













Figure 13. Transport and movement plan

Transport and Movement

-  Primary Street - Two Way
-  Secondary Street - Two Way
-  Tertiary Street - Two Way
-  Tertiary Street - One Way (arrows indicate direction)
-  Pedestrian and cycles only
-  Pedestrian only
-  Parking or turn-around

-  Bus Routes
-  Main Cycle Routes - Designated Lane
-  Main Cycle Routes - No Lane
-  Bus Stands
-  Bus Stops
-  Improved Pedestrian Crossings
-  Proposed TFL Cycle Hire Locations
-  Proposed Source London Electric Vehicle Charging Point

8.3 The street design, use of materials and incorporation of appropriate street furniture should be considered in the context of the street hierarchy and street typologies. See Figure 15 for an overview of the area.

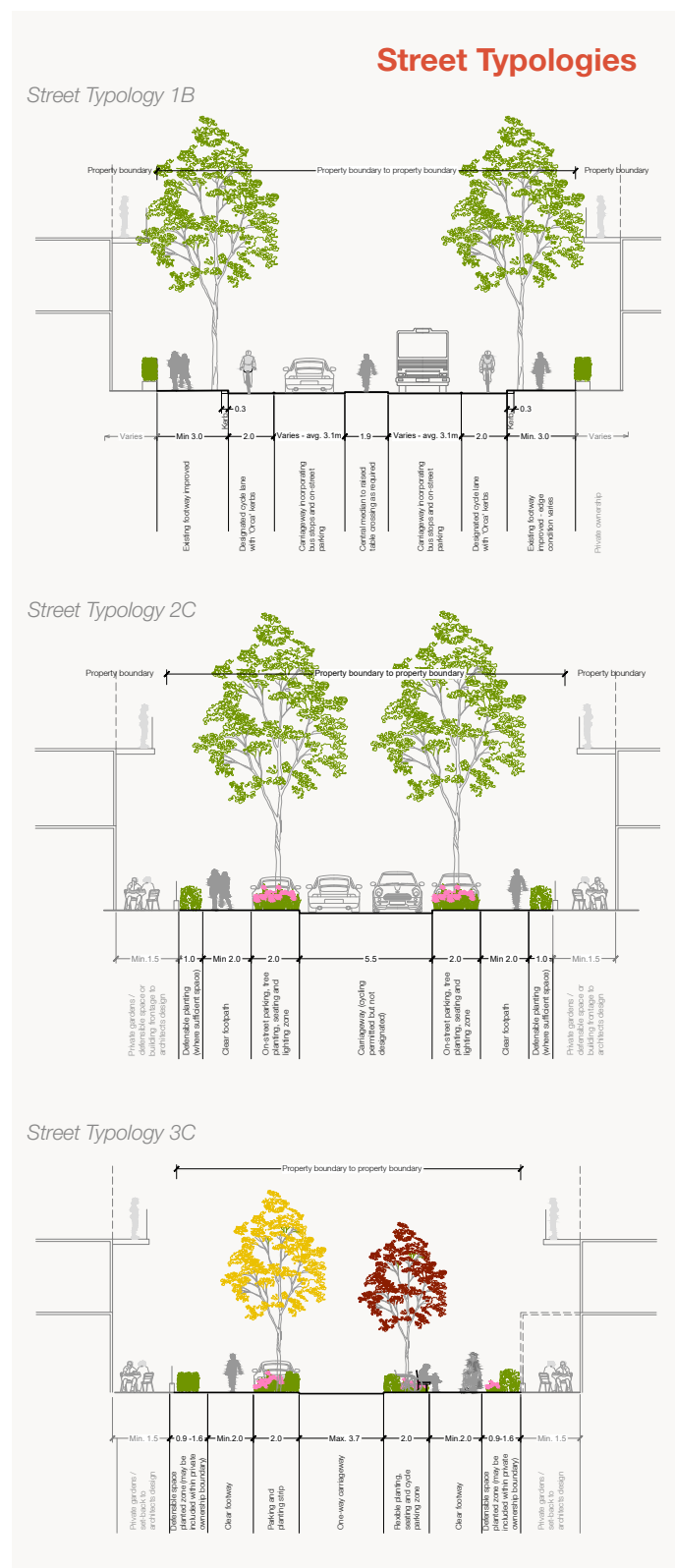
Primary streets play an important part in the movement of vehicular traffic through South Kilburn. Vehicle movement in secondary streets is principally related to that generated by South Kilburn residents and non-residential uses. In both cases the segregation of motorised vehicles, cycles and pedestrians should be considered.

Tertiary streets should have a strong focus on cycle, and particularly pedestrian, movement and these streets should emphasis priority for pedestrians and cyclists whilst recognising their role in providing vehicular access for residents.

The emphasis on pedestrian and cycle priority supports the wider health streets agenda by providing an environment that encourages active and sustainable travel. (See Figure 14 for examples of street typologies).

<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Figure 14. Street typology examples



8.4 In order to create a high quality environment, within the South Kilburn estate the Council will expect applicants to work with it to improve the street network immediately adjacent to the development site in a manner consistent with its role and function as set out in the street hierarchy plan for the area (see Figure 15). These works will be agreed with the Council and implemented by the developer/Council as part of the planning obligations associated with the permission.

8.5 The Council will expect applicants to work with it to extend TfL's cycle hire scheme and the Source London network of electric vehicle charging points into South Kilburn. Sources of funding might be available to assist in the delivery of this infrastructure however, where necessary, contributions to the extension of these schemes into South Kilburn will be secured from Section 106 Planning Obligations. Indicative locations for cycle hire stations and electric vehicle charging points, which allow for a dispersed provision across the Masterplan are shown on the Movement Plan Figure 13.

Principle T1 Transportation and Movement

The Council will use funds derived from S106 planning obligations and CIL associated with development to bring forward well designed streets and movement routes. This will be consistent with delivering the movement network and street hierarchy and associated typologies as identified in the SPD.

Applicants for major development will be expected to propose and agree the design of works to the highway to improve the pedestrian and cyclist experience and safety incorporating quality materials and trees.

The Council will bring forward the following transport improvements;

1. The opening up of Denmark Road west to connect to Carlton Vale as a pedestrian / cycle route; The extension of Canterbury Road west where currently pedestrianised from Rupert Road
2. Reallocate Carlton Vale to enable a dedicated light segregated cycle lane, enhanced pedestrian crossing facilities, floating bus stops and tree planting
3. Create a new square between the new blocks of the Gloucester and Durham sites and in front of St Augustine's church
4. Remove the Premier Corner gyratory following the development of site 18 and replace with a traffic signal controlled junction.
5. Adoption of Stuart Road as public highway.
6. Reconnection of Granville Road.
7. Extension of Canterbury Road to the west and its reconnection with Rupert Road and Denmark Road where the latter is north-south aligned.
8. Create 20mph zones on the secondary and tertiary roads in South Kilburn.
9. Extension of Neville Road northwards to reinstate lost connection with Albert Road.
10. Conversion of Albert Road, Denmark Road and Rupert Road to a series of one-way streets and provision of wider walking and cycling links on these streets to improve permeability for pedestrians and cyclists.

Parking Standards

8.6 The Council's Local Plan incorporates maximum residential car parking standards for the whole borough. South Kilburn is well located and has uniformly high PTAL values. The area is covered by Controlled Parking Zones.

These factors allow a high degree of control and support the Council's approach of being positive about the provision of car free development or lower levels of parking provision supported by controls over occupants' ability to attain on-street parking permits in areas close to public transport facilities.

There is also a high concentration of social housing which has a much lower rate of car ownership. For these reasons it is considered acceptable where car parking is identified as being necessary by the Council or by a developer to adopt a lower car parking maximum in the South Kilburn estate area than for the borough overall.

8.7 The Council will expect applicants to undertake parking beat surveys using the Lambeth Methodology to demonstrate that there is sufficient capacity to accommodate any additional demand for on-street spaces. Any such assessment should also include the demand arising from permitted developments (as agreed with the Council) within South Kilburn.

8.8 The Council will require (through a S106 planning obligation) the establishment (including maintenance in the short term until viable) of car clubs providing a shared pool of vehicles in residential developments.

This will reduce car ownership, the need for parking space and heavy reliance on the use of the private car. The Council will expect car clubs to be available to all South Kilburn residents particularly those in car free housing. As such car club vehicle stations should be placed where they will be publicly accessible, preferably within the highway.

Car clubs should also be made available to local businesses as an alternative to company cars and pool cars.

8.9 As part of the car club delivery mechanism, the Council will encourage the provision of electric cars and recharge points at car stations. The applicant will be required (through a legal agreement) to fund start-up costs including marketing and initial membership of the scheme for a 2 year period. It is expected that an established car club will be self-financing in the long term.

Disabled car parking spaces will be required on the basis of 5% of the spaces delivered for non-residential uses. For dwellings 10% of the parking should be for blue badge holders.

8.10 The Council will continue to apply the London Plan cycle parking standards, both in terms of number of stands and location/quality of provision consistent with the London Cycle Design Standards. The Council will expect a proportion of the cycle parking to be suitable for reclined and family cycles.

Principle T2 Parking

The Council will subject to suitable restrictions on occupants' accessibility to on-street parking support car free developments and where off street parking is to be provided.

At least 20% of spaces should be equipped with electric car charging points. Disabled car parking and cycle parking should be provided in line with London Plan standards.

Developers will be required to support car clubs by offering discounted membership and/or contributions towards set-up costs and marketing.

Public Realm

8.11 Within some areas of South Kilburn, in particular where the traditional street pattern has remained unchanged the fundamental indicators of quality still remain.

Granite kerbs and quality street furniture such as the lamp columns along Canterbury Road and within the South Kilburn Conservation Area are a reminder of the attention to detail in the early urban built environment. Ideally in these areas, these features will be kept and supplemented by the use of additional quality materials consistent with the conservation area designation, such as York stone pavements. Nevertheless, little development is likely to occur within the Conservation Area, so realistically the opportunity for upgrading this street scene apart from routine maintenance is likely to be limited to sensitive enhancements.

8.12 Within the areas that have been developed, a simple palette of a limited number of robust materials has been used, for roads, pavements and kerbs within the streets/public spaces. There has been an emphasis on limiting clutter. This has consequently simplified spaces and improved their quality.

The provision of lighting which is subtle and appropriate to the needs of safety and navigation has occurred. The same approach is sought within the areas to be developed, taking account of identified required street furniture where the reintroduction of the traditional street network, new public spaces and refurbishment of existing streets will occur.

The large areas of open space around the South Kilburn Estate blocks which have and will be redeveloped contained some large canopy trees.

8.13 A commitment has been made to maintain and ideally increase the tree canopy cover within the area, so far secured through S.106 contributions for replacement and some additional planting.

Where possible, as well as within development sites, additional trees will be accommodated in the public realm. Whilst high quality trees with amenity value will be retained, where they are dying or are of low quality as approved by a qualified arboriculturalist they could potentially be removed.

The removal of trees may also be considered where it is deemed to improve the overall quality or design of the area, such as to open up sight lines or where their species is deemed inappropriate. However, where trees are removed it is expected that they will be offset by new tree planting with a similar canopy volume in the locale.

Principle T3 Public Realm

All developments should contribute positively to the public realm around each new development site and should be coordinated with the wider landscape and public realm strategy. Street design should accord with the street hierarchy and typologies identified in this SPD. High quality existing street materials/furniture will be retained where possible.

In the South Kilburn Conservation Area wherever possible the streets will be enhanced through the use of quality materials consistent with those that would have historically existed to replace existing lower quality materials.

Throughout the rest of South Kilburn a palette of durable high quality materials, consistent with those provided to date plus an approach that seeks to limit street clutter but include tree planting/appropriate soft landscaping will be delivered.

Where public realm will not be enhanced in association with development the Council will use s106 planning obligations and CIL contributions to integrate enhanced public realm and open space proposals throughout South Kilburn.



Illustration 17. Children planting trees with Councillor McLennan at Woodhouse Urban Park construction site





Green Infrastructure

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Defining Green Infrastructure

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Public Open Space

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Green Infrastructure on Development Sites

Defining Green Infrastructure

9.1 Green infrastructure is a phrase used to describe all the green spaces in and around cities. It can include parks, private gardens, trees, green roofs, green walls, rivers and ponds regardless of its ownership, condition or size.

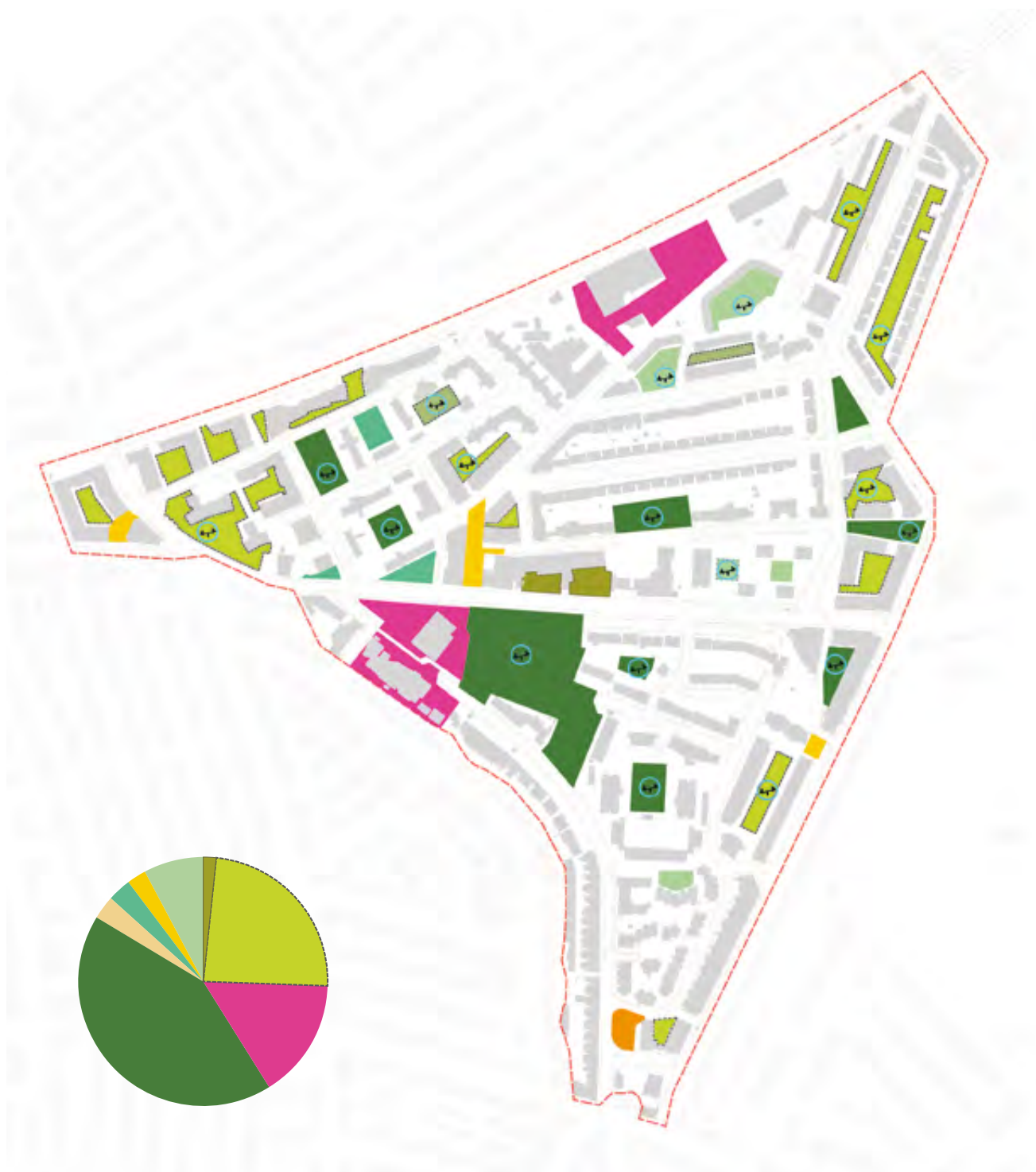
Green infrastructure can be beneficial to people, wildlife and ecological systems, and is most effective when the green spaces are well-connected. Local Plan policies seek to encourage its provision, for the psychological, physical, environmental and long term benefits that it brings.

Public Open Space

9.2 Although in close proximity of two high quality locally sized parks at Paddington Recreation Ground and Queen's Park, South Kilburn has limited local open space of any quality. See Figure 16 for its locations.

The South Kilburn Open Space is functional and has had limited investment in it for a number of years which impacts on its quality. It contains some children's play equipment, a small area for kick about and areas of semi-mature trees. A lack of suitable pathways and lighting further reduces its quality, use and function, particularly at evening or night.

It is also poorly defined in terms of its edges and does not benefit from high levels of overlooking from surrounding areas. The South Kilburn Estate did and still contains a number of open spaces around buildings poorly designed and of low visual, recreational and ecological value.



Existing & Planning Approved Open Spaces








- | | |
|---|--|
|  Park or play space |  Public realm |
|  Secure gated open space |  Adopted highway (public realm use) |
|  Semi-private open space associated with housing |  School grounds open space |
|  Open space associated with community building |  Children's play area |
|  'Left over' public green space | |

Figure 16. Existing context analysis - public green space & outdoor recreation

9.3 To date improvements to public open space have occurred in Cambridge Gardens and at Granville Road. The award-winning Woodhouse Urban Park has been delivered, and the Gloucester and Durham development will implement a new public open space that opens up views to St. Augustine's Church from Granville Road.

The Cambridge Garden space could be further enhanced through additional funds. In addition the Peel development is expected to incorporate a high quality public open space with associated landscaping that can be used for a variety of purposes to support the community/commercial elements of that redevelopment.

9.4 The aim within South Kilburn is to increase the quantity and overall quality of public open and green space provision. The plan will seek to diversify the type of open space provision within the area by providing spaces that offer a variety of uses and vary in both scale and character.

Organised recreation will be provided through the provision of high quality play areas or sports courts. Open spaces that are more intimate in character, and offer opportunity for quiet reflection or opportunities to interact with nature will also be provided.

A landscape Masterplan has been developed for South Kilburn to guide future works, based on the principles of creating streets for people that are safe and comfortable; increasing green and open space where possible; linking streets and green spaces and animating spaces. The Masterplan proposed the following landscape and public realm works.

1. South Kilburn Urban Park – The status of this open space will be elevated and enhanced so that it is recognised and established as a park that sits at the heart of the community and that caters for a wide range of community recreational needs, rather than being an open space, used primarily just to pass through and with poor recreational usage. The planned improvements will occur including a proposed extension over an area currently occupied by the Kilburn Park Junior School. The extension provides an opportunity for a complete redesign and improvement to its current status, introducing natural surveillance and a high user ability. The spatial organisation of the park should be improved to create a much more efficient use of the space. There will be improved views into and through the park, creating interest and a feeling of security. Well lit paths will link the park internally as well as creating better connectivity to surrounding streets, to encourage everyday use as part of the wider pedestrian movement network. High quality play or sports provision will be encouraged, as well as the provision of flexible lawn spaces and opportunities for education and learning. Biodiversity (increased range of plant species and wildlife) would be improved through selection of planting species and habitat establishment.
2. Carlton Vale Boulevard – Creation of a tree-lined boulevard with improved landscape and public realm to create a boulevard link through South Kilburn connecting Queen's Park to Maida Vale.

-
3. Granville Urban Park – Reprovision on a new site to provide a small high quality local park with lawns, flexible hard landscaping and soft landscaping and a diverse range of planting to connect Granville Road and Carlton Vale.
 4. Cathedral Walk – A high quality urban link to combine Canterbury Road, Cathedral Walk and Coventry Place. Pedestrian route with cycle lanes and pocket parks to connect South Kilburn with Kilburn High Road.
 5. Denmark Road Pocket Park – A high quality pocket garden space within a newly opened section of Denmark Road.
 6. Blake Urban Park – An enhancement and upgrade to the existing green space to act as a local pocket park and activate the new street connecting Malvern Road and Stuart Road/Kilburn Park Road.
 7. Chippenham Gardens - An enhancement of existing space to create a high quality green gateway space from Shirland Road. To be developed as adopted highway and co-ordinated with adjacent Chippenham Gardens residential development (approved in planning).
 8. Improved public realm to existing space at junction of Canterbury Road/Carlton Vale. To act as hard public realm space with trees, seating, cycle stands and improved connection to South Kilburn Park. To complement proposed corner building to the east of the space.
 9. Granville Road. Existing road re-connected with high-quality pedestrian-priority street incorporating more planting linking Peel with approved Gloucester House & Durham Court development.
 10. Malvern Road (south of Malvern Place). Existing road reconnected at the north, with high-quality public realm and edge to South Kilburn Park. Traffic calming measures.
 11. Improved public realm and landscape works at junction of Granville Road/Canterbury Road/ Princess Road.
 12. Improved public realm and landscape works at junction of Canterbury Road/Chichester Road.
 13. Existing strip of South Kilburn Open Space incorporated within proposed school grounds as natural play space. Mature trees to be retained.

9.5 These improvements shown in Figure 17a will be funded partly from Community Infrastructure Levy, S.106 obligations, development receipts/other funding sources.



Figure 17. Landscape plan

Landscape

- Public parks / green space
- Gated green space associated with housing
- Public realm
- Enhanced streets
- Tree-lined Avenue

9.6 As well as these public open spaces, additional green infrastructure will be sought within development sites and in the spaces between them. The additional provision of street trees within the public realm has been highlighted in the transport section.

This will assist in improving continuity between green infrastructure of larger public predominantly green open spaces and that which will be private within development sites.

Principle GI1 Public Open Space

The quality of open space within South Kilburn will continue to be improved.

South Kilburn Open Space will be extended and enhanced so that it functions as South Kilburn Urban Park.

Additional public open space will be provided at: on the Gloucester House and Durham Court site; on the existing Hereford House/Exeter House site; as a replacement for the existing Granville Road open space; Denmark Road Pocket Park; and along Cathedral Walk.

New developments will have a positive impact on the overall public realm of the area and contribute to the delivery of the landscape Masterplan.

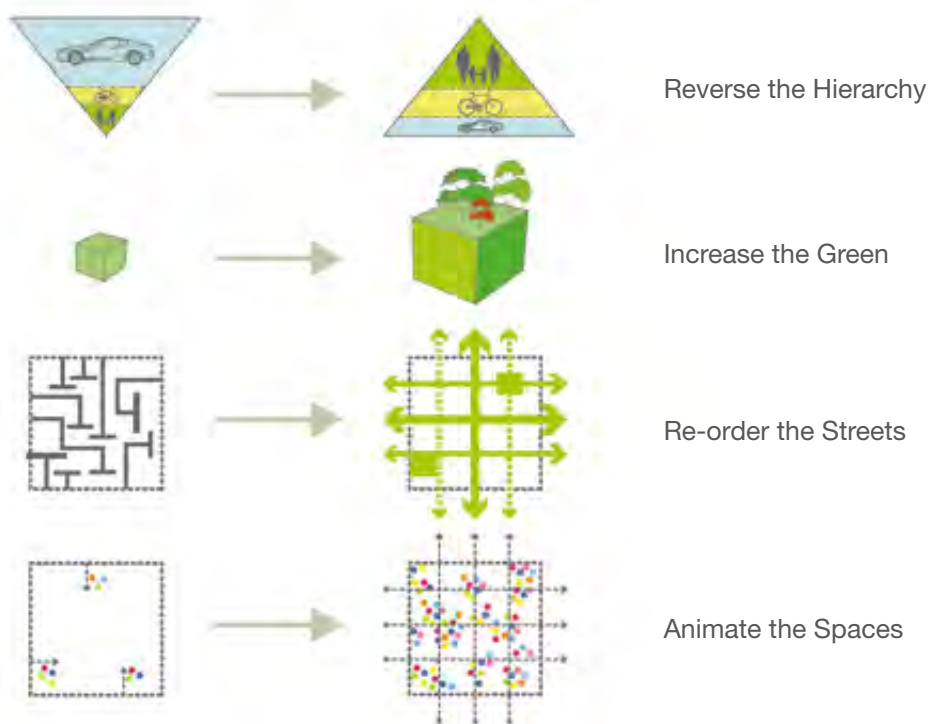


Figure 18. Landscape principles

Green Infrastructure on Development Sites

9.7 London Plan policies seek to deliver urban greening through developments. Green infrastructure provides multiple benefits including supporting ecology, recreation, micro-climate control, adaption to climate change and flood protection.

Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. This can relate to both incidental planting, and that provided in association with required on site amenity space for residents, plus other features such as Sustainable Urban Drainage Solutions as sought in Chapter 10 Sustainability.

9.8 To date there has been variability in quality of the green infrastructure provided on development sites particularly that of incidental space to improve the setting of the buildings/street scape. More recently it has been good and is establishing well. On some earlier schemes it has been weaker and not proven to be robust in terms of enhancing the environment. It has generally been better in the smaller scale development with at least a 2-metre set back from the edge of pavements, than taller blocks nearer to the pavement.

Particular issues appear to have been width/depth of planting areas/soil quality, overhanging of buildings above creating an adverse environment (generally water deficient), and longer term maintenance particularly when included within the amenity space of individual dwellings.

9.9 As set out in the London Plan and best practice, the Council encourages consideration of landscape and green infrastructure provision as an integral part of the design process and whole life functioning of development proposals, rather than an afterthought. Therefore all landscape and planting schemes should be considered at the outset and coordinated with utilities, highways or building works, which should ensure that sufficient soil volume for planting is provided for any landscape schemes.

All landscape design proposals should maximise chances of plant establishment and survival through implementing suitable design criteria. This is expected to include suitable plant species, provision of sufficient soil volumes, tree pits with aeration and root barriers, suitable edge treatment and suitable irrigation.

9.10 Proposals for landscape schemes should demonstrate a management and maintenance plan for all planting from construction through to the end of the establishment period of minimum 3 years. Landscape schemes should also demonstrate how typical management and maintenance will be conducted for a minimum of 5 years.

In townscape terms some parts of some development sites will have to be at back of pavement, e.g. shopfronts, or commercial/community buildings so opportunities for ground floor planting will not be practical unless in pots/moveable planters.

However, elsewhere where a setback is anticipated and planting to be provided, there will have to be sufficient consideration given to its long term robustness taking account of the deficiencies that have been identified to date in the area. To ensure green infrastructure contributes to successful place making maintenance must also be considered from the outset.

Improvements to biodiversity can be shown through using tools such as the Envirobank Impact Calculator: <http://www.environmentbank.com/impact-calculator.php>

Principle GI2 Development Site Green Infrastructure

Developments will be expected to incorporate green infrastructure. Consideration of green infrastructure should be at the start of the design process.

Its subsequent delivery should be of sufficient size, quality and robustness for its long term enhancement of the South Kilburn area. It should be designed to enhance biodiversity and integrate into the existing green infrastructure network.



Figure 19. South Kilburn Urban Park proposal





Sustainability

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Reducing the Use of Natural Resources

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Lean

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Clean

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Green

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Surface Water Run Off

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Water Consumption

Reducing the Use of Natural Resources

10.1 Sustainable development is at the heart of national planning policy. The overarching principle of this Masterplan is the creation of a thriving, vibrant, sustainable development by promoting a mixed community served by retail, community facilities and open spaces. As such, in line with the London Plan, development will ensure a high quality of life and reduce the need to travel by car.

The design of buildings will also be required to contribute to creating a sustainable development through the efficient use of energy and water, and are to be:

- Lean – minimises resource use
- Clean – minimises creation of pollution
- Green – wherever possible uses renewable resources.

Lean

10.2 Developments are to minimise carbon dioxide emissions in accordance with the energy hierarchy – use less energy, supply energy efficiently and use renewable energy. For example reducing water use through efficiency measures as set out later in this section will have a dramatic impact on a development's energy requirements. In applying the energy hierarchy developers should demonstrate that designs include passive measures to minimise the risk of overheating and use of mechanical cooling in line with London Plan Policy 5.9. All applications containing residential accommodation should meet the criteria for residential overheating outlined in the GLA guidance energy planning and CIBSE guidance on residential overheating analysis.

Dynamic thermal modelling should be carried out in line with the above guidance to demonstrate that the proposed design measures sufficiently mitigate overheating risk. A selection of the units to be modelled should be made with reference to the GLA's Domestic Overheating Checklist. The analysis should include assessment against future weather files and where future overheating risk is identified, design measures to facilitate future adaption should be included.

10.3 Government clarified in 2015 that notwithstanding any planning policies, building energy performance must now be consistent with the relevant building regulations.

This does not however impact on the London Plan Policy on carbon savings and decentralised energy in development proposals. In line with London Plan policy 5.2 major developments will be required to reduce carbon dioxide emissions with an improvement on Building Regulations Part- L 2013 of at least 35% on-site.

In October 2016 the energy hierarchy standard for residential developments increased to zero carbon. Where this cannot be achieved on-site a payment to the local carbon off-setting fund will be required of £1,800 per tonne of carbon to be off-set.

10.4 Brent's Core Strategy Policy CP19 requires major non-residential development to achieve a rating of BREEAM excellent. BREEAM also produce assessment accreditation for domestic and non-domestic refurbishment and a similar attainment of excellent for this types of work is encouraged.

Clean

10.5 Consistent with London Plan policy 5.6 an area has been set aside in the Gloucester and Durham development site for a combined heat and power facility with a District Heating Network. This has the potential to expand to create larger capacity to address combined energy/heating needs of the wider South Kilburn Estate and the Council will encourage this. Energy efficiency and power generation is a dynamic field in which technology changes can result in large shifts in what is the most effective solutions for individual sites and wider areas.

Given the desire to maximise development quality and affordable housing provision, the Council will take a pragmatic view on this issue. On this basis where development sites can be shown to meet the requirements of London Plan policy 5.2 through their own energy plant, some form of future proofing for the development will be sought in terms of its potential for connection. A connection charge may be levied on the developer to pay for connection to the district heating system where appropriate. This will ensure that a wider network can still be achieved without significant upheaval to residents and businesses operating in the area should changes in technology/viability make the district scheme feasible.

Principle E1 Carbon Savings and Decentralised Energy

Developments will be expected to be consistent with London Plan Policy on Decentralised Energy. Developments completed prior to the implementation of the heat network should be designed so that they can switch to the heat network once it is available.

Green

10.6 The incorporation of on-site renewable energy generation makes a valuable contribution to the reduction of a site's carbon emissions and the London Plan has a presumption that developments should achieve a 20% reduction through the use of on-site renewables.

London Plan policy 5.7 requires major developments to provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. Minor developments will also be encouraged to maximise opportunities for on-site renewable energy generation, where feasible.

Surface water run off

10.7 Sustainable urban drainage systems (SUDS) can provide multiple benefits in addition to water use efficiency. They can improve water quality, enhance biodiversity, create opportunities for amenity and recreation, and contribute to the creation of an attractive environment.

In line with London Plan policy 5.13 development should utilise SUDS unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates. Surface water should be managed as close to its source as possible, in line with the London Plan drainage hierarchy.

Water consumption

10.8 Developments should also minimise the use of mains water. London Plan policy 5.15 requires residential developments to be designed to meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres or less per head per day for external water use.

This should be demonstrated through a Water Efficiency Assessment. Rainwater and greywater harvesting will also be encouraged where there is sufficient space within the development and where there is a suitable use for the harvested water.

Principle E2 Water Management

Effective water management will be sought through developments incorporating measures related to:

- Reducing flood risk by effective control of water run-off through the incorporation of features such as greywater harvesting and SUDs which will also where possible meet other objectives associated with bio-diversity, green infrastructure and place-making, with the necessary long-term management schemes
- Reducing the demand for water plus its associated energy requirements through meeting efficiency targets in new and wherever possible existing refurbished premises.





Implementation

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Council's Role

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South Kilburn Phasing Plan

Council's Role

11.1 The Council will continue to act as master planner and master developer in South Kilburn. Development will continue to be financed through the Council on its own sites.

For the foreseeable future, the Council will continue to buy out leaseholders, appoint design teams and bring sites to the market, securing permission for mixed tenure development, private market housing subsidising the construction of houses for replacement of the number of social rent properties redeveloped.

Where viable it will also seek to increase other affordable tenures/increased range of tenure types. It will also take a lead on providing the supporting infrastructure identified in this SPD.

The Council will continue to offer existing tenants an opportunity to remain in South Kilburn and tenants of existing blocks will be able to transfer into new property on social rents.

11.2 The Council has used its compulsory purchase powers on each of the blocks it has brought forward for development. The Council will continue to use its compulsory purchase powers to effectively create deliverable regenerative development both on sites it owns and those it does not where necessary.

It will where appropriate seek additional sources of funding to support the provision of social infrastructure or other initiatives which are consistent with the regeneration objectives set out in this SPD.

11.3 The Council will prioritise the use of Planning Obligations (S106 agreements) and Community Infrastructure Levy (CIL) funds generated within the growth area to be spent locally in order to contribute to the whole place making approach.

11.4 The Council will as regeneration agent and local planning authority look to work with other landowners as identified in the Opportunity Sites identified in this SPD and in other sites not yet identified that might become available for development to encourage development consistent with the objectives of this SPD.

11.5 As a Local Planning Authority the Council will determine planning applications in an expeditious manner and ensure those that are approved are consistent with the contents of this SPD.

South Kilburn Phasing Plan

11.6 Figure 18 sets out the indicative phasing plan for the mostly Council owned blocks to complete the main regeneration of South Kilburn. As it is indicative the phasing plan could be liable to change, particularly as time moves on from adoption of the SPD.

11.7 The phasing of associated street improvements, public realm and open space works is also included in Figure 20.

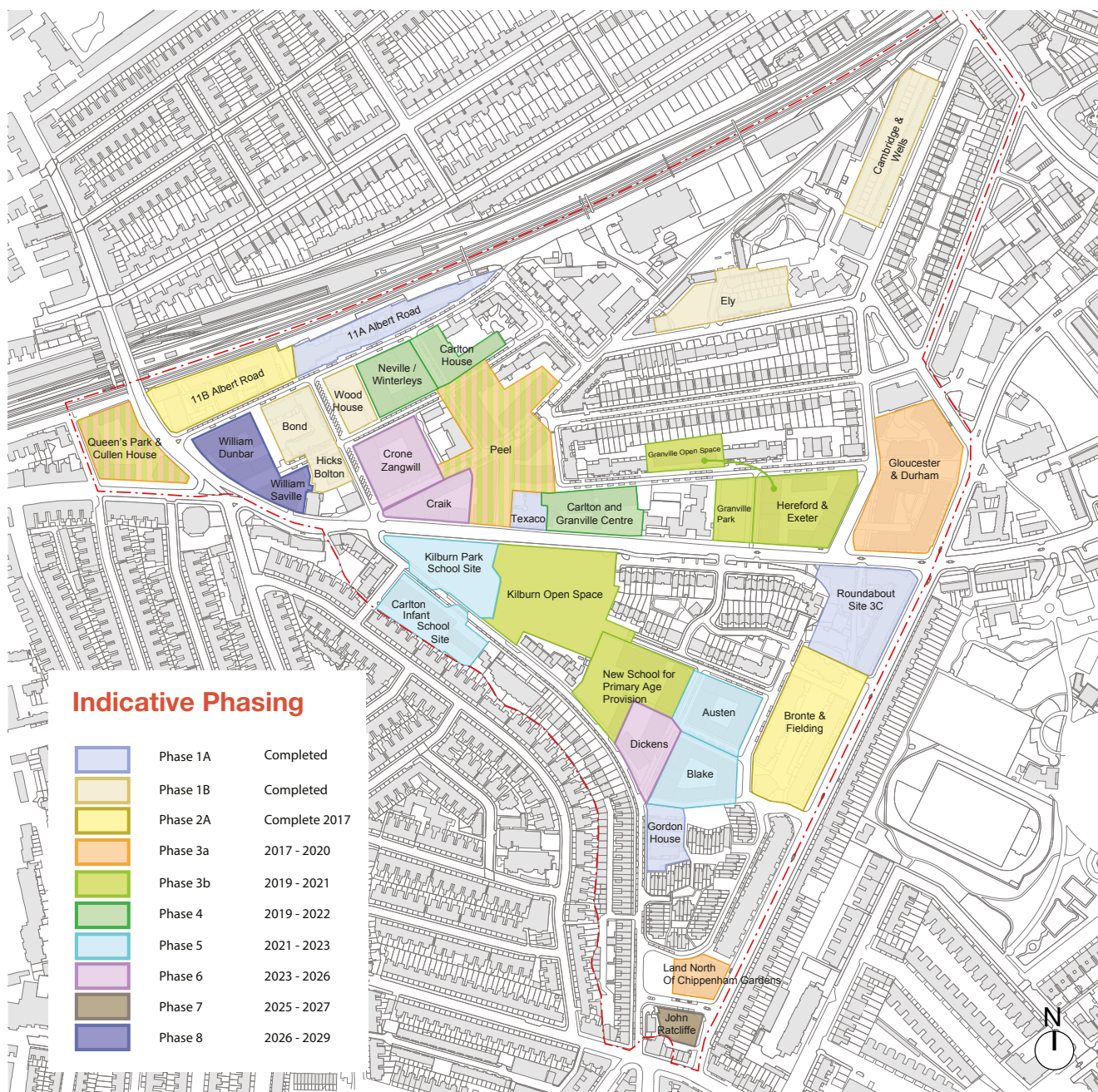


Figure 20. Indicative phasing plan

Principle IMP1 Council's Role in Implementation

The Council as landowner/developer will secure, as a minimum, dwellings at a social rent for all existing eligible tenants.

It will also, subject to viability, seek to provide suitable alternative intermediate tenures for existing leaseholder households who occupy those dwellings as their sole place of residence.

Whilst seeking to meet this minimum requirement it will nevertheless also seek to maximise affordable housing and introduce a wider variety of residential tenures subject to tests of viability. It will also seek to provide the social infrastructure set out in this SPD. Wherever possible this will be done through the value generated through housing and non-housing uses.

The Council will continue to use its compulsory purchase powers in order to bring forward sites that add to the regeneration of South Kilburn.

S106 Planning Obligations and CIL generated by development within the South Kilburn Growth Area will be retained and prioritised on infrastructure within/that improves outcomes for South Kilburn.

Development will be brought forward in the phases identified in this SPD.

The Council will as regeneration agent and local planning authority look to work with other landowners as identified in the Opportunity Sites identified in this SPD and in other sites not yet identified that might become available for development to encourage development consistent with the objectives of this SPD.







Site Specific Principles

Allocations, Opportunity Sites and Phasing

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Future development sites in South Kilburn

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Phasing - Delivery Phase 3a 2017-2020

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Phase 3b 2019-2021

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Phase 4 2019-2022

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Phase 5 2021-2023

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Phase 6 2023-2026

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Phase 7 2025-2027

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Phase 8 2026-2029

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Other Local Plan Allocation Sites

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Longer term opportunity sites which have not to date been identified by the site owners as being available for development.

Future development sites in South Kilburn

12.1 This section sets out the future opportunity sites for development within South Kilburn. These are comprised from a number of sources, including sites which are:

- Local Plan site specific allocations;
- In Council ownership; and
- Not in Council ownership.

12.2 The site specific allocation Queen's Park and Cullen House (Local Plan Policy SK1 Queen's Park Station Area) and sites that are mostly in full Council ownership are set out below in order of their likely phases for development. In addition to this other opportunity sites are identified in a separate section and not shown within any particular phase.

This is because currently there is no certainty about their timescale for delivery. For the most part these are privately owned; they include the site specific allocation Canterbury Works (Local Plan Policy SK4. Canterbury Works).



12.3 For all the opportunity sites the SPD is not allocating them for development or creating new policy. The SPD is advising how they could be delivered in a manner that is consistent with the development plan and in particular CP9 South Kilburn.

Alternative development proposals that do not accord with the SPD could well be acceptable if they accord with policies in the development plan and are consistent with national policy.

If opportunity sites still remain undeveloped at the time of a review of Brent’s Local Plan, they will be considered as potential allocations to provide greater certainty on their likelihood for development.

When allocated, development will have to be in accordance with their associated policy in the development plan unless significant material considerations indicate otherwise.



Phasing - Delivery Phase 3a 2017-2020

Queen's Park & Cullen House (Local Plan Policy SK1 Queen's Park Station Area)

Address: Junction of Carlton Avenue, Salusbury Road and Kilburn Lane

Area: 1.03ha

Policy Context: Core Strategy policy CP9, SK1

Planning History: Planning permission granted and implemented in part. Ref 12/0788.

Proposed: Mixed tenure housing development with new ground floor shop units and replacement offices to the rear of the site.

Indicative development capacity: Offices (959 sq.m.), retail (A1,A3, A4 – 1270 sq.m.) and 137 dwellings

Delivery: 2017-2021 (Multi-phased).

Description: Council car park adjacent to station, with former printing press and offices (now used by TfL), includes Falcon Pub and Council block, Cullen House.

Justification: Intensification of a mostly low density use and poor townscape in close proximity to Queen's Park station to be replaced with development that takes advantage of the high public transport accessibility whilst providing additional housing and commercial/retail floorspace.

Design Principles: This site will deliver 137 dwellings, retail and replacement offices for TfL. This will be in two separate blocks either side of a high quality piece of public realm that will replace the existing gyratory road space connecting Kilburn Lane and Carlton Vale.

A new signalised junction will replace the gyratory for vehicle use. Along the ground floor of the Carlton Vale and Kilburn Lane frontages and parts of the new public realm space a mixture of retailing will be provided (see Figure 21). The building heights will range from 4 to 8 storeys (see Figure 21).

The Council will seek a development partner to continue to implement the planning permission that has been commenced.

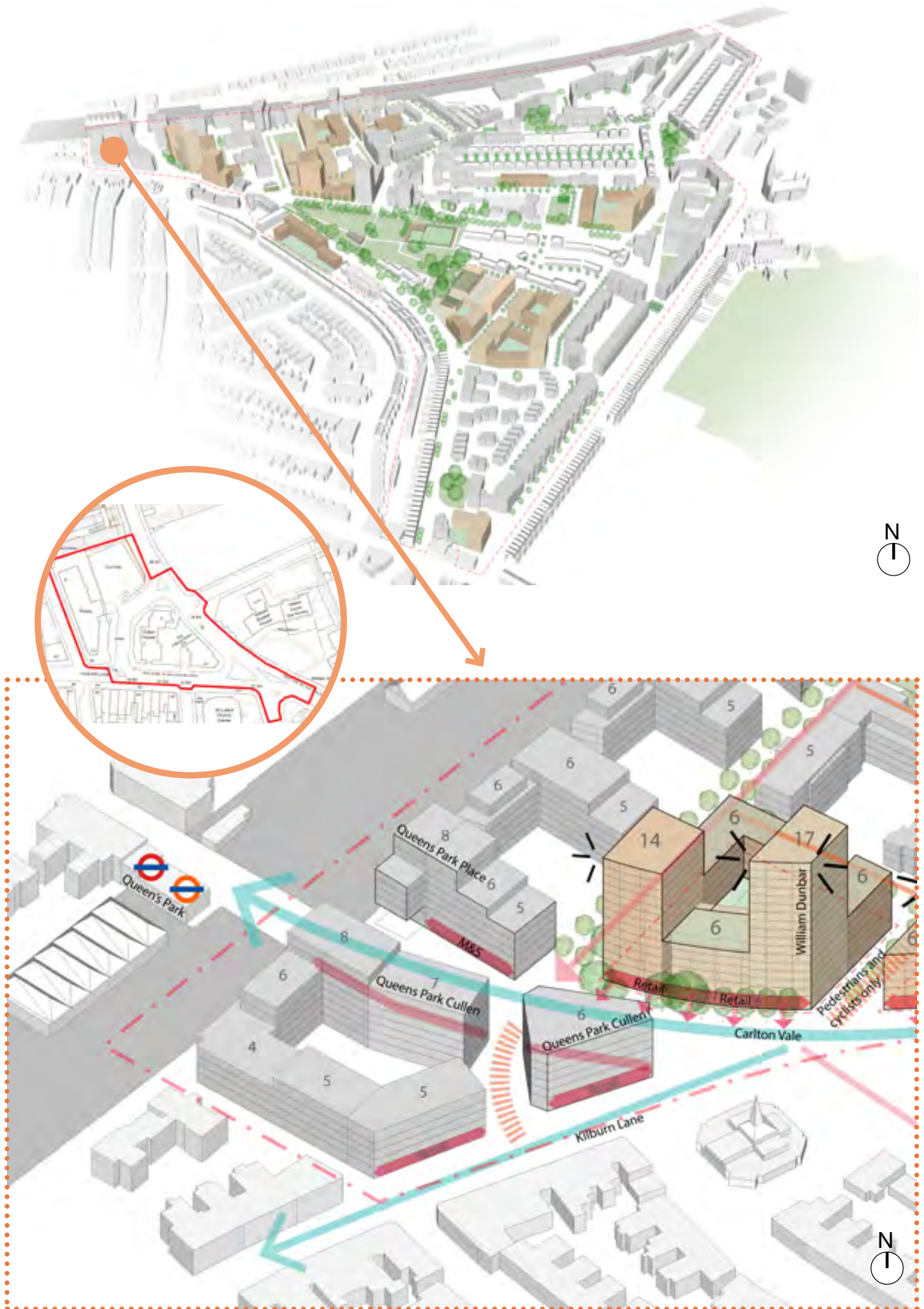


Figure 21. Massing drawing with outlined Queen's Park & Cullen House

Gloucester House and Durham Court

Address: Cambridge Road and Kilburn Park Road, NW6

Area: 1.3ha

Planning history: Planning permission granted. Ref 14/1896.

Proposed: Mixed tenure housing development with an energy centre (for the South Kilburn District Energy System) and new amenity space incorporating playspace.

Indicative development capacity – 236 dwellings

Delivery: 2017-2020.

Description: The Gloucester House and Durham Court redevelopment sites suffer from inherent internal design problems and the relationships between buildings, streets and spaces are also poor and indeterminate. Gloucester House, an eighteen storey tower block built using the 'Bison' method of construction, comprises 169 residential dwellings. Durham Court comprises 40 properties split equally over five low rise blocks. There is a children's play area within the north of the site.

Justification: Both blocks are of poor construction that it is not viable nor desirable to refurbish. The blocks sit within a poor quality landscape of disparate open space and garages which can be replaced by more dwellings that create a better environment.

Design Principles: The development shall essentially comprise two development parcels either side of a high quality piece of pedestrian public realm. This public realm will include relocation of existing playspace and reinstate the alignment of Granville Road that was lost during the 1960s redevelopment. It will reopen and frame the vista between Granville Road and St Augustine's Church.

The northern block will form frontages to Cambridge Road, Rudolph Road and the new open space along the former Granville Road alignment. The southern block will provide a frontage to Cambridge Road, Carlton Vale, Kilburn Park Road and the new Granville Road open space.

These will overlook the highway but provide a suitable separation distance from it consistent with set-backs historically provided on this street to allow sufficient residential privacy (see Figure 22). The building heights will range from 4 to 8 storeys (see Figure 20). The Council has sought a delivery partner to implement the planning permission that has been granted.



Figure 22. Illustration of Gloucester House and Durham Court

Stuart Road and Chippenham Gardens

Address: 5-9 Chippenham Gardens, the Post Office and 4-26 Stuart Road, NW6

Area: 0.24ha

Policy Context: Core Strategy policy CP9

Planning History: Planning permission granted. Ref:16/1191

Proposed: Mixed tenure housing development, land swap on small part of adjoining open space.

Indicative development capacity: 52 dwellings

Delivery: 2017-2020

Description: Former Post Office and Sorting Office now used as post office and cafe and separate Council housing block.

Justification: Both existing blocks need care and are in poor condition. This Council block provides areas that lack natural surveillance and has allowed anti-social behaviour to flourish. Redevelopment will a more efficient use of the site related to its PTAL and overcome the inherent issues related to quality, design and maintenance of the buildings. Re-provision of the post office/retail is unviable and likely to remain so given the vitality and viability of the Malvern Road centre.

Design Principles: This site has planning permission (Reference 16/1191). This will deliver 52 dwellings in a perimeter block development overlooking the surrounding streets, Chippenham Gardens open space and the public right of way to the north of the site between it and the Argo House development (see Figure 21). The Chippenham Gardens open space will be enhanced in association with the scheme. The building heights range from 4 to 6 storeys.

The Council will seek a development partner to implement the planning permission that has been granted (see Figure 23).



Figure 23. Illustration of North Land of Chippenham Gardens

Peel

Centre Address: Peel Precinct, 97-112 Carlton House, 8-14 Neville Close, 2 A Canterbury Road & Peel site garages

Area: 1.4ha

Core Strategy Policy context: CP9

Planning history: Planning application. Ref 16/4174 determined and minded to approve by Planning Committee subject to a signing of a S106 obligation.

Proposed: Mixed tenure housing development with new South Kilburn Health Centre for 3 local GP practices plus complementary uses of a café, pharmacy and retail space.

Indicative development capacity: 2131 sq.m. D1 health/community, 397 sq.m. retail uses and up to 226 dwellings

Delivery 2018-2021 (Multi-phased)

Description: Peel Precinct is a local shopping parade containing a range of commercial uses and one doctors' surgery with residential above and former housing office in portacabins, now South Kilburn Studios meanwhile use, (a project of the South Kilburn Trust) and two other housing blocks.

There is low quality and poorly defined public realm created by a loose scattering of buildings all in a poor state of repair and with a lack of street greenery. It has confusing road layouts which makes way finding difficult. The Peel Precinct is isolated with low footfall due to its position within the estate and lack of potential passing trade. Due to its planned redevelopment, many of the commercial premises are vacant.

Justification: A redesign of the area along sound urban design principles, increasing housing density will contribute to the continued step change in the quality of mixed use mixed tenure residential accommodation and improvement of health and community facilities in South Kilburn.

An increase in residential density with a greater emphasis on market homes in this development parcel will generate funds to cross-subsidise a significant Health Centre to act as a hub for the provision of health services in the South of Brent. Provision of a substantial health centre will address some of the adverse health characteristics of the population which are poor as identified in the Indices of Multiple Deprivation.

Design Principles: This site is subject to a planning application (Reference 16/4174) determined and minded to approve by Planning Committee subject to a signing of a S106 obligation. This will deliver up to 226 dwellings in five separate blocks to the north and south of a reinstated Canterbury Road. It will provide an enhanced public space and public realm between the entrance to South Kilburn open space and Canterbury Road (see Figure 24). The southern block along Carlton Vale will range from 16 to 5 storeys and also contain 2131 sq.m. of health centre and 397 sq.m. of retail space. The other blocks will range from four to eight storeys (see Figure 24).

All the blocks will have clearly defined frontages that overlook the public realm and provide clarity between public and private space. The health centre and associated commercial space in attracting visitors from outside the area will increase footfall along Carlton Vale which in turn will enhance the prospects of creating an additional commercial frontage from Queen's Park in adjacent development sites such as Craik and William Saville House.

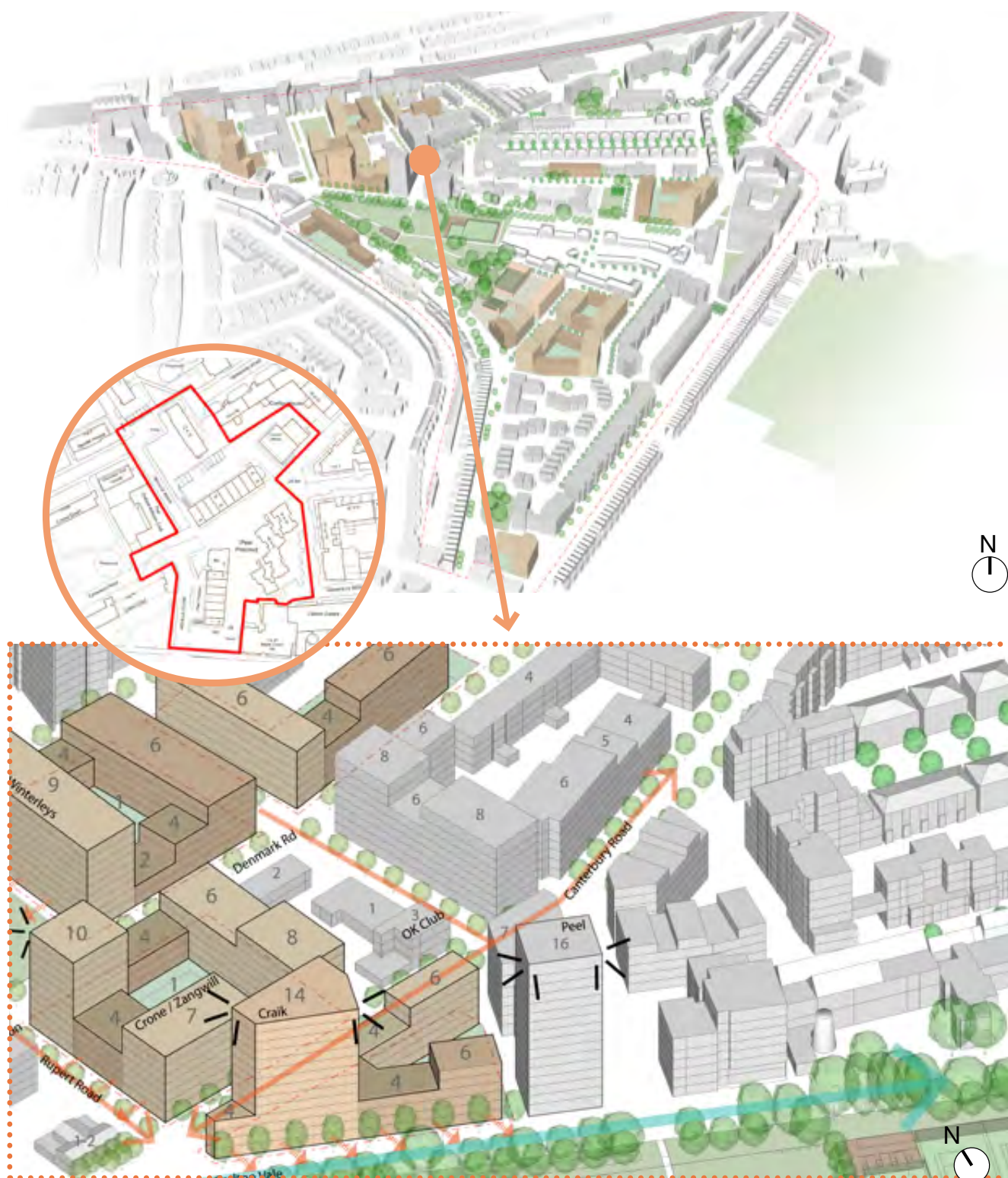


Figure 24. Massing drawing with Peel area

Phase 3b 2019-2021

Wordsworth, Masfield and part of South Kilburn Open Space

Centre Address: 1-29 Wordsworth House and 1-11 Masfield House, Stafford Road

Area: 0.3ha

Policy Context: Core Strategy policy: CP9

Planning History: None

Proposed: Redevelopment to provide a new school building to incorporate the existing Kilburn Park Junior and Carlton Vale Infants Schools, plus nursery, community space and residential.

Indicative development capacity: Unquantified currently

Delivery: 2019-2021

Description: Wordsworth House is a six storey residential concrete block comprising 32 dwellings, a mixture of maisonettes and flats. Masfield House is a four storey of similar construction.

It has commercial units at ground floor level, comprising launderette and retail uses. Both blocks have a poorly defined public/private space.

The open space is poorly defined. It has a dense tree canopy formed of many maturing trees which together with its undulating topography and the pinch point created by Perrin House and the Stafford Road dwellings to the north makes it feel detached from the remainder of the open space.

This dramatically undermines the open space user experience, making it feel an intimidating space.

Justification: The buildings are of poor construction and design creating problems of anti-social behaviour. The site provides an opportunity to decant the existing schools in a single move into a high quality contemporary purpose built building with shared facilities and access by the community to its facilities out of school hours.

It will free up the existing Kilburn Park Junior School site to be incorporated into the South Kilburn open space, whilst the existing open space will become part of the school's amenity and learning space. This will allow a more clearly defined and regular shape open space to be created which will increase its benefit to the population.

Design Principles: The three storey school building (with potential for additional modest height increases to accommodate residential development should this be provided to meet staff needs) with clearly defined and animated frontages will provide a perimeter block on Stafford Road and Percy Road, plus public realm to the south between it. To the west the schools grounds will extend to include some of the current South Kilburn open space.

This amenity and learning space will retain the maturing trees and provide a more clearly defined boundary to the remaining open space (see Figure 25).



Figure 25. Massing drawing with outlined Wordsworth, Masfield site and part of South Kilburn Open Space

Hereford House and Exeter Court

Centre Address: 1-124 Hereford House and 1-32 Exeter Court Carlton Vale

Area: 0.8ha

Policy Context: Core Strategy policy CP9

Planning History: None recent

Proposed: Mixed tenure housing development and new open space

Indicative development capacity: 202 dwellings

Delivery: 2019-2021

Description: Hereford House is an 18 storey residential block comprising 124 dwellings. Exeter Court is 32 dwellings formed of four storey residential blocks connected by a public open space at a podium level incorporating a playground under which is garaging and a commercial storage facility.

The buildings are fragmented and present a blank frontage on to Carlton Vale and Granville Road, with public realm essentially comprising car parking/hardstanding for garage access interspersed with sporadic semi mature trees along the street edge.

Justification: The existing buildings are of poor design and construction creating poor housing conditions and potential for anti-social behaviour in communal spaces which cannot be remedied cost efficiently through refurbishment.

The opportunity exists to provide better housing along sound urban design principles creating a human scale environment that integrates with the surrounding area and is more sympathetic in scale to the conservation area. It will be at a density that reflects the PTAL rating and reinforces the street hierarchy and setting of Carlton Vale in particular, subject to the Council being able to ensure Granville Road is reopened between this site and the Carlton and Granville Centres which subsequently will result in the existing Granville Open Space being developed for housing, this site will incorporate its replacement open space.

This will provide a better quality open space with greater opportunity for sunlight penetration, overlooking/sense of security and due to its prominence more likely to be used by the surrounding population.

Design Principles: The creation of the new Granville Park, on the west of the site, will improve access to open space in the area and also create an overlooked public route from Carlton Vale to Granville Road.

It will complement South Kilburn open space by providing a more intimate space, with a high-quality hard paved area to encourage use in all seasons (see Figure 26). To the east residential perimeter blocks arranged around a courtyard should range in height from 4 to 12 storeys and positively address all external frontages providing overlooking and appropriate set-backs for residents' privacy and sufficient planting space.