main bus thoroughfare providing nine services linking Kilburn with Camden, Victoria, Chelsea, Earls Court, Neasden, Shepherds Bush, Golders Green, and Edgware.

3.6 The Neighbourhood Plan Area contains fifteen listed buildings and in addition thirty-three locally listed buildings (see pages 42 and 43) The Plan area overlaps with a number of conservation areas. In Camden, the area overlaps with South Hampstead, South Kilburn, Priory Road, St. Johns Wood, and Alexandra Road conservation areas. In Brent, the neighbourhood area overlaps with Paddington Cemetery and North Kilburn Conservation Areas and with parts of Kilburn and South Kilburn Conservation Areas.

The development plan

3.7 Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2023), the Neighbourhood Planning (General) Regulations (2012)¹, the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF) (2024) and National Planning Practice Guidance (NPPG).

3.8 Neighbourhood Plans must be in general conformity with the strategic policies of the development plan. Since the Neighbourhood Plan area for Kilburn falls under two boroughs, the development plan for Kilburn encompasses the relevant policies under both the Brent and Camden Local Plans. This Neighbourhood Plan must also be in conformity with the London Plan.

3.9 Of particular relevance to Kilburn, the London Plan establishes an approach to 'Good Growth', which is about creating a more socially inclusive city that improves the health and well-being of all residents. It seeks to provide choice and opportunity for all, reflected in a mix of housing types, employment opportunities, community facilities, and an approach to 'healthy streets' that makes it safe and easy for all to get around. Good Growth is also underpinned by a response to the climate change agenda, aiming to make London a cleaner and greener place for all. It seems to strengthen the character and identity of London's neighbourhoods and which is reflected in the built form as well as cultural diversity.

3.10 The London Plan has set a challenging 10-year (2019/20 – 2028/29) housing target for Brent and Camden of 23,250 and 10,380 homes respectively. Furthermore, the introduction of, for the first time, a 'small sites' housing policy (Policy H2: Small Sites), means the London Plan supports incremental intensification of existing residential areas located in highly accessible, sustainable locations, such as Kilburn. This is expected to play an important role in contributing towards the 10-year small sites targets, which are 4,330 and 3,280 homes for Brent and Camden respectively². Small sites are those which are less than a quarter of a hectare in area.

3.11 The London Plan identifies Kilburn as

- A 'major centre' in its network of town centres, which are places that should be the focus of higher-order comparison goods retailing, as well as places where higher-density mixed-use development might be appropriate.
- An area whose night-time economy is of more than local significance. These are places that draw visitors from elsewhere and tend to feature smaller venues and premises. In such places, the needs of local residents

will need to be carefully balanced with the economic benefits of the night-time economy.

- An area with low growth potential for commercial uses and thus where best use should be made of existing development opportunities and accessibility, whilst reflecting physical and environmental constraints.
- An area with medium growth potential for residential development.
- An area with some demand for existing office functions, but generally within smaller units.

Consultation on an updated London Plan began in May 2025.

3.12 A new Local Plan for Brent was adopted in 2022, covering the period up to 2041. The Camden Local Plan was adopted in 2017 and covers the period to 2031. Camden have consulted on a proposed submission draft local plan (2025). The Neighbourhood Plan has been drafted to cover the period 2023-33, in line with the Camden Local Plan and the first ten years of the Brent Local Plan, with reviews planned to take place in line with the re-designation of the Forum to allow for updates to be made to cover later Plan periods. As far as is relevant, it refers to and utilises technical evidence prepared in support of the Local Plans for both Boroughs, all of which can be accessed via the Brent and Camden websites³.

3.13 The strategic policies of relevance to Kilburn as contained in the Brent and Camden Local Plans are summarised in the appendix 1 (Strategic Policies). Once 'made' the Neighbourhood Plan will play an integral role in setting out the non-strategic policies for Kilburn that will be used to determine planning applications in the area.

3.14 Of particular note, the Brent Local Plan establishes a housing requirement for the 'Brent part of the neighbourhood plan area, being 348 homes over the period to 2041. These additional homes are likely to come forward as windfall developments on small sites, and are not allocated for development in the Local Plan. Equally, the Neighbourhood Plan does not seek to allocate land for development. Rather, it is recognised that proposals for development will come forward and that the nature of many small schemes, often involving conversion and sub-division for example, means that it will not be possible to identify all such sites. Instead, the Neighbourhood Plan takes a more pragmatic approach, establishing design guidelines and principles to help shape future development such that it responds to and helps reinforce local character and identity.

¹ Updated in 2015 and 2016

² Note: The Small Sites target forms part of the overall housing target for the boroughs, rather than being in addition to this.

³ Brent: <https://www.brent.gov.uk/planning-and-building-control/planning-policy-and-guidance/> and Camden: <https://www.camden.gov.uk/web/guest/evidence-and-supporting-documents>

3.15 The Brent Local Plan also supports the establishment of a new creative cluster in Kilburn and seeks to enhance and protect the evening economy and comparison retail offer. Similar policies in respect of the town centre economy are contained within the Camden Local Plan.

Wider initiatives

3.16 Since 2022, the Neighbourhood Forum has contributed to the One Kilburn partnership, an alliance of local people, organisations, businesses and councils working together across the borders of Brent, Camden and Westminster to improve the quality of life of everyone in Kilburn. The Neighbourhood Forum has welcomed the One Kilburn initiatives which have begun to implement some of the aspirations summarised in the Project Boxes of this Plan.

3.17 The Forum acknowledges that One Kilburn is supported by Brent and Camden, who formed their own joint partnership along the High Road in 2021. This has seen new investment on both sides as well as joint collaboration. Key projects have been delivered and new ones will emerge as part of this collaborative process.

3.18 Since 2021, two Brent highways schemes have been delivered including £100,000 for a local safety and improvement scheme outside Kilburn station and £250,000 for a new bus lane and crossing upgrades along Willesden Lane. In 2024, Camden, Brent and Westminster consulted on a Better, Safer Kilburn scheme to improve the public realm, greening, lighting and road safety along the High Road. £8m has been secured for this from Transport for London, alongside internal investment of £4 million from Camden and £1.4 million from Brent, with delivery expected by 2029.

3.19 Brent used its internal Business Support Funds between 2022-2024 to focus on recovery support from the pandemic. A £270,000 package of works has included direct financial support to businesses, a shopfront improvement scheme, shutter art and new litter bins as well as three events to encourage audiences back to the town centre.

3.20 For 2022-2024, Camden successfully secured £155,000 of GLA High Streets for All Challenge funding. This supported the One Kilburn Community Improvement District. It includes funding for three community activators and a One Kilburn Community Fund, through which the community was invited to submit and vote on locally developed projects. The funding has further enabled Camden to activate meanwhile use of a vacant TfL shop unit on Maygrove Road by Camden Black Creatives, launch a Library of Things at Kilburn Library Centre and support work to scope future uses for 107 Kingsgate Road (the former Kingsgate Community Centre).

3.21 Further projects have continued to come forward on both sides in 2024-2025. A Brent Neighbourhood CIL project improved the lighting outside Kilburn station and an annual Kilburn Music Mile Festival has been delivered. Camden delivered a Light Up Kilburn festival plus £320,000 worth of entrance enhancements to Kilburn Grange Park. £500,000 was also secured from Arts Council England to activate the lower ground floor space at Kilburn Library Centre for new business and community uses in 2026. Camden further secured UK Shared Prosperity Funding to support a first phase of works to bring the former Kingsgate Community Centre into use as a neighbourhood space and are working as part of One Kilburn to bring this forward.

3.22 In 2024, Camden's Evening and Night Time Strategy was approved. There remains a desire to collaborate with Brent on a local joint strategy for Kilburn, to continue collaborative working. It is hoped that in the future a dedicated One Kilburn town centre plan will emerge complementing and in line with the policies and projects of this Plan.

4. Kilburn future

What the community told us

4.1 The various consultation exercises undertaken identified a range of issues of importance to the draft Neighbourhood Plan.

- The **width and quality of the public pavement** varies significantly within the Neighbourhood Plan Area. The perception of what was considered acceptable also differed, with some comments from the consultation reporting difficulties to navigate with a buggy without causing an obstruction whilst many referenced potholes, obstructions, and the “neglect” of the pavement.
- Concern was expressed about the general **quality and appearance of the High Road**, both in terms of the public realm and buildings along this, as well as personal safety along and in the area.
- **Road safety on the High Road** in general emerged as a concern through consultation. Particular junctions such as Coventry Close were highlighted as too close to other entry/ exit points, whilst others identified particular sections between Kilburn Station and Quex Road as being in need of resurfacing.
- Throughout the consultation, particular land uses were criticised as dominating the Kilburn area and impacting the overall character of the area. The most frequent land uses identified were the perceived **proliferation of betting shops, hot food takeaways and payday loan outlets**.
- There was clear support in the consultation **for improving the current market offer**, including calls for additional provision but also improved choice and quality within the existing arrangement.

- Throughout consultation there was **support for, and request for maintenance of, murals** such as that outside of Kilburn Tube Station or the artwork at the Webheath estate.
- There were concerns emerging from the consultation that there is a **lack of activities for young people**.
- There was a significant concern raised over **the impact of Kilburn's administrative boundaries**. In a simplistic sense, this leads to difficulties with administration and planning policy but also with statistics, monitoring, and enforcement. As it currently stands, this leads to a propensity to talk of ‘two Kilburns’; with references throughout the consultation to the “Brent side” or the “Camden side” and largely unsubstantiated comparisons between the two.

Full details will be set out in our Consultation Statement.

4.2 Some of the matters outlined overleaf are covered in the Local Plans prepared by Brent and Camden respectively. It is not for the Neighbourhood Plan to repeat or duplicate these. Instead, the Neighbourhood Plan develops these further as appropriate to reflect local matters and, although some of the issues outlined above are not strictly ‘land-use planning policy’ matters, they do reflect the community’s concerns and hopes for the area and are embedded in this Neighbourhood Plan through a combination of the vision and supporting projects. They are ideas that will need developing and exploring further with other organisations and delivery partners but are those towards which any funding is made available through the ‘neighbourhood portion’ of the Community Infrastructure Levy. Whilst the KNPF will focus on NCIL We will also consider funding more generally, eg. the Brent Health Matters and Wellbeing Grant and other funding sources available from time to time.

Vision

4.3 This section of the Neighbourhood Plan sets out the vision for Kilburn. It has been informed through consultation and establishes the community's aspirations for the future of the area

Our vision is for Kilburn to evolve, modernise and prosper

Kilburn will remain a distinctive and important part of London, an area that stitches together a community divided by an administrative boundary. The character of Kilburn shall be strengthened, reflecting its rich legacy of architectural quality, vibrant social and commercial life, and cultural identity.

New development on the High Road will consistently embody high standards of design while preserving and enhancing local character.

Kilburn will be a bustling, commercially thriving, urban hub, important and well recognized by both Brent and Camden, which appeals to the diverse communities living in, visiting, and shopping in the area and facilitates, supports and sustains everyday needs. Whilst, reflecting Kilburn's history as a 'music mile', creative and cultural activities and artworks will continue to flourish.

Highly visible public realm improvements will systematically contribute to a more pedestrian-friendly High Road, encouraging social interaction, and featuring varied and convivial cafés, pubs, and restaurants. They will offer and attract different cultures and cuisines (while maintaining some indigenous original British establishments) and improve the quality and range of the retail, entertainment, and hospitality sectors, with a greater joint appeal to visitors. Coordinated renewal will have attracted new businesses, enhancing the setting and experience of the 'string of pearls along the High Road, including an impressively modernised and iconic Kilburn Square commercial and residential complex, a revived, refurbished, and community friendly Gaumont Cinema site, the Kiln arts theatre and restaurant venue, and existing and new outdoor markets.

There will be an appropriately generous provision of facilities such as public lavatories and seating areas for older visitors and residents. Disabled access to transport, hospitality, and shopping will be examined and improved.

The Kilburn High Road and its adjacent streets will be cleaner and will feel safer.

Drainage will also have been improved so that Kilburn and its streets are no longer subject to disruptive and unhealthy flooding.

A programme of street greening instigated along the High Road and extending into green corridors in side streets will help create an appealing environment for people to walk, cycle, and spend time and help link the High Road with surrounding communities, public transport hubs and routes, and green assets, including Grange Park, and Paddington Old Cemetery.

Objectives

4.4 The objectives presented below build upon the vision and provide a framework for policies in the Neighbourhood Plan.

4.5 It is important to note that not all of these will strictly comprise land use and development matters, but do present the wider ambitions of the community and which are important to express as the community's manifesto for the area. As such, the Neighbourhood Plan comprises a combination of policies and projects/aspirations.

Objective 1: 'A welcoming Kilburn'

To enhance the experience of the High Road for all, by improving the public realm, access to and movement along it.

Objective 2: 'A characterful Kilburn'

To promote high levels of design that respond to the local character and existing high-quality architecture.

Objective 3: 'A distinct Kilburn'

To preserve, enhance and promote the distinct identity and heritage of Kilburn.

Objective 4: 'A coordinated Kilburn'

To present a coordinated voice and Governance structure to oversee the continuous improvement of the Plan area.

Policy box

Within a Neighbourhood Plan, policies must be related to 'land-use' and development matters, and can be created for any proposals or form of development requiring planning permission. Developments and interventions that do not require planning permission are not covered by policies, but can be addressed through wider projects and aspirations (see below). The Neighbourhood Plan establishes land use and development management policies for Kilburn. These are contained in green shaded policy boxes, like this one. These cover matters where planning permission is required for development to take place.

Project box

The Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community are seeking, but that cannot be delivered through planning policy, are identified and contained in blue shaded project boxes, like this one. For clarity these do not form part of the formal plan for decision making purposes. These are included within the body of the report, rather than being presented in a separate chapter or appendix, because they relate to the objectives and form a clear and important part of the story. They are ideas that will need developing and exploring further with other organisations and delivery partners, but are those towards which any funding made available through the 'neighbourhood portion' of the Community Infrastructure Levy might be directed and other sources of funding such as the Brent Health Matters and Wellbeing Grant.

Monitoring and Review

4.9 The effectiveness of the policies in the Neighbourhood Plan will be monitored on a regular basis up to 2033. Brent and Camden Councils are presently reviewing their current adopted Local Plans, and it may be necessary to formally review the Neighbourhood Plan prior to 2033 to take account of the policies and proposals in those updated Local Plans, and also to reflect any future changes to national planning policies, in order that the Neighbourhood Plan will remain as a key part of the statutory development plans for Kilburn.

4.6 The policies, and projects, within this Neighbourhood Plan intend to deliver on the vision and objectives outlined above. Sections 5 - 8 of the Neighbourhood Plan present these, ordered in response to the objectives.

4.7 It is important that the Neighbourhood Plan is read as a whole. All policies should be viewed together, and alongside the wider development plan, in the preparation and consideration of planning applications. (Refer to 3.8)

4.8 For the avoidance of doubt, within sections 5 - 8, each topic area includes some introductory and explanatory text, followed by one or both of the following: -

5. A welcoming Kilburn

5.1 This chapter is framed around the following objective:

Objective 1: To enhance the experience of the High Road for all, by improving the public realm, access to and movement along it

5.2 It presents policies and projects that build upon the following set of ideas and initiatives identified through work on the Plan:

- a. This section of the Neighbourhood Plan refers to the quality of the public realm. The public Realm is defined, in the London Plan for example, as all the publicly-accessible space between buildings, whether public or privately owned, from alleyways and streets to squares and open spaces
- b. To increase the 'green factor', clean air and cleaner streets and reduce noise in Kilburn by promoting de-cluttering and the introduction of landscaping and public realm improvements along the High Road. These may include street tree planting and rain gardens, enhancing the attractiveness of the urban landscape and creating a connected network of green spaces linking increased numbers of well-maintained streets, together with parks, including micro or pocket parks, such as those along the eastern ends of Maygrove and Iverson Roads, and the western end of Priory Park Road.
- c. To improve the arrival experience at key transport nodes along the High Road by creating memorable and attractive gateways into Kilburn, including the arches, murals and Brondesbury Mews at the north end and signage/ wayfinding and heritage boards at the Maida Vale end.

The pedestrian environment

5.3 To enhance the quality and amount of pedestrian space that better balances its walkability and the 'movement' function of the High Road with its important 'place' function, including spaces that support and emphasise the importance of key activities and uses along the High Street.

5.4 Kilburn High Road is a route of strategic importance, forming part of the historic link from central London out through Hertfordshire and, eventually, to Holyhead. It has a significant 'movement' function but at the same time, is an important place for local services and community interaction. The challenge for the High Road is thus balancing these competing roles. Unfortunately, the High Road has one of the highest

'harm rates' in London with 112 casualties over a three-year period. At the same time, the Neighbourhood Plan area is a diverse residential neighbourhood with numerous community facilities and services, where people of all areas and abilities should be able to move around safely and easily.

5.5 The London Plan supports the concept of 'Healthy Streets'. The Healthy Streets Approach uses ten evidence-based indicators of what makes streets attractive places, including, for example, clean air, streets that are easy to cross, places where people feel safe, where they can stop and rest.

5.6 There have been campaigns recently to improve the quality of experience on and near the High Road, particularly for elderly residents and visitors by the increased provision of benches and other suitable seating. The Neighbourhood Forum notes that considerable time and energy was put in by KOVE to increasing the number of benches on both sides of the High Road and supports a further increase in these facilities

5.7 The Neighbourhood Forum also supports the provision of toilets on or near the Kilburn High Road and other appropriate places. It is noted that KOVE has particularly identified Kilburn Grange Park and Hampstead Cemetery (out of the Plan Area) as important and appropriate sites. It should also be noted that for many years the toilets on Willesden Lane have been closed and the buildings have fallen into disrepair but as they are in private ownership their use remains problematic. It is particularly stressed that any plans for providing toilet facilities must include financial support to enable them to be reliably open, welcoming, visible, clean, and well-maintained.

5.8 The CABE Paved with Gold report⁴ revealed the quality of Kilburn High Road to be relatively poor in comparison with similar urban areas across London, using an assessment method to assess street quality from the point of the pedestrian. Consultation comments made through the Neighbourhood Plan, combined with support surveys and evidence, reveal that the quality of the public realm along the High Road remains a pressing concern.

5.9 Work on the Neighbourhood Plan reveals that Kilburn High Road suffers from inconsistent or misplaced street furniture and poor-quality pavements which impedes pedestrian flow. There are a significant number of bollards that compound the competing street interests and small pavements, further complicating the space rather than facilitating movement. This is not to imply that the bollards are not

⁴ CABE: Paved with Gold (2007)

performing a useful purpose, but there are examples where multiple bollards and lighting columns could be rationalised.

5.10 The Better Streets Delivered report⁵ lists ‘tidy up’ and ‘de-clutter’ as two of the main actions that people and organisations can use to achieve better streets. The ‘tidy up’ actions look to remove unnecessary road markings or broken street furniture which is simple to clear up and will not damage the footway. The ‘de-clutter’ action requires a more strategic justification for every individual piece of equipment in the street, with the presumption of removal unless a clear reason for retention is given. The tidy-up and de-clutter approach towards Kilburn’s public realm should be used in all relevant schemes.

5.11 Some retailers within Kilburn provide areas of outdoor seating and independent retailers sell goods outside as extensions to their shop; all of which can add to the vibrancy of the shopping environment. However, it is recognised that this can often come at the expense of the public realm which varies across Kilburn. Street trading and seating should generally be encouraged where appropriate. However, it should not cause an obstruction to pedestrians or a nuisance to neighbouring residential occupiers. To prevent conflict, forecourts should be clearly delineated from the main pavement, allowing sufficient space for the free flow of pedestrians

5.12 Kilburn also has a number of leftovers, underutilised spaces. These spaces can have a significant detrimental visual impact on Kilburn’s public realm. A series of potential intervention areas have been identified, currently being underutilised and suitable for intervention (Figure 3). It should be noted that these are examples of the main ones and the observant visitor can find many underused and unnoticed spaces (such as between buildings and bridges) which should be considered for imaginative and innovative uses.

5.13 Public art installations or lighting should be considered for spaces that have existing problems in visibility and perceived security. Good lighting can encourage more people to use leftover spaces and can complement other connectivity and aesthetic improvements across the area.

5.14 Revitalisation of these spaces linked to development opportunities will be supported, including the creation of new active fronts onto these spaces. Meanwhile uses and pop-ups that make use of the space before such a time as they are redeveloped or reconfigured as part of wider development projects will be supported.

5.15 Other opportunities for Kilburn’s leftover spaces include pocket parks and parklets. The term ‘pocket park’ can be used to describe small spaces in the public realm that can be greened to offer an area for rest or recreation. Pocket parks

challenge the common perception of what a park can be. They can range from the traditional town centre green to making better use of unusual spaces, such as underused pavement areas, parking spaces, rooftops, or uninspiring green spaces associated with bus stops or road junctions. Parklets make use of highway spaces for seating and greening. The introduction of pocket parks would provide Kilburn with valuable spaces for the High Road’s users to pause, socialise and appreciate their surroundings.

5.16 There is also the potential to introduce mobility hubs in Kilburn, utilising and making better use of unused spaces. Mobility hubs are highly visible, safe, and accessible spaces where public, shared and active travel modes (e.g.: bike and scooter hire and other micro-mobility solutions) are co-located alongside improvements to the public realm and, where relevant, other community facilities. Mobility hubs allow space to be reorganised for the benefit of pedestrians, cyclists and business owners addressing parking problems and creating a more pleasant urban realm. Where such hubs are to be provided, they should be designed to avoid conflict between users of different transport modes, and where any technology or cabling associated with e-vehicles or similar is incorporated, should avoid causing obstruction or hindrance to pedestrian movement.

⁵ Better Streets Delivered 2013, Transport for London

Green infrastructure

5.17 Kilburn High Road has some of the highest air pollution levels in London and is designated as an Air Quality Focus Area (AQFA) (Figure 4). Although the Neighbourhood Plan area as a whole is one that is relatively green, with several high-quality green spaces and residential streets lined with mature trees, the same is not true of the High Road where there is a lack of greenery (Figure 5).

5.18 Efforts need to be made to increase the 'green factor' of the High Road and to encourage and support an increase in local trips made by foot, bicycle, and public transport. This in turn will contribute towards achieving cleaner air, cleaner streets, and a more attractive, socially inclusive High Road. The greening of the High Road would also help complete the green infrastructure network across the Neighbourhood Plan area, connecting Paddington Old Cemetery with Grange Park for example via a network of connected green streets.

5.19 These improvements can come in a variety of forms, including the planting of new street trees. Bioretention areas (more commonly known as rain gardens) can also be retrofitted into busy public highways. These are shallow landscaped depressions that are typically under-drained and rely on engineered soils, enhanced vegetation, and filtration to remove pollution and reduce runoff.

5.20 Introduction of rain gardens and other sustainable drainage features, such as permeable surfacing, would also help address localised flooding risks by managing surface water run-off in a way that mimics natural processes, slowing down the run-off rate while providing wider benefits. While Kilburn does not suffer any flood risk from rivers, apart from at Kingsgate Road where the former water course of the Kilburn stream has flooded in the past, the High Road also flooded in 1975 and other areas do have a significant threat from surface level flooding as shown on Figure 6.

5.21 The wider benefits of such schemes include improving the aesthetic of the public realm and streetscape to provide enhanced pedestrian safety with rain gardens acting as defensible spaces to footways. They also contribute towards biodiversity net gain and reduce atmospheric pollution through the uptake of particulates.

5.22 The Forum supports the introduction of street tree planting and rain gardens along the High Road and elsewhere in the neighbourhood plan area as appropriate and where they can help manage climate change and the risk of surface water run-off. These would be most suitable in areas where the road network is unnecessarily wide. Green infrastructure solutions can therefore be integrated into Kilburn's streetscape without negatively impacting on the primary function of our streets and spaces.

5.23 For Kilburn, the introduction of this infrastructure represents an important opportunity to interconnect the high-quality green spaces and features that are present throughout the neighbourhood but have sadly been neglected along the High Road itself (Figure 5). 1 https://en.wikipedia.org/wiki/River_Westbourne

5.24 As green infrastructure provides a wide range of benefits, it is one of the most cost-effective ways to contribute towards meeting the environmental and social requirements of the London Plan, Mayor's Transport Strategy and London Environment Strategy.

Areas for intervention



Figure 3. Areas for intervention

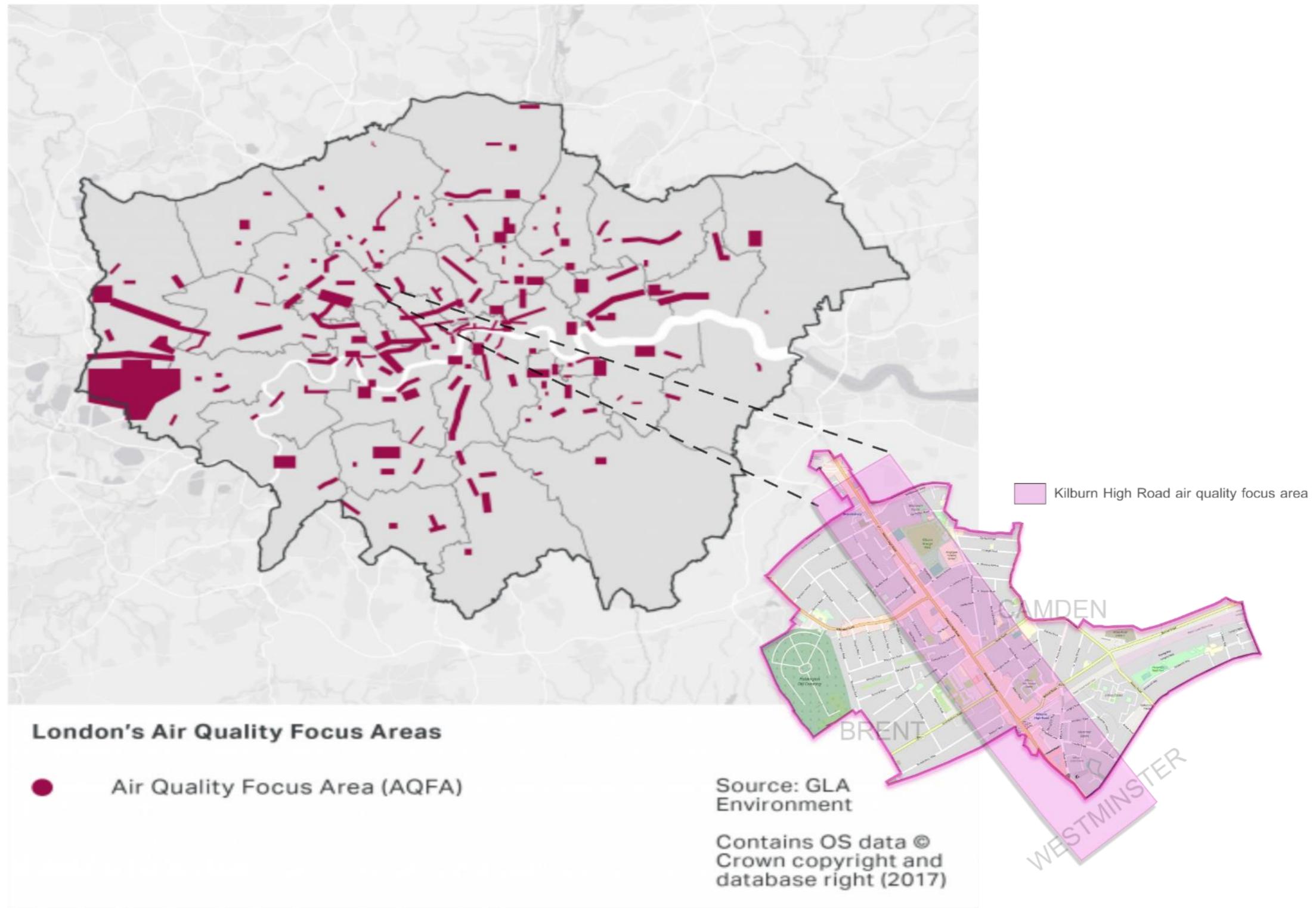


Figure 4. Kilburn Air Quality Focus Area

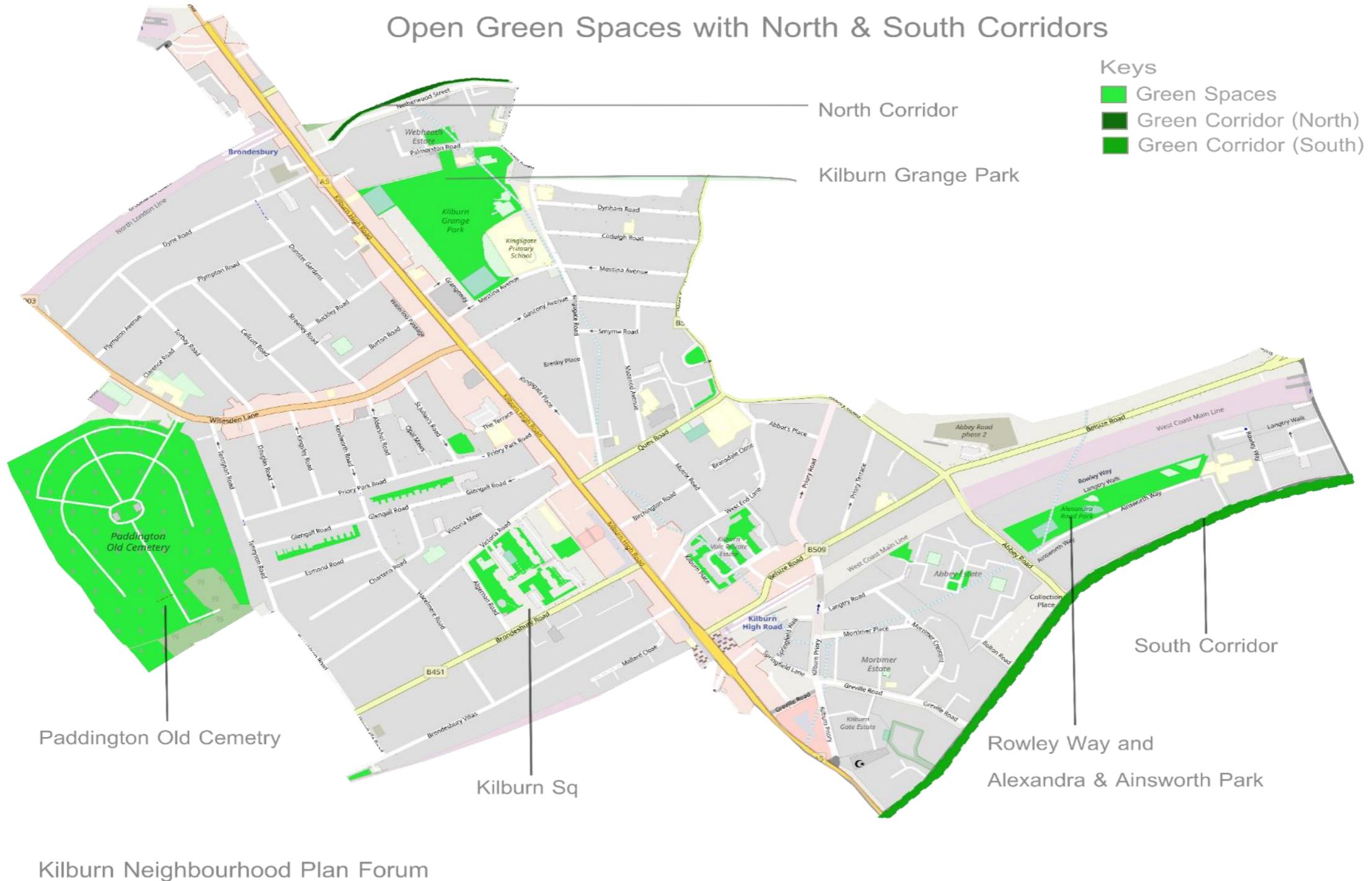


Figure 5. Existing green infrastructure across the Neighbourhood Plan area, indicating a lack of greenery along the High Road. [Source: https://www.openstreetmap.org/#map=16/51.53811/-0.19051](https://www.openstreetmap.org/#map=16/51.53811/-0.19051)
date: 19.10.2025

Kilburn Flood Risk Areas

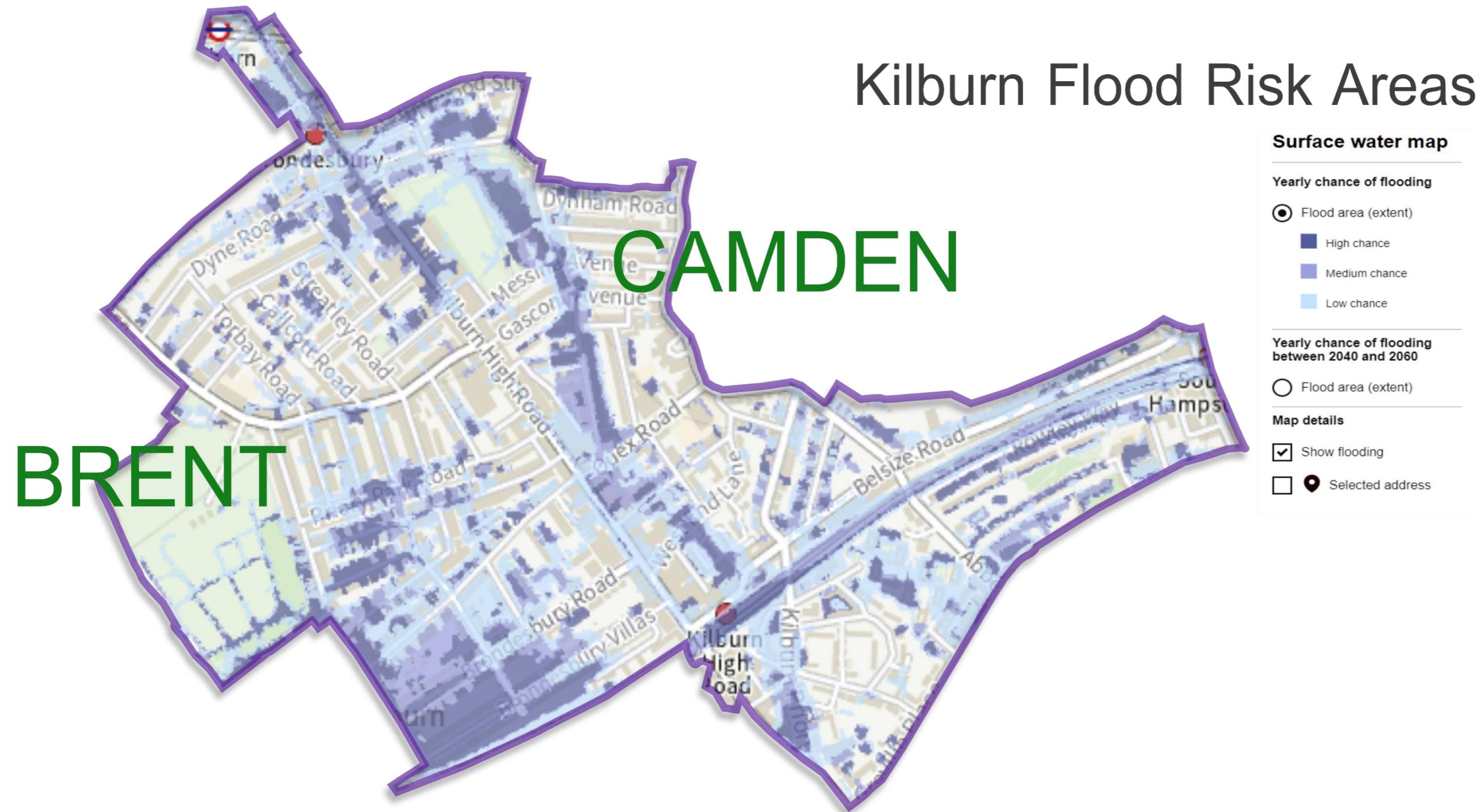


Figure 6. Kilburn Flood Risk Areas. Source: <https://check-long-term-flood-risk.service.gov.uk/map?easting=525368&northing=183638&map=SurfaceWater> dated: October 2025

A linear green corridor

5.25 The Forum has identified the potential for creating a green corridor in the area, linking Kilburn with West Hampstead, improving the amenity of the area at a low cost and with minimum disruption. At present, the streets between West Hampstead and Kilburn High Road are presently poorly maintained, especially at the western end. However, they could be both a preferred walking, running, and cycling route and a greened area.

5.26 Small attractive green areas can include miniature roadside parks and playgrounds. There are examples of this such as Maygrove Peace Park and the eastern end of Iverson Road, near West Hampstead Thameslink which are just outside the Plan Area.

5.27 Crucially, they could be duplicated at the western end of Netherwood Street, where the north side has for years been poorly maintained and resulting in an overgrown space, to the detriment of residents, particularly those in the Webheath Estate.

5.28 Improving the greenery of the streets, with better signage and street architecture, including benches and simple exercise equipment, more trees to fill in existing gaps, as well as planters and pocket parks, would together significantly improve the attractiveness of the routes on either side of the railway and new amenities along it. This corridor could become an attractive walking, cycling, picnicking, exercise, and games-playing destination, significantly improving the overall balance of micro-environments around Kilburn High Road.

5.29 Subject to the implementation and success of such a scheme, opportunities should then be explored to extend this further to the South-East of the High Road (Fig.5).

Gateways

5.30 The signature, historic, feature of urban grandeur--the city gate--was once the point of access to and from walled cities. These days, gateways are more subtle and can range from simple welcome signs, artworks, and sculptures to major development projects.

5.31 Landmarks help to characterise and enhance an area's identity. Kilburn's gateways are or at least have the potential to be, some of its most iconic landmarks. The

most significant gateways to Kilburn are at the Northern end of the High Road, Kilburn Station (Jubilee Line), Kilburn High Road Station (Overground) at the southern end of Kilburn High Road, to the west Willesden Lane and to the east Belsize Road. Brondesbury Station (Overground) also provides an east west rail link whilst Canterbury Rd and Kilburn Park Station link South Kilburn to the Kilburn High Road.

5.32 The current arrival experience at Kilburn's gateways is uninspiring. Visitors and residents are greeted with confusing and intimidating spaces with faded murals and street clutter. There is no real sense of arrival and wayfinding is poor. Kilburn's gateways should be revitalised in a manner that reinforces the neighbourhood's identity through the use of similar materials, historic features, and scale. New murals and other artwork could help reinforce the sense of place by incorporating elements from the history of the area and contemporary reinterpretations of this. This might include Kilburn's legacy as the 'music mile'.

5.33 Character, and key activities in the area. These could potentially be integrated into Kilburn as part of the Legible London Scheme. Legible London is a TfL wayfinding project designed to provide better information throughout the Capital for people who want to walk or cycle. This scheme has already delivered over 1,700 of its iconic navy blue and yellow signs across the capital. As well as providing key wayfinding information, the Forum believes it would be valuable to include information on local history and details of things to do in the local area on these boards, strengthening the visitor experience.

5.34 Any signage would need to be carefully situated so as not to cause an obstruction on the pavements, some of which are already narrow, and to avoid creating additional visual clutter. Where possible, such signage should be combined with wider street furniture in the area, updating and replacing those items of street furniture which create visual clutter.

5.35 The Forum will encourage and support opportunities for improving the sense of arrival at key gateways, including proposals that:

- Give a platform to local artists to design and implement new public artworks.
- Respond to and highlight the importance of Kilburn's often forgotten heritage.
- Introduce street furnishings that may encourage the area to become a public gathering space.

Policy WK1: High Road Public Realm

Development proposals should, wherever possible and appropriate to the scale of development, take opportunities to make improvements to the quality of the public realm along the High Road. Emphasise the use of high-quality, sustainable materials and design elements that reflect the local historic character and sustain the significance of heritage buildings and spaces.

Proposals will be supported where they comply with the following criteria, as appropriate to the nature of the proposed development and its site:

- a)** Provide new areas of public open space, particularly at key gateway locations adjacent to tube and train stations.
- b)** Provide, as appropriate, clearly defined areas of outdoor seating or spaces for the sale of goods in the public realm where they do not obstruct pedestrian movement (see Fig 3)
- c)** Support the revitalisation of unused or left-over spaces, through artwork or lighting, other design or management measures or through uses that front onto and activate these spaces. Temporary use of these spaces through pop-up activities and meanwhile uses will be supported
- d)** Reconfigure unused or leftover spaces to avoid dark or hidden corners and allow for the safe movement of people through the space.
- e)** Support the delivery of biodiversity improvements through greening initiatives in the public realm.
- f)** Secure improvements to the street scene by removing less attractive elements such as unnecessary telecoms infrastructure and advertising panels.
- g)** Contribute to or help deliver the introduction of 'rain gardens', helping to manage surface water run-off and introducing areas of greenery and biodiversity. The implementation of rain gardens or similar and, where appropriate, permeable surfacing, will be supported both along the High Road and across the Plan area.
- h)** Contribute, through choice of durable, sustainable materials and resources for future maintenance, to ensuring that new public realm is well cared-for and remains high quality.

Policy WK2: Mobility hubs

Proposals for mobility hubs in the Neighbourhood area will be supported where they incorporate some or all of the following elements:

- a)** Docking points for bikes and e-scooter hire.
- b)** Secure cycle parking facilities/sheds for residents.
- c)** EV charging points for cars.
- d)** Provision of car club parking spaces

Mobility hubs should be located in the carriageway, replacing car parking spaces or helping to reduce road width, and could be incorporated as part of wider public realm and streetscene improvement schemes within the Plan area, or also as part of schemes to encourage sustainable travel at existing transport hubs.

Where EV charging points are provided, cables must be directed away from the pavement so as not to cause hindrance to pedestrians.

Proposals must be of a high-quality design and, as far as possible, integrate planting and seating alongside delivery of parklets and micro-parks.

In line with TfL's policy, mobility hubs should ideally be limited to active travel modes and caution should be taken when combining this with the provision of EV charging points and car club vehicles. They could attract additional traffic into unsuitable locations and may detract from conditions for people who are walking, wheeling or cycling

Project Box A: Public Realm Initiatives

The Forum is keen to see initiatives progress that improve the quality and appearance of the Public Realm and the wider pedestrian environment along the High Road and will seek to work with Brent and Camden Council, Transport for London, and landowners, as appropriate, to help develop and deliver improvements. This includes, but is not limited to

- a) Use of a consistent and well-maintained palette of materials along the High Road.
- b) Rebalancing of road space, the use and design of lay-bys and waiting areas to support pedestrian priority, including the introduction of parklets including one at the western end of Priory Park RD and mobility hubs
- c) Increase the number of benches and other suitable seating on or near the High Road
- d) Plan and develop the provision of toilet facilities and their maintenance and upkeep
- e) Rationalisation of and removal of unnecessary street furniture and signage through a programme of decluttering and a programme to resist additional "clutter" including street furniture in the future.
- f) Coordinated and ongoing street maintenance, waste collection, and street cleaning.
- g) Introduction of new street tree-planting along the High Road where there is adequate space to avoid obstruction to pedestrians.
- h) Contribute to or help deliver the introduction of 'rain gardens', helping to manage surface water run-off and introducing areas of greenery and biodiversity. The implementation of rain gardens or similar will be supported both along the High Road and across the Neighbourhood Plan area.
- i) Support for new artwork along the High Road, particularly on blank walls and gable ends, which help respond to and highlight the importance of Kilburn's often forgotten heritage, whilst also recognising its present-day culture and diversity.
- j) Help deliver a future network of street signage, potentially under the banner of Legible London, which delivers easy-to-understand wayfinding information, as well as information on local history and things to do in the area. Signs must be carefully designed and implemented to not cause any visual or physical obstruction.

Project Box B: Green Corridor

The Forum is keen to work with partners, to deliver a connected green corridor between Kilburn and West Hampstead in the North, and Kilburn & South Hampstead in the South, cleaning up existing spaces and establishing a new linear park to include new tree-planting, play spaces, micro-parks, and street furniture.

6. A characterful Kilburn

6.1 This chapter is framed around the following objective:

Objective 2: To promote high levels of design which respond to the local character and existing high-quality architecture

6.2 It presents policies and projects that build upon the following set of ideas and initiatives identified through work on the Plan:

- a. To develop a set of guiding design principles centring around appropriate scale, height, setbacks, and design of development which will be used to inform new development along the High Road such that it responds positively to the historic architectural heritage of the area. Special attention should be given to the prevailing scale, massing, rhythm and materiality. Where appropriate new development should seek opportunities to reinstate active street frontages and reinstate/reflect important architectural details.
- b. To ensure that the design of shopfronts matches the architectural quality of Kilburn's historic buildings through the introduction of specialised design guidance which aims to ensure preservation, maintenance, and flexibility.
- c. To support an approach to healthy streets and neighbourhoods that enhance the quality of the environment and support social cohesion, improving the ability for people of all ages and abilities to safely access the full range of community facilities and services in the area, and reducing the impact of through traffic on residential streets.

Design guidance

6.3 Kilburn is an area where growth has and will continue to take place, responding in particular to the pressure and challenges for new homes set out in the London Plan and delivery of these through the Brent and Camden Local Plans.

6.4 Kilburn Square is allocated in the Brent Local Plan for new development and will make a significant contribution to the housing supply in the area as well as the delivery of other uses and facilities. However, other development will continue to take place, particularly on

smaller infill sites and through intensification of existing buildings and plots. New residential units on the High Road need to take account of the very poor air quality (NO2 in particular)

6.5 The London Plan refers to 'incremental intensification' in delivering small housing sites. Within Kilburn, proposals for new growth and change represent an opportunity to reinforce the sense of place and identity. An approach to 'gentle densification' is supported, where new development respects the overall character of the street and makes a contribution to the value of the area. A Kilburn 'High Road Design Code' is presented on the following pages with the intention of informing development proposals so that they make a positive contribution to the character of the High Road and the adjoining Willesden Lane & Belsize Road.

6.6 The High Road itself and nearby streets boast a richly built fabric of Victorian era development, consisting of a variety of architectural styles. The built form is comprised of mostly four-story building with some one, two, three and five storey buildings. Upper storeys include interesting architectural details, detailing, and signage, but is somewhat detracted by the quality of shopfronts at ground level. As well as Victorian style development, the High Road features some attractive Art Deco buildings. The most notable of this type of development is the Grade II* listed Gaumont State Cinema, but also of note are the building currently occupied by Primark, which features an elegantly decorated Art Deco façade. The variety of architectural styles and features complement each other well and create an interesting and unique built environment.

6.7 While the High Road is the focus of this Neighbourhood Plan, it is important to recognise the value and character of the wider area. Whilst diverse, there are common themes that should be reflected in development away from the High Road.

6.8 The streets surrounding the High Road consist of predominantly Victorian housing, with some significant areas of social housing. Streets tend to be quiet and leafy with well-maintained front gardens, with popular examples coming from the tree-lined streets of the North Kilburn conservation area, north of Willesden Lane and West of the High Road. Properties are typically up to three storeys in height across the area except the High Road itself where they are predominantly four storeys. In the Brent side of the Neighbourhood Area, smaller terraced houses can be found in the north, while larger, townhouses are found in the south in the Kilburn conservation area: these are for the most part converted into flats. There are also areas of social housing.

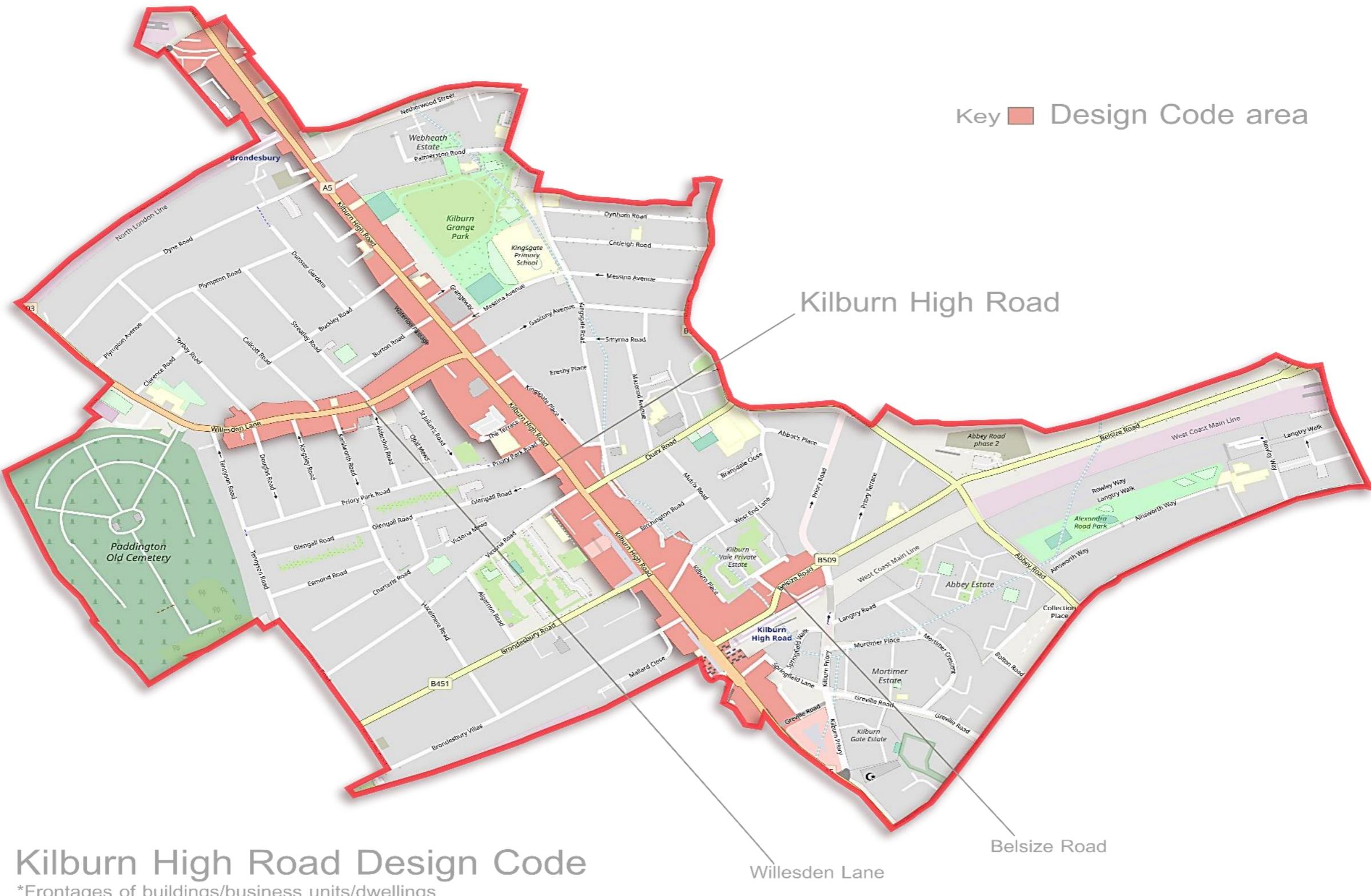
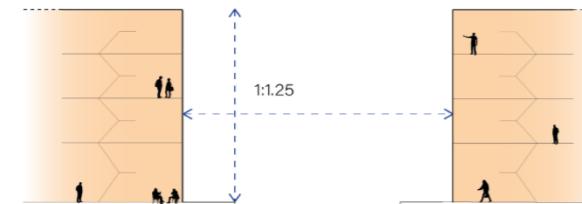


Fig 7 Design Code Areas on Kilburn High Road, Willesden Lane & Belsize Road.

KILBURN HIGH ROAD CODE

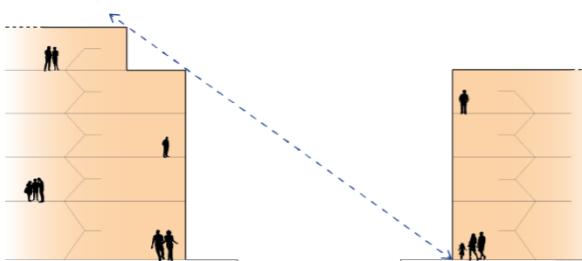
This design code applies to development within the defined town centre boundary along Kilburn High Road, Willesden Lane and Belsize Road as shown on Figure 7

1/ Enclosure



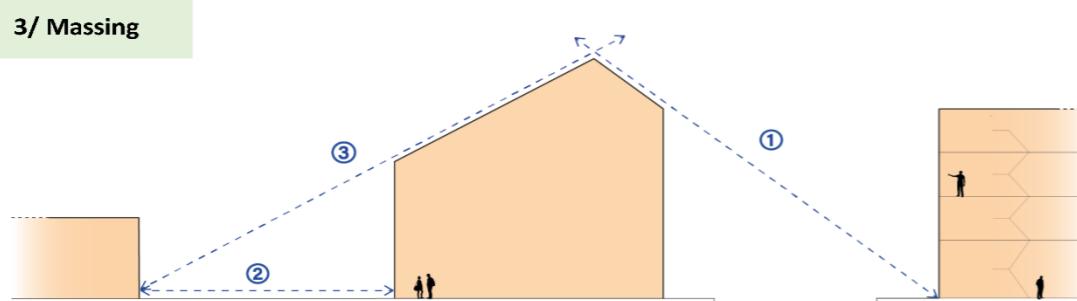
Building height must be in proportion to the established 'enclosure ratio' of the street, expressed as the prevailing building height measured against the distance between buildings that face each other across the street.

2/ Height



Additional height may be acceptable where the enclosure ratio is retained and additional floors are set back from the 'shoulder height' of the established building line. Any additional building needs to be carefully designed piece of architecture.

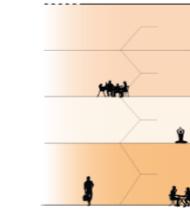
3/ Massing



The envelope within which new buildings may be considered acceptable will be determined by a combination of:

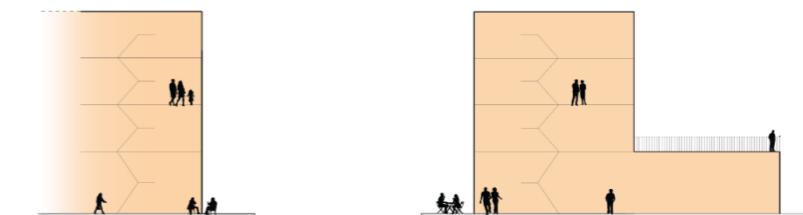
1. The prevailing heights and enclosure ratio on the street to which it fronts.
2. Conformity with back-to-back distances with adjacent properties.
3. Sunlight / daylight requirements measured from the mid-point of ground floor windows of neighbouring properties.

4/ Mix



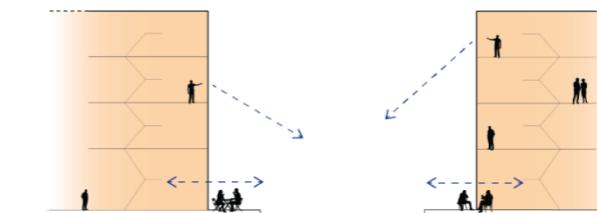
Ground floor will be suitable for retail, commercial, cultural, entertainment and community uses. Residential use will be appropriate on upper floors, subject to being complementary with the ground floor use. Community and commercial use may also be appropriate on upper floors. Given the priority for different ground floor uses in different frontages/ streets, reference to policies DK1, DK2, and DK4 for the appropriate uses depending on location will be encouraged.

5/ Flexibility



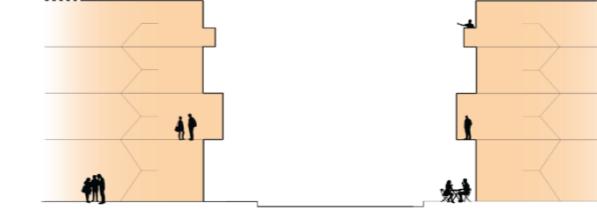
Floor to ceiling heights at ground floor level should be no less than 4m to allow for a variety of non-residential uses. Ground floors can extend beyond the depth of the main building but, where they do, roof space be accessible to occupiers of upper floors, comprising communal outdoor space.

6/ Edge



Building fronts must align with the established building line along the street. Fronts must have active edges, with entrances onto the street at ground level and windows on all floors overlooking the street, providing natural surveillance.

7/ Frontage



Ground floor shop fronts and signage must create uniformity in style and design along the street. On upper floors, the frontage can be articulated through the provision of balconies, loggias and terraces, providing interest and interaction with the street, subject to careful consideration of the impacts on residential amenity, given air quality impacts.

Fig 8: Design Code for Kilburn High Road, Willesden Lane, and Belsize Road

6.9 Brent and Camden both place an emphasis on retaining the historical and cultural value of areas within their respective boroughs. Brent, through their Local Plan, recognised heritage and cultural assets can have great value in creating local distinctiveness and a sense of place. For these assets, as a minimum, the Council seeks to ensure new uses, extensions or new build preserves them or their setting and ideally enhances it. Similarly, Camden places great importance on preserving the historic environment. Through Policy D2, the Local Plan seeks to enhance Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets. See also the Mayor of London's Good Growth by Design Guidance

6.10 Kilburn benefits from 15 listed buildings, 33 locally listed buildings (see appendix 2), and eight different Conservation Areas. It is clear from these numbers alone that Kilburn's heritage is rich and should be retained. Conservation areas are an important part of an area's heritage, representing some of the best retained examples of historic buildings and architectural styles and provide a level of protection over unlisted buildings.

6.11 Across the Kilburn and North Kilburn Conservation Areas, brick construction with yellow stock or red facing brick stone and stucco dressing was employed in the construction of the buildings. Other common materials in these areas include stone and stucco dressing, brick and terracotta dressing, slate roofs, cast iron and timber sashes.

6.12 The houses in the Kilburn Conservation Area are of several different styles, which reflect the four periods during which the development of the area was phased. The different types of Victorian architecture in Kilburn Conservation Area combine to make this an attractive residential area. The type of material and finishes used varies across the conservation area, although all houses are brick, some red and some stock brick. The finish used also varies between zones, some with stucco and others with plain brickwork and stone.

6.13 Meanwhile, the special character of the North Kilburn Conservation Area is based on the classical design of the buildings and decorative features, tree-lined streets, small front gardens coupled with low boundary walls, small trees and shrubs and hedges that together form an attractive street scene. The houses in the Conservation Area are classically proportioned and styled, and in addition a number of properties also have Arts and Crafts influences amongst others in their composition and detailing.

6.14 Priory Road Conservation Area is a small pocket of Victorian, Italianate style houses inspired by the palaces of Renaissance Italy and influenced by Osborne House built for Queen Victoria in 1849. Semi-detached villas predominate, mostly with three storeys and a basement. Key elements include visible shallow pitched roofs with overhanging eaves supported on brackets, rounded or Romanesque arches, sash windows, porticos, and decorative ironwork.

6.15 The Priory Road Conservation Area represents a unique district within Kilburn, but the majority of development within the area reflects the general qualities of the Kilburn and North Kilburn Conservation Areas.

Safer places

6.16 Through work on the Neighbourhood Plan concern has been expressed with regard to personal safety and the presence of crime, both real and perceived. As far as possible, development should be designed to help create safer and more socially inclusive places that can be enjoyed by the community as a whole. See the Mayor of London's Good Growth by Design Guidance.⁶

6.17 The physical security of a building alone does not necessarily make it 'secure'; instead, it is a by-product of well-thought-out, inconspicuous crime prevention measures, that are incorporated within the whole design. Secured By Design (SBD) is the UK Police flagship initiative supporting the principles of "designing out crime" through the use of effective crime prevention and security standards for a range of applications. A summary of the guidance put forward by SBD is presented in Table 1. Schemes coming forward in the neighbourhood plan area should follow all guidance that is relevant to their scheme.

6.18 Similarly, National Design Guide (page 2) links the delivery of safe places back to established urban design principles, being:

- Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security
- Structure: places that are structured so that different uses do not cause conflict
- Surveillance: places where all publicly accessible spaces are overlooked
- Ownership: places that promote a sense of ownership, respect, territorial responsibility and community
- Physical protection: places that include necessary, well-designed security features

⁶ <https://www.london.gov.uk/programmes-strategies/shaping-local-places/advice-and-guidance/about-good-growth-design>

- The Mayor of London's Violence Against Women and Girls Strategy should be taken into account when thinking about designing safer places for all.
- Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times
- Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future

6.19 Through application of good urban design principles development in Kilburn can contribute towards the creation of a safer place. This applies both to new development and opportunities to remodel or redevelop existing buildings and spaces, including left-over spaces, dark and indirect routes found along the High Road and within residential estates. Table 1 (below) provides useful guidance when discussing these issues.

Category	Secure by Design guidance summary
Layout of roads and footpaths	Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods.
Communal areas and play space	Should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go. Boundaries between public and private space should be clearly defined and open spaces must have features which prevent unauthorised vehicular access.
Dwelling boundaries	It is important that the boundary between public and private areas is clearly indicated. For the majority of housing developments, it will be desirable for dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low
Layout and orientation of dwellings	Dwellings should be positioned facing each other to allow neighbours to easily view their surroundings and thus making the potential offender feel vulnerable to detection.
Gable end walls	It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces; this type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and ball games.
Rear access footpaths	It is preferable that footpaths are not placed to the back of properties. If they are essential to give access to the rear of properties they must be gated. The gates must be placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street.
Dwelling identification	Clear signage (naming and/or numbering) of properties is essential to assist residents, postal workers and the attendance of emergency services.
Climbing aids	Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, car ports or balconies should be designed to remove climbing aids to gain access into the property.
Planting in new developments	The planting of trees and shrubs in new developments to create attractive residential environments will be supported provided that the layout provides sufficient space to accommodate specimens once they have reached maturity, clear of access routes and required circulation areas.
Street lighting	Bollard lighting is purely for wayfinding and can be easily obscured. It does not project sufficient light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided.

Table 1: Summary of Secure by Design guidance.

POLICY CK1: A characterful Kilburn Design Principles

(1) Context-driven design

Proposals for development must respond to the character of the immediately adjacent area within which it is located, defined in terms of heights, scale, massing and relationship with the street.

- a) Development should consider features of architectural merit present on nearby buildings which help articulate and add interest to building frontages, as appropriate.
- b) Along the High Road, Willesden Lane and Belsize Road retail frontages, as shown on Figure 7, and with the exception of the Kilburn Square site allocation, allocation proposals will be supported where they conform to the 'Kilburn High Road Design Code' that is set out on Figure 8.
- c) Outside of the High Road, Willesden Lane and Belsize Road retail frontage:
 - i. Development should respond to and contribute towards the verdant nature of Kilburn's residential streetscape and, where appropriate, historic growth and qualities as reflected in the Conservation Area Appraisal within which development is located.
 - ii. Development should respond positively to the existing architectural style of the residential area; Victorian design features such as bay windows, porches, and terracotta detailing on facades and rooftops could be taken as design cues.
 - iii. The prevailing height of buildings in the immediately adjacent area should inform the height of new development proposals.

(2) Safer places through design

Development should be designed with safety in mind, taking account of the 'Secure by Design' guidance set out at Table 1, and will be supported where it:

- a) Provides pedestrian routes that are visually open and direct. Footpaths should not be placed at the rear of properties.
- b) Ensures that the planting of trees and shrubs does not create a physical obstruction or restrict the performance of street lighting.
- c) Allows natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.
- d) Avoids the creation of windowless elevations and blank walls immediately adjacent to public spaces.

Shopfront

6.20 Kilburn High Road is lined either side by a high proportion of good quality, well-designed historic buildings. Unfortunately, many of the shopfronts along the High Road do not match the quality of the buildings they are situated within.

6.21 Brent has produced a Shopfronts SPD⁷. This provides extensive guidance on positive design principles for shopfronts. One of the key principles of the SPD insists that shopfronts should not be designed in isolation, relating in scale, proportion and architectural style to the host building and wider street scene.

6.22 Similarly, Camden has also produced a Planning Guidance SPD⁸ which provides advice on storefront design. Of particular relevance to Kilburn, because of its architectural quality, is the key message that *"shopfront alterations to existing buildings should respect the detailed design, materials, colour and architectural features of the shopfront and building itself"*. The SPD goes on to note how vibrant and well-designed shopfronts are vital in breathing life into the street, making it a more visually stimulating space for its users and contributing to healthy places.

6.23 Kilburn High Road has seen a number of insensitive alterations to shopfronts as well as newer, poorly designed shopfront, which have eroded the character of the local area, and more specifically, detracted from the character of the host building.

6.24 New shopfronts should help restore the character of the local area and host building, drawing upon best practice. Where the shopfront relates to a historic building, specific guidance published by the British Standards Institute⁹ should be followed. Of particular relevance to Kilburn and its shopfronts is paragraph 5.8, which discusses the role of significance within place shaping and utilisation of local distinctiveness. Here, the guide recommends a holistic approach is taken in order to ensure that the sense of place and local identity is maintained. Indeed, Historic England¹⁰, through their advice on how to manage historic town centres and high streets, suggest that shopfronts should be managed and reviewed as a collection rather than individually. Shopfront design should balance the scale, proportion, massing and materials of new elements of the old elements.

6.25 However, this is not to say that all shopfronts must follow an identical pattern of design, although consistency in terms of the palette of materials used, colours and signage types will help bring unity to the area, whilst at the same time providing room for interpretation and the diversity of the area to be represented. Designs can take reference from historic elements, be modern and contemporary, or both, so long as they are of a high quality.

⁷ <https://www.brent.gov.uk/planning-and-building-control/planning-policy-and-guidance/supplementary-planning-documents-and-guidance>

⁸ <https://www.camden.gov.uk/planning-policy-documents>

⁹ BS 7913: Guide to the Conservation of Historic Buildings

¹⁰ <https://historicengland.org.uk/advice/planning/historic-towns-and-high-streets/>

Policy CK2: Shopfronts

Proposals for altering, replacing or new shopfronts which follow design guidance are more likely to be supported where they meet the following criteria:

- a) The shopfront should relate in scale, proportion and architectural style to the host building and wider street scene, including the scale, character and features of adjoining buildings as appropriate.
- b) The fascia should complement rather than obscure or damage existing architectural features including windows.
- c) Fascia should only be illuminated in a subtle way; it should not cause any disturbance to others due to its intensity or direction.
- d) On modern shopfronts robust materials will be considered but plastics, bare metal and reflective materials should be avoided.
- e) Large areas of plate glass, often incorporating a doorway, create a visually non-cohesive appearance and should be avoided.
- f) Restoration of original and traditional shopfronts must replicate the original materials of the host building and be as close to the original shopfront as possible. Common materials include wood, brick and stone and sometimes iron work.

Project Box C: Kilburn shopfront design

The Forum encourages shopfront signage where the shop name forms only a modest part of the fascia: generally, text should cover no more than half the width and half the height of the fascia and the font should not be higher than 30cm (one foot). Also, that a limited number of colours should be used and that bright colours should generally be avoided. The Forum also considers that shopfronts should not be designed in isolation. Any proposed design should relate in scale, proportion and architectural style to the host building and the wider street scene. A shopfront should continue the design language of the building and adjacent shops by acknowledging the common features that occur on the surrounding buildings. Cluttered displays and closed panels within the shopfront are discouraged.

The Forum encourages shopfront signage to adhere to the Supplementary Planning Documents (SPD's) guidance published by Camden and Brent. Brent's SPD3 is especially detailed. In addition, some planning applicants for shopfront changes within the Neighbourhood Plan may need professional advice on the application of BS 7913: Guide to the Conservation of Historic Buildings. BS 7913 describes best practice in the management and treatment of historic buildings.

The Forum would like to encourage the introduction of a scheme in which shopfronts are able to integrate artwork and imagery that reinterprets the role of the High Road. With collective support from shop owners, there is the potential to produce an art trail which represents the cultural diversity of the area.

It should also be noted that these improvements should be read alongside the proposals given on public realm initiatives (project box A) emphasising a cohesive approach and sense of space.

Active and healthy neighbourhoods

6.26 Kilburn is home to a diverse community and people of all ages. To support inclusiveness the community as a whole should be able to move around safely and easily, preferably by foot or by bike for short journeys to everyday services and facilities, including schools, parks and healthcare as well as shops and other retail activities.

6.27 There are four primary schools in Kilburn and one secondary school. To encourage a move away from the car-based school run initiatives are encouraged that make walking and cycling an attractive proposition for all ages. This includes the potential introduction of School Streets, closing streets around schools to traffic at the start and end of the school day to promote walking and cycling, reduce short car trips, and provide a safe space for children and parents. Such an initiative can also help embed active travel into children's behaviours, resulting in long term change.

6.28 Other street-level initiatives include the idea of Play Streets or Home zones. Deriving from The Netherlands, where such streets are known as 'Woonerfs', these streets typically include shared spaces, greening, traffic calming and low speed limits. A central goal of the concept is to remove the traditional segregation of vehicles, bicycles, and pedestrians in public spaces and encourage natural human interaction.

6.29 Further initiatives to help move towards safe and active neighbourhoods are presented in TLF's Small Change, Big Impact¹¹ guide which offers practical advice on how to deliver temporary, light touch and low-cost projects to change the way a street looks and feels. Examples given within the guide feature a range of potential projects including: a one-day closure of a street for a community festival; planting new flower beds; a new street design creatively tested for a limited period of time; parking spaces used to extend a café's terrace in the summer.

6.30 Schemes to improve the local movement network to better reflect the ambitions above, and reduce unnecessary vehicle movements, based on TfL's Healthy Streets methodology to create Healthy Neighbourhoods, will be taken forward where there is local support and as funding becomes available.

Such neighbourhoods typically comprise:

- traffic cells where through-traffic is restricted by barriers like bollards or planters;
- urban boulevards/avenues or people-friendly main roads with safe space to cycle, generous pavements, planting, seating; and

- connected quiet streets that link the traffic cells with safe crossings across the boulevards/main roads. This creates a city-wide network of direct routes for walking and cycling that any age or ability can use.

¹¹ TfL, 2017, Small Change, Big Impact

Policy CK3 (A characterful Kilburn): Streets for people

Proposals for development will be supported which:

- a) Provide safe routes and crossing points for pedestrians and cyclists.
- b) Are car free.
- c) Incorporate conveniently located and secure cycle parking, including areas of cycle parking within the public realm subject to compliance with wider design policies and compliance with appropriate minimum standards in force at the time.

Project Box D: (A characterful Kilburn) Active, healthy, clean and safer neighbourhoods

The Forum welcomes opportunities to work with residents and residents' associations to make streets work better for those that live on them.

This may include remodelling existing streets as a Play Street or Homezone. This would need to involve the cooperation of homeowners and close partnership with the relevant authorities, to identify a pilot project to trial this concept, ahead of any longer term roll-out of such a project. Identification of a pilot project would enable funding streams to be identified to help facilitate such transformation, with management and maintenance regimes and responsibilities established as a result of the trial.

The Forum supports consideration of the Healthy Streets Approach and selective vehicle access restrictions as discussed in paragraph 6.30

Ahead of this, temporary applications for street closures as part of annual car free days and other similar events are encouraged and can be used to monitor the community benefits.

The feasibility of introducing other schemes, including those that follow the principles of healthy streets , as well as School Streets, will continue to be investigated.

Sound monitoring equipment could be installed on the High Road and particularly affected streets to prevent disturbance to pedestrians, cyclists and residents by excessively noisy vehicles.

Litter bins should be made available in adequate numbers, and regularly emptied.

Additional resources will be sought to ensure more frequent cleaning on both sides of the High Road

Reductions in street crime, begging, and rough sleeping could be achieved by coordinated prioritisation of policing and social work resources.

CCTV coverage should be improved and better integrated between Brent, Camden and TfL.

Design review

6.31 Paragraph 133 of the NPPF states that Local Planning Authorities should have access to and make use of tools and processes to assess and improve the design quality of development, including making use of design review arrangements.

6.32 Design review is a way of assessing the design quality of new developments by an independent panel of experts to support high standards of design. For projects in Camden, guidance will be provided by the Camden Design Review Panel, while for those in Brent, guidance will be provided by the Brent Quality Review Panel and potentially the Brent Community Review Panel.

6.33 In Kilburn, it is envisaged that major applications for development, as well as smaller schemes in sensitive or important locations, such as within conservation areas, should be subject to design review. This might include residential, commercial and mixed-use development proposals, infrastructure, community facilities, public realm and open space proposals.

6.34 Design review should take place at the pre-application stage to inform the design process and again following submission of the application, helping to inform officer recommendations. The final proposals submitted should show how comments made during the sign review have influenced the proposed development.

7. A distinct Kilburn

7.1 This chapter is framed around the following objective:

Objective 3: To preserve, enhance and promote the distinct identity and heritage of Kilburn

7.2 It presents policies and projects that build upon the following set of ideas and initiatives identified through work on the Plan:

- a. To support the protection of existing and future provision of cultural, leisure, entertainment and creative venues in the neighbourhood area which are managed in such a way that these activities do not adversely impact on residents and other users.
- b. Important heritage assets, such as the Gaumont State Cinema, should be identified, preserved and enhanced.
- c. Retain and provide a full range of accessible and inclusive community facilities, including street markets, that meet the needs of the community as a whole.

The 'local retail offer'

7.3 Kilburn is designated as a major town centre in the London Plan. These areas are places that, in the words of the London Plan, should be the focus for the majority of higher order comparison goods retailing, whilst securing opportunities for higher density employment, leisure and residential development in a high-quality environment.

7.4 The Brent Workplace Study (2017) outlines that Kilburn town centre has 266 units, 200 businesses and employs 1,290 people. The AECOM Socio-economic profile also shows there were a total of 457 units across the study area. These data offer a useful insight into the importance that Kilburn plays in supporting the local community.

7.5 The Brent Retail & Leisure Study (2018)¹² found that Kilburn had the highest comparison goods turnover of any centre in the Brent Borough and has increased its market share over the past decade. However, the Camden Retail Study¹³ states that there is scope to improve the role of comparison retail in Camden's Kilburn ward, which is "a weak element of its current offer" despite being Camden's second largest Town Centre.

Camden have just published an updated Retail and High Street Needs Assessment 2024 as part of the Camden Local Plan evidence,

7.6 Despite the designation as a major town centre in The London Plan, feedback from the Commonplace consultation repeatedly showed that residents were not impressed by the local retail offer of Kilburn, with some land uses criticised for detracting from the overall character of the Neighbourhood Plan Area. Previously respondents felt that the High Road suffered from a proliferation and concentration of fast-food takeaways, betting shops and payday lenders. These businesses, particularly when clustered together, were considered to detract from the visitor experience of the High Road. However, in the past 5 years Kilburn High Road has seen a reduction in the number of betting and payday loan shops.

7.7 Brent addresses this issue within the Local Plan through Policy BE5: Protecting Retail in Town Centres. This policy imposes a set of specific restrictions on the quantity and concentration of betting shops, adult gaming centres, pawnbrokers, fast food takeaways and shisha cafes. Camden also includes restrictions on undesirable land uses in its Town Centres within its Local Plan, albeit less specific than Brent.

7.8 With the High Road being split down the middle between Brent and Camden, having a separate approach to managing land uses can lead to an incoherent High Street, with an odd mix and concentration of certain land uses. A unified approach to the promotion and management of land uses is required,

Leisure and entertainment

7.9 Kilburn High Road was previously referred to as the 'Music Mile' by the London Tourist Board, specialising in Irish and country music performed in impressive gig venues such as The National or the Gaumont, as well as in the local pubs. Unfortunately, many of these venues have closed and although the area no longer benefits from the same status it once had, it remains an important location for live entertainment and supporting the evening economy, attracting visitors to the area.

7.10 The London Plan, through Policy HC6 Supporting the Night Time Economy, seeks to maintain and improve the capital's status as an attractive entertainment destination. Brent's night time economy has a symbiotic relationship with cultural industries, both supporting and being reliant upon them. Within Brent, The London Plan identifies the night time economy of Kilburn High Road as of 'more than local importance'.

¹² Brent Retail & Leisure Study (Document A) Volume 1 - Main Report (October 2018)

¹³ Camden Retail and High Street Needs Assessment (2024)

7.11 The London Plan, through Policy D13: Agent of Change, supports the role of night time and entertainment venues. It suggests that the responsibility for mitigating impacts from existing noise and other nuisance generating activities or uses on the proposed new noise sensitive development. This means that those looking to establish new entertainment venues should have some added confidence that as long as their function does not impact existing neighbours, there will be no threat from new developments forcing them to reduce their hours, lower noise volumes etc. as the responsibility falls on those new developments coming forward around them to mitigate any nuisances.

7.12 The Neighbourhood Plan identifies an area along the High Street where new culture and entertainment uses will be supported, as well as wider uses supporting the evening economy, including pubs, restaurants and cafes (Figure 9). This area is focused around the historic clustering of cultural venues around the junction of the High Road and Willesden Lane and which comprised the heart of 'Music Mile', including the National, the Gaumont State Cinema, and the Kiln Theatre (see information box).

Information Box: 'Music Mile' venues

Formally known as the Grange Cinema, the National Club was established as a music venue in 1976, it was extremely popular among the large Irish community in the area. As well as Irish showbands, it featured many famous performers, including Johnny Cash, Simply Red and David Bowie, until it closed in 1999. Now the building is used by the Universal Church of the Kingdom of God.

The Gaumont State Cinema, Kilburn's most iconic entertainment venue, was designed by the famous cinema architect George Coles and seated 4,004 people. After opening in 1937 it became a popular entertainment venue, hosting variety, pantomimes, circus, ballet and concert performances in addition to film screenings. In the 1980s the building became Mecca Bingo and in 2007 it closed, and like The National was bought by a religious group, the Ruach City Church.

The Kiln Theatre (formerly the Tricycle Theatre) Since 1980, the theatre has presented a wide range of plays reflecting the cultural diversity of the area. In 2018, after another re-design project, the Tricycle re-opened as The Kiln, with a new café, rehearsal rooms, improved accessibility, better sightlines, comfortable seats and flexible stage. The Kiln has a 300-seat cinema and a slightly smaller theatre complex.

7.13 While the Gaumont and the National, among others, are no longer used for entertainment purposes, they play an important role in forming the history and cultural identity of Kilburn. It is for this reason that it is proposed that entertainment venues are 'clustered' around what once used to be the heart of the music mile. The venues listed above are iconic, and their location would represent a great place to form a new entertainment cluster along the Kilburn High Road, a homage to what it once used to be. Should opportunities arise in the future to reuse these premises as entertainment venues, they would strengthen the focus of the evening economy in this location. There is an additional, smaller entertainment cluster at the southern end of the High Road between Brondesbury Villas and the southern tip of Camden's boundary (which also incorporates Westminster's western stretch of the High Road from Oxford Road to Kilburn Park Road).

7.14 Kilburn's one remaining live music venue, The Fiddler, also remains in this proposed entertainment cluster. The area is also home to a significant proportion of Kilburn's remaining public houses and bars. This includes The North London Tavern, Brondesage, The Black Lion, Sir Colin Campbell, The Earl Derby, The Bell and The Coopers Arms. The proposed cluster also features some of Kilburn's popular restaurants and cafés.

7.15 Kilburn does provide an enviable choice of restaurants, Afghan, Indian, Iraqi, Japanese amongst the many. As with the retail outlets the majority of the restaurants are independent, there are few chains. There is potential for development of Kilburn Market to enhance the "night time economy" of Kilburn with the possibility of a night market, street entertainment and food stalls.

Policy DK1: Land Use of Defined Retail Frontages at Kilburn High Road, Willesden Lane and Belsize Road

Proposals for development at sites and premises within the defined retail frontages at Kilburn High Road, Willesden Lane and Belsize Road, as defined on Figure 9, will be supported, where they meet the following criteria:

- a) The proposals fall within Use Classes E(a)-E(g), F1 and F2; or
- b) The proposals are for mixed-use development falling within the above Use Classes and which include residential development (Use Class C3) on upper storeys; or
- c) The proposals are for leisure and entertainment uses falling within Use Class 'Sui Generis', with the exception that gambling-related uses including betting shops/bookmakers, adult gaming centres and casinos will not be supported.

Proposals for the refurbishment and re-use of the former Gaumont State Cinema and The National as leisure and entertainment venues will be supported.

Proposals for mixed-use development should meet the following design requirements:

- Ground floor uses should generally comprise retail, commercial or community activities that open onto and activate the street;
- The development creates a strong and consistent building line that relates well to adjacent buildings;
- Residential and office uses are appropriate on upper storeys and should include windows and balconies that look out across the street and create variety and interest in building form; and
- Schemes are designed carefully to avoid noise and odour conflicts between uses in line with Agents of Change principles, where relevant.



Figure 9. Kilburn's key entertainment venues, past and present

Creative industries

7.15 The London Plan emphasises the importance of supporting the continued growth and evolution of London's creative industries.

7.16 Kilburn is an important location for the creative industries. Kingsgate Workshops, located on Kingsgate Road is a multi-use art space housed within a refurbished Victorian factory providing affordable workspace for a mix of artists, makers and designers. Metroland Studio provides free studio space as part of a joint commitment from Brent Council and Metroland Cultures to support and develop provision for visual artists in Brent, with free studio spaces for Brent-based creative practitioners.

7.17 The Brent Workspace Study¹⁴ report discusses the value of affordable workplace, how it provides opportunities to grow and retain local businesses and employment, attract new sectors, incubate start-ups, and is vital to a healthy local economy. However, the report also identified that whilst demand for affordable workspace has significantly increased in Brent, supply is failing to keep up. Furthermore, demand for flexible workspace for creative and professional service is predicted to be particularly strong in Wembley and the South East of Brent (in areas such as Kilburn).

7.18 The Brent Affordable Workspace Strategy¹⁵ found that within Kilburn there is a strong entrepreneurial culture with the highest proportion of micro businesses, home working and self-employment in the borough. Given the impact of Covid on working patterns, the demand for flexible workspaces is set to become even more important. In this regard, Kilburn has the opportunity to promote new affordable co-working opportunities which can be utilised by the high concentration of small businesses and self-employed individuals in the area.

7.19 Similarly, Camden recognises the strong creative industry that has formed within their borough, specifically in relation the performing arts, music, video, film and photography sectors, and the contribution these make to the unique character and vitality of the borough. The Creative and Cultural Industries Research Report and Action Plan 2009 found that these types of businesses create around 40,000 jobs and have an annual gross turnover of about £1 billion in Camden.

7.20 The Camden Local Plan also recognises that the strength of its creative industry relies on the availability of small affordable accommodation, such as studios

and workshops for artists. Through adopted Policy E2 and Draft Local Plan Policy IE3, a commitment is made to continue to encourage and support the growth of this sector by promoting the provision of a range of premises for businesses that require more flexible workspaces.

7.21 The opportunity also exists for Kilburn to benefit from the agglomeration effect of nearby creative hubs, such as the Queen's Park Creative Quarter on Lonsdale Avenue, which borders the Kilburn NDP boundary.

Policy DK2: Creative industries

Proposals for developments which incorporate affordable workspace in accordance with the Borough Councils' policies (Use Class E(g)) for creative industries and opportunities for co-working and space sharing, will be strongly supported.

Such uses will be appropriate within the defined retail frontage along the High Road, Willesden Lane and Belsize Road as identified on Figure 9. Proposals for such uses will also be supported across the Neighbourhood Area where they do not cause noise or disturbance to the detriment of residential amenity.

Project Box E: Gallery space

To help display the creativity and diversity of the area the Forum is keen for the work of local artists to be displayed. This could take the form of a temporary pop-up within vacant units along the High Street, or within the public realm, making better use of under-utilised spaces identified in Section 5 of the Neighbourhood Plan.

To support the policy the Forum and other groups active within the plan area could seek an appropriate affordable workspace offer, or equivalent employment/training package, for commercial proposals of a limited size?

¹⁴ London Borough of Brent, Brent Workspace Study, Regeneris Consulting, 2017

¹⁵ <https://www.brent.gov.uk/business/regeneration/affordable-workspace/affordable-workspace-strategy>

Policy DK3: Markets and outdoor stalls

The provision of new markets and street stalls within the defined retail frontage along the High Road is welcome. Proposals for such uses which activate under-utilised and left-over spaces along the High Road will be supported.

New market stalls should generally be moveable, but permanent markets stalls will also be supported where they:

- a) complement the appearance of the street;
- b) allow sufficient space for shoppers and pedestrians to pass and use the market without obstruction;
- c) are designed such that they can be adapted over time for use by different vendors; and
- d) do not result in any significant detrimental impacts upon residential amenities.

Markets and street stalls

7.22 Both Brent and Camden, through their Local Plans, recognise the importance of preserving existing markets and encouraging new markets. Brent, through Policy BE8 of their Local Plan, confirms that the Council will give favourable consideration to proposals for new markets in town centres which help diversify provision. Meanwhile Camden, through adopted Policy TC6 and Draft Local Plan policy IE10, supports new markets that will not cause individual or cumulative harm to the local area.

7.23 Markets add greatly to the variety, interest and attraction of shopping and are a source of local employment, often providing flexible and casual work opportunities. The introduction of new market stalls in Kilburn, supplementing those within the Kilburn Square development area, can make an important contribution to the vitality of the High Road.

7.24 Proposals for new market spaces within the Neighbourhood Area are supported. However, when poorly designed or managed, these can cause harm to surrounding areas. New markets and street stalls will need to be designed to complement the wider streetscape and ensure that market users and other pedestrians are not obstructed in any way.

7.25 Within Kilburn, the existing market has been identified as an underutilised site which has not achieved its full potential. Consultation has revealed that residents feel it is run down and in need of rejuvenation. As part of the Kilburn Square proposals the market is set to be regenerated and to become a new focal point along the High Road.

7.26 Improvements to the existing market offer are welcomed, but provision of new street markets and stalls are also supported. As noted previously in this Plan, Kilburn suffers from a number of 'leftover spaces' where the delivery of new street markets and stalls in these locations would help 'activate' the spaces and bring them back to life; (see for example Fig 3)

Social and community facilities

7.27 The presence and provision of social and community infrastructure is critical to sustaining and meeting the day-to-day needs of local residents, providing access to essential services and facilities, and helping to maintain a high quality of life. Such facilities, which include schools, healthcare, churches, sports and community centres, also have an important role to play in strengthening social networks, sense of community and identity. Kilburn currently thrives socially because of its range of community facilities and services, which should be preserved. Important facilities in Kilburn are listed in Table 2.

7.28 The Brent Local Plan, through policy BSI1, and the Camden Local Plan, through adopted policy C2 and Draft Local Plan policy SC3 recognise the importance of delivering new community facilities and protecting existing facilities.

7.29 Where facilities are to be provided, or improvements made, they should be accessible to all, with an emphasis placed on good walking and cycling links to these, as well as provision of secure, and dry, cycle parking provision. All facilities should be designed to reflect the character and qualities of the site and local setting. Wherever possible the fullest public consultation should take place with the local community and intended users as early as possible in the development and design process.

Social and Community facilities in Kilburn (Plan area)		
<p>Community and Health</p> <ul style="list-style-type: none"> • Netherwood Day Centre • Kingsgate Resource Centre • Kilburn Grange Children's Centre • Kilburn Grange Park Adventure Play Centre • Kingsgate Workshops Trust • 107, Kingsgate Road 'Community Space' • West Hampstead Women's Centre • Private Tenants Advice Centre • Mazenod Social Club • The Abbey Community Centre • The Abbey Medical Centre • The Alexandra and Ainsworth TRA Hall • Kilburn Square Co-op Community Hall • Latin American Association, Kingsgate Place • Menchu Nursery, Kingsgate Place • Sycamore Community Hall, Kilburn Vale Estate • Mortimer Hall, Mortimer Estate • Conway Hall, Quex Road • The Tin Tabernacle, Cambridge Avenue boundary <p>Leisure</p> <ul style="list-style-type: none"> • Kiln Cinema, Kilburn High Road • Kiln Theatre (formerly The Tricycle), Kilburn High Road 	<p>Public houses</p> <ul style="list-style-type: none"> • The Old Bell, Kilburn High Road • The Juniper, (formerly the Cock) Kilburn High Road • The Coopers Arms, Kilburn High Road • The North London Tavern, Kilburn High Road • The Earl Derby, Kilburn High Road • The Black Lion, Kilburn High Road • Sir Colin Campbell, Kilburn High Road • The Kilburn Arms, Willesden Lane • Kilburn Bridge, Kilburn High Road • Mc Glynn's Bar, Willesden Lane • Brondes Age, Kilburn High Road • The Fiddler, Kilburn High Road • The Priory Tavern, Belsize Road <p>Place of worship</p> <ul style="list-style-type: none"> • Kingdom Hall of Jehovah's Witnesses, off Dyne Road • Kilburn Evangelical Free Church • Ruach City Church / Gaumont State • Quex Road Methodist Church • Sacred Heart Church, Quex Road • The Parish of St Mary • The Islamic Centre of England, Kilburn High Road / Maida Vale gateway 	<p>Education</p> <ul style="list-style-type: none"> • Charteris Sports Centre, Charteris Road • Kilburn Library Centre, Kilburn High Road • Bannatyne Health Club, Kilburn High Road <p>Education</p> <ul style="list-style-type: none"> • The Institute of Contemporary Music Performance • Chaston Nursery School • Kingsgate Primary School • Kilburn Grange Primary (Free) School • St Mary's C of E Primary School, Quex Road • Abacus Arc Nursery • The Learning Tree Nursery, Quex Road • Busy Bees Nursery, Kilburn Square

Table 2: Important social and community facilities in the Kilburn Neighbourhood Plan area

Policy DK4: Social and Community facilities

(1) Important local social and community facilities

Important local facilities in the Plan area are listed in Table 2 of the Neighbourhood Plan (at May 2023). Social and community use will generally be protected from loss.

Proposals that involve the loss of any space used for social or community purposes will only be supported where a replacement facility that would better meet the needs of existing users is provided, or where the application is supported by material which demonstrates the benefits to the community would outweigh the harm created by loss of that facility.

(2) New or improved facilities

Proposals for new or improved community facilities will be supported and should:

- a) include provision of flexible space that can be used for a variety of community uses;
- b) be provided in locations that capitalise on opportunities to promote walking, cycling and use of public transport;
- c) be easily accessible to all; and
- d) respond to local character and take account of all other relevant Policies and guidance contained in this Plan.

8. A coordinated Kilburn

8.1 This chapter is framed around the following objective:

Objective 4: To present a coordinated voice and Governance structure to oversee the continuous improvement of the Plan area.

8.2 This chapter is less about land use or development policies and more about bringing together projects and wider aspirations to help deliver change in Kilburn, with the community being at the heart of this. It builds upon the following aspiration identified through work on the Plan:

With the Plan area straddling borough boundaries, it is important to align projects and plans for the area such that it comes together as 'one place'. The Forum presents the genesis of such a structure, to be developed further in liaison with Brent and Camden Councils.

We note the formation of "One Kilburn" during the writing of this neighbourhood plan which is also dedicated to the unity of Kilburn across the High Road.

Governance

8.3 The Forum, having been re-designated, now exists as a formal organisation until early 2027. During this period the Forum committee will oversee the implementation of the Neighbourhood Plan and continue to be a conduit for community participation through its wider membership.

8.4 One of the key motivating issues in the formation of the neighbourhood area, Forum and Plan, is the division of Kilburn between two London Boroughs: Brent and Camden. The difficulty of co-ordinating Council actions and proposals has remained throughout the period the Forum has been in existence.

8.5 In order for the policies and projects of this Plan to make a significant difference to the lives of those living and working in and visiting Kilburn we need the active support and cooperation of both Councils at the same time. In order to facilitate this, it is proposed that as part of the implementation of this plan a Kilburn Standing Committee is established.

8.6 It is proposed that the membership should include the elected Councillors for the Kilburn wards in both Boroughs; appropriate Council officers (from both Boroughs) with development, economic planning, and town centre management responsibilities;

representatives of the Forum; representatives of local business; and representatives of community organisations.

8.7 The main purpose of this standing committee will be to review the implementation of the Plan with specific reference to issues that can be more speedily resolved by greater co-operation between Brent and Camden Councils. It is suggested that the committee will meet three or four times a year. This should be kept under review as other liaison committees may emerge over time.

Project Box F: Standing Committee

The Forum proposes that a 'Standing Committee' is established for Kilburn, enabling the Forum and representatives from Brent and Camden Councils to come together on a regular basis to monitor the implementation of the Neighbourhood Plan.

Community Infrastructure Levy

8.8 The Community Infrastructure Levy (CIL) is a charge levied on development which is payable to Brent and Camden Boroughs and is intended to be spent on infrastructure projects across their administrative areas that help address the demands placed on it resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces and sports facilities.

8.9 The Brent CIL Charging Schedule took effect on 1st July 2013¹⁶. The Camden CIL Charging Schedule took effect on 30th October 2020¹⁷. All applications for development that are above the necessary thresholds will be subject to the relevant charging schedule (depending on which borough the development is located within), or any subsequent updates to it.

¹⁶ <https://www.brent.gov.uk/media/16415179/annual-cil-rate-summary-2020.pdf>

¹⁷ <https://www.camden.gov.uk/documents/20142/1267599/1.11+Planning+Contributions+CPG.pdf/63d59c2e-e212-3181-e29fd16e91f3c411?t=1585930038197>

8.10 A portion of CIL is ring fenced for spending on local neighbourhood projects identified by the local community see Camden Local CIL Ward Priority List 2023 - 2026.¹⁸ Information for Brent on CIL spending and priorities is available [here](#). Through consultation and work on the Neighbourhood Plan a series of projects have been identified which the Neighbourhood Forum is keen to direct the neighbourhood portion of CIL towards. These are referred to through the Neighbourhood Plan in the blue project boxes. These projects will be kept under review.

8.11 Alongside CIL, Brent and Camden Boroughs will continue to negotiate Section 106 agreements with applicants which can provide funds or works to make development more acceptable in planning terms. The Neighbourhood Forum will liaise with Brent and Camden Boroughs as to the most appropriate form of Section 106 agreement relating to applications within the Neighbourhood Plan area. Brent¹⁹ and Camden²⁰ has also published guidance on infrastructure contributions which outlines the scope and range of infrastructure towards which the Borough may seek contributions from developers and landowners in order to make development acceptable in planning terms.

¹⁸<https://www.camden.gov.uk/documents/20142/1267599/LCIL+Priority+List+2023-26.docx.pdf/f3a7fa7d-e3f7-f2e0-9100-199742d81da6?t=1681490735971>

¹⁹ https://legacy.brent.gov.uk/media/16420407/brent-planning-obligations-supplementary-planning-document.pdf?_ga=2.144994608.507933880.1674464490-637893275.1620207509

²⁰<https://www.camden.gov.uk/documents/20142/1267599/1.11+Planning+Contributions+CPG.pdf/63d59c2e-e212-3181-e29f-d16e91f3c411?t=1585930038197>

Appendix 1: Strategic Local Plan policies

This appendix presents strategic policies of relevance to the Neighbourhood Plan area as set out in the adopted Bent and Camden Local Plans.

Brent Local Plan

Strategic policies in the Brent Local Plan of relevance to the Kilburn area are:

- **Policy BP6 South East:** This policy sets out a number of objectives relating to the growth of the South East of the Borough of Brent, within which Kilburn is located. Of particular relevance here is:
 - The requirement for a minimum of 348 new homes to be delivered in the Kilburn Neighbourhood Forum area in the period to 2041. While the Brent Local Plan does not allocate specific sites for the delivery of these homes, it is expected that a large proportion of this figure will be met through the Kilburn Square development. The remaining figure is expected to come forward on smaller sites in line with London Plan Policy H2: Small Sites.
 - Kilburn Square to be regenerated as part of a mixed-use development including re-provision of the market and a new public square
 - The commitment to enhance and protect Kilburn Town Centre's evening economy and comparison retail offer, including the creation of a food and drink cluster around the Kiln Theatre.
 - Provision of new comparison retail floorspace across the area, directed to Kilburn Town Centre in the first instance
- **Site Allocation BSESA19 Gaumont State Cinema:** This site is a Heritage Asset of national importance but is currently underutilised. The site allocation suggests that by increasing its use for cultural, leisure and community activities, development would contribute to the vibrancy of Kilburn Town Centre and its night time offer.
- **Site Allocation BSESA20 Kilburn Square:** Kilburn Square is a prominent site on Kilburn High Road, featuring a mix of land uses, including a market. Any development on the site must provide a new public square, market, and replace the health centre with an alternative use that meets community needs.
- **Policy BE3 Local Employment Sites and Work-Live:** This policy aims to maintain the amount of affordable workspaces within the emerging Kilburn creative cluster.

- **Policy BE4 Supporting Strong Centres:** This policy seeks to manage the diversity of uses in town centres (such as Kilburn), and encourages the use of vacant/under-utilised sites by temporary uses that will benefit the town centre's vitality and viability.
- **Policy BE9 Visitor Accommodation and Attractions:** Through this policy, the local plan notes that Kilburn has relatively limited hotel provision and encourages future hotel provision to be provided in the two major town centres of Wembley and Kilburn.
- **Policy BHC3 Supporting Brent's Culture and Creative Industries:** Aims to ensure that creative industries are supported through the development of improved and additional creative workspaces, cultural facilities and other mutually complementary uses. Existing clusters of creative workspaces in Harlesden, Kilburn, Willesden Green, Queen's Park and Wembley will be protected and promoted
- **Policy BHC4 Brent's Night Time Economy:** The Kilburn High Road is an important hub of night time activity within Brent, with the London Plan identifying the Night Time Economy of Kilburn High Road as 'more than local importance'. This policy ensures that development impacting upon the night-time economy must preserve or enhance its function within the London Plan town centre hierarchy, which lists Kilburn as a major centre, below metropolitan and international centres.
- **Policy BHC5 Public Houses:** This policy strongly supports the retention of existing pubs and the development of new pubs in town centres. Any pubs seeking a change of use are required to demonstrate a need to do so based on a set of criteria provided by the policy.
- **Policy BGI1 Green and Blue Infrastructure in Brent:** The policy notes that Kilburn has a deficiency of public open space, and that this will need to be addressed by major residential development by maximising the onsite provision of a range of publicly accessible open spaces for a range of users.
- **Policy BD1 Leading the Way in Good Urban Design:** This policy states all new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character but is also fit for the future. In delivering high quality design, development proposals will be expected to show how they positively address all the relevant criteria within London Plan design policies and the Brent Design Guide SPD1.
- **Policy BD2 Tall buildings:** This policy states in intensification corridors and town centres outside conservation areas and areas of distinctive residential character developments of a general building height of 15 metres above ground level could be acceptable, with opportunities to go higher at strategic points in town centres.

In addition to the strategic policies outlined above, the non-strategic **Policy BE5: 'Protecting Retail in Town Centres'** is also of relevance. This policy imposes a number of restrictions on betting shops, adult gaming centres, pawnbrokers, takeaways, and Shisha Cafes.

Camden Local Plan

Strategic policies in the Camden Local Plan of particular relevance to the Plan area are:

- **Policy G1 Delivery and Location of growth:** The policy notes that significant growth is to be delivered at some of the highly accessible locations in the borough, of which Kilburn High Road is listed.
- **Policy H2 Maximising the Supply of Self-contained Housing from Mixed-Use:** This policy suggests that on Kilburn High Road, any development which is over 200 sqm will require 50% of all additional floorspace to be self-contained housing.
- **Policy C1 Health and Wellbeing:** The policy identifies Kilburn as a ward suffering from poor levels of health and wellbeing. The policy therefore aims to ensure that wherever possible, measures are incorporated into development which contribute towards healthier communities and reduce health inequalities.
- **Policy C4 Public houses:** Public houses are important to the character of Kilburn, this Local Plan Policy seeks to protect all public houses which are of community, heritage or townscape value by not granting planning permission for proposals for the change of use, redevelopment and/or demolition of a public house unless there are exceptional circumstances
- **Policy TC2 Camden's centres and other shopping areas:** This policy seeks to promote successful and vibrant centres. It promises to protect and enhance the role and unique character of Camden's centres (such as Kilburn) by ensuring new development is of an appropriate scale and character. The policy also seeks to make sure that food, drink, entertainment, and other town centre uses do not have a harmful impact on residents and the local area
- **Policy TC4 Town Centre Uses:** This Policy seeks to ensure that the development of shopping, services, food, drink, entertainment and other town centre uses does not cause harm to the character, function, vitality and viability of a centre, the local area or the amenity of neighbours.
- **New Local Plan:** Camden consulting on Draft new Local Plan in early 2024
- **Policy E3 Tourism:** This policy supports allowing smaller-scale visitor accommodation in the town centres of Camden Town, Kilburn, West Hampstead, Kentish Town and Finchley Road/Swiss Cottage.

- **Policy D1 Design:** This Policy seeks to secure high quality design in development, which among other criteria, respects local context and character, preserves / enhances the historic environment and heritage assets and integrates well with the surrounding streets and open spaces, improving movement through the site and wider area. The policy also ensures that public artworks will be permitted where they protect and enhance the local character and historic environment and contribute to a harmonious and balanced landscape design.
- **Policy D2 Heritage:** This policy aims to preserve and enhance Camden's heritage assets.
- **Policy CC3 Water and Flooding:** Suggests that Kilburn suffers from groundwater flooding. Any new development must consider this and make mitigations.

There are a number of other strategic policies not listed here, including affordable housing, open space and transport that may be relevant.

Camden Council has submitted their Submission version of the Local Plan on 3 October 2025. The 2017 Plan remains the current adopted plan.

Appendix 2: Kilburn's Local Heritage

This appendix presents a summary of the heritage assets within the Neighbourhood Plan area. Kilburn is an area rich in local heritage features and assets. The Neighbourhood Plan Area contains eight different conservation areas:

1. South Hampstead (partially)
2. Alexandra Road (Partially)
3. Priory Road
4. South Kilburn (partially)
5. St. Johns Wood
6. Paddington Old Cemetery
7. North Kilburn
8. Kilburn (partially)

Recognising the importance of these Conservation Areas is crucial to understanding and seeking to protect Kilburn's character, particularly as there are no Conservation Areas on the High Road itself, meaning the designation of the Conservation Areas plays an important role in maintaining the character of Kilburn's residential areas. It is to be noted that the potential Conservation Area extensions of both North Kilburn and Kilburn Conservation Areas will, if approved, extend to the High Road.

The area also contains 15 listed buildings:

1. The Black Lion – Grade II. An imposing corner plot, 274 Kilburn High Rd
2. The National Club – Grade II (United Kingdom Children of God)
3. Gaumont State Cinema – Grade II* (Ruach Ministries)
4. Goetze Grave – Grade II listed building located in Paddington Old Cemetery Non-Civil Parish - 1389534 Historic England
5. The Chapels at Paddington Old Cemetery (and associated structures) – Grade II
6. Mecca Social Club, Carlton Rooms - Maida Vale – Grade II (Islamic Community Centre)
7. 1, 1A, 1B and 1C Greville Place – Grade II
8. 3, 3A Greville Place – Grade II
9. 5, 5A Greville Place – Grade II
10. 24, 26, 26A Greville Road – Grade II
11. 37 Regency Lodge, Greville Road – Grade II
12. 13 -19 Greville Place – Grade II
13. Alexandra Road Estate – Grade II*

14. Former Alexandra Road School, Ainsworth Way and Alexandra Resource Centre- Rowley Way – Grade II

15. Loudoun Road housing, shops and craft workshops, comprising North block (61-83 Loudoun Rd, 1-8 Langtry Walk) and South Block (49-59 Loudoun Road, 2-62 Alexandra Place) – Grade II*

Paddington Cemetery is Grade II listed within the Register of Historic Parks and Gardens by Historic England.

As a public house, the Black Lion could be subject to further protection as an Asset of Community Value. Kilburn has already witnessed the loss of a considerable number of its pubs, and efforts should be taken to retain the last of its existing ones, especially The Black Lion, situated in an imposing corner plot Grade II * listed building and listed by CAMRA as having a historic pub interior of national importance.

There are also 33 locally listed buildings within the Plan boundary.

1. 351-353 Kilburn High Road
2. 345 Kilburn High Road
3. 315 & 317 Kilburn High Road
4. 157 Kilburn High Road
5. 127-131 Kilburn High Road Trinity Mansions and shops
6. 77 Kilburn Bridge Pub, Kilburn High Road
7. Priory Road Conservation Area- Boundary Road
8. 131 Kilburn High Road
9. 187-193 Kilburn High Road
10. Jubilee (Metropolitan) railway bridge (forms the arches along Maygrove, Iverson Rd)
11. 330 – 334 Kilburn High Road
12. 308 Kilburn High Road
13. 1-31 Oppidan Apartments, 25 Linstead Street
14. Kilburn Grange Park - Kilburn High Road
15. 105 – 107 Kingsgate Rd
16. 1-8 Smyrna Mansions, Smyrna Road
17. Roman Catholic Church of the Sacred Heart
18. 2 West End Lane
19. Ebenezer Baptist Chapel, Kilburn Vale
20. Priory Works, 252 Belsize Lane
21. 254- 256 Belsize Road
22. 11 Springfield Walk

- 23. Brondesbury Mews and adjoining public lavatories
- 24. 10 Brondesbury Road
- 25. 24-34 Glengall Road
- 26. 41-61 Kilburn High Road
- 27. 125 Kilburn High Road (Juniper, formerly The Cock Tavern public house)
- 28. 155 Kilburn High Road (The Earl of Derby public house)
- 29. 259-267 Kilburn High Road
- 30. 325 Kilburn High Road
- 31. 99-101 Willesden Lane (The Prince of Wales public house)
- 32. 134-136 Willesden Lane
- 33. 138-142 Willesden Lane (Christ Church School)



Figure 10. Listed buildings in the Plan Area

Glossary of Terms

Adoption – The final confirmation of a development plan by a local planning authority.

Affordable Housing - Includes social rented, affordable rented, and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provisions. A full definition is available in the NPPF.

Brownfield Site – See Previously Developed Land.

Conservation Area - an area of special architectural & historic interest, the character or appearance of which is preserved by local planning policies and guidance.

Department for Levelling Up, Housing and Communities (DLUHC) - is the Government department with responsibility for planning, housing, urban regeneration, and local government. Previously known as the Ministry for Housing, Communities and Local Government (MHCLG), and, prior to that, the Department for Communities and Local Government (DCLG).

Development Plan - In this context includes the London Plan, the adopted Camden, and Brent Local Plans and any future adopted Local Plans which may replace them and Neighbourhood Development Plans which are used to determine planning applications.

Evidence Base - The background information that any Development Plan Document is based on and is made up of studies on specific issues, such as housing needs for example.

Greenfield Site - Land where there has been no previous development, often in agricultural use

Green Infrastructure – A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Includes those parts of an area that are occupied by natural open space, parkland, woodland, sports fields, gardens, allotments, and the like.

Housing Associations / Registered Social Landlords / Registered Providers – Not-for-profit organisations providing homes mainly to those in housing need

Independent Examination - An assessment of a proposed Neighbourhood Plan carried out by an independent person to consider whether a Neighbourhood Development Plan conforms with the relevant legal requirements.

Infrastructure – Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, and health facilities.

Infill Development - small-scale development filling a gap within an otherwise built-up frontage.

Listed Building – the building of special architectural or historic interest.

Local Planning Authority - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, county council, unitary authority, or national park authority. For Kilburn, this is both the Borough of Brent and the Borough of Camden.

Neighbourhood Development Plan – A plan prepared by a Town or Parish Council (or Forum) for a particular Neighbourhood Area, which sets planning policies.

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Planning Permission - Formal approval granted by a council (e.g. Brent or Camden) in allowing a proposed development to proceed.

Previously Developed Land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public Open Space - Open space to which the public has free access.

Public Realm - Those parts of a village, town, or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares, and parks.

Section 106 Agreement – Planning obligation under Section 106 of the Town & Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal.

Soundness – The soundness of a statutory local planning document is determined by the planning inspector against four criteria:

- *whether the plan is positively prepared* (as a minimum, seeks to meet areas objectively assessed needs),
- *justified* (founded on robust and credible evidence and be the most appropriate strategy),
- *whether the plan is effective* (deliverable, flexible and able to be monitored), and
- *whether it is consistent* with national and local planning policy.

Stakeholder – People who have an interest in an organisation or process including residents, business owners, and national organisations, and government departments

Sustainable Development – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Urban Drainage Systems – Sustainable drainage systems slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of “flash-flooding”.

Use Classes Order – The Town and Country Planning (Use Classes) (Amendment)

(England) regulations 2020 puts uses of land and buildings into various categories known as ‘*Use Classes*’. These regulations came into force on 1st September 2020 and effectively nullify the former use class definitions used within the Town and Country Planning (Use Classes) Order 1987.

It is generally the case that you will need planning permission to change from one use class to another, although there are exceptions where the legislation does allow some changes between uses. It should be noted that the recent regulation changes led to *former Use Class A* (shops, financial and professional services, and food and drink establishments) becoming part of the *new Use Class E*.

B2 use the class: Refers to general industry

B8 use class: Refers to storage and distribution

C1, 2, 2A, 3, 4 use class: Refers to hotels and residential institutions, secure residential institutions, dwellings and House in Multiple Occupations (HMOs)

E use class: Refers to shops, restaurants, financial and professional services, indoor sport, recreation or fitness (not involving motorised vehicles or firearms, health or medical services, creche, nursery or day centre principally to visiting members of the public, an

office, research and development, or any industrial process that can be carried out in any residential area without detriment to amenity.

Acknowledgments

Acknowledgements

Drafting the Kilburn Neighbourhood Plan has been and continues to be a collective effort reflecting the opportunities and challenges in Kilburn's past, present and future.

Unsurprisingly it has been a longer journey than anticipated, not least due to the physical and emotional constraints caused by Covid 19. We thank all those volunteers who have served on the steering group and committee since 2014.

While there are too many members to name individually, we must acknowledge the contribution of Peter Williams, the Forum's first chair (and the then chair of Kingsgate Community Centre). Peter responded to a local call to form a Neighbourhood Plan Forum (NPF) as a way of joining up the network of proactive tenants, residents and community organisations in Kilburn. We thank Peter for his wisdom and leadership and for his ongoing support of neighbourhood planning.

From the outset we have benefitted from the guidance of Brent and Camden planning officers. We particularly thank Claire (Jones) Bradley and Paul Lewin (Brent); and Kate Goodman and Brian O'Donnell (Camden) for their experience in neighbourhood planning forums.

The Tenants and Residents and Community Associations are a mainstay in providing local knowledge and developing vision and practical projects. We would particularly like to thank the following:

- Webheath Tenants and Residents Association
- Brondesbury Residents and Tenants (BRAT)
- Brent Eleven Streets (BEST)
- Kilburn Village Association (KVA)
- Kilburn Older People Exchange (KOVE)
- Alexander and Ainsworth, Rowley Way Tenants and Residents Association
- South Hampstead and Kilburn (SHAK)
- Mortimer Crescent Tenants and Residents Association
- Abbey Community Centre
- Friends of Kilburn Grange Park

We have been extremely fortunate in our links with the Anglia Ruskin University and University College London (UCL), (Bartlett School of Planning) and their planning departments who have designed post-graduate student projects based on creating a

Kilburn Neighbourhood Plan. We thank Grace Nelson, (Brent) and Elena Besussi (UCL, Bartlett School) & Francesca (Middlesex University, London) for inspiring their students to produce some ambitious, creative, and forward-looking plans which in turn have inspired our plan drafting.

We have benefited from the support of professional consultants at key times. At the beginning of the process, we were guided by Lorraine Hart from Locality in forming the Forum as an organisation, and in the most recent period, Jon Herbert and colleagues in Troy Planning and Design wrote the first version of the draft plan. We also wish to thank members of Highgate and West Hampstead NPFs for sharing their experiences and providing guidance in our early days.

Finally, but by no means least, we acknowledge the support from Locality for funding the administration and research of the Forum and for providing access to the expertise of AECOM for two detailed reports. We also thank the Trust for London for grant aid which continues to enable the work of the Forum to continue.