5.6 SOUTH EAST PLACE
5.6.1 This place includes the wards of Brondesbury Park, Kilburn, Mapesbury, Queen’s Park and parts of Kensal Green and Willesden Green. To the east it is bounded by the A5 road which follows the route of the old Roman Road into Central London. The neighbourhoods of Maida Vale and West Hampstead form the boundary to the south, Roundwood Park and Harlesden to the west, and the Dudding Hill Freight line to the north.

CHARACTER AND CULTURE

5.6.2 The South East Place comprises largely residential neighbourhoods focussed around town centres, and with eight conservation areas has a strong sense of character. To the south Brondesbury, Queen’s Park, Willesden and Kilburn are characterised by Victorian terraces. Further north Cricklewood and Mapesbury are characterised by suburban houses with large gardens and terraces of the century towns. In contrast South Kilburn Estate is an area in transition, and comprises a mix of 1960/70s residential concrete towers and contemporary apartments.

5.6.3 There are many notable cultural and heritage assets including the Kiln Theatre (formerly known as Tricycle Theatre) in Kilburn, which has transferred multiple productions to the West End; the Lexi independent cinema; the Grade II listed Tin Tabernacle originally built in 1863 as a church, formerly home to the Sea Cadets and now a community venue; and the Gaumont State Cinema a Grade II* listed Art Deco building which when first built was one of the largest cinemas in Europe; The Granville Centre and South Kilburn Studios which provide community and workspace; Queen’s Park which was opened by the Lord Mayor of London in 1887; and Willesden Green Library a modern library which includes performance, community and exhibition space and is home to Brent Museum.

TOWN CENTRES

5.6.4 This place benefits from good access to shops and services. Queen’s Park, Willesden Green and Kensal Rise are characterised by independent shops, cafes and restaurants. Cricklewood and Kilburn High Road have an offer which reflects their diverse communities,
with restaurants serving food from all around the world. Kilburn High Road has a lively night-time offer including restaurants, the Kiln Theatre and cinema, and performance and entertainment venues in its pubs.

EMPLOYMENT AND EDUCATION

5.6.5 Although there are no designated employment sites here, there is a strong entrepreneurial culture with the highest proportion of micro businesses (with less than 9 employees), home working and self-employment in the borough. Creative businesses are clustered in Queen’s Park Creative Quarter on Lonsdale Avenue, Kilburn High Road and around Willesden Green. Employment is concentrated in ICT, media, creative services, professional and financial services.

OPEN SPACE AND BIODIVERSITY

5.6.6 Significant open spaces include Queen’s Park, Paddington Cemetery, part of Gladstone Park Metropolitan Open Land, Kilburn Park and the recently completed Woodhouse Park. Smaller open spaces and pocket parks, such as Mapesbury Dell, Tiverton Green and Rainbow Park are also distributed across this place. Cricket, football and rugby sports pitches are concentrated at Gladstone Park and Willesden Sport Centre adjoining King Edward Recreation Ground.

TRANSPORT

5.6.7 This area has long been a convenient commuter location for central London. Railway stations first opened in Kilburn and Brondesbury in the mid-1800s.

FIGURE 26 High Level Plan of the Place

CHALLENGES

• Although generally a relatively affluent place there are areas of deprivation particularly in South Kilburn, parts of which in 2015 were in the top 10% of the most deprived areas in the country. Linked to this parts of Kilburn experience amongst the lowest levels of reported good health in the borough.

• Whilst the east of Willesden Green Town Centre is performing well the west towards Dollis Hill Station experiences high levels of vacancy and a low quality environment.

• The Brent Cross extension could impact on trade to Kilburn and Cricklewood Town Centres.

• Although generally well served by high quality open spaces there are areas of open space deficiency to the north of this place.

• Orbital transport links in the north of this place are reliant on buses and therefore less reliable.

• High volumes of traffic on the A5 impact on the quality of the environment, including air quality and noise and public realm.

• Hassop Road to the rear of Cricklewood Town Centre contains a concentration of vehicle repair centres, which impact on the amenity of neighbouring residential units.

• Some of the playing pitches at Gladstone Park are in need of improvement.

OPPORTUNITIES

• Continue the regeneration of South Kilburn Estate to create an environment which provides for a better quality of life and provides additional homes.

• Kilburn Town Centre is well performing with a strong convenience retail goods offer. It has scope to improve its comparison retail offer. The night tube could be a catalyst to further enhance Kilburn’s evening night-time culture and offer.

• There is an opportunity for the Gaumont State Cinema to be further utilised by the community and cultural sectors.

• Cricklewood, Queen’s Park and Feral Rite Town Centres provide convenience retail and a restaurant offer which could be further enhanced.

• The quality of environment to the west of Willesden Green Town Centre could be improved through redevelopment.

• Support and enhance clusters of creative industries in Queen’s Park, Willesden Green and Kilburn to establish Creative Quarters and help meet demand for incubators, accelerators and co-working space.

• Ensure development supports public realm improvements along the A5 to reduce traffic dominance and enhances this important gateway into the borough and Central London.

• The proposed Kensal Canalside development of 3,500 new homes and other uses in the adjacent Royal Borough of Kensington and Chelsea lies to the south of this Place.
Followed by the Metropolitan Railway in the late 1800s. Today it is served by the Metropolitan Line, Bakerloo Line, Jubilee Line, Central line and the District line. This makes it easy to connect to and where appropriate delivering the place vision by contributing to and where appropriate delivering the place vision by contributing to the character of the area.

5.6.9 The majority of cycle and walking routes in this place are on road. The recently completed cycle route 3 connects Gladstone Park to Regents Park via Willesden Green and Kilburn. Brent's first segregated cycle route has also been introduced in the South Kilburn Growth Area. The Brent Long Term Transport Strategy identifies the potential to improve cycle connections within this area with additional routes from Kilburn and Kensal Rise to Church End via Willesden Green.

VISION

5.6.10 A place which celebrates its historic character and cultural attractions, where creative industries can flourish. A series of attractive green spaces and civic domains around vibrant centres of Cricklewood, Queen’s Park, Willesden Green and Kilburn. Kilburn Town Centre will be a bustling night time destination for local market traders as well as the community can come together. South Kilburn Growth Area’s transformation will continue to create a mixed neighbourhood with affordable housing, good access to services, new community space, an enterprise hub and high quality open spaces.

VIEWS

5.6.10

| POLICY BP6 SOUTH EAS |

**Proposals should plan positively to deliver the place vision by contributing to and where appropriate delivering the place vision by contributing to and where appropriate delivering the place vision by contributing to the character of the area.**

**CHARACTER, HERITAGE AND DESIGN**

Strengthen local identity and character by:

- a) Conserving and enhancing heritage buildings and of a height and high quality which complements local character.
- b) The character of the AS corridor will be enhanced and the Victorian terraces which characterise Cricklewood Town Centre protected. Redevelopment of leafy, amenity streets not in keeping with the character of the terraces will be supported where development is consistent with the building line and proportions of adjoining buildings and of a height and high quality which complements local character.
- c) Tall buildings will be appropriate in this place in South Kilburn Growth Area, where consistent with the South Kilburn Masterplan. In intensification corridors of A407 and A4003 Willesden Lane denser development could be appropriate.

**HOMES**

- d) South Kilburn Growth Area will deliver approximately 3,400 new high quality homes, with a target of 50% affordable including social rented for existing secure tenants of South Kilburn.
- e) Kilburn Square as part of a mixed-use development including re-provision of the market and a new public square.
- f) The comprehensive redevelopment of Cricklewood Broadway Retail Park for mixed-use development including residential will be supported.
- g) Redevelopment of identified sites in Cricklewood and Willesden Green Town centres will be supported where development is of a high design quality and makes a positive contribution to the character of the conservation area.
- h) Diversification to uses including residential and employment on the intensification corridors including the extended corridor of Willesden Green Town Centre will be encouraged with further design and policy material supported along other intensification corridors.

**TOWN CENTRES**

1. i) Enhance and protect playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.
2. j) Enhance cycle links from Kensal Rise to Church End via Willesden Green, and from Harlesden to Cricklewood.
3. k) Promoting increased cultural and community use of the Gaumont State Cinema.
4. l) Securing infrastructure in South Kilburn Growth Area.
5. m) Enhance and protect playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.

**COMMUNITY AND CULTURAL FACILITIES**

- n) Enhance and protect playing pitches at Gladstone Park and leisure provision at Willesden Green Sports Centre.
- o) Safeguard land for the West London Creative Quarter and South Kilburn Enterprise Hub.
- p) Within Creative Quarters proposals to redevelop local employment sites will be required to re-provide high quality affordable workspace on site in accordance with policy BE2.
- q) The conversion of public space and premises on Hassop Road to employment which improve amenity for neighbouring residential units will be supported.

**OPEN SPACE AND BIODIVERSITY**

- r) Enhancements to South Kilburn, Chapter Place, Aylestone Avenue and Rainbow Park open spaces.
- s) The creation of new pocket parks in South Kilburn Growth Area.
- t) Protecting and enhancing existing wildlife corridors.
- u) Delivering tree planting focussed along the AS corridor and South Kilburn Growth Area.

**TRANSPORT**

- v) Enhance cycle links from Kensal Rise to Church End via Willesden Green, and from Harlesden to Cricklewood.
- w) Create a high quality pedestrian and cycle route from Brent Cross West Thameslink station to Staples Corner and the wider area.
- x) Reduce traffic dominance and enhancing the AS corridor through public realm improvements to healthy streets standards.
- y) Enhance cycle links from Kensal Rise and Kilburn to Church End via Willesden Green, and from Harlesden to Cricklewood.

**EMPLOYMENT AND KILLING**

- z) Supporting the local economy by: o) Protecting and enhancing Queen’s Park Creative Quarter and South Kilburn Enterprise Hub.
- a) Supporting the establishment of new Creative Quarters at Kilburn and Willesden Green.
- b) Within Creative Quarters proposals to redevelop local employment sites will be required to re-provide high quality affordable workspace on site in accordance with policy BE2.
- c) The conversion of public space and premises on Hassop Road to employment which improve amenity for neighbouring residential units will be supported.

**SOUTH EAS**

- C) Tall buildings will be appropriate.
5.6.14 Cricklewood Retail Park which contains a Matalan and Wickes store is located outside of the town centre and in an area of high street. Comprehensive redevelopment of the site will improve public realm and the terraces fronting the A5 would have a positive impact on local character. In addition, redevelopment could contribute to enhancing the character of these areas as a Creative Hub. However, there is a need to manage the impact of the employment uses on surrounding residential areas.

5.6.15 In Kilburn Town Centre there have been a number of key developments which are not sympathetic to the character of this proposed Conservation Area. Redevelopment of these sites to a style more sympathetic to the existing character and uniformity of the terrace fronting the A40 would have a positive impact on local character. In addition, redevelopment should contribute to enhancing the setting of the A40 through public realm improvements and tree planting.

5.6.16 Within Willesden Green Town Centre there are a number of key sites which could help to support its viability. The Sainsbury’s supermarket is set back from the main high street. Comprehensive redevelopment of the store’s entrance and adjacent uses for mixed-use development could make better use of the vacant ground floor town centre uses and improve the quality of the environment. Existing residential uses on surrounding residential areas. Redeveloping the site for mixed-use development including retail units in the park maintenance area could make a better use of the site, improve the public realm, and create a stronger connection between the retail use and high street. Queen’s Parade is a one storey parade of shops. Given that the central London, Camden, and St John’s Wood, Building on the introduction of the Jubilee Line Night Tube and promoting evening uses, Queen’s Parade and other ‘cues’, will extend the trading life of the centre from retail hours, through to later into the evenings.

5.6.17 Kilburn has the highest comparison goods turnover of any centre in the borough, and has increased its market share over the past decade. This positive momentum needs to be protected and enhanced. Kilburn Town Centre is successful, the west experiences a high level of vacancies and a poor quality environment. These units fall outside of the town centre boundary. In the interests of promoting a more compact and viable centre the council will support the diversification of these areas to other uses, including housing and employment.

5.6.18 Queen’s Park and Kensal Rise play an important role in the evening economy. Although the core of Willesden Green has increased its market share over the past decade. This positive momentum needs to be protected and enhanced. Willesden Green Town Centre, Kilburn and Willesden Green Town Centre, and an unmet demand for incubators, accelerators and co-working space. Willesden Green Town Centre, Kilburn and Willesden Green Town Centre. Including the diversification of these areas to other uses, including housing and employment.

5.6.19 Although the core of Willesden Green Town Centre is successful, the west experiences a high level of vacancies and a poor quality environment. These units fall outside of the town centre boundary. In the interests of promoting a more compact and viable centre the council will support the diversification of these areas to other uses, including housing and employment.

5.6.20 The need for new community facilities is primarily within South Kilburn Growth Area, due both to the planned population growth and the need to improve life chances in the areas, which is currently within the 10% most deprived areas in the borough. The council seeks to direct retail to existing town centres to support their viability.

5.6.21 An assessment of playing pitch provision identified some of the facilities at Gladstone Park require improvement to meet future demand. The sports centre in Gladstone Park require improvement to meet future demand. The sports centre in Gladstone Park require improvement to meet future demand.

5.6.22 The Brent Workspace study identified existing clusters of creative industries in Queen’s Park Design District focused along Lonsdale Road and Queen’s Park Town Centre, and an unmet demand for incubators, accelerators and co-working space. Willesden Green Town Centre, Kilburn and Willesden Green Town Centre. Including the diversification of these areas to other uses, including housing and employment.

5.6.23 The Brent Workspace study identified existing clusters of creative industries in Queen’s Park Design District focused along Lonsdale Road and Queen’s Park Town Centre, and an unmet demand for incubators, accelerators and co-working space.

COMMUNITY AND CULTURAL FACILITIES

5.6.24 Willesden Green Town Centre is successful, the west experiences a high level of vacancies and a poor quality environment. These units fall outside of the town centre boundary. In the interests of promoting a more compact and viable centre the council will support the diversification of these areas to other uses, including housing and employment.

EMPLOYMENT AND SKILLS

5.6.25 An assessment of playing pitch provision identified some of the facilities at Gladstone Park require improvement to meet future demand. The sports centre in Gladstone Park require improvement to meet future demand. The sports centre in Gladstone Park require improvement to meet future demand. The sports centre in Gladstone Park require improvement to meet future demand.
POLICY BSEGA1 SOUTH KILBURN GROWTH AREA

South Kilburn will be a thriving, vibrant and sustainable community. The council will continue to facilitate a shift from the housing estates of the 1960s and 1970s to high quality, healthy and healthy local environment, and the amenities and services to place to support a diverse and vibrant local culture.

5.6.26 Improving cycle routes and the public realm

South Kilburn Park will be extended and enhanced.

· An expansion by 1FE of the South Kilburn Park Junior School and Carlton Vale Infant School on a new site plus provision of community space to be used out of school hours;

· Provision of a new South Kilburn Health Centre within the Peel Site; Retention of the Granville Centre enterprise hub and community space and provision of residential on the site;

· Existing community spaces retained or provision made at South Kilburn Park will be extended and enhanced;

· Additional public open space will be provided 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 Walks;

· Enhanced public realm in line with the public realm strategy and increased tree planting.

Additional public open space will be provided 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 Walks;

· Enhanced public realm in line with the public realm strategy and increased tree planting.
public realm strategy and can facilitate the provision of additional homes.

5.6.29 Future improvements include reconfiguration of Kilburn Park, with the existing school relocating to the east. The school move will result in no loss of open space and create a more regular shaped space that can be put to better use and feel more secure. It will raise the profile of the space in the public’s consciousness and its impact on townscape by opening up views into the park when arriving from Queen’s Park/Kilburn Lane.

5.6.30 The existing 2 form entry Kilburn Park Junior School and Carlton Vale Infant Schools will be co-located and extended to create 3 forms of entry. This will accommodate additional children generated by the provision of new homes, provide high quality and up-to-date teaching facilities to increase local educational attainment and provide the opportunity to incorporate a range of community facilities out of hours.

5.6.31 South Kilburn is within walking distance of Queen’s Park and Kilburn Town centres. The majority of shops and services to meet day to day needs within the Growth Area will be located within local shopping parades at Salusbury Road, Kilburn Lane and Malvern Road. These will be supplemented by small scale provision in active ground floor frontages along Carlton Vale and adjacent to Kilburn Lane. In addition, facilities which complement the healthcare hub and public square will be located on the Peel site.

KEY SITE ALLOCATIONS
South Kilburn Growth Area
Cricklewood Retail Park and Town Centre sites
Kilburn Market Square
Willesden Green Town Centre sites

OTHER POLICY GUIDANCE
South Kilburn SPD
Mapesbury Design Guide
North Kilburn Design Guide
Queen’s Park Design Guide

SITE ALLOCATION POLICIES
EXISTING USE
Residential, community space and church.

ALLOCATED USE
Mixed tenure housing development incorporating the Marian Community Centre and Immaculate Heart of Mary Catholic Church.

INDICATIVE CAPACITY
69

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-167 Austen House, Cambridge Road

AREA
0.35ha

DESCRIPTION OF EXISTING SITE
Austen House and Dickens House redevelopment sites suffer from inherent design problems and the relationships between buildings, streets and spaces are also poor and indeterminate. Built using the ‘Bison’ method of construction Austen and Dickens form two opposing 18 storey towers linked by podium deck incorporating a playground under which there is garaging. At present Austen presents an inactive ground floor frontage to a public realm dominated on Cambridge Road by the blank rear wall of a separate single storey garage and surface level car parking. Austen House contains 167 dwellings.

OWNERSHIP
Public. Church in private ownership

PLANNING HISTORY
None

PTAL RATING
5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.
As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Kilburn Park and Kilburn High Road Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
Austen will be a perimeter block courtyard building ranging from around 4-6 storeys. It will provide frontage to Cambridge Road, the extension of Percy Road, Stafford Road and the public realm between the new Blake Court development to the south. The scale and form of the development should present north facing single aspect units. It should maximise sunlight and daylight to the courtyard and adjacent northern property through the lower storey heights being on the southern and northern sides of the perimeter.

Existing uses of Catholic Church, Community Centre and Children’s Institute being incorporated into the redevelopment, in relation to the Church this can be by the building remaining in situ or provision of a new building that incorporates the church and community uses.

INFRASTRUCTURE REQUIREMENTS
Church and community centre.
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater infrastructure are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

JUSTIFICATION
The block is in poor construction that is not in excellent condition and it is therefore deemed no longer viable to refurbish. The block does not align with high quality standards that is not desired to be retained and future development can be justified by more dwellings along sound urban design principles that make a better environment and provide better connectivity through introduction of new streets.
EXISTING USE: Residential

ALLOCATED USE: Mixed tenure housing development

INDICATIVE CAPACITY: 121

TIMEFRAME FOR DELIVERY: 0-5 Years

DESCRIPTION OF EXISTING SITE

- Built using the ‘Bison’ method of construction. Blake is three six storey loosely connected blocks of 72 dwellings forming the southern part of a Dickens, Blake, Austen horseshoe shape around a semi-public space. Dickens is poorly defined in terms of public/private space and its relationship with Malvern Road and Cambridge Road where dead frontage, service areas and parking also prevail.

ADDRESS: 1-72 Blake Court, Malvern Road

OWNERSHIP: Public

PLANNING HISTORY: None

PTAL RATING: 3-5

PLANNING CONSIDERATIONS

- The site is within the South Kilburn Growth Area.
- A terrace of locally listed buildings are located to the west of the site along Malvern Road.
- As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.
- The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS

- Need to decant existing residents.

DESIGN PRINCIPLES

- Blake will be a perimeter block building ranging in height from around 4-8 storeys. It will provide frontages to Cambridge Road, the extension to Percy Road and between the Dickens site to the north and McDonald House/Hampton Close site to the south. A new public pedestrian link will be provided on the southern frontage. Taller elements around 8 storeys to be integrated at key prominent frontages/ corners on Malvern Road and Cambridge Road to indicate the new neighbourhood entrances. The scale and form of the development should provide north facing single aspect units and maximise sunlight and daylight to the courtyard.

INFRASTRUCTURE REQUIREMENTS

- Thames Water has indicated the scale of development is likely to require upgrades to the wastewater network. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for the services in any other way.

JUSTIFICATION

- Blake House redevelopment sites suffer from inherent internal design problems and the relationships between buildings, streets and spaces are also poor and indeterminate. The block is of poor construction that is not viable for redeveloping. The block is within a poor quality landscape of disparate open space and garages which can be replaced by more dwellings along sound urban design principles that create a better environment and provide better connectivity through introduction of new streets.

BSESA2: BLAKE
BSESA3: CARLTON HOUSE

**EXISTING USE**
Residential and community space

**ALLOCATED USE**
Mixed tenure housing development.

**INDICATIVE CAPACITY**
116 (100 net)

**TIMEFRAME FOR DELIVERY**
0-5 Years 5-10 Years 10+ Years

**ADDRESS**
113-128 Carlton House and Carlton Hall, Denmark Road

**AREA**
0.2ha

**DESCRIPTION OF EXISTING SITE**
The site comprises a 1950’s four storey residential block, playground and Carlton Hall a one storey community space. Much of the development has poor definition of public and shared space and presents an inactive frontage to Denmark Road.

**OWNERSHIP**
Public

**PLANNING HISTORY**
None

**PTAL RATING**
5

**PLANNING CONSIDERATIONS**
The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

**RISKS**
Need to decant existing residents.

**DESIGN PRINCIPLES**
The development should blend into the new urban grid, and present a strong frontage onto Denmark Road and Neville Road. Heights should range between 4 and 6 storeys to reflect proposals for surrounding buildings.

**INFRASTRUCTURE REQUIREMENTS**
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t inhibit access for maintenance or the services in any other way.

**JUSTIFICATION**
The removal of another Carlton House block in association with the Peel development creates an opportunity to reinstate the traditional street pattern and clearly define street frontages, give greater clarity about private and public spaces and improve tenants shared private space and make better use of land which is developed to low densities. A new dedicated community hub is provided at Carlton and Granville Centre as part of the wider masterplan.
EXISTING USE  Primary school
ALLOCATED USE  Mixed tenure housing development.
INDICATIVE CAPACITY  62
TIMEFRAME FOR DELIVERY  0-5 Years 5-10 Years 10+ Years
ADDRESS  Carlton Vale Infant School, Malvern Place
OWNER  Public
PLANNING HISTORY  None
PTAL RATING  2
PLANNING CONSIDERATIONS  The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site is currently occupied by a school. However, the school is to be relocated to another site within the Growth Area.
RISKS  Need to relocate school
DESIGN PRINCIPLES  A frontage will be reinstated along Malvern Road that provides a transition in set-back distance from 121 Malvern Road and 17-32 Kilburn House, Malvern Place. This active frontage which will play a strong role in providing overlooking of South Kilburn Park will also turn the corner with and along Malvern Place. Building heights will range between 4 and 6 storeys. Malvern Road will be reinstated with sufficient space provided to ensure vehicles can turn into it from Malvern Place. The site will form the principal vehicle route as it is proposed to close vehicular access between Malvern Road and Carlton Vale. Ideally no or very limited car parking shall be provided between the new building frontages and the highway. It is greater attention should be paid to both softening its impact on the street scene and incorporating better quality planting than exhibited at Nexus Court.
INFRASTRUCTURE REQUIREMENTS  Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity. Thames Water have agreed that Thames Water will need to be engaged at the earliest opportunity to support proposed housing and infrastructure phasing plans to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.
JUSTIFICATION  Following completion of the move of the school to its new site on Wordsworth and Masefield the site will predominantly be developed for residential purposes. In addition what was formerly Malvern Road highway land will be improved as a pedestrian and cycleway to form a continuation of the street that links up with Kilburn Place.
BSESA5: CRAIK

EXISTING USE: Residential

ALLOCATED USE: Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY: 120

TIMEFRAME FOR DELIVERY:
- 0-5 Years: 2
- 5-10 Years: 100
- 10+ Years: 0

ADDRESS: 1-167 Dickens House, Malvern Road

AREA: 0.29ha

DESCRIPTION OF EXISTING SITE:
Twelve storey residential tower of 72 dwellings with ground floor car parking set within landscaping with a small amount of car parking to the front on Carlton Vale and Neville Close and car parking to the rear with no clear boundary between public and private space along pedestrian route which follows the alignment of the Canterbury Road.

OWNERSHIP: Public

PLANNING HISTORY:
None

PTAL RATING:
5 increasing to 6a in 2031

PLANNING CONSIDERATIONS:
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS:
Need to decant existing residents.

DESIGN PRINCIPLES:
Create a strong frontage along Carlton Vale with active ground floor uses if viable, and frontage along Canterbury Road and Neville Close. To respond to the gateway context of William Dunbar House / Peel and the landmark Canterbury Road/Curtain Vale corner position by creating a tall building around 14 storeys, whilst dropping in height towards Peel to 4 storeys to provide variety on townscape and facilitate daylight/sunlight to the buildings that will run along the Canterbury road frontage.

If commercial frontage is provided this will be expected to be on the pavement edge, but sufficient space must be provided to facilitate tree planting defining Carlton Vale’s boulevard status.

INFRASTRUCTURE REQUIREMENTS:
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing water network infrastructure may be required to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

JUSTIFICATION:
Poor quality residential block which is neither viable nor desirable to refurbish. The opportunity exists to create a stronger corner which acts as a gateway to South Kilburn, to continue a commercial ground floor use from Queen’s Park to Peel (if viable) whilst continuing the step change in the quality of mixed use mixed tenure residential accommodation.
BESA6: CRONE & ZANGWILL

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY
145

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
1-85 Crone Court, 1-10 Zangwill House
Rupert Road, Canterbury Road

AREA
0.45ha

DESCRIPTION OF EXISTING SITE
A more traditional 1950’s residential block in poor quality. Crone is a 12 storey block of 85 dwellings and Zangwill is a four storey block of ten dwellings. Crone Court and Zangwill are separated from Woodhouse Urban Park by Denmark Road.

Both blocks historically had a lack of clarity about what is the front or back of the property and public and private space, although Zangwill more recently has made this more apparent by incorporating a 6-foot close boarded fence along Rupert Road.

The entrances to both are set in a public realm principally dominated by car parking with a limited amount of green space at one of its entrances. Both blocks face on to a communal/private semi-public space.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
4/5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
A perimeter block development to create frontage along Denmark Road, Rupert Street and Canterbury Road. Development is to range in height from around 4 to 10 storeys. The taller element should be located adjacent to Woodhouse Urban Park. The scale and form of the development should maximise sunlight and daylight to the courtyard and also Woodhouse Urban Park.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward.

Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward.

There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t limit access for maintenance or the services in any way.

JUSTIFICATION
The accommodation is not viable to maintain or bring up to modern day standards. Redevelopment provides an opportunity to create a stronger frontage onto Woodhouse Urban Park and the adjacent streets including Canterbury Road where there is currently no defined frontage and better integrate the site into the wider development. This will contribute to the continued step change in the quality of mixed use mixed tenure residential accommodation.

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development with potentially ground floor commercial uses.

INDICATIVE CAPACITY
145

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
1-85 Crone Court, 1-10 Zangwill House
Rupert Road, Canterbury Road

AREA
0.45ha

DESCRIPTION OF EXISTING SITE
A more traditional 1950’s residential block in poor quality. Crone is a 12 storey block of 85 dwellings and Zangwill is a four storey block of ten dwellings. Crone Court and Zangwill are separated from Woodhouse Urban Park by Denmark Road.

Both blocks historically had a lack of clarity about what is the front or back of the property and public and private space, although Zangwill more recently has made this more apparent by incorporating a 6-foot close boarded fence along Rupert Road.

The entrances to both are set in a public realm principally dominated by car parking with a limited amount of green space at one of its entrances. Both blocks face on to a communal/private semi-public space.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
4/5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES
A perimeter block development to create frontage along Denmark Road, Rupert Street and Canterbury Road. Development is to range in height from around 4 to 10 storeys. The taller element should be located adjacent to Woodhouse Urban Park. The scale and form of the development should maximise sunlight and daylight to the courtyard and also Woodhouse Urban Park.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward.

Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward.

There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development doesn’t limit access for maintenance or the services in any way.

JUSTIFICATION
The accommodation is not viable to maintain or bring up to modern day standards. Redevelopment provides an opportunity to create a stronger frontage onto Woodhouse Urban Park and the adjacent streets including Canterbury Road where there is currently no defined frontage and better integrate the site into the wider development. This will contribute to the continued step change in the quality of mixed use mixed tenure residential accommodation.
BSESA7: DICKENS

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing development.

INDICATIVE CAPACITY
62

TIMEFRAME FOR DELIVERY
0-5 Years 22

ADDRESS
1-167 Dickens House, Malvern Road

SIZE
1.3ha

DESCRIPTION OF EXISTING SITE

The site is within the South Kilburn Growth Area. A terrace of locally listed buildings are located to the west of the site along Malvern Road. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Queen’s Park Station.

RISKS
Need to decant existing residents.

DESIGN PRINCIPLES

The block is 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 along sound urban design principles that create a better environment and provide better connectivity through introduction of new streets.

INFRASTRUCTURE REQUIREMENTS

Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is very sensitive to foul water flows. Local upgrades to the existing water network infrastructure may be required to accommodate sufficient capacity to deal with flows. Thames Water will need to be engaged at the earliest opportunity to agree drainage strategy and a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

JUSTIFICATION

Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is very sensitive to foul water flows. Local upgrades to the existing water network infrastructure may be required to accommodate sufficient capacity to deal with flows. Thames Water will need to be engaged at the earliest opportunity to agree drainage strategy and a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

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BSESA8: HEREFORD HOUSE & EXETER COURT

EXISTING USE
Residential and commercial

ALLOCATED USE
Mixed tenure housing development and new open space

INDICATIVE CAPACITY
202

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-124 Hereford House and 1-32 Exeter Court Carlton Vale

SITE PLAN

DESCRIPTION OF EXISTING SITE

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.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
6a

PLANNING CONSIDERATIONS

The site is within the South Kilburn Growth Area.

South Kilburn Conservation Area is to the north of the site. A locally listed building 71 Cambridge Road is located adjacent the site to the north east.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from a high public transport accessibility level being in walking distance of Kilburn Park and Kilburn High Road Stations. A bus stop is adjacent the site on Carlton Vale.

RISKS

Need to decant existing residents.

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. This will enhance the site and provide a high-quality open public space to encourage use in all seasons.

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.

INFRASTRUCTURE REQUIREMENTS

Open space

Thomas Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. The site is only served by foul sewers. Local upgrades to the existing wastewater network infrastructure may be required to ensure sufficient capacity is brought forward. Thomas Water will need to be engaged at the earliest opportunity to appraise a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for maintenance or the services in any way.

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.
BSESA9: KILBURN PARK JUNIOR SCHOOL

EXISTING USE
Kilburn Park Junior School

ALLOCATED USE
Open space

INDICATIVE CAPACITY
0

TIMEFRAME FOR DELIVERY

0-5 Years 0 0 0
5-10 Years 0
10+ Years 0

ADDRESS
Kilburn Park Junior School, Carlton Vale, NW6 5RG

AREA
0.46ha

DESCRIPTION OF EXISTING SITE
Currently the site is Kilburn Park Junior School

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
Increasing to 6a in 2031

PLANNING CONSIDERATIONS

The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from good public transport accessibility levels, being in walking distance of Queen's Park Station.

RISKS
Need to relocate the school.

DESIGN PRINCIPLES
Incorporated into the South Kilburn Park

INFRASTRUCTURE REQUIREMENTS
Open space

JUSTIFICATION
The existing school will be transferred to the Wordsworth House/Masefield House site which also incorporates some of the existing South Kilburn Open Space. There will be no net loss of open space. The use of open space for this site will be of significant benefit. It will create a more usable shaped open space that can be put to better use and feel more secure. It will raise the profile of the space in the public’s consciousness and its impact on townscape by opening up views into the park when arriving from Queen’s Park/Kilburn Lane.
**BSES10: NEVILLE & WINTERLEY’S**

**EXISTING USE** Residential

**ALLOCATED USE** Mixed tenure housing development.

**INDICATIVE CAPACITY** 148 (76 net)

**TIMEFRAME FOR DELIVERY**
- 0-5 Years
- 5-10 Years
- 10+ Years

**ADDRESS** Neville House and 1-64 Winterleys, Denmark Road

**AGE**

**DESCRIPTION OF EXISTING SITE**

- More traditional 1950’s council blocks. Winterleys is a 12 storey block of 64 dwellings which faces on to Woodhouse Urban Park but is currently separated from the park by car parking. Neville House is a four storey block with 8 dwellings. An open space which has no clear function as either public, or private/tenant space is to the east and north of the two blocks.

**OWNERSHIP** Public

**PLANNING HISTORY**

- 18/4920 Redevelopment along with Carlton House. Provision of 264 dwellings.

**PTAL RATING** 4/5

**PLANNING CONSIDERATIONS**

- The site is within the South Kilburn Growth Area.
- As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

**RISKS**

- Need to decant existing residents.

**DESIGN PRINCIPLES**

- Development should take influence from the Albert Road and Bond developments and integrate into the new layout. An active building frontage should be provided along Woodhouse Urban Park and Denmark Road. Heights should range from around 2 to 9 storeys, with taller elements fronting Woodhouse Urban Park. Building size is to be arranged around a courtyard with breaks in height to allow daylight and sunlight into the heart of the buildings.

**INFRASTRUCTURE REQUIREMENTS**

- Thames Water has indicated that the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

**JUSTIFICATION**

- The blocks are in a poor state of repair and represent a poor overall use of the space. There is an opportunity to provide more dwellings in a better environment which better addresses shores and integrate with the new development to the north and east. It will also create a stronger relationship with Woodhouse Urban Park. In addition, the creation of a courtyard will give residents access to more usable private space. This will continue the continuous step change in the quality of mixed use mixed tenure residential accommodation and public space.
**BSESA11: OLD GRANVILLE OPEN SPACE**

**SITE PLAN**

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**EXISTING USE**
Open space and route

**ALLOCATED USE**
Mixed tenure housing development and new open space

**INDICATIVE CAPACITY**
10

**TIMEFRAME FOR DELIVERY**

<table>
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<tr>
<th>0-5 Years</th>
<th>5-10 Years</th>
<th>10+ Years</th>
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**ADDRESS**
Land west of 21-51 Granville Road

**DESCRIPTION OF EXISTING SITE**
The site is currently a public connection between the two parts of Granville Road which was severed by extension of the grounds of the Iranian school over public highway. It also incorporates a small public open space essentially in the early phases of the South Kilburn estate’s regeneration. The space is poorly overlooked with no adjacent frontage development and backs on to rear boundary fences of villas on Princess Road, increasing their risk of being subject to crime.

**OWNERSHIP**
Public

**PLANNING HISTORY**
None

**PTAL RATING**
5

**PLANNING CONSIDERATIONS**
The site is within the South Kilburn Growth Area. South Kilburn Conservation Area adjoins the site on its northern boundary. The site comprises open space. Compensatory open space of equivalent quantity and higher quality will be provided as part of the Herford/Exeter site development. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. The site benefits from a high public transport accessibility level, being in walking distance of Kilburn Park and Kilburn High Road Stations. A bus stop is adjacent the site on Carlton Vale.

**RISKS**
Securing sufficient land from the Iranian school site to re-open Granville Road to maximise development potential.

**DESIGN PRINCIPLES**
To essentially replicate the character of the adjacent buildings by creating buildings of a modest height typically 4 storeys. Opportunity to vary by one storey to have occurred on the adjacent side. The street front will be aligned to the pavement edge in a similar manner to that of 21-53 Granville Road. This will provide sufficient room for a defensible space to ensure residents’ privacy whilst allowing for incorporation of sufficient landscaping to enhance the street setting.

**INFRASTRUCTURE REQUIREMENTS**
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is in place. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered ahead of development along to the development occurring ultimately.

**JUSTIFICATION**
Public consultation identifies that this space due to its limited visibility and lack of attractions is essentially unknown to the majority of the surrounding population. Whilst the reopening of Granville Road currently incorporated into the Iranian school might improve its accessibility and raise public awareness there is no certainty that its inherent potential weaknesses; a lack of natural surveillance will be satisfactorily addressed. As such it is considered that there is merit in transferring the open space to the Hereford House and Exeter House development. This site would then be redeveloped for residential purposes. It is recognised that this is likely to reduce the amount of dwellings delivered in South Kilburn; the Hereford/Exeter site which would incorporate the new open space can be developed at a higher density. Nevertheless, the introduction of the historic building line, likely reduction in the potential for crime and anti-social behaviour within the public realm and greater likely use of the alternative open space merit this approach.
BSESA12: WORDSWORTH, MASEFIELD AND PART OF SOUTH KILBURN OPEN SPACE

EXISTING USE
Residential with commercial at ground floor.

ALLOCATED USE
Redevelopment to provide a new 3FE school building to incorporate the existing Kilburn Park Junior and Carlton Vale Infants Schools, plus nursery, community space and residential.

INDICATIVE CAPACITY
Unknown

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-29 Wordsworth House and 1-11 Masefield House, Stafford Road

AREA
0.3ha

DESCRIPTION OF EXISTING SITE
Wordsworth House is a six storey residential concrete block comprising 32 dwellings, a mixture of maisonettes and flats. Masefield House is a four storey of similar construction. It has commercial units at ground floor level, comprising launderette and retail uses. The open space is poorly defined. 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.

OWNERSHIP
Public

PLANNING HISTORY
None

PTAL RATING
3/4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area. As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive. Part of the site is open space. Open space of the same quantity and improved quality will need to be reprovided as part of the reconfiguration of the Kilburn Park Junior School Site. There are a number of mature trees on the site which should seek to be retained. The existing MUGA supplied at the Kilburn Park Junior School site will need to be provided. A community use agreement will be required to allow community access to this and other facilities within the school such as halls where it would not be unreasonable to assume that these facilities could be designed with wider community use in mind.

RISKS
Need to decant existing residents.

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 school’s 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.

INFRASTRUCTURE REQUIREMENTS
New 3FE school building.

JUSTIFICATION
The buildings are of poor construction and design creating problems of antisocial 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.

When further information on the scale of development is available Thames Water will need to be engaged to establish impact on water supply network and water treatment infrastructure. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for maintenance or the services in any other way.
BSESA13: JOHN RATCLIFFE HOUSE

EXISTING USE
Residential with associated parking.

ALLOCATED USE
Mixed tenure housing.

INDICATIVE CAPACITY
35

TIMEFRAME FOR DELIVERY
0-5 Years

ADDRESS
1-64 John Ratcliffe House, Chippenham Gardens, London, NW6 5LH

AREA
0.15ha

EXISTING SITE
The current building is of 1970’s brick design, rising to 9 storeys in height and has active frontages onto both Chippenham Gardens and Kilburn Park Road. To the south the development has a garage, and the rear of the site comprises a car park which is enclosed by surrounding developments.

OWNERSHIP
Public.

PLANNING HISTORY
n/a

PTAL RATING
4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport links with a PTAL rating of 4, being within a 12-minute walk of 3 bus stops and Queens park, Kilburn Park and Westbourne Park Underground Stations.

RISKS
Relocation of current residents and their opposing.

DESIGN PRINCIPLES
The frontage is to activate the street and interact with the new Chippenham Gardens development. The new building should be 5 to 7 storeys, and complement the heights of new developments along Malvern and Kilburn Park Road.

The development should extend to the plot boundaries, to provide for the incorporation of a useable amenity to the rear for residents. The layout will have to positively address the massing concerns and interaction with Malvern Place, overcoming the potential for a blank wall and undefined space to be a product of the regenerated site.

INFRASTRUCTURE REQUIREMENTS
Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development. Local upgrades to the existing water network may be required to ensure sufficient capacity is brought forward. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements.

JUSTIFICATION
The building has a high proportion of smaller dwellings, this and its design and build quality means that it is subject to anti-social behaviour and it unviable to retain in the longer term. There is an opportunity to make better use of the space to meet a wider range of housing needs and overcome existing problems. Reconfiguring the building to the plot boundaries will allow the creation of a useable shared courtyard for residents. In addition, this will allow the height of the building to be lowered to better reflect the scale of surrounding buildings. This will contribute to the continued step change in the quality of both residential accommodation and public space.
BSESA14: WILLIAM DUNBAR HOUSE AND WILLIAM SAVILLE HOUSE

EXISTING USE
Residential

ALLOCATED USE
Mixed tenure housing with commercial/town centre uses at ground/mezzanine floor

INDICATIVE CAPACITY
213

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
1-74 William Dunbar House, Albert Road and 1-74 William Saville House, Denmark Road, NW6 5DE.

AREA
0.6ha

DESCRIPTION OF EXISTING SITE
Two 1960’s residential towers of 13 storeys. William Dunbar House has 73 dwellings and a ground floor council office complex and William Saville has 74 dwellings.

The perimeter of the site is lined with numerous trees which should be retained.

Design Principles
Development is to create a strong active frontage along Carlton Vale, comprising ground floor commercial uses. Buildings should generally range in height from 5 to 9 storeys. As a gateway to South Kilburn there is also an opportunity for a taller element of around 17 storeys to create a sense of arrival. The demolition of William Saville House offers the potential of a pedestrian link to Carlton Vale which should be provided and development provided along this frontage to create overlooking/safe environment.

INFRASTRUCTURE REQUIREMENTS
Cycle parking.

Thames Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development, and upgrades to the wastewater network are likely to be required. Local upgrades to the existing water network infrastructure may be required to ensure sufficient capacity is brought forward to the site to support new housing numbers. Thames Water will need to be engaged at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure essential infrastructure is delivered prior to the development creating identified additional capacity requirements. There are public sewers crossing or close to the site. The risk of damage during construction must be minimised, and it must be ensured that development does not inhibit access for maintenance or the services in any other way.

JUSTIFICATION
The site is a prominent gateway location and the current development does not capitalise on this. There is an opportunity for development to create a sense of arrival and present a stronger active frontage along Carlton Vale brought to life with commercial units at ground floor to strengthen connections between Queen’s Park station/Salusbury Road and the Peel development which will provide a key health facility destination. In addition, opening up the Denmark Road to pedestrian movement will allow improved connections from the South Kilburn estate into the wider area.
BSESA15: UK ALBANIAN MUSLIM COMMUNITY AND CULTURAL CENTRE

EXISTING USE
Community use

ALLOCATED USE
Mixed use comprising community use and commercial or residential

INDICATIVE CAPACITY
Unknown

TIMEFRAME FOR DELIVERY
0-5 Years
5-10 Years
10+ Years

ADDRESS
88-90 Carlton Vale, NW6 5DA

SITE
0.05ha

DESCRIPTION OF EXISTING SITE
Currently the site is a two storey utilitarian heavily altered 1950s building formerly a public house, with adjacent car park.

OWNERSHIP
Public

PLANNING HISTORY
n/a

PTAL RATING
5

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.
The community facility is meeting a local need and will be retained as part of any redevelopment of the site.
The West Kilburn Baptist church adjoins the site, a locally listed building. A detailed analysis will be required of the potential impact on the church and its context.
The site has historically been in industrial use and a preliminary risk assessment will be required to identify if there is potential for contamination; if necessary remediation will be required.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

PTAL RATING
4

RISKS
Impact on the operation of the community centre during redevelopment.

DESIGN PRINCIPLES
To create an active ground floor use that extends the proposed frontage linking Queens Park and Peel. The opportunity exists to create a corner landmark building rising to 6 stories and possibly higher if incorporating the Baptist Church car park depending on relationship with adjacent existing or proposed buildings to create a successful solution in terms of sympathy relationship/overlooking/overshadowing of other buildings. The West Kilburn Baptist Church is to be retained and its setting enhanced.

INFRASTRUCTURE REQUIREMENTS
When the information on the scale of development is available Thames Water will need to be engaged to establish impact on water supply networks and water treatment infrastructure.

JUSTIFICATION
The premises are a poor piece of townscape at a very low density given the PTAL rate and potential heights of adjacent developments such as Craik House. The building currently presents essentially blank facades to the adjoining public realm. The opportunity exists to develop at a much higher density, particularly if incorporating the adjacent West Kilburn Baptist Church car park, whilst maintaining and improving the existing community use.
EXISTING USE
Community use

ALLOCATED USE
Upgrading of existing community uses, plus mixed tenure residential development.

CAPACITY
Unknown

TIMEFRAME FOR DELIVERY
0-5 Years

ADDRESS
The Oxford Kilburn (OK) Club Neville Road and Christian Holt House.

DESCRIPTION OF EXISTING SITE
The site is currently occupied by the Oxford and Kilburn Youth Trust, a charity that supports younger people in the area. The premises are a mixture of a three storey (1920's Neo-Georgian), two storey (1960s/70s) and single storey (1920s) building. These are used as administrative offices and also house a main single storey hall and other rooms for youth activities consistent with the provision of the services by the Trust. The site also contains a memorial wall and garden dedicated to Dylan Kirby.

OWNERSHIP
Public

PLANNING HISTORY
n/a

PTAL RATING
4

PLANNING CONSIDERATIONS
The site is within the South Kilburn Growth Area.

The community facility is meeting a local need and is to be retained as part of any redevelopment of the site.

There are no flood zones within the site, but potential for surface water flooding on the adjacent Neville Road.

There are mature trees on the western boundary of the site which will need to be retained and protected during construction works.

South Kilburn Conservation Area lies to the east of the site, but is not visible from the site due to Peel Precinct.

As with the majority of Brent the site is located within an Air Quality Management Area. Major developments within Growth Areas are required to be Air Quality Positive.

The site benefits from good public transport links with a PTAL rating of 4, being with a 5 minute walk of 2 bus stops and Queens Park train station.

RISKS
Impact on the operation of the community centre during redevelopment.

DESIGN PRINCIPLES
A perimeter block on three sides that provides the community use on the ground/floor levels and has active frontages and a positive relationship with the adjacent highways of Denmark Road, Canterbury Road and Neville Road. Consideration should be given to limiting impacts on the development of the adjacent Crone and Zangwill site as set out in this SPD with a view to not undermining its identified development capacity. The heights of proposed buildings should be around 6 storeys to reflect the scale of the street and in particular the other side Neville Road as proposed in the Peel development. Ideally the Dylan Kirby memorial wall should be kept in situ, or appropriately incorporated into the new building.

INFRASTRUCTURE REQUIREMENTS
Replacement of the community facilities of sufficient size and quality either on or off-site in close vicinity to be able to serve South Kilburn's needs.

JUSTIFICATION
The Trust has approached the council regarding the potential regeneration of the site to better support its activities in contemporary premises fit for sustaining the charity’s long term purpose and improving outcomes for young people. Ideally the community use will remain on site with re-provision occurring in new buildings. Nevertheless, in the context of planning policy, off-site or provision may be acceptable, as long as it can be shown to show nil detriment in terms of retaining and improving the local community and local facility, as well as to provide a benefit to the local community. The site has been considered to be of such historic or architectural significance that they should necessarily be retained if high quality replacements are proposed. The Dylan Kirby memorial is clearly well regarded by the local community and its sympathetic incorporation into any regeneration needs to be considered.
EXISTING USE
Commercial/parking, including: Wicks and Matalan superstores.

ALLOCATED USE
Residential and commercial

INDICATIVE CAPACITY
380

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
311-317 Cricklewood Broadway, London, NW2 6JN.

AREA
2.3ha

DESCRIPTION OF EXISTING SITE
The site currently consists of two large superstores (Wickes and Matalan) surrounded by large amounts of car parking. Longley Way intersects the site separating the two superstores, which, to the north, backs onto the railway line. To the east is Cricklewood Broadway, from which the site is accessed. The south of the site is bordered by Temple Road and the west backs onto the 3 storey flats of Stoll Close and 3 storey terrace houses of Rusper Close.

OWNERSHIP
Private

PLANNING HISTORY
n/a

PTAL RATING
3/4

PLANNING CONSIDERATIONS
The north of the site backs onto the railway and includes the railway trackside which is designated as both a wildlife corridor and a Grade 1 Site of Importance for Nature Conservation (Dudding Hill Loop between Cricklewood and Kensal Green E461). Care should therefore be taken to not to disturb this valued ecosystem. The car parks are verged with vegetation of varying quality, including bushes and trees, and there are also 3 trees on the path along Cricklewood Broadway. As with the majority of Brent the site is located within an Air Quality Management Area. As a minimum development is to be Air Quality Neutral.

Significant areas of car parking and parts of Longley Way are within Flood Zone 3a due to surface water flooding. This is associated with the large areas of impervious paving and lack of vegetation. It will need to be demonstrated through a Flood Risk Assessment how surface water flooding will be mitigated and development will be made flood resilient.

The site has a history of industrial use and will therefore require testing for contamination, with any potential remediation works being carried out.

With a PTAL rating of both 3 and 4 it is within a 10-minute walk of two bus stops which is serviced by numerous buses and Cricklewood railway station.

RISKS
Lease length of existing retailers and a reluctance to move, or increases value of existing use due to lack of availability of alternative premises slowing down redevelopment.

DESIGN PRINCIPLES
The development should be sympathetic to the general character of the high quality residential area to the south along Temple Road and on the opposite side of Edgware Road. Along Edgware Road, in recognition of the variation in heights along its length from Kilburn in the south up to this point and its identification as an intensification corridor towards the north it is considered that heights of around 5 storeys will be appropriate. Along Temple Road and the west of the site that adjoins two storey dwellings, development should successfully relate to the scale of the existing.

Due to the proximity to the wildlife corridor and SINC and issue with surface water flooding, the development should include significant green infrastructure, incorporating nature and enhancing it in the process. The introduction of greenspace will improve the site and the process involved in greenwaste, reducing any flooding concerns. Given the poor air quality along the A5 and surface water flooding it will be important development seeks to increase soft landscaping and reinforce tree planting along the highway.

INFRASTRUCTURE REQUIREMENTS
Potentially parking, Green infrastructure.

Thomas Water has indicated the water network capacity in this area may be unable to support the demand anticipated from this development. Thomas Water will need to be engaged at an early stage to ensure available infrastructure is delivered prior to the development creating additional capacity requirements. These are public concern crossing or close to the site, the risk of damage during construction must be minimized, and it must be ensured that development doesn’t affect access for maintenance in the service in any other way.

JUSTIFICATION
This is a large site which is currently being used for very low intensity purposes and would be much better utilised for the development of homes. Currently having low aesthetic and ecological value, the site could be developed to incorporate nature, creating a vibrant and relaxing place for people to live. Due to the size of the site it should be flexible to include high density elements increasing the site’s utility.

BSESA17: CRICKLEWOOD BROADWAY RETAIL PARK PAR
The site currently contains a large inter-War block of commercial units with frontages onto Cricklewood Broadway and Hassop road comprising warehouse access and vehicle repair garages. The roof of the block contains parking which is also accessed via 249 Cricklewood Broadway and via the rear of Hassop Road. The units are made of unsympathetic materials to local appearance, including concrete and corrugated iron. The north of the site is bounded by a building of typical character for Cricklewood Broadway, being a three-storey period terrace house with ground floor commercial frontage. To the east there is a small green space bordering Cricklewood Broadway with residential tenure behind. The south of the site is bounded by a single storey building of local architectural character and the west by two storey housing.

EXISTING USE
Commercial and associated warehousing and car parking.

ALLOCATED USE
Residential and commercial.

INDICATIVE CAPACITY
80

TIMEFRAME FOR DELIVERY
0-5 Years 40
5-10 Years 40
10+ Years 0

ADDRESS
243-289 Cricklewood Broadway and Hassop Road, London, NW2 6NX

AREA
0.695ha

DESCRIPTION OF EXISTING SITE
The site currently contains a large inter-War block of commercial units with frontages onto Cricklewood Broadway and Hassop road comprising warehouse access and vehicle repair garages. The roof of the block contains parking which is also accessed via 249 Cricklewood Broadway and via the rear of Hassop Road. The units are made of unsympathetic materials to local appearance, including concrete and corrugated iron. The north of the site is bounded by a building of typical character for Cricklewood Broadway, being a three-storey period terrace house with ground floor commercial frontage. To the east there is a small green space bordering Cricklewood Broadway with residential tenure behind. The south of the site is bounded by a single storey building of local architectural character and the west by two storey housing.

OWNERSHIP
Private.

PLANNING HISTORY
n/a

PTAL RATING
5

PLANNING CONSIDERATIONS
The site forms part of Cricklewood Town Centres secondary shopping frontage. Developments should therefore be in keeping with the local character and retain ground floor commercial frontages.

This site is adjacent the Cricklewood Railway Terrace Conservation Area which lies on the opposite side of the Edgware Road in Barnet. As the site has a high PTAL and a Controlled Parking Zone in place car free development will be required.

Given the poor air quality along the A5 and surface water flooding it will be important development seeks to increase soft landscaping and reinforce tree planting along the highway.

RISKS
Multiple ownership.

DESIGN PRINCIPLES
Consulting part of the Cricklewood Town Centre secondary frontage development should retain a ground floor commercial frontage. Development should respond to the height and proportions of adjoining 3 storey development and be of a quality which complements local character.

The building currently occupying the site is of little aesthetic value, being composed primarily of materials such as concrete and corrugated iron. This is not in-keeping with local character and, if redeveloped, could become more harmonious with this character. The site is an area of high PTAL and currently underutilised as low density commercial uses. A mixed use development including housing would help support the vitality of the town centre. The public domain in front of the site is quite spacious and would benefit from the introduction of more green infrastructure.

Draft London Policy E7 requires development proposals on all categories of industrial land to intensify businesses uses in Use Classes B1c, B2 and B8. As such an increase in employment floorspace will be sought. Existing vehicle repair garages are negatively impacting on the amenity of adjoining residents. Replacement with lighter industrial uses would help reduce amenity impacts.
BSESA19: GAUMONT STATE CINEMA

EXISTING USE
Community use

ALLOCATED USE
Leisure, cultural and community uses

INDICATIVE CAPACITY
0

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
197-199 Kilburn High Road, NW6 7HY

AREA
0.7ha

DESCRIPTION OF EXISTING SITE
Part of the building is currently used as a church. The site is adjoined by car parking.

OWNERSHIP
Private

PLANNING HISTORY
Change of use from theatre club to place of worship (09/1508)

PTAL RATING
4-6 (2015/2031)

PLANNING CONSIDERATIONS
The Gaumont State cinema is a Grade I* listed Art Deco movie palace. The building opened in 1937 and was originally designed as a cinema but with a fully-equipped stage for theatre use including corridors and dressing rooms. A long history as a cultural and community venue. As a cinema, it served as a popular music venue for a number of years. Its 37-metre tower is inspired by the Empire State Building. The interior is in an opulent Classical style and includes the original Wurlitzer organ. The interior is in an opulent Classical style and includes the original Wurlitzer organ. One of the largest and most impressive movie palaces ever constructed in Britain, the Gaumont had the greatest audience capacity of any English cinema (4,004 seats). On the corner on Willesden Lane was an imposing second entrance with restaurant and dance floor above (both externally) and internally. George Coles (the architect) brilliantly orchestrated the decoration and space. Given its significance early consultation is advised with consultees such as Historic England, C20 Society, and Theatres Trust.

The building is located within Kilburn Major Town Centre. The area benefits from high public transport accessibility levels. Kilburn High Road station and Brondesbury Park are the closest tube and overground stations. The area is also served by various bus routes from 6 bus stops within the vicinity.

The site is within an Air Quality Management Area, with the adjoining A5 being a major source of both air and noise pollution. As a minimum development is to be Air Quality Neutral.

RISKS
Need to protect and preserve the listed building, whilst ensuring its continued use. Need to protect the potential of cultural and community uses for the building.

DESIGN PRINCIPLES
Any proposals will be required to retain and enhance the Gaumont State building and its setting. The building's historic form and its setting is to be maintained and improved in any scheme.

In addition, applications for change of use will need to be supported by a detailed analysis of the potential need and impact of the proposed use on the building and its context. Appropriate measures to protect the building and its setting will be required to be included within any design strategy.

The Gaumont Cinema is a heritage asset of national importance which has played an important role in Kilburn’s history. At present the building is an underutilised public asset; as only parts of the building are used by a church group. Promoting full use of the building for cultural, leisure and community uses is key to safeguard its future; and promoting the use of the building for cultural, leisure and community uses will add to the vibrancy of Kilburn Town Centre and its night time offer.
SITe PLAN

EXISTING USE
Mixed-use including office, retail and hotel

ALLOCATED USE
Mixed-use development including residential, retail including a new market and public square

INDICATIVE CAPACITY
100

TIMEFRAME FOR DELIVERY
0-5 Years 5-10 Years 10+ Years

ADDRESS
Kilburn High Road, NW6 6JH

AREA
1.1ha

DESCRIPTION OF EXISTING SITE
Kilburn Square is a prominent site on Kilburn High Road. It comprises mixed-use development constructed in the 1960s including a market, car parking, offices, health centre, parade of retail units and housing. Two-storey retail units front the high road. There are residential flats of 5 storeys in height with car parking spaces and private green space behind the shopfront as well as a health clinic.

OWNERSHIP
Private and council owned

PLANNING HISTORY
Refurbishment of ground floor retail and provision of replacement market, with residential above. (06/3094)

PTAL RATING
6

PLANNING CONSIDERATIONS
The market and units fronting the high road form part of the primary frontage of Kilburn Major Town Centre. As such, development should maintain an active frontage along the high road and include retail floorspace. The market adds to the vibrancy of the centre and will be required to be retained and improved.

To the south the site is bounded by Brondesbury Road which forms part of Kilburn Conservation Area. The road comprises 2-3 storey brick villas built pre 1865. Number 10 Brondesbury Road is locally listed. The north-eastern corner of the site is located within a Site of Archaeological Importance.

The area benefits from high public transport accessibility levels. Kilburn High Road station (Overground) is 200m south east and Kilburn Park (Bakerloo) 400m south of the site, the area is also served by various bus routes from 6 bus stops within the vicinity. The main access point onto the site is from Kilburn High Road which forms part of the A5 busy route into Central London. There is also access to the residential areas through Brondesbury Road.

Although much of the site is hard landscaped, Kilburn Square is soft landscaped and provides amenity space for residents. There are a number of mature trees within the square and along the high road. Brondesbury Road to the south of the site is lined with trees.

A number of areas of hard standing to the rear of the site are within flood zone 3a due to potential for surface water flooding. The site is within an Air Quality Management Area, with the adjoining A5 being a major source of both air and noise pollution. As a minimum development is to be Air Quality Neutral.

A number of night time uses are concentrated within Kilburn High Road which can generate noise. The agent of change principle will apply. This means development which introduces sensitive uses to an area (for example housing) will be responsible for managing and mitigating the impact from existing uses.

RISKS
Need to manage impact on existing occupiers including market stall holders, during construction.

DESIGN PRINCIPLES
A new public square and modern market facility will create a focal point both for the site and Kilburn High Road. The layout and design of the square should enable its use for events.

Active frontages should be located along Kilburn High Road and the square with mixed-use development above. Development fronting the high road should integrate well with the surrounding context and consider character, setting and the form and scale of neighbouring buildings.

Given surface water flooding and poor air quality it will be important development seeks to increase soft landscaping. Tree planting should be protected and reinforced, particularly along the A5. Development through its layout and materials should mitigate impacts from the A5 and nearby night time uses.

INFRASTRUCTURE REQUIREMENTS
No provision of the market and creation of a new public square.

JUSTIFICATION
The market and buildings are now dated. The layout does not make the most efficient use of the land and has poor permeability. At present Kilburn High Road looks a focal point. Although this site contains a wide paved area its linear form and the fact it is bounded by the busy A5, means it is not a desirable location to spend time or hold events.

Kilburn has the highest comparison goods turnover of any centre in the Borough, and has increased its market share over the past decade. The Brent Retail & Leisure Needs Study identifies to continue this positive momentum and additional comparison retail floorspace should be directed to this town centre. This site is a key opportunity to meet the need for additional comparison retail floorspace in Kilburn Town Centre, and create a focal point in the form of a modern public square and market facility. As a town centre location, use of space for public transport accessibility, both the tram and London Overground, promote innovation for mixed-use development including residential. There is scope for this to be released through an improved layout which makes more efficient use of the land.
**JUSTIFICATION**

**REQUIREMENTS**

**INFRASTRUCTURE**

**DESIGN PRINCIPLES**

Multiple ownership. Impact on operation of supermarket during construction.

**RISKS**

**CONSIDERATIONS**

**PLANNING**

**OWNERSHIP**

Private

**SITE PLAN**

**LOCAL PLAN | LONDON BOROUGH OF BRENT LOCAL PLAN | LONDON BOROUGH OF BRENT**

**SITE CONSIDERATIONS**

The site consists of a large single storey Sainsbury’s supermarket and large expanse of car parking. In the north-east corner of the site is a vehicle repair garage and associated car park. To the north the site is bounded by rows of 3.5-storey terrace housing with ground floor commercial uses. To the south and west, the site is bounded by residential gardens. The site is accessible from Willesden High Road via Ellis Close, Richmond Avenue and Poplars Avenue. Poplars Avenue is pedestrianised and is not accessible by vehicles.

**PUBLIC REALM**

The layout and route network should ensure commercial uses have a strong connection to the High Road.

**SURROUNDING ENVIRONMENT**

With a PTAL of 4, the site is located within a 10-minute walk of Willesden Green underground station and within a 5-minute walk of numerous bus services.

**FLOODING**

Surrounding the supermarket are small areas designated as Flood Zone 3A due to the risk of surface water flooding. A Drainage and Flood Risk Assessment should identify measures to mitigate the potential flood risk.

**AIR QUALITY**

As with the majority of Brent the site is located within an Air Quality Management Area. As a minimum development is to be Air Quality Neutral.

**SOFT LANDSCAPING**

The site lacks soft landscaping with the exception of four trees on site.

**ENVIRONMENTAL IMPROVEMENTS**

As an increase in employment floospace will be required as part of any redevelopment. Sainsbury’s supermarket is an anchor store which contributes to the vitality of the town centre. It also helps to meet the borough need for convenience retail floorspace. A supermarket should therefore be retained as part of any proposal.

**EXISTING USE**

The site contains an existing employment use. The draft London Plan requires Brent to provide additional employment floorspace capacity. As such an increase in employment floorspace will be required as part of any redevelopment. The Sainsbury’s supermarket is an anchor store which contributes to the vitality of the town centre. It also helps to meet the borough need for convenience retail floorspace. A supermarket should therefore be retained as part of any proposal.

**DESCRIPTION OF EXISTING SITE**

The site currently has very little greenery and should therefore look to enhance the environment with the addition of trees and general landscaping.

**EXISTING CAPABILITY**

- Mixed-use including housing, retail and employment uses.

**EXISTING IMPACT**

- Trees
- Mature trees
- Mature

**PLANNING EASEMENTS**

- N/A

**SIZES**

- 25 25

**FIGURE 27 OTHER SITE ALLOCATIONS**

<table>
<thead>
<tr>
<th>Ref</th>
<th>Address</th>
<th>Size (ha)</th>
<th>Existing Use</th>
<th>Allocated Use</th>
<th>Indicative Uses</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSESA2</td>
<td>Queen’s Parade, 1-12 Queens Parade, Willesden Green, London, NW10 2JH</td>
<td>0.06</td>
<td>Retail</td>
<td>Commercial, mixed-use accommodation with ground floor retains for commercial use.</td>
<td>20</td>
<td>17/0022 pending decision</td>
</tr>
<tr>
<td>BSESA3</td>
<td>Former Willesden Green Police Station, 96 High Road, Willesden, London, NW10 2PP</td>
<td>0.14</td>
<td>Vacant former police station and residential</td>
<td>Mixed use employment and residential</td>
<td>20</td>
<td>The police station building contributes positively to the character of Willesden Green Conservation Area and the setting of the adjoining listed buildings. Any proposals for the police station building should include in conservation and reuse as well as curtilage works and structures.</td>
</tr>
<tr>
<td>BSESA4</td>
<td>Kilburn Station arches, Everard Road, NW2 3JN</td>
<td>0.05</td>
<td>Commercial</td>
<td>Commercial use, including workspace</td>
<td>0</td>
<td>Environmental improvements encouraged</td>
</tr>
<tr>
<td>BSESA5</td>
<td>97/99 Prittle Avenue, St Pauls Avenue, NW10 2TG</td>
<td>0.23</td>
<td>Commercial</td>
<td>Residential</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>BSESA6</td>
<td>123-129 Cricklewood Broadway, NW2 6LL</td>
<td>0.54</td>
<td>Substation</td>
<td>Inspection lighter</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>BSESA7</td>
<td>Car Wash Strode Road, NW10 2NN</td>
<td>0.06</td>
<td>Commercial</td>
<td>Mixed use employment and residential</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>BSESA8</td>
<td>129 Strode Road, NW10 2NH</td>
<td>0.17</td>
<td>Commercial</td>
<td>Mixed use employment and residential</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>BSESA9</td>
<td>Willesden Telephone Exchange, 50 Carwash Strode Road, NW10 2NN</td>
<td>0.07</td>
<td>Commercial</td>
<td>Employment, including workspace</td>
<td>8</td>
<td>Provision of workspace in accordance with policy B03.</td>
</tr>
<tr>
<td>BSESA10</td>
<td>61-65 Shoot Up Hill, London, NW2 3JG</td>
<td>0.33</td>
<td>Commercial</td>
<td>Previously licensed doctors’ surgery</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>BSESA11</td>
<td>Queen’s Parade, 1-12 Queens Parade, Willesden Green, London, NW10 2NH</td>
<td>0.03</td>
<td>Employment</td>
<td>Mixed and manageable affordable workspace</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>BSESA12</td>
<td>152 Cricklewood Broadway, London, NW2 3JG</td>
<td>0.08</td>
<td>Commercial</td>
<td>Residential and ground floor commercial</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>BSESA13</td>
<td>123-131 Cricklewood Broadway, London, NW2 3PZ</td>
<td>0.08</td>
<td>Commercial</td>
<td>Residential and ground floor</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>BSESA14</td>
<td>Kilburn Park Underground Station, 9 Station Road, NW2 3PP</td>
<td>0.09</td>
<td>Station and commercial</td>
<td>Stations, ground floor commercial and residential uses</td>
<td>8</td>
<td>Sensitive location due to proximity of floodplains, conservation areas and existing station building. Use of the building must be consistent with South Kilburn Masterplan SPD contents.</td>
</tr>
<tr>
<td>BSESA15</td>
<td>105--107 Cricklewood Broadway</td>
<td>0.27</td>
<td>Storage</td>
<td>Residential and employment in the basement</td>
<td>0</td>
<td>An uplift in employmentfloospace will be required as part of any redevelopment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ref</th>
<th>Address</th>
<th>Size (ha)</th>
<th>Existing Use</th>
<th>Allocated Use</th>
<th>Indicative Uses</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSESA16</td>
<td>84 86 Shoot Up Hill, London, NW2 6LL</td>
<td>0.4</td>
<td>Employment</td>
<td>Employment</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>
**FIGURE 28 MAJOR SITES WITH PLANNING PERMISSION FOR HOUSING**

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Address</th>
<th>Size (ha)</th>
<th>Existing Use</th>
<th>Planning Permission</th>
<th>Indicative homes</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>16/4174</td>
<td>Peel Precinct</td>
<td>1.14</td>
<td>Residential &amp; Commercial</td>
<td>Residential, health centre, retail and community</td>
<td>308 (252 net)</td>
<td>Permission granted</td>
</tr>
<tr>
<td>15/4143</td>
<td>105-109 Salusbury Road</td>
<td>0.1</td>
<td>Office</td>
<td>Residential</td>
<td>19</td>
<td>Prior Approval</td>
</tr>
<tr>
<td>18/4071</td>
<td>4-26 Stuart Road / 5-9 Chippenham Gardens</td>
<td>0.24</td>
<td>Residential/Commercial</td>
<td>Residential</td>
<td>52</td>
<td>Permission granted</td>
</tr>
</tbody>
</table>