

APPENDIX 1 : REVISIONS TO THE QUEENS PARK STATION AREA DRAFT PLANNING BRIEF

(A) Revisions requested through public consultation

Officers recommend that the following revisions to the brief are made:

- A reference to the need to provide improved bus waiting areas with all weather protection is added.
- A reference to the need to provide requires a daylight, sunlight and *wind* assessment.
- A specific reference to the need to provide disabled car parking spaces.
- A specific reference to the provision of lighting outside the station.
- A specific reference to the provision of CCTV outside the station.
- A specific reference to the provision of direction signs outside the station.
- That the Brief be amended to welcome an adult education facility in the area rather than a generic education use which might include a primary or secondary school. This is due to the traffic generated by primary and secondary schools.
- That the brief be amended to require that the Station remain operational (as far as practical able) throughout the redevelopment of the area.
- That the brief be amended to specifically refer to the need to ensure a cycle route between Carlton Vale and Salusbury Road.
- The Brief be amended to explicitly state that any design should respect the existing context.
- A reference to the need to provide improved bus waiting areas with all weather protection is added.
- The brief does not currently specifically refer to links to Kilburn Lane and should be revised to do so.

Officers recommend that the draft brief is not amended to address the following 14 issues raised:

- A number of individuals noted that they do not want a large development like Sainsburys or Tescos or any multi-nationals. The Brief cannot be revised to address this concern as the Council has to consider any application that is submitted and must consider the impact of any proposal rather than the organisation or the developer. However, the extent of any retail element is limited as set out above.
- An individual questioned whether the brief consider how long flats have been up as Cullen House is a new building. Officers would note that the age of any of the buildings will not determine whether a building is to be redeveloped or not. In the case of Cullen House while the building is relatively new its location and form of accommodation (bedsits) means it provides a poor standard of accommodation and there are benefits to be gained from its redevelopment.
- It was noted that the police station is not included in the Brief and it should be as police have a need for car parking spaces as only a few are provided at the station and many officers commute. As with all uses any parking for the police should be within their own site, however key worker accommodation may offer opportunities for officers to live locally.
- It was questioned whether any wheelchair housing will be provided. The housing need in the borough is for 4 and 5 bedroom wheelchair units on the ground floor. It

is unlikely that this type of accommodation will be provided. Therefore, the Council will require that 100% of the affordable units to be built to Life time Home standards rather than the provision of any wheelchair units. Lifetime Home Standards allow people to remain in their homes through all stages of their lives (from children to the elderly).

- A number of individuals expressed their opposition to any proposals for high rise blocks. However, Officers are not recommending this amendment as National and Council policies support the provision of higher density development in areas such as this.
- It was noted that the Brief would benefit from the inclusion of a requirement for an Aftercare Management and Maintenance section which would address cleanliness/day to day care. Officers are not recommending this inclusion as the maintenance of the public areas is the responsibility of Streetcare and maintenance of private areas the responsibility of private owners/operators.
- Need adventure playground for kids. Officers would suggest that an adventure play ground is not a priority for this area. However, the provision of an adventure play space could be considered as part of the masterplan for South Kilburn.
- The brief should allow for a Religious centre for many faiths. However, officers do not recommend this inclusion. A religious centre would not be appropriate in this location due to the traffic generation normally associated with such a use.
- The brief should require any new restaurants and pubs to be elderly and child friendly. Officers do not recommend this inclusion as this is a management issue for any restaurant or pub; it is not a matter that Council can control.
- It was requested that the Falcon Pub be updated or refurbished. This is beyond the remit of the Council and the planning Brief. It is a commercial decision that needs to be made by the owners of the Falcon Pub.
- It was stated that the Falcon Pub is a landmark and has a friendly atmosphere should not be demolished. The Falcon Pub has been included to allow for a comprehensive development of this area and in order to address such issues as public transport improvements, highway impact, severance, design and community benefit.
- It was stated that Cullen House should not be demolished, sold or transferred. Cullen House has been included to allow for a comprehensive development of this area and in order to address such issues as public transport improvements, highway impact, severance, design and community benefit.
- The Brief should allow for the provision of a hotel in the Queens Park Station Area. Nor is it something I believe the brief should promote for the reason that any development should assist the regeneration objectives of the area and the uses currently set out in the brief (Housing, commercial, education, community facilities) offer greater benefits to the community and the regeneration of the SKNDC area
- Can affordable housing not be limited to 2 storeys high? National and Council policies support the provision of higher density development in areas adjacent to town centres and public transport nodes.

(B) Revisions requested by Network Rail

Officers recommend that the following revision be made to the Brief for the reason outlined:

- The Brief currently states that “Around this core site [the public car park, Premier House, Keniston Press, Cullen House, Falcon Pub, the British Legion site] scope exists to develop over the station and to include adjoining sites [Queens

Park Station, the Shops between the Station and Harvist Road and the Albert Road Day Centre] in later phases". Network Rail have stated that there is no justification for identifying the station and land to north of the tracks be developed as a later stage and request that the redevelopment of the station area should be brought forward as an initial stage. As there are clear benefits to the community in the early redevelopment of the station Council officers recommend that the draft Brief be amended to state simply that any development of the area may occur in phases.

Officers recommend that the draft brief is not amended to address the following 2 issues for the reasons outlined:

- The Draft Brief requires that 50% of any residential units provided are affordable, in the form of 35% social rented and 15% affordable shared ownership or affordable keyworker units. Network Rail objects to this noting that a provision of 50% would not be economically viable given the inherent costs of redeveloping the station and seek a substantial reduction in the level of affordable housing provision required. Council Officers do not recommend that this is changed, but rather suggest that (in line with Council policy and National Government guidance) if this affordable housing provision critically affects the viability of achieving the right scheme for the area this would need to be explained clearly by any developer within a supporting statement accompanying any application (including an open book exercise). The Council would then undertake an assessment at this time as to what affordable housing provision is appropriate on or off-site with or without a contribution.
- Network Rail note that they require adequate car parking provision to serve the public transport interchange. Your Officers do not recommend that the Brief is amended as it is already a requirement of the brief that the existing public car park, currently managed as short term parking, be re-provided in any scheme. This will allow evening, weekend and off peak use of public transport. It is not the Councils intention however to encourage further parking which would encourage commuters to drive from further afield to the station. In line with Council and national policy the Council seeks to actively discourage commuter parking and to encourage and facilitate the use of public transport through greater intensity of development at public transport nodes like this one and the introduction of a city car club.

(C) Revisions requested by Bond Group

Officers recommend that the Draft Brief is not amended for the reason outlined:

- The technical and procedural implications of addressing development involving transport operators is acknowledged. However, a single application or alternately a joint submission is required to ensure a comprehensive approach especially to address transportation and urban design issues. This requirement does not mean that the Bond Group (or indeed any other developer) needs to own all sites encompassed in an outline application to make such an application. Further, in an outline application you are able to distinguish between phases of the development and any permission needs to be substantially commenced within a five year period.

- The Bond Group have raised concern about the parking standards set out in the Brief and in particular the intention that any residential development be car free. Officers do not recommend this is changed as this is an ideal location for car free housing. Accessibility for residents would be ensured through the improved public transport provision within the site area and through the introduction of city car club.
- The Bond Group have raised concern about the requirement that the car park and the British Legion must be re-provided and must remain operational throughout any building period. Officers do not recommend this is changed. These are important community facilities and there may be an opportunity to provide temporary facilities within the overall brief area prior to the completion of permanent accommodation for the two uses. However, the location, nature of the temporary accommodation and time periods for this temporary provision will need to be agreed with the Council and the British Legion and will be addressed as part of any application through conditions and/or legal agreements.

(D) Revisions requested by Councillor Freeson

Officers recommend that the draft brief is not amended to address the following 8 issues for the reasons outlined:

- The inclusion of the railway operational land and the Council owned residential block on Harvist Road within the brief area. It is not recommended that the Brief be amended as a) the Brief does not preclude wider improvements to the operational areas. However the decision as to whether to improve these areas is one for Network Rail; b) Officers explored the option of including the Council owned block but due to the limited number of additional units which could be provided if the block was redeveloped and the existing number of leaseholders it is not economically viable.
- The requirement that housing be the primary element of any redevelopment of the area, and that other uses, in particular community uses, be subsidiary elements. Officers do not recommend that this is changed. The provision of additional high quality housing is a priority clearly identified by the SKNDC and Council, and is essential for the need for the regeneration of the SKNDC. The Brief seeks to ensure that community facilities are provided through the requirements for the re-provision of existing community facilities and the provision of new facilities commensurate with the need created by the development. Further, the masterplan will also address the need for community facilities within the wider SKNDC area.
- The specified requirement for any affordable housing to consist of 2, 3 and 4 bed units. Officers do not recommend this is changed. The Brief only specifies the mix for the affordable units and does so to ensure that any new units meet a clearly identified housing need. Specifying the mix also provides certainty for any developer in considering the economics of any scheme.
- The statement that the Council does not consider other forms of housing e.g. student housing should be provided at the expense of priority groups (i.e. social rented and affordable keyworker/shared ownership). Officers do not

recommend this is changed. The Brief does not preclude the inclusion of any student housing as part of any scheme, but ensures that it is not provided instead of affordable social rented housing.

- The allowance for, in exceptional circumstances, the provision of off-site affordable housing. Officers do not recommend this is changed as it recognises that this offers the opportunity to ensure either the type of accommodation required (family housing at lower levels) or the early provision of affordable housing to assist with the decant process.
- The requirement that no more than 50% of the market units can be built and occupied prior to the occupation of the affordable units. Officers do not recommend that this is changed as it experience indicates that this requirement ensures that affordable housing is provided and that it is provided within a reasonable timeframes.
- The requirement for car free housing. Officers do not recommend this is changed. Accessibility to the site would be ensured through the improved public transport provision within the site area and through the introduction of city car club. Further, experience has shown that this can be practically implemented and is not contrary to the Human Rights Act.
- The requirement for section 106 contributions towards non-car access improvements. Officers recommend that this is not changed as these contributions provide funding for improvements to the public realm for pedestrians and public transport operators which the Council could not otherwise undertake.

(E) Revisions requested by SKNDC Board Group

The Board have requested that the Brief be amended as follows:

THE PURPOSE OF THE BRIEF

This brief has been produced as a guide for potential applicants as to the Local Planning Authority's requirements and expectations for the Queens Park Station Area. The brief establishes a framework that will be used to assess any planning application(s) for this area and will become part of future supplementary planning guidance for the wider South Kilburn New Deals for Communities area. The brief does not however bind the Council to grant consent for any particular development on the site. The information contained in this brief is, as far as the Council is aware, correct but developers should satisfy themselves about any information contained in it. The Council is not responsible for any loss arising from any error or information contained in this brief.

CONTEXT

The majority of the Queens Park Station area falls within the South Kilburn New Deals for Communities area (SKNDC), a community-led regeneration area. The SKNDC Delivery Plan (March 2001) developed by the Community, in partnership with Brent Council, sets out the vision for the area together with a framework for achieving it over the next ten years and beyond. In order to achieve the physical regeneration of the area a masterplan

is currently being developed for the whole of the SKNDC area. This brief accords with the emerging masterplan and therefore will ensure that any development of this specific area is consistent with the masterplan for the wider SKNDC area.

DEVELOPMENT OF THE BRIEF

This brief has been developed in conjunction with the South Kilburn New Deals for Communities Board and their masterplanners, and in consultation with the local communities of South Kilburn and Queens Park and Kilburn.

BRIEF AREA & SURROUNDINGS

The brief area, referred to in this document as the Queens Park Station Area, is located in the south east of the Borough.

The area is composed of a number of sites (see map) including:

- a) the public car park
- b) Premier House and Keniston Press
- c) the island site at the junction of Salusbury Road and Premier Corner including the Falcon Pub and Cullen House
- d) the British Legion site
- e) Queens Park Station
- f) Salusbury Road shops
- g) Albert Road Day Centre

The sites are in multiple ownership with a number of the key sites owned by the Council, namely the car park, Cullen House and the freehold of the British Legion.

The majority of these sites fall being the South Kilburn New Deals for Communities regeneration area (the area encompassing half of the railway line to the south and south of the railway line). The remainder falls within Queens Park and Kilburn. The railway line currently acts as a physical barrier between these two areas. It separates the two shopping parades, Salusbury Road to the north of the railway line and Kilburn Lane to the south west. Both consist of commercial at ground floor and two floors of residential/ office above.

The railway line also physically divides two distinct residential areas, Queens Park & Kilburn to the north and South Kilburn NDC area to the south. Queens Park and Kilburn, a more affluent area, consists predominately of 2 and 3 storey late Victorian residential properties many of which fall within the Queens Park and Kilburn Conservation Areas. In contrast the South Kilburn NDC area is characterised by a variety of primarily Council owned residential blocks reaching up to 17 storeys in height (13 storeys in proximity to Queens Park).

The Board has also requested that the following paragraph be deleted

The Council may in exceptional circumstances consider the provision of off-site affordable housing rather than on-site affordable housing provision. The only circumstances in which the Council would accept off -site provision is where the Council and the SKNDC agree that this provides affordable housing benefits of

equalient or better value in terms of the proportion, quality or quantity of affordable housing. This maybe provided in the SKNDC area or elsewhere. It should however clearly relate to the achievement of the SKNDC housing objectives.

and replaced with:

In exceptional circumstances the provision of a proportion of off-site affordable housing may be considered where the Council and the SKNDC agree that this provides affordable housing benefits of better value in terms of the proportion, quality or quantity of affordable housing. This must be provided in the SKNDC area and clearly relate to the achievement of the SKNDC housing objectives.

Officers support this change.