


## 1. PROPERTY DETAILS

<b>Site Name &amp; Address</b>	Queensbury Station Car Park, HA8	
<b>Unique Refs (PAR)</b>	8237	
<b>Borough</b>	London Borough of Brent	
<b>Company</b>	TfL Freehold across entirety of site. Car park is managed under contract.	
<b>Zone (TfL)</b>	4	
<b>Site Area (hectares)</b>	0.20 ha	

### Location and Site Plan



### Site Description

The site comprises a portion of the commuter car park at Queensbury Station with 73 bays, accessed from Turner Road. The site is located to the rear of the Queensbury Station entrance, with three storey residential development located above the station entrance and adjacent arcade. The site is located directly north of railway tracks serving the station. Semi-detached residential development is located to the west of the site along Turner Road, with flatted development located across Turner Road to the north.

### Existing Use

Queensbury Station commuter car park.

## 2. TOWN PLANNING

### Development Plan and supplementary documents

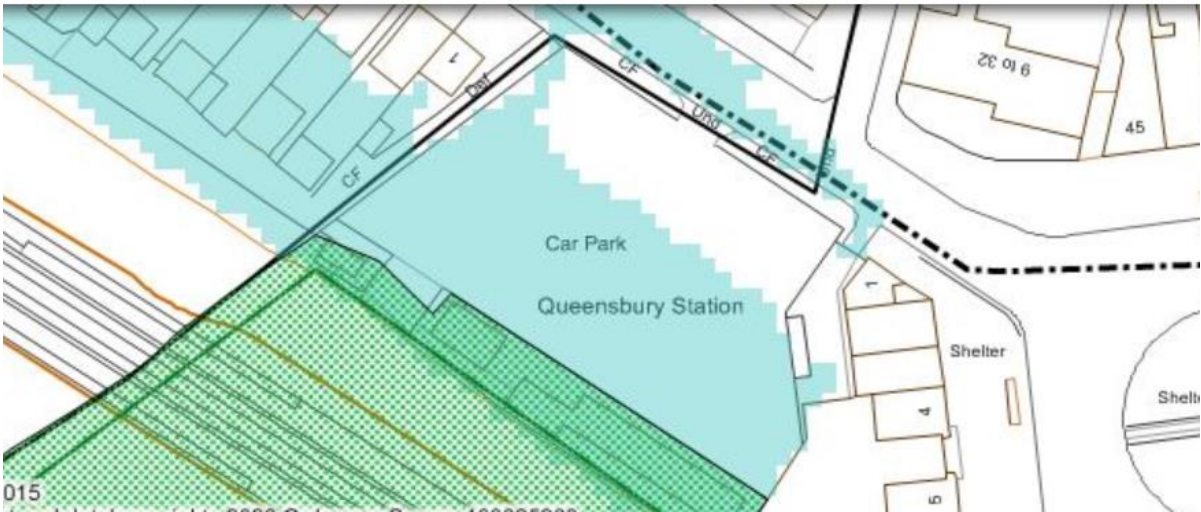
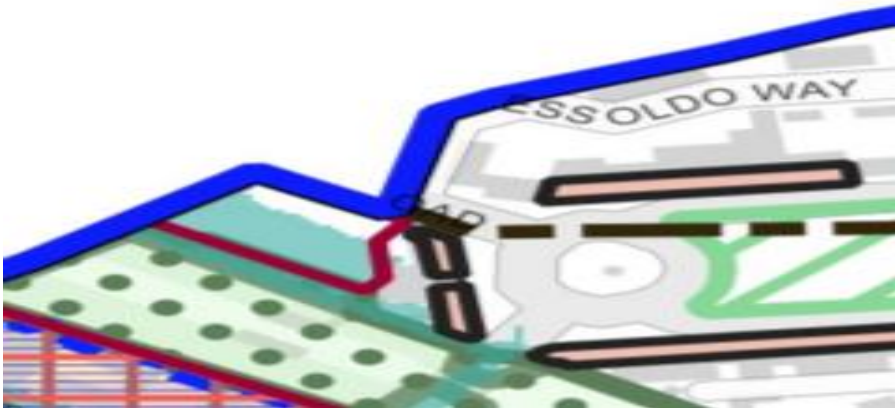
**Adopted:** London Plan (2016), Brent Local Plan (consisting of Core Strategy (2010), Site Specific Allocations (2011) and Development Management Policies (2016)), Brent Design Guide (2018).

**Emerging:** Draft London Plan (Intend to Publish 2020), Draft Brent Local Plan (Preferred Options, 2018).

### Site Allocation

Yes, the Draft Brent Local Plan identifies that car park as site allocation BNSA8. The car park is suitable for residential plus re-provision of car parking required for station with an indicative capacity for 36 homes. Active frontages should be sought along ground floor of turner road.

<b>Planning History</b>	The identified site has no relevant planning history.
<b>Housing zone/OA</b>	No.
<b>Heritage Designations</b>	No heritage designations on the site.
<b>Flood Zone</b>	Flood Zone 1 (flood zone 3a for surface water flooding)
<b>Ecological Designations</b>	No ecological designations on the site. Wildlife corridor forming railway sidings and running tracks adjacent to site.
<b>Other</b>	LB Brent is an air quality management area.
<b>PTAL</b>	3 and 4
<b>Tall buildings permitted</b>	<b>LB Brent development management document (DMPD)</b> defines tall buildings as “buildings or structures that are more than 30m in height or significantly taller than surrounding development.”
<b>Car and Cycle parking standards</b>	<p><b>LB Brent DMPD Appendix 1:</b> PTAL 1-3: 1 space per 1-2 bed unit; 1.5 spaces per 3 bed unit and 2 spaces per 4+ bed unit. PTAL 406: 0.75 spaces per 1 bed unit and 1.2 spaces per 3 and 4+ bed units. Brent residential cycle parking standards align with those set out in the London Plan [min. of 1 space per studio/1 bed unit and 2 spaces for all other dwellings (long-stay) and 1 space per 40 units (short-stay).</p> <p><b>Draft London Plan:</b> 0.5 spaces per unit in outer boroughs with at PTAL of 4.</p> <p><b>Draft London Plan:</b> Cycle parking requirement for residential is 1 cycle space per studio, 1.5 space per 1-bedroom unit and 2 cycle spaces for all other units.</p>
<b>LPA Affordable Housing Policy</b>	<p><b>LB Brent DMPD Policy DMP15:</b> The maximum reasonable amount of affordable housing will be sought on individual residential and mixed-use developments (against a borough-wide strategic target of 50%). Affordable tenures for residential developments should provide a split of 70% social/affordable rent and 30% intermediate tenures</p> <p><b>Draft Brent Local Plan Policy BH5:</b> A borough-wide strategic affordable housing target of 50%. A minimum of 35% affordable housing will be sought with 70 per cent Social Rent/ London Affordable Rent tenure split and 30% intermediate products tenure split. Financial contributions will be sought on development between 5-9 units.</p> <p><b>Draft London Plan target</b> = 50% on publicly owned land (30% social rent 30% intermediate and 40% borough choice).</p>
<b>Planning Policy Overview</b>	<p><b>LB Brent Development Plan: Core Strategy Policy CP1</b> states that the development strategy for Brent will be to concentrate housing growth in “well located areas” which provide opportunities for growth, such as areas with good public transport accessibility. <b>Policy CP6</b> states that the council will give proper regard to London Plan policy supporting higher densities in areas of good public transport accessibility. <b>DMPD Policy DMP1</b> outlines that development will be deemed acceptable provided is it of a scale and density complimentary of the existing locality of a site. <b>Policy DMP 12</b> seeks to protect public car parking in areas where it is in demand.</p> <p><b>Draft Brent Local Plan Policy BH4:</b> supports the delivery of housing on small sites in accessible locations.</p> <p><b>Draft Brent Local Plan: Spatial Vision ‘Making the Best Use of Land’</b> outlines that higher density development will be supported in areas with good public transport accessibility. <b>Emerging Policy BH4</b> supports the delivery of housing on small sites in accessible locations.</p> <p><b>London Plan:</b> Policies <b>3.3</b> ‘Increasing Housing Supply’ and <b>3.4</b> ‘Optimising Housing Potential’ promote the optimisation of housing delivery on suitable sites calculated using PTAL ratings and location.</p> <p><b>Draft London Plan:</b> Policies <b>H1</b> Increasing housing supply and Policy <b>H2</b> small sites encourage the delivery of residential development on small sites in accessible locations</p>
<b>Site overview- Opportunities/C onstraints</b>	<p><b>Opportunities:</b> The site brownfield land in an established residential area and therefore suitable for development. The site has a high level of public transport accessibility.</p> <p><b>Constraints:</b> Proposals would need to consider impacts on residential amenity on neighbouring properties. Operational access through the site to the railway tracks may need to be retained. Development will also need to justify the loss of the existing car park.</p>

<b>Planning Prospects</b>	<p>The site has good prospects for development given the site allocation in the emerging local plan. However, an element of commuter car parking will need to be retained on the site. A parking survey will likely need to be undertaken to ascertain the acceptability of losing part of or all commuter parking and to justify car free residential development. The design must mitigate the risk of surface water flooding.</p>
<b>Further Information</b>	<p>This Town Planning Overview has been prepared based on the framework of planning policies and guidance in place at the time it was prepared. It has not been subject to discussion or agreement with the Local Planning Authority. It is provided for guidance only and any interested parties should undertake their own planning and legal enquiries and due diligence.</p>
	<p><b><u>Policies Map Extract: Brent Local Plan (adopted 2016)</u></b></p>  <p><b><u>Allocations/Designations</u></b></p> <p>Site partially designated as flood zone 3a for surface water flooding.</p> <p><b><u>Policies Map Extract: Brent Emerging Local Plan (2019)</u></b></p>  <p><b><u>Allocations/Designations</u></b></p> <p>the Draft Brent Local Plan site allocation BNSA8. The car park is suitable for residential plus re-provision of car parking required for station with an indicative capacity for 36 homes. Active frontages should be sought along ground floor of turner road.</p> <p>Site Partially designated within flood zone 3a for surface water flooding</p>