



QUEENS PARK STATION

OBJECTIVES/ISSUES PAPER

BRENT COUNCIL

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BACKGROUND AND PURPOSE

- In July 2001, a private developer approached Brent Council with an indicative scheme to redevelop Queens Park Station and land to the south, including the Council's car park.
- The Council raised a number of concerns about the proposals.
- The proposals were also presented to a number of organisations, including South Kilburn New Deal for Communities Housing and Built Environment Forum and the Kilburn & Kensal Area Consultative Forum. These groups also expressed concerns about this particular scheme. It was generally felt that the proposals for the site should be progressed in conjunction with the masterplanning exercise being commissioned by the South Kilburn New Deals for Communities. This approach would ensure adequate community involvement and co-ordination.
- This paper sets out some initial objectives and issues relating to the redevelopment of the station and adjoining area. This is intended to provide a basis for discussion with the local groups in the area in order to produce a comprehensive issues and objectives paper. This will be the key document in the development of a planning brief for this site.

SITE AND SURROUNDINGS

The site is located in the south east of the Borough at the junction of Salusbury Road and Carlton Vale, in Kilburn. It is on the edge of the South Kilburn New Deals for Communities regeneration area, which is defined by the Carlton Ward. The potential site is composed of a number of land parcels to the south of Queens Park Station, the station itself, and land on the east side of Salusbury Road. These parcels include an London Borough of Brent owned car park, a printers fronting onto Claremont Road, an office building, and the British Legion site.

To the north is the primary shopping area of Queens Park with predominately 2 and 3 storey late Victorian residential streets off Salusbury Road. To the east is the South Kilburn estate with a variety of residential blocks reaching up to 20 storeys in height. To the west, along Kilburn Lane, the character is more domestic and mixed use with commercial on the ground floor and residential above.



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PLANNING CONTEXT

There are no site-specific proposals within the Replacement Unitary Development Plan, but the site borders an area defined by the plan as a Major Estate Regeneration Area subject to policy H6.

Due to its location adjacent to a transport node, the Council considers the site suitable for a **mixed-use redevelopment scheme** (BE11), including a significant element of residential use. There is the opportunity to achieve a higher intensity of redevelopment, consistent with its location adjacent to a transport node and with a development objective to promote a landmark scheme on the site.

Some of the key relevant policies are:

Higher density development

Higher intensity of development on sites with good public transport accessibility (H14)

SPG17 sets out the standards to support such development.

Policy H10 encourages the development of brownfield sites

Development adjacent to noise generators.

PPG 24 Planning and Noise sets out general guidance in respect of development adjacent to noise generators. Policy EP2, within the UDP, reinforces this consideration.

Design and sustainability

Building of architectural merit (BE9).

Principles of sustainable design and construction (BE12).

SPG 19 Sustainable Design, Construction and Pollution Control sets out guidance for sustainable development.

Additional Housing

Policies H1, H2, H4A and Appendix H1 of the UDP set out the requirements on affordable and key worker housing in development schemes. Policy H6 requires schemes to conform with the masterplan for the NDC area, also to be consulted on within this area.

DEVELOPMENT OBJECTIVES

- Comprehensive development – not piecemeal. The reasons for a comprehensive approach are:
 - To secure a better public transport interchange and pedestrian facilities
 - Optimise the use of underused site(s)
 - Resolve traffic impact and current severance
 - Secure comprehensive design approach at the key sites and in relation to the conservation area to the north
 - Enable cross funding between elements of the scheme.The area might appropriately include land to the east of Salisbury Road, including the British Legion building, which is an underused site .

Issues:

- Securing the redevelopment of the area over the rail lines/station as part of the scheme. This may well be an issue because of the ownership (London Underground/Railtrack) and because of the problems of construction over a main line rail line and an important tube station. This may have implications for

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the timing of this element of the scheme, which may need to be a later phase.

- Assembly/co-ordination of sites, possibly using the Council's Compulsory Purchase Powers. In order to secure a comprehensive scheme, it may be necessary for the Council to consider using its planning powers.
 - Phasing of development
 - Impact on traffic circulation in the area, with potential affects on the gyratory and junction between Salusbury Road and Kilburn Lane.
 - A single application may be appropriate. In order to secure a scheme that addresses such issues as highway impact, severance and design, a single application may be appropriate. This would not preclude the phasing of development nor the submission of a 'hybrid' application, which provided more detail in certain areas and less in others.
- Transport interchange (improvements) – including the provision of well designed and effective bus station/interchange facilities
 - Mixed use scheme – appropriate for this location at a transport interchange.
The range of appropriate uses would include retail, residential, office, hotel, car parking (public/private) and restaurant/café/bar.
 - High density/intensity development. High quality design – increased intensity of development around a transport interchange with high quality of design to address issues such as privacy, scale and massing etc.
- Landmark/gateway building – marking the entrance to/exit from area
 - Promote safe and convenient pedestrian access in the area – linkages with east/South Kilburn area. Reducing severance impact of road.
 - Create a safe and secure environment for the users and local residents through incorporating the aims and objectives of both 'Secured by Design' and 'Designing-Out Crime' concepts and by adopting the principles of good urban design.
 - Provision of publicly accessible car park to replace existing, but should consider a reduction in numbers because of location adjacent to transport hub.
 - Public realm/space improvements
 - Active frontages along the main public fronts to the building
 - Sustainability/energy efficiency – a development which embraces principles of sustainable construction and design

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- Community Facilities – the provision of replacement facilities and new facilities for the local community.

DESIGN OBJECTIVES

Scale and massing

- Context – development will need to address the domestic scale on Claremont Road and to the north and the opportunity for larger scale development on Salusbury Road.
- Redevelopment over the station
- Landmark/gateway scheme

Frontage

- Incorporating active frontages (where activity takes place such as shopfronts, doorways etc) – minimise blank facades.
- Arcade – potential for an arcaded frontage to Salusbury Road providing a covered route from the station to a bus interchange facility. This would provide some separation for pedestrians from the road and could create a more pleasant environment.

Architectural quality

- Modern and robust design – there is an opportunity to produce a modern building which sets a benchmark for design and quality in the area.

- Distinctive/gateway – as a linking development, the scheme can be distinctive and innovative, providing a 'bridge' between development north and south of the railway lines

- Good quality materials

High quality landscape

- High quality public realm – using high quality materials. Creating a benchmark in urban space.. Issue: bridge will act as constraint
- Public space – creating a small publicly accessible urban space as part of scheme
- Tree planting - provision of tree planting along road frontage and in public space.

USES

Residential

- Affordable element - generally between 30-50% of units are required (UDP policy H2). The Council's preference is for affordable rented dwellings to meet the needs of families in greatest housing need. Note also Policy EMP9 covering the loss of employment sites.
- Provision for and quantity of family housing will depend on the scheme design. Ultimately, the Council would like to see a mix of dwelling sizes, tenures and affordability within any scheme.

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- An element of Key worker/student accommodation would be acceptable.
- Live work units, including an element of affordable live/work, would be acceptable.

Commercial

Good office location, taking advantage of the excellent public transport opportunities, provided this is part of a wider mixed use scheme. Would support local facilities.

Issue:

Opportunity for reduced car parking/green travel plans.

Retail

Would create a retail link between the existing provision in Queens Park and South Kilburn. Shopping for local community and commuters.

Issues: Servicing, competition with retail provision in Peel Precinct. Will Queens Park become a retail hub?

Hotel

Good location for a hotel, next to the Station with convenient and fast connections into central London.

Community

The possible provision of one-stop shop or similar community facilities within the redevelopment, preferably adjacent to the station entrance. These are currently based in the Library.

The provision of any community facilities lost as part of the redevelopment.

LAYOUT AND SITING

Back of pavements but with wider pavements, contributing to the pedestrian environment

A pedestrian space could potentially be linked to the transport interchange. Part of the development could be bases around a courtyard, providing protection against noise generation.

Issues:

Location of pedestrian space

Accommodating bus interchange

Noise and vibration

ACCESS AND PARKING

Minimise servicing and access from main roads

Provide adequate access for the bus interchange

Issues:

Determining the scope for removing the gyratory and its effects on local traffic, including the movement of buses? A transport study of the area would need to be undertaken.

Is there scope to reduce the car parking provision because of the site given location adjacent to a public transport interchange?

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LANDSCAPE DESIGN

Provision of high quality urban space

Provision of tree planting

Materials should be specified which are:

- Of demonstrably high quality
- Complementary to each other in terms of colour, texture, scale, detail and extent
- Appropriate to the architectural expression of the buildings
- Sensitive to their setting within the site and the surrounding area.

Issues:

Scope for tree planting, especially given ground conditions around the Station and bridge.

PLANNING REQUIREMENTS

A brief for the site would need to be developed with the community and would need to clearly set out the planning requirements which, subject to the size of the development and its transport and other impacts, may include:

- a Green Travel Plan
- a Transport Assessment
- a request for a screening opinion for an Environmental Assessment
- an Urban Design Statement

A single planning application may be appropriate to secure the comprehensive approach to the redevelopment of the area. Alternatively, a masterplan framework may be required that demonstrates how individual sites will relate to each other and to the context. If the latter approach was taken, then there would need to be a mechanism to ensure that any 'off

site' improvements/obligations were appropriately attached to the different development sites.

Section 106 obligations.

Depending on the scheme, the agreement(s) is likely to cover the following of:

- ❑ Transport improvements
 - improved junction between Carlton Vale and Kilburn Lane
 - Station improvements
 - Bus interchange facilities
- ❑ Public Art
- ❑ Improvements to existing Library, including possible extension
- ❑ Open Space/public realm contribution
- ❑ Possible contribution to school places, depending on content of development
- ❑ Affordable housing
- ❑ Job training depending on employment balance sheet – eg contributions to job training or notification of job opportunities to Brent labour agency. Any development should be considered in the context of a 7 step local labour clause produced by the Council.
- ❑ Replacement of community facilities lost either on or off site

POLICY CHECKLIST

These policies refer to Brent's Replacement Unitary Development Plan 2001.

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Built Environment

BE5 Urban Clarity & Safety
BE9 Architectural quality
BE11 Intensive & Mixed-use Developments
BE12 Environmental Design Principles

Environmental Protection

EP2 Noise and Vibration

Housing

H1 Requirement for Affordable Housing
H2 Proportion of Affordable Housing Sought
H4A Key Worker Housing
H10 Housing on Brownfield Sites
H14 Residential Density
Appendix H1

Employment

EMP9 Development of Local Employment Sites
EMP15a Location of B1 Business Development

Tourism, Entertainment & the Arts

TEA6 Large Scale Hotel Development

Community Facilities

CF3 Protection of Community Facilities
CF6 School Places

Transport

TRN1 Transport Assessment

TRN2 Public Transport Integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make Transport Impact Acceptable
TRN6 Intensive Development at Selected Transport Interchange
Appendix TRN2 Parking and Servicing Standards

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