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Introduction Chapter 1

Harrow and Wealdstone Area Action Plan Final

The ‘Heart of Harrow’

1.1 The Heart of Harrow is the term the Council has given to the area that encompasses the two town centres of Harrow and Wealdstone, the Station Road corridor linking the two centres, and the industrial land and open spaces surrounding Wealdstone, including the Kodak site, Headstone Manor and the Harrow Leisure Centre (see Figure 1.1).

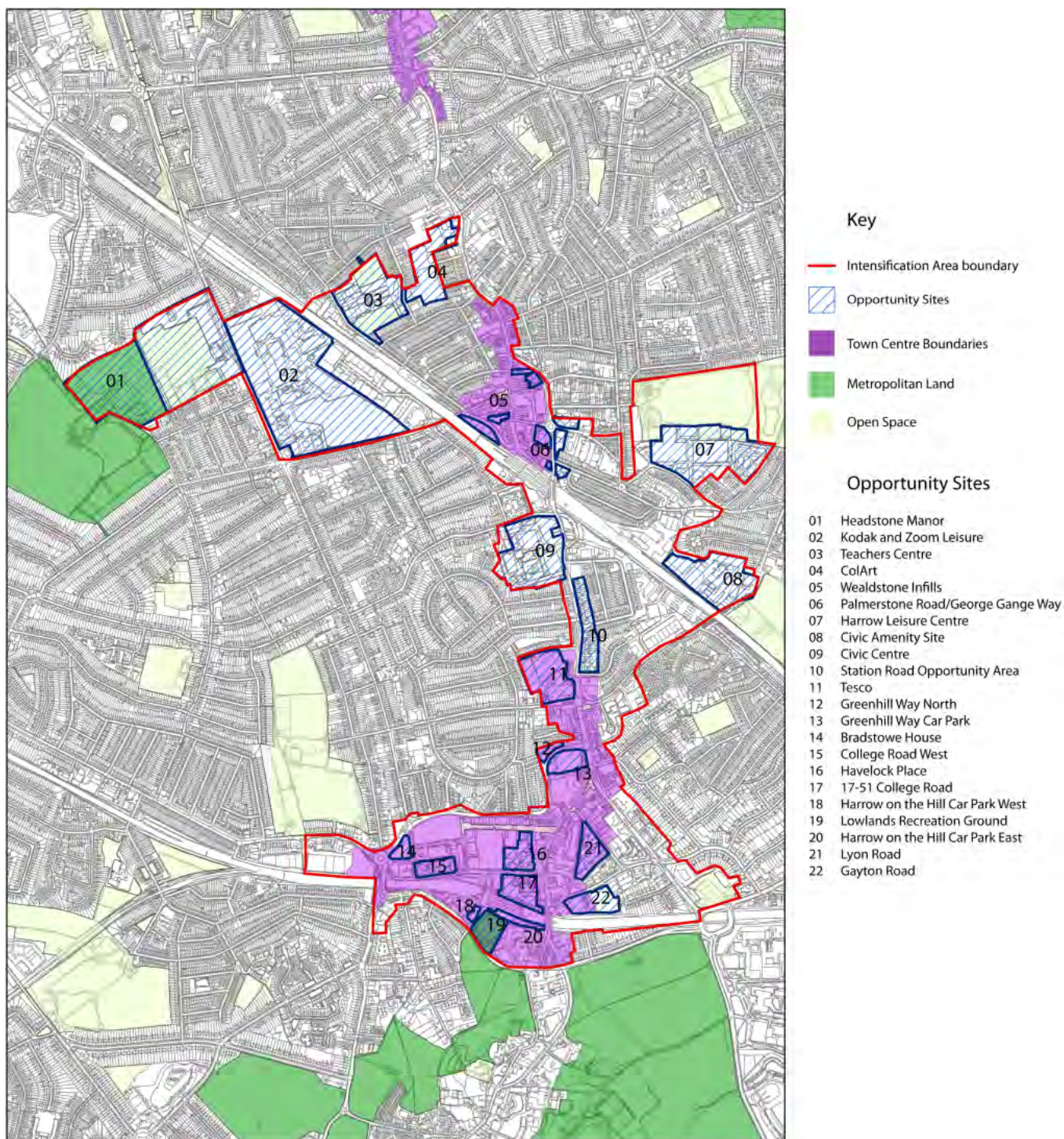


Figure 1.1 Area Action Plan Location

1.2 This area has been identified by the Council and the Mayor for London as priority area for regeneration and is designated in the Harrow Core Strategy and the London Plan (2011) as an Intensification Area. The area will be the subject of significant growth and change over the next fifteen years and beyond, with the Council aiming to improve the standing of both Harrow and Wealdstone within the London-wide town centre hierarchy. Capacity exists within this area to deliver substantial employment growth through an uplift in retail and hotel development and office renewal within the town centres and through redevelopment and intensification of employment generating uses on the industrial sites in Wealdstone. There is also scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed use development on key strategic opportunity sites and renewal areas, where residential development enables employment growth, is matched by investment in infrastructure and achieves high standards of design and sustainability.

Purpose of the Area Action Plan

1.3 The Area Action Plan (AAP) is being prepared in order to ensure that this scale of change is guided by policies that meet the aspirations that the local community and the Council have for the area as a whole, as well as the places within it. It is particularly important that the local community can understand and see how the changes proposed will affect local residents and businesses. The AAP is therefore not just about providing for new development and physical growth, it's also about regeneration and the realisation of the social benefits and improvements that new development can help deliver to the overall quality of place.

1.4 The aims of the AAP are therefore to:

- guide development and investment decisions in the Heart of Harrow over the next 15 years;
- provide clarity and increased certainty about how places and strategic sites are to develop and change;
- deliver the agreed vision for the area through policies and site allocations aimed at managing the distribution, scale, form and function of development across the Heart of Harrow;
- identify and secure the coordinated delivery of social and physical infrastructure improvements;
- determine the appropriate phasing of development, taking into account the need to ensure regeneration occurs across the whole area, including on sites with greater constraints than others; and
- assess and direct decisions on planning applications.

1.5 It is important to note that delivery of key developments within the Plan's timeframe is critical to the success of the AAP and sites that can feasibly be developed within this timeframe have been prioritised. However, it is acknowledged that other sites, currently unidentified, may become available during this fifteen year period. Therefore guidance is proposed across the entire area to ensure coordinated development over the whole area, and not just on currently identified sites. The AAP also sets out the approach the Council and the Greater London Authority, along with their partners, will take to deliver and implement the AAP. The key proposals being advocated through the AAP are summarised in Figure 1.2.

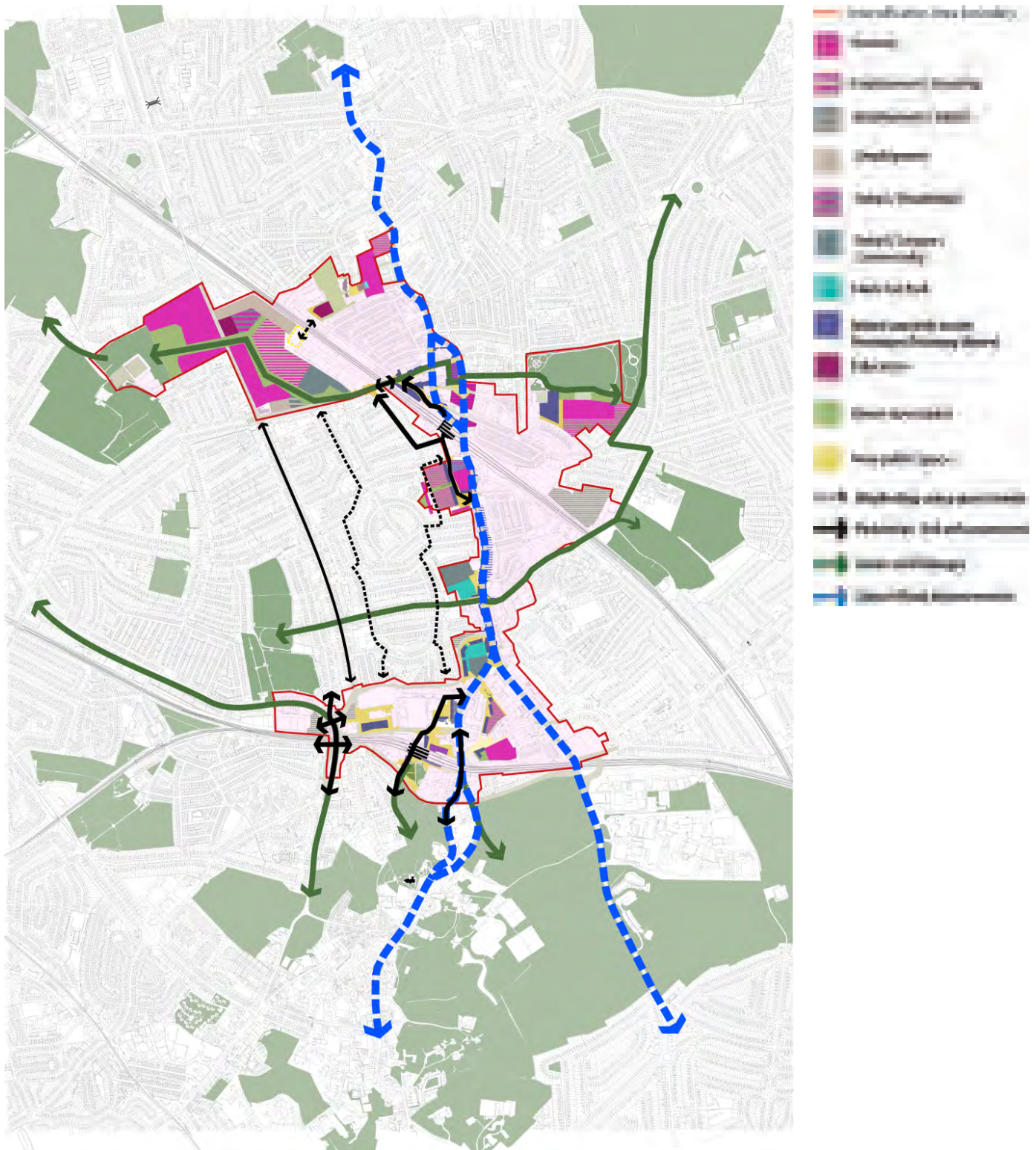


Figure 1.2 Summary of Key Proposals

Development of the Area Action Plan

Stakeholder and Community Engagement

1.6 The AAP has been developed with the help of a range of stakeholders and other bodies, whose assistance is acknowledged.

1.7 Engagement forums, representing key groups within the community, were set up at commencement of the plan to help test initial proposals and options for the area or places within it, ensuring these responded to the needs and aspirations of the local community.

1.8 The policies and proposals set out in this Area Action Plan are the end result of a process which identified and considered a range of options for achieving the plan's objectives for the regeneration of the Heart of Harrow. Strategic options were identified and consulted upon in the Issues and Options report (May 2011), and evaluated in the Preferred Options report (January 2012) and by the sustainability appraisal. The results of the two rounds of public consultation then informed the final draft of the AAP which was subject to further consultation (July 2012) and an Examination in Public (January 2013).

1.9 The preparation of the AAP has also benefited from joint working arrangement with the Greater London Authority, Transport for London, Design for London and the Homes and Communities Agency who have provided specialist advice on specific land use issues, such as transport, housing and employment, as well as more general advice on the long-term project management of the implementation and delivery of the proposals set out in the AAP.

1.10 In addition to the above, the involvement of private developers on a one-to-one basis, through the pre-application process and other avenues, has also been useful in alerting the Council to the issues likely to arise from their proposals or aspirations for their sites, and has enabled the proposals set out in this document to be moderated through knowledge of the likely means of implementation.

Supporting Evidence Base

1.11 In the course of preparing the AAP the Council has gathered evidence to inform and justify the approach set out in the final Plan, and will continue to do so. The evidence base for the AAP draws on existing studies undertaken for the Borough through the Core Strategy and supplemented, where necessary, with further studies specific to the 'Heart of Harrow'. A key piece of evidence base already prepared is the Heart of Harrow Baseline Report (February 2011) (available on the Council's website) which collected and analysed existing information about the Heart of Harrow in order to gain an understanding of the key issues and opportunities to be addressed through the AAP. As each evidence base study has been completed, these have been made available on the Council's website.

1.12 In addition to the evidence base studies, the AAP is also supported by a Sustainability Appraisal and Equalities Impact Assessment. The Sustainability Appraisal tests the policies and proposals to identify the likely social, environmental and economic impacts that may arise, and evaluates options for mitigation of negative impacts and the enhancement of positive impacts. The Equalities Impact Assessment examines how the AAP meets the needs of the whole community and makes sure that the proposals and policies being advocated through the Plan do not result

in any disproportionate disadvantage to any group in the community. A Sustainability Appraisal and Equalities Impact Assessment has been undertaken at each stage of the Plan's preparation and are published alongside the AAP for public consideration and comment.

Status of the AAP and Relationship to Other Plans

1.13 The AAP is being produced to give effect to the policies of the Core Strategy and the London Plan (2011). Figure 1.3 shows where the AAP fits within the policy hierarchy for the Borough. As a statutory Development Plan Document, the AAP will form part of the Council's Local Plan and will be used to appraise planning application proposals located within the AAP boundary. At this Pre-Submission stage the AAP will be a material consideration in the determination of planning applications.

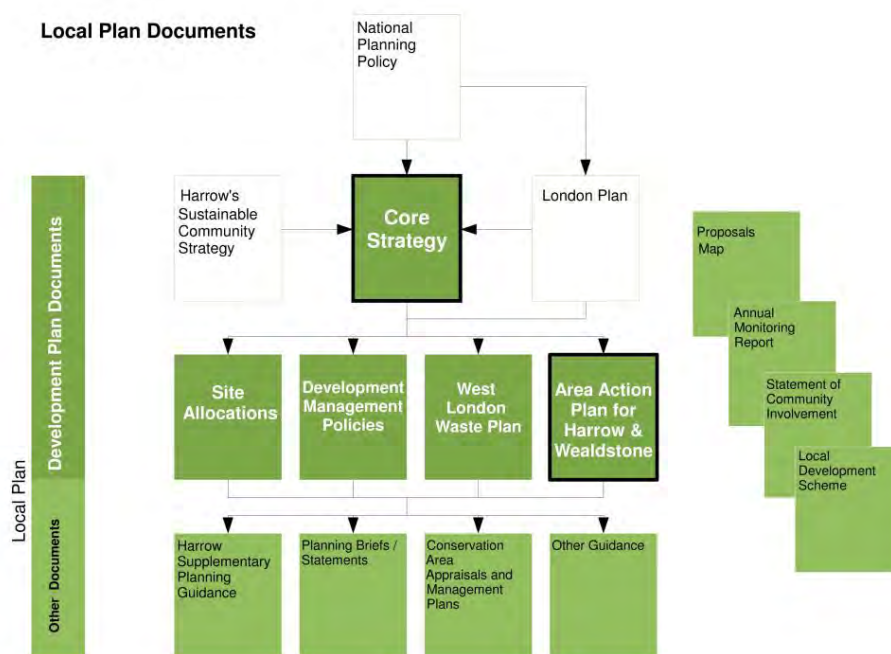


Figure 1.3 Policy Hierarchy for the AAP

Structure of the AAP

- Chapter 1: Explains what the Harrow and Wealdstone AAP is and provides background information about the process of preparing the AAP and how to comment on the Pre-Submission document
- Chapter 2: Provides a brief summary of the existing characteristics of the Heart of Harrow and its constituent parts and sets out the key issues, challenges and opportunities facing the area
- Chapter 3: Describes the overall vision and objectives for the AAP
- Chapter 4: Sets out the policies to guide and manage development
- Chapter 5: Sets out the approach to specific sub-areas and identified strategic opportunity sites in the AAP area
- Chapter 6: Provides details on how the AAP will be implemented through our delivery plan and monitoring

Context, Issues, Challenges and Opportunities **Chapter 2**

Harrow and Wealdstone Area Action Plan Final

2.1 Described in the mid 1950’s as the ‘Capital City of Metroland’, Harrow’s ‘Heart of Harrow’ Area covers 177 hectares and is located towards the centre of the Borough. The area is the most diverse part of Harrow with a wide mix of uses including the Borough’s two largest town centres, its main industrial estates and a rich variety of housing, ranging from Victorian terraces, inter-war semi-detached houses and purpose-built blocks of modern flats.

2.2 The area also includes several unique Borough assets such as the Civic Centre, two rail and tube stations, Headstone Manor, a collection of excellent education facilities, close proximity to the attractions of Wembley as well as a number of excellent green spaces on the fringe of the area. Together these assets create a rich setting for the successful delivery of focused, high quality intensification including an attractive and thriving collection of mixed uses, on the edge of London’s Green Belt.

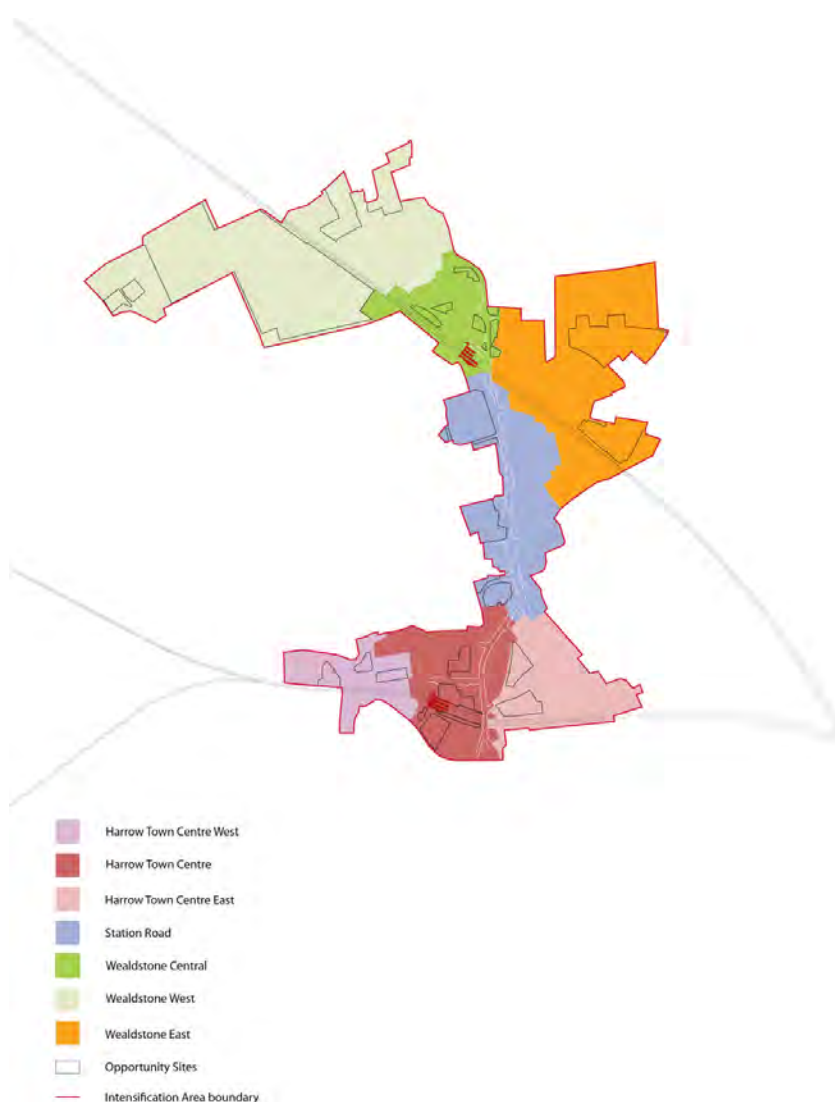


Figure 2.1 Heart of Harrow Sub Area Boundaries

2.3 This chapter provides a summary snapshot⁽¹⁾ of the existing situation across the wider Heart of Harrow area and the key issues to be addressed by this AAP. However, the AAP acknowledges that the Heart of Harrow area comprises a complex mosaic of areas, all differing subtly in character from one to another. A Baseline Study (2011), undertaken to inform development of the AAP, identified seven different character areas within the Heart of Harrow based on differing existing land uses, townscape character and physical attributes (Figure 2.1). These sub areas also face different challenges and opportunities in meeting housing and employment targets and wider Core Strategy objectives. The remainder of the chapter focuses on these seven sub areas and considers the specific issues, challenges and opportunities facing each.

The Heart of Harrow Today

Population and demographics

2.4 The Heart of Harrow area has a population density varying from 40 to around 73 persons per hectare within the Victorian and Edwardian terraced housing around Wealdstone. The average density across the Borough is 43 persons per hectare (pph). The existing population of the Heart of Harrow is estimated at around

¹ The snapshot is only a summary of the full evidence base which underpins the AAP. Whilst some of it is set out in more detail in the reasoned justifications to the AAP policies and the site specific allocations, in the interests of keeping this document usable, a lot of the evidence base is ‘signposted’ rather than repeated. The full evidence base is available to view on the Council’s website.

13,000 people. The Borough's population has been steadily growing over the past 25 years, and is forecast to increase. The provision of an additional 2,800 new homes within the Heart of Harrow over the Plan period is likely to correlate to an increase of about 4,160⁽²⁾ new residents. While the Core Strategy and the AAP seek to provide a mix of housing, it is likely that this new housing will also attract a significant number of younger professionals, especially those wishing to locate within a town centre environment. Overall however, the age structure of the Heart of Harrow is not envisaged to change significantly from the current profile. Greater change, however, is expected in respect of ethnic diversity.

2.5 Harrow is already one of the most culturally and religiously diverse boroughs within England. Harrow's Vitality Profile (2010) shows that 40% to 44% of residents within the wards of the Heart of Harrow are from ethnic minority groups (Asian, Black, Chinese and others). By the end of the plan period it is anticipated that over half of the residents will be from minority ethnic groups, with the portion from Asian backgrounds forecast to make up the vast majority (35% - 38%).

2.6 The Heart of Harrow includes major parts of Greenhill, Marlborough and Wealdstone wards. The Department for Communities and Local Government (DCJG) indices of deprivation (2007) indicate a relatively high level of Multiple Deprivation in the Heart of Harrow, especially Wealdstone, which exhibits some of the highest levels of deprivation (Income, Health and Disability; and Education/Skills and Training) within Harrow.

2.7 Overall, the Heart of Harrow exhibits a high percentage of people with a good level of qualification, on medium to low salaries, but with some unemployment and moderate health. Nearly 50% of residents have access to a car.

Property and Economic context

2.8 The Heart of Harrow sits within a well connected and attractive outer London setting. It also has national and international recognition through proximity to the nearby Harrow School. However, in a regional and sub-regional market context, the Borough, and the Heart of Harrow, has limited visibility. It is often seen simply as a leafy green suburban dormitory for London. This image reinforces the mistaken view that Harrow is a Borough with less need than others within London. Such a view, however, masks the significant issues facing the Borough and the Heart of Harrow, and makes it difficult to secure additional resources and central and regional funding. The challenge is to raise the profile of the Borough through the implementation of the AAP for the Heart of Harrow and by actively marketing the area's strengths and development potential. The identification of the Heart of Harrow as an Intensification Area in the London Plan (2011) provides this opportunity, increasing the area's regional status, and creating a focal point for new development in the borough.

2.9 Frequent train services provide access to London Euston and London Marylebone within 20 minutes, alongside other services to Clapham Junction, Tring, Aylesbury and Milton Keynes. Underground services provide direct access into central London and beyond.

2.10 There is a strong residential market established in the area. A recently undertaken housing viability study⁽³⁾ has indicated that new housing can be high quality, innovative and be tailored to respond to town centre, corridor and suburban contexts.

2 See Harrow Infrastructure Delivery Plan (2011)

3 Harrow Viability Study, GVA (2011)

2.11 However, the area is under-performing as an employment centre. Wealdstone accommodates most of the Borough's industrial and business designated land and has a strong industrial legacy including manufacturing firms such as Whitefiars Glass, Kodak and Winsor & Newton. But perceived access constraints and competition from well established industrial locations at Park Royal, Wembley and the M25 Corridor mean that Wealdstone is unlikely to attract new, large industrial uses⁽⁴⁾. Defined as a Metropolitan Centre, Harrow town centre is the borough's key office and retail centre. Despite its excellent access and labour force strengths, the office market has also lagged behind nearby competing centres in Uxbridge, Watford and Ealing. The result is a high level of commercial / office stock vacancy across the Heart of Harrow, especially in Harrow town centre, which is impacting upon investment and creating a sense of failure.

2.12 Harrow's future economy depends on the creation and growth of new local small businesses. The AAP area has a strong entrepreneurial base and an active and highly qualified resident population that is forecast to drive demand for new types of employment space and opportunities. The redevelopment of offices and the release of surplus large scale industrial sites will need to be carefully managed to ensure these maximise opportunities for local small business to develop and grow. Wealdstone, in particular, will have a key role to play in the context of meeting the borough's future employment needs. A significant shift in development trends will require an active economic development strategy, an inward investment programme and, potentially, public sector intervention to advance or anchor development sites, along with improvement of the town centre retail, dining and public realm offer. Economic conditions in London, UK, Europe and globally may however impact upon delivery of these objectives of the AAP and will need to be monitored.

2.13 While Harrow town centre's retail offer is dominated by middle range and value national retailers, Harrow's retail market remains buoyant. Harrow town centre's shopping malls are inward looking, making no contribution to the quality of the public realm and creating barriers to movement across this centre. Furthermore, the poor amenity, leisure, civic presence / offer limit the attraction of the town centre. The provision of a range of new town centre comparison goods, family dining, leisure and entertainment activities, alongside urban realm enhancements, will support the existing and new retail and service sector development and will contribute to employment growth⁽⁵⁾.

2.14 Residential and population growth in the Heart of Harrow will generate demand for a range of public services and community and social infrastructure⁽⁶⁾. A proportion of health, education and community facility jobs will also be required and will make a meaningful contribution to employment targets.

2.15 Within the Heart of Harrow change needs to be embraced, especially where this drives positive economic outcomes, results in an attractive physical environment, stimulates higher quality development and investment, and asserts Harrow's status as a secure and buoyant housing and employment market.

Transport and movement

2.16 Harrow and Wealdstone town centres are both well-located for access by public transport, with good to excellent Public Transport Accessibility Levels (PTAL) across the majority of the Heart of Harrow⁽⁷⁾ (see Figure 2.2). Harrow-on-the-Hill and Harrow & Wealdstone Stations provide superb

4 Employment Land Review (2010)

5 Harrow Retail Study (2009)

6 Harrow Infrastructure Study

7 HarrowTransport Audit (2010)

connectivity to Central London, Clapham Junction, Tring, Aylesbury and Milton Keynes and numerous bus routes serve the local area, particularly along the Station Road corridor. However, Harrow on the Hill Station continues to lack inclusive access.

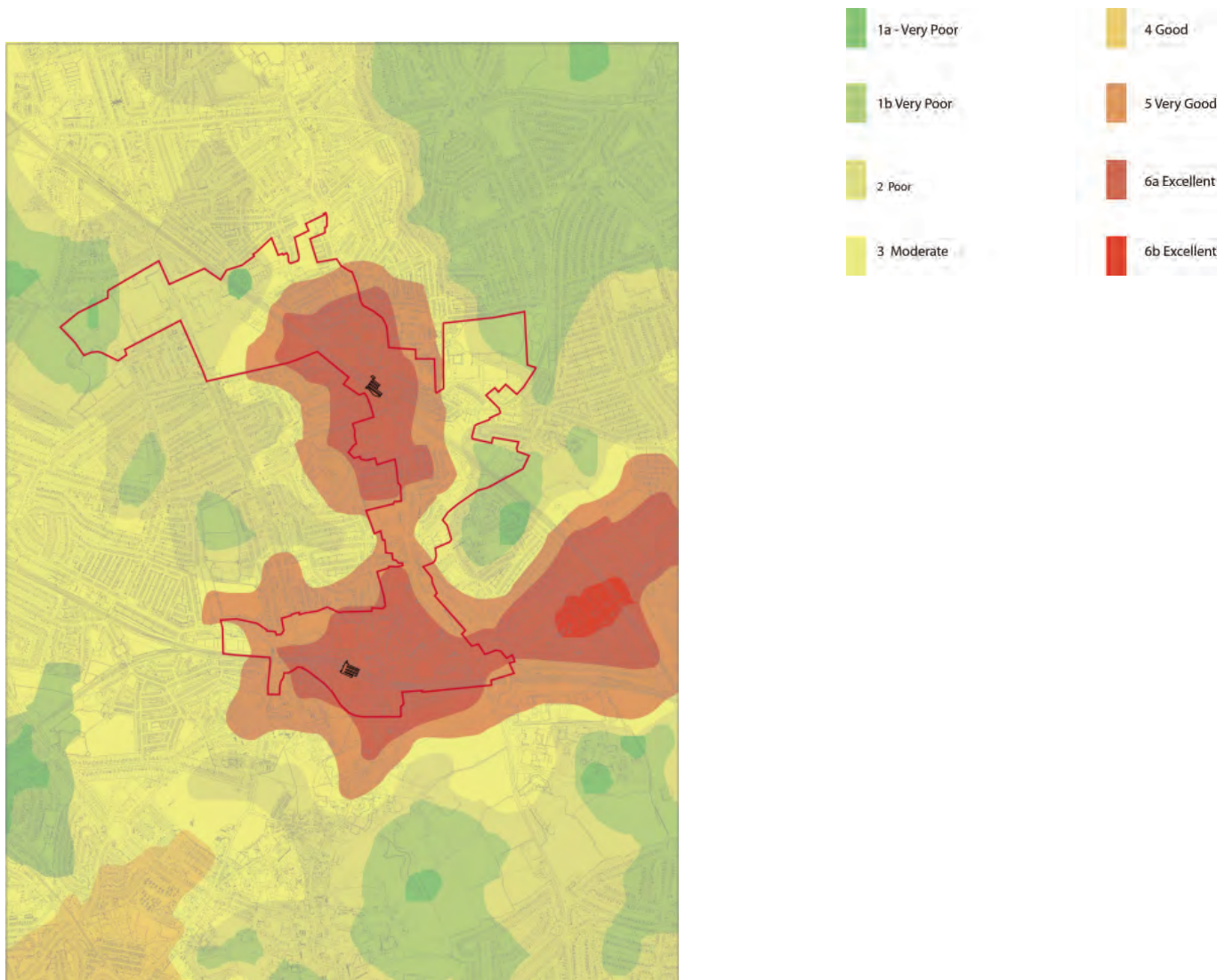


Figure 2.2 Public Transport Accessibility Levels (PTAL) across the Heart of Harrow

2.17 There is spare capacity in rail/Underground services at these stations and projected growth is therefore likely to have little capacity issues on these (although capacity does reduce at stations closer to Central London). There is capacity on some local bus routes, however others are at capacity during peak hours and will need to be enhanced where significant additional trips are expected. There is also a lack of operational space at Harrow bus station for passenger interchange and bus parking, which means the station cannot meet future growth requirements.

2.18 The high public transport accessibility and range of amenities available within the Heart of Harrow make it an ideal place for more intensive mixed-use development with users able to rely more on travel by sustainable transport modes (walking, cycling and public transport). Sustainable transport modes can reduce the reliance on car travel and reduce car congestion in this area. Harrow-on-the-Hill Station and Harrow Bus Station have enormous potential for improvement. The challenge is to change travel habits and to generate more journeys on public transport, foot and

bike. However, pedestrian connections to and from areas adjacent to both Harrow and Wealdstone town centres are poor and weaken neighbouring relationships with them and between them. Busy roads, traffic congestion, poor station environs and poor cycle provision contribute to uncomfortable and sometimes difficult movement patterns across the Heart of Harrow. This is not helped by the railway corridors, street clutter and guard-railing at road junctions that create barriers to pedestrian movement across the area. The ability to manage much of the traffic movements affecting the Heart of Harrow will depend on the ability to alter the physical routing of the network, to manage the flow of people and vehicles, and to distinguish between journeys that cater for, and are necessary to sustain the vitality of the town centres.

2.19 There is a good amount of parking in Harrow town centre with some spare capacity, offering opportunities for redevelopment or for use of existing parking capacity by new development. Access arrangements to existing car parks should be improved to increase efficiency. Harrow town centre has fairly typical levels of congestion given its size and uses. Much of this is due to through-traffic as well as to localised congestion. Surveys of Harrow town centre show that Saturdays are the busiest days for traffic, although weekday peak hours may have less traffic, but more concentrated periods of congestion.

2.20 Raising the profile of the Heart of Harrow, and promoting it as the focus for economic and residential growth, has the potential to exacerbate existing problems with the road network, including congestion and parking.

2.21 Despite the good public transport accessibility, there is a general context of high car ownership and usage within the borough that also continues to prevail in the Heart of Harrow area. A step change in modal shift is therefore required but at a pace matched by investment in strategic transport infrastructure, not just within the Heart of Harrow or the borough but more importantly improved orbital transport links across outer west London.

2.22 While the high-level assessment of the borough's highway network undertaken as part of the Core Strategy Transport Audit (2010) indicates that it can accommodate traffic related to the anticipated level of growth without major strategic investment, there are a number of local improvements that could be made to key junctions and corridors to smooth traffic flow, give greater priority to buses, incorporate safe and attractive cycling facilities and improve pedestrian accessibility. Much of this could be funded by new development.

2.23 Working with TfL, the Council has commissioned a traffic impact assessment to consider the cumulative effects of the growth forecast by this AAP on traffic flows. This makes use of the TfL's West London Sub-Regional Transport Model. The assessment identifies a number of key junctions which may come under additional stress as a result of the projected growth scenario, although further, more robust analysis, including that within developer transport assessments, is required to refine these assumptions. Based on the likely impacts, a series of mitigation measures were tested, which improves the situation at some locations. The full traffic impact assessment will be made available as part of the evidence base on the Council's website.

2.24 It should be noted that this assessment has considered general traffic flows and has not looked specifically at bus journey times or reliability. Robust testing of the impact of any highway interventions on all modes, including buses, will need to be conducted at a later date. These measures represent only one possible package of mitigation and as development comes forward, applications should be assessed on a case-by-case basis to determine appropriate measures to

improve traffic conditions, in the context of the evidence prepared to support this AAP. It is expected that appropriate interventions will be funded through developer contributions or as part of a borough Community Infrastructure Levy.

2.25 Significant cycling improvements could be made across the Heart of Harrow, such as the provision of additional and where appropriate segregated lanes and priority junctions along Station Road and additional cycle parking at stations. There is also the potential for connections to be established to the London-wide cycle path network as well as more local north-south routes to be provided between Harrow and Wealdstone on quieter streets.

2.26 Travel planning, as an important tool in encouraging sustainable travel, will be a key aspect of all new developments, and will include contributions towards funding an area-wide travel plan framework and a dedicated coordinator for the area. Typical measures should include car clubs, electric charging facilities, plenty of cycle parking and targeted travel information.

Urban Character and Infrastructure

2.27 The Heart of Harrow area comprises a complex mosaic of areas, all differing subtly in character from one to another. It is surrounded by a large residential hinterland and expanses of open and green space, most notably Harrow Hill to the south and the Green Belt of Harrow Weald Ridge to the north, two high points that act to frame the area.

2.28 The majority of the Heart of Harrow comprises buildings of 2-3 storey height with taller buildings concentrated in Harrow town centre. Other key tall buildings within or adjacent to the area include the Kodak works, St Mary's Church, and Northwick Park Hospital. While parts of the Borough benefit from significant open spaces, heritage assets and a strong suburban character or architectural style, overall, the land use of the Heart of Harrow is dominated by residential, industrial and retail uses that provide for a much more urban character but one that lacks a predominant style or form of development.

2.29 The area contains a number of statutory listed heritage buildings, including the main railway buildings at Wealdstone and Harrow-on-the-Hill stations; Headstone Manor; Wealdstone Police Station; the former magistrates court on Rosslyn Crescent; the Gold's Gym building; the St. John the Baptist Church; and the NatWest Bank building on Station Road. However, their singular and dispersed distribution limits the influence the historic environment might otherwise have on the future urban character of the area. The challenge will be managing the relationship between these historic assets and new, high quality, contemporary development within the Heart of Harrow, ensuring these enduring features, and the adjacent historic environment of Harrow Hill, are conserved and embedded within a changing urban fabric and character.



Picture 2.1 Headstone Manor

2.30 The area's last period of sustained development and growth was during the 60's, 70's and 80's. None of the buildings of that period represent significant pieces of architecture or could be considered interesting in design terms. They contribute very little to the street scene and are not associated with the provision of a quality public realm or community use. The decline of Harrow as a prime office location has prompted conversion of some office buildings to residential apartments with limited success. Platinum House is a notable failure.

2.31 The poor design of past development has subsequently impacted on the image of both Harrow and Wealdstone town centres and the Station Road area and sets a low benchmark for new development. However, the Heart of Harrow contains a significant number of opportunity sites, the majority of which are the subject of owner site promotion for near, medium and long term development.

2.32 This new development offers the opportunity to change the current urban character of the Heart of Harrow. However, it is important that the AAP define the role of the sub-areas across the Heart of Harrow in respect of use, density, character and building heights, rather than leaving this to the market. Achieving the Core Strategy targets will require more intensive development, including taller buildings and higher residential densities, that need to be of quality architectural design and provide a quality built environment. A key issue for the AAP is to ensure that all new development contributes towards the economic prosperity of the town centres and creates an attractive and safe environment that provides the resident population with a high quality of life. The range of opportunity sites identified across the Heart of Harrow will enable the provision of a range of housing in terms of type, size and tenure recognising the unique character of each area and matching housing to each. Community and physical infrastructure will need investment as new homes and jobs are provided so as to ensure communities are sustainable.

2.33 The area has an overall deficiency in green spaces. Landscape planting across the area is haphazard, with little consistency in provision or treatment. Lowlands Recreation Ground is underused despite its proximity to many potential users. The existing pattern of development and its urban form mean it will be unlikely that the identified deficiencies in open space provision will ever be met within the Heart of Harrow. Nevertheless, opportunities do exist to enhance access to the existing open space serving the area, and to improve the quality of these spaces to increase their use and their contribution to the amenity of the area. In addition, the redevelopment of large sites will create the opportunity to 'green' the area, through better landscaping and the use of green infrastructure.

2.34 The impacts of climate change, in particular issues of flooding, drought, heat island effect, and energy costs need to be addressed both at the site level, through sustainable design, including greening the built and urban environment, reducing carbon emissions and water use, increasing the energy efficiency of buildings and the use of renewable energy sources, but also at the strategic level through catchment based flood mitigation, expansion of the green grid, and provision for

district wide energy network. A key challenge will be securing environmental improvements in advance of, or in parallel with, economic and residential growth, and in a time of economic downturn and significant public sector fiscal constraint.

AAP Sub Area Issues, Challenges and Opportunities

Wealdstone West

2.35 The sub area comprises historic employment and industrial uses, significant heritage assets, recreation and leisure space. Adjacent to the railway line, it creates a different mix of land uses than elsewhere in Wealdstone. A major redevelopment opportunity is present on the Kodak site but this needs to be well-connected to the Wealdstone Central sub area and adjacent areas to ensure good integration, and to deliver regeneration benefits for the town centre. Other key considerations are:

- Need to address industrial restructuring within the sub area.
- Reconnect Wealdstone town centre with Headstone Manor and Green Belt beyond, using reconfigured open space and through building heights to assist orientation and locating public uses.
- Ensuring Headstone Manor, and its range of heritage assets, are provided an appropriate setting based on the significance of the heritage assets.
- Improve poor connections east and west.
- Any redevelopment should seek to tie in with existing suburban street patterns.
- Significant scope to include contemporary reinterpretations of suburban housing types throughout (i.e. ensuring new development has regard to the existing character and context but instead of replicating this, providing a more modern take on the traditional Harrow housing forms).
- Improve the image of Wealdstone from the railway.
- Carefully locate uses of appropriate scale to strengthen existing offer of Wealdstone town centre.
- Improve traffic flow at junction of Headstone Drive and Harrow View.
- Maintain and strengthen the key employment role within the Borough.
- Support and enhance the sub area industrial estates, through enabling development providing modern employment space in association with access improvements, improved signage, landscaping, and boundary treatments visible to pedestrians, rail users and vehicle users.
- Improve green infrastructure across area by making green links between existing high quality open spaces, and the reconfiguration / provision of new space which is located to address identified accessibility deficiency.
- Opportunities for new views / vistas from the Kodak Site through to Headstone Manor.

Wealdstone Central



Picture 2.2 Wealdstone Central

2.36 The sub area covers the Wealdstone town centre, which offers a range of local shops and community uses such as the Wealdstone Centre and Holy Trinity Church, as well as Harrow and Wealdstone station. Harrow and Wealdstone Station provides excellent fast connections to Central London, the Midlands and the North West. However, though the catalyst for the area's development, it suffers from poor environs at its entrances. To the east passengers arrive at a large road junction space with no clear indication of where they have arrived and how to move forward from this

point. To the west, the entrance spills directly out into a car park with no designated pedestrian routes through it and poor signage towards Station Road or other destinations. Clear pedestrian routes to and from the station, along with eventual upgrades to the station and environs are important considerations.

2.37 The Wealdstone Central Sub area has a generally low-key character, with a limited retail offer catering mainly for local people rather than attracting shoppers from further afield. Wealdstone's public realm is functional but not of high quality. Traffic calming across much of the High Street helps pedestrian movement across the road which has limited vehicular access- through traffic is diverted past Wealdstone via George Gange Way to the east and Ellen Webb Drive to the west. Pedestrian movement east and west of the High Street is severely constrained, restricting the area's engagement with adjacent areas. Guard railing along the central reservation on George Gange Way complicates access for the residents to the east of the road from reaching Wealdstone centre, and for town centre users to access areas to the east, including Harrow Leisure Centre. To the west - beyond the low scale shopping parades along Headstone Drive - guard railing and the uncomfortable pedestrian environment under the railway lines towards Kodak, create a very poor link westward from the town centre. Small features such as the street furniture styles and the hanging baskets on the street lights suggest the local, sometimes charming quality of the place.

2.38 This underperforming district centre is an important link between the large development opportunity in the west of Wealdstone and existing amenities to the east. Acting as a strong complement to Harrow's Metropolitan character, the low key nature of Wealdstone Central should be safe-guarded and improvements to pedestrian movement routes prioritised. Other considerations include:

- Improve the image and function as a district centre.
- Encourage, strengthen and add diversity to the existing small-scale and specialist retail offer.
- Refocus the main shopping area around High Street / Headstone Drive.
- Improve east-west connectivity.
- Improve the public realm at Harrow and Wealdstone Station, Ellen Webb Drive, Canning Road, under the railway bridge and on the High Street.

- Enhance the role of the town square located between the end of Headstone Drive and the High Street, and create a multi purpose public space.
- Improve the pedestrian environment and connections across George Gange Way to encourage walking and cycling into the town centre and greater integration with surrounding neighbourhoods.
- Improve traffic flow at the junction of Ellen Webb Drive, Cecil Road and Headstone Drive, and pedestrian and cycle links to the town centre.
- Improve station environs and the orientation to and from the stations within the area.
- Co-ordinate flood management works and sustainable drainage, to ensure development and regeneration opportunities can be realised, taking account of the fact that a significant portion of Wealdstone town centre falls within Flood Zone 3, and development should be set back a minimum of 8 metres from the outer edges of the culverted Wealdstone Brook.
- Improve green infrastructure across the area by making green links between existing high quality open spaces.

Wealdstone East

2.39 This sub area hosts the borough's leisure centre, Byron Park and a significant proportion of the borough's industrial land and uses as well as large residential areas, all important components of the Heart of Harrow's rich diversity. The western edge, along George Gange Way is a good opportunity to announce the place to the thousands of drivers and bus passengers passing through every day. Other considerations include:

- Reinforce the strengths and role of the sub area in providing key community facilities from sports and recreation, meeting places, open spaces, waste management through to local industrial services.
- Retain industrial land to meet local needs, supporting provision for diversity and more intensive employment use where appropriate.
- Improve the standard of the commercial built form through sub area initiatives linked to green zones utilizing the potential for waste treatment technologies on the Depot Site.
- Explore opportunities to improve and enclose the Civic Amenity facility.
- Enhance pedestrian access from Wealdstone town centre to Harrow Leisure Centre and the Green Grid through streetscape improvements along Masons Avenue, Peel Road and Palmerston Road.
- Redevelopment or refurbishment of the Harrow Leisure Centre as the prime leisure facility serving the borough.
- Explore opportunities to redevelop or reprovide the Bryon Hall facility as a multi functional facility as part of enhancements to the Harrow Leisure Centre.
- Deliver on the Green Grid aspirations for the Belmont Trail.
- Residential development to reflect a metroland / Victorian suburban form.

Station Road



Picture 2.3 Station Road looking north

2.40 Running north south between the two centres, the Station Road sub area currently acts a corridor/conduit rather than a destination/ attraction in its own right. The environment is dominated by vehicle movements. Owing to this heavy usage, it is often congested resulting in an uncomfortable environment for commuters but also compromising the pedestrians and cyclists who have to compete with the vehicular congestion. While there is limited opportunity to increase car traffic capacity along Station Road, there is the potential to carry out some public realm improvements, such as resurfacing, footway widening, guardrail removal and junction simplification and, with some rationalisation and restriction of on-street

parking, provide a higher quality walking and cycling environment and some bus priority enhancements to improve the reliability and operating conditions of buses.

2.41 Station Road boasts a significant number of independent retailers, restaurants and other food outlets, and hosts a number of distinct, socially and culturally important buildings along its length that are a strong prompt for significant public realm improvements as well as orientation devices across the Area. Most shops along here are serviced directly off Station Road via lay-bys, adding animation to the street-life. This also means that there are few unsightly service yards. However, the mix of buildings with private forecourts, others with open pavement frontage, differing building heights from 2 to 6 storeys, external materials and roof form all combine to create an area of generally incoherent built form. The Tesco and the Civic Centre sites introduce to the streetscene large areas of car parking which meet the road edge ringed with poor pedestrian and cycle access. These are key sites for improvement. Other considerations include:

- Improve image, function and use through public realm enhancement throughout to reinforce distinctiveness / quality and exploit opportunities to add new public realm / soft landscape into the street.
- Provide special 'stepping stones' of distinct buildings and spaces, set within the High Road boulevard.
- Design improvements consistently across ownership boundaries.
- Address local congestion and improve the environment for all users of the corridor through interventions such as kerb realignment, signaling and junction reconfiguration, and bus stops modification.
- Improve traffic flow through the corridor particularly at key junctions such as Hindes Road and Greenhill Way.
- Improve pedestrian and cycle safety at key crossings.
- Improved connections are needed across Greenhill Way to encourage walking and cycling into the town centre and greater integration with surrounding neighbourhoods.
- Explore opportunities to improve bus access.
- Improve public realm.

- Opportunities to deliver Green Grid proposals within an urban setting.
- Improve the image of existing buildings and strongly promote redevelopment where possible.
- Address the continued interruptions to the building frontages and pedestrian flow, especially on the western side of Station Road.
- As the Borough's longest retail strip, Station Road's predominantly retail character should be retained and complemented with new small scale retail offer.

Harrow Town Centre West



2.42 On the western edge of Harrow Town Centre, this sub area is important in terms of achieving a clear definition to the edge of the town centre (helped by the large Bradstowe House and Neptune Point developments) and also in providing good physical linkages between the residential neighbourhoods and the town centre (via existing subways). The area south of the railway line, though currently not identified for imminent development, should seek to establish a strong and direct relationship with the town centre should development sites come forward. Other considerations include:

Picture 2.4 College Road looking east

- Improve image of the western part of Harrow town centre and establish Neptune Point as the western edge of the commercial area.
- Improve connectivity south to Harrow-on-the-Hill and west to West Harrow and Pinner.
- Improve traffic flow at Pinner Road junction.
- Improve public realm at: Western end of College Road; Headstone Road; Clarendon Road; and Greenhill Way.
- Undertake significant enhancement to the Roxborough Bridge underpass and improve pedestrian link to Harrow-on-the-Hill station and St Anns Road.

Harrow Town Centre



Picture 2.5 Corner of College Road and Station Road

2.43 The Harrow town centre sub area comprises the bulk of Harrow's retail and office stock, and hosts the bus station and Harrow-on-the-Hill station. The impression of Harrow upon arrival at the station is quite poor and can be disorientating. The station's environs themselves are outdated and without step free access, create a poor environment that exacerbates the severance caused by the railway and reduces access to and awareness of spaces such as Lowlands Recreation Ground. Lack of investment in the existing office building stock and associated amenities that create a healthy office environment such as a good collection of restaurants, evening entertainment, and high quality public realm has contributed to a reduction of office tenant numbers in

this sub area and across the town centre. Several large office building tenants have recently relocated away from Harrow, raising the urgency to address the amount of vacant office space and the quality of the offer that will be attractive to businesses locating here in the future.

2.44 The centre's retail offer is focused on the two internal malls, St George's and St Ann's, the pedestrianised retail strip along St Anns Road and the part of Station Road close to the St Ann's Road junction. The higher end retail offer is Marks and Spencer and Debenhams with a host of other popular chains such as Boots, H&M, Curry's etc. The two large shopping malls are inward-looking, making little contribution to the quality of place while creating barriers to comfortable pedestrian movement in the town centre - the direct connection from the station through to St Ann's Road is lost when St Ann's closes in the evening. The public realm of St Ann's Road and the external building envelopes of St Ann's and St George's are all in need of updating, contributing little to the quality or success of the retail environment. College Road too is unimpressive, with few opportunities for orientation and the large development site of the former post office at 51 College Road still undeveloped and making a negative impression on the place overall.

2.45 The town centre needs dramatic uplift to its image and offer to reflect its Metropolitan Centre status. The recent public realm upgrades and new bus routes along Station Road improve the eastern end of College Road have started to address some of these issues but this needs to extend right along College Road to include the Station arrival point. Strong connections to Lowlands Recreation Ground, south of the railway, should be made to incorporate it into the Town Centre. A more diverse offer, including civic and leisure uses, is sought to complement existing uses and enhance the Town Centre character. Further considerations for this sub area are:

- Enhance the Metropolitan character of Harrow town centre and promote development of a scale and type that reaffirms its role as a Metropolitan Centre.
- Create a broader and distinctive retail / leisure offer and diverse evening economy including:
 - New retail provision providing active frontages at the ground level of new development.

- New locations for evening uses.
 - New central library.
 - A network of new public spaces.
 - Improved park amenities.
 - Pavement/outdoor dining.
 - Better lighting.
- New residential development, which will drive demand for an overall improvement in the environmental quality of the town centre, support the daytime and evening economy, and add to the town centre's vitality.
 - Improve Harrow-on-the-Hill Station environs and work proactively with TfL to secure step-free access to platforms at Harrow-on-the-Hill Station.
 - Improve the bus station environs and possible redevelopment of interchange.
 - Improve the visual and physical permeability of town centre.
 - Improve the visual relationship and physical association between the town centre and Harrow on the Hill.
 - Open up sight lines to St Mary's Church.
 - Safeguarding the setting of the Harrow Hill Conservation Area and its range of heritage assets.
 - Create a high quality public realm at College Road, Havelock Place, St Ann's Road and Greenhill Way that provides a distinct sense of place, timeless appeal and unique Harrow town centre identity.
 - Ensure new developments within the town centre use similar materials, providing a more coherent character.
 - Invest in a strategy for office renewal to increase market interest, and support such a strategy through the provision of better amenities, high quality public realm environs, higher quality restaurants, improved outdoor spaces, buildings with contemporary specification as well as improved access and arrival into the town centre.
 - Provide and promote sites for new retail and leisure growth to meet demand and ensure Harrow maintains its market share, and to rebuild the centre's regional role as a key Metropolitan Centre within outer London.
 - Improve pedestrian movement into the rest of the Heart of Harrow, across key roads such as Greenhill Way, to achieve better connectivity across the area.
 - Explore opportunities to address the inward focus of St Ann's and St George's shopping centres, which currently contribute little to the quality or success of the retail environment.
 - Work with the owners of St Ann's Centre to maintain a link between the Station and St Ann's Road after shopping hours.

Harrow Town Centre East

2.46 To the east of Station Road and the Metropolitan town centre, this sub area acts as a useful transition zone between the town centre and residential areas further to the east. A mix of building types and uses within this area, including Platinum House, the Junction Pub and its large pub garden, and the Gayton Road car park create conditions for a continued mix of uses. Other considerations include:

- Create a transition of density and use between Harrow town centre and surrounding residential neighbourhoods.
- Improve connectivity with Harrow town centre.
- Improve the image of town centre's eastern extents upon arrival from the railway.

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- Improve the public realm at junctions with Station Road.
- Improve security / lighting and the quality of existing pedestrian links between Station Road and adjacent streets.
- Explore opportunities to create new pedestrian / cycle links through developments, to reflect desire lines.

Vision and Spatial Strategy **Chapter 3**

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Harrow: ‘The Heart of Metro-land in London’

Defining Harrow’s distinct offer

3.1 Harrow town centre and Wealdstone established and grew as a direct result of the development during the 19th Century of the London to Birmingham Railway and, later, the Metropolitan Railway. The London to Birmingham Railway saw the growth of Wealdstone as a small Victorian industrial town with areas of speculative, higher density terraced housing. In contrast, the Metropolitan Railway encouraged the development of attractive, leafy suburbs along its route and promoted the healthy lifestyle that could be enjoyed within them, using the unifying term ‘Metro-land’. An annual guide to Metro-land was published, encouraging visitors to explore London’s countryside. The guide and railway posters reflected the emerging suburban developments and villages served by the Metropolitan Railway.

3.2 The architect and Director of Architecture of the 1951 ‘Festival of Britain’ regarded Harrow as the ‘Capital City of Metro-land’. Harrow can regain this status - the quantum of development projected by the Core Strategy provides an excellent opportunity for achieving this.

3.3 In recent years, the surrounding centres of Brent Cross, Wembley, Ealing, and Uxbridge have developed more rapidly than Harrow and have become modern centres for retail, business, logistics etc. Harrow needs a unique offer to complement, not compete with these centres. Its high quality green spaces, proximity to London’s Green Belt and excellent links both to central London and to the north are assets that were exploited by the Metropolitan Railway, and which continue to distinguish Harrow from other centres, and form a strong basis for attracting new development and business to Harrow.

What is Metro-land?

3.4 20th Century Metro-land was an attractive leafy neighbourhood, well-connected by rail to central London and the north with good quality houses and schools.

3.5 21st Century Metro-land is an attractive leafy and safe neighbourhood, well-connected by rail to central London and the Midlands with good quality modern housing, first rate education facilities, strong employment opportunities, attractive leisure uses, unique visitor offers and excellent, well-connected green spaces.

What it means to be the Heart of Metro-land?

3.6 The Heart of Harrow provides the perfect opportunity to re-assert this leading role through development that is a modern and contemporary take the existing suburban character of the rest of the Borough, and that contributes quality buildings, spaces and uses to the Area.

The Vision: ‘The Heart of Metro-land in London’

3.7 Harrow’s Area Action Plan has been prepared around a vision of a regenerated and enhanced central area for Harrow that will encapsulate the idea of a 21st Century Metro-land and play a key role in helping to deliver Harrow’s growth over the next 15 years and beyond. The overarching vision for this area as set out in the Core Strategy is described below:

Comprehensive and coordinated regeneration activity will have positively transformed the Harrow & Wealdstone Intensification Area, delivering at least 2,800 net new homes and 3,000 additional new jobs, and creating diverse and varied neighbourhoods where people choose to live and work.

Harrow town centre will be a vibrant and attractive Metropolitan Centre having benefited from additional retail, leisure and hotel development, and having renewed much of its older office stock. It will have developed its role as the prime location for central public services including the relocation of the Council's Civic Centre towards the end of Plan period. Wealdstone will have developed its own, distinctive identity as a successful district shopping centre supported by local residents and a strong business community whose presence has been transformed by the intensification of employment and carefully managed redevelopment of the surrounding industrial estates. Station Road will have benefited from redevelopment and environmental improvement as the principal component that binds the two centres together. Harrow-on-the-Hill Station, Harrow Bus Station and Harrow & Wealdstone Station will be accessible major public transport nodes. New development will have contributed to a coherent new character achieving high standards of sustainability, public realm and residential quality.

3.8 This vision will be implemented by both the Core Strategy and through the AAP. However, it can be distilled into a more specific vision for the AAP, to help realise the concept of the Heart of Metro-land in London:

To regenerate and re-enliven the central hub of Harrow with a distinctive and widely recognised identity as the Heart of Metro-Land in London, providing high quality shopping, recreation, civic, commercial and community facilities that are well connected to the surrounding residential suburbs, and that include well integrated, sustainable high quality new homes that create a sense of community within the Heart of Harrow.

The Objectives: What to achieve

3.9 The main role of the AAP is to provide an efficient and effective way to deliver the Vision for the Heart of Harrow. To do this, the policies and site allocations of the AAP follow a set of overarching objectives. These objectives cover general themes which apply to the whole area, and also specific aspirations for the different sub areas of the Heart of Harrow⁽⁸⁾ as follows:

1. Create a vibrant 'new' place that celebrates Harrow's diversity, exhibits exemplar design, and promotes a strong sense of community.
2. Strengthen the role of Harrow town centre as a prosperous Metropolitan centre within outer London.
3. Regenerate Wealdstone district centre and ensure that employment led redevelopment of the surrounding industrial estates and Kodak site, contribute to its long-term growth and vitality.
4. Improve the amenity and connectivity of Station Road.
5. Increase the Borough's 'visibility' within the west London sub-region and regionally to secure appropriate levels of investment from private and public sector partners.
6. Accommodate a minimum of 2,800 net new homes.
7. Create a minimum of 3,000 additional new jobs
8. Renew Harrow town centre's office stock to meet local business needs.
9. Increase retail, leisure, and hotel provision within both town centres.
10. In the first instance, direct key community facilities serving the entire Borough to locate in Harrow town centre.
11. Secure improvements to the accessibility of parks and open spaces by walking and cycling from within the Heart of Harrow.

8 see Figure 2.1

12. Improve the environmental quality, physical accessibility, capacity and user safety of Harrow-on-the-Hill train station and Harrow Bus Station.
13. Ensure public transport links to employment opportunities outside the area are maintained and enhanced.

The Role of the Sub Areas in Fulfilling the Vision and Spatial Strategy

3.10 The AAP strategy and vision will have some key physical implications across the Heart of Harrow. Starting in the centre, public realm improvements along Station Road will be focused on improving movement between the two centres, whilst creating an attractive public realm along its length, complementing new development along here. Therefore the main objective (Objective 4) for Station Road is to improve its “High Road” character and to enhance its role in linking the two main shopping areas, especially for pedestrians, cyclists and bus users, utilising development sites as “stepping stones” along the way. Public realm improvements, allied to improvements to key junctions to smooth traffic flow, will strengthen the High Road character and enhance functionality and spatial clarity.

3.11 Higher densities will be limited to the road frontage reducing where they meet the surrounding residential area. Street enhancements to Hindes Road and Elmgrove Road will provide a green corridor linking two significant parcels of open space serving the sub area. Greenhill Way car park, Tesco and the Civic Centre are key development sites. An opportunity area, mainly to the east of Station Road has also been identified, where incremental reprovision of retail and mixed use development will be promoted, as well as site assembly to renew large street blocks.

3.12 In addition to the Station Road improvements, Harrow town centre will be the focus for significant changes to help realise the vision for the Heart of Harrow. The sub areas of Harrow Town Centre East and West are essentially areas of transition between the town centre commercial core and the surrounding residential area, with the mix of uses, densities and scale of development gradually reducing towards the sub area boundary. In effect, these two areas form the shoulders of the town centre. Opportunities to improve the existing pedestrian and cycle connections to the main shopping area around Station Road, St Ann’s Road and College Road, and to create new links through development sites, are identified. The block of outdated offices towards the western end of College Road, Lyon House/Equitable House and land in Gayton Road, are key sites within these transitional areas.

3.13 Harrow town centre contains the main retail and commercial core of the Heart of Harrow. It typifies Harrow’s Metropolitan character and development here will be required to be of a type and scale that reaffirms Harrow’s Metropolitan Centre role, by extending the retail and commercial offer and through the creation of a network of quality public spaces. It is the most appropriate part of the Heart of Harrow to locate a tall 'landmark' building, as a marker for important civic uses, public realm and or major transport interchanges. Improving the accessibility of Harrow on-the-Hill station and the quality and capacity of Harrow bus station are important objectives (Objective 12) for the sub area, along with enhancing the public’s use of Lowlands Recreation Ground. The Dandara site at 51 College Road, TfL car parks to the south of Harrow on- the-Hill station, land at Havelock Place, and Lowlands Recreation Ground are shown as key sites within the Harrow town centre sub area.

3.14 Wealdstone, like Harrow, will be the focus for growth, as well as regeneration. A common objective is to create an east west link across the area, improving the connections between Headstone Manor, Kodak, the District Centre and the Leisure Centre to the east. Within the central sub area, the aim is to strengthen and diversify the current retail offer, creating a more specialist

role and refocusing activity around the Headstone Drive, High Street, Canning Road junction. Improving the public realm, particularly around the station and under the railway bridge adjacent to the Crown Court, will do much to improve Wealdstone's image and function as a local centre. A number of small infill sites are scattered throughout the sub area, especially around the junction of Palmerston Road and George Gange Way where development can signal a gateway to Wealdstone and where taller buildings would be appropriate, reflecting the significant change in site levels near The Bridge.

3.15 Wealdstone west comprises land on either side of the west coast mainline railway and includes some of the Borough's longest established employment uses, most notably Kodak and ColArt. Development will be required to create better connections with the existing suburban street pattern and integrate sites with the surrounding Metroland, through a wider mix of employment, community uses and new green links, enabled by housing development. The size of available sites, however, also creates the opportunity for a more distinctive built form and contemporary character.

3.16 Kodak/Zoom Leisure, ColArt, and the Teachers' Centre have been identified as development sites and, together, will make a significant contribution to meeting employment and housing targets and provision of new community and green infrastructure.

3.17 Byron Park and the Leisure Centre are key community assets within Wealdstone east. The main role here will be to improve and diversify the existing leisure offer, and to use development as a transition with the existing suburban fabric and Green Grid proposals.

Spatial Strategy: what this all means

3.18 Reasserting Harrow and the Intensification Area to its Heart of Metro-land status means building on the exceptional, well established Metroland qualities while introducing new qualities to complement and strengthen these. This will involve:

- Changing the land use mix – more residential, more smaller business, less industrial activity, more open space.
- Providing a better retail offer within Harrow town centre – better quality shops and a thriving evening economy.
- More leisure and cultural facilities.
- A smaller office market with reduced office floorspace but of higher quality.
- “Consolidation” of industrial areas and mixed use development of sites no longer suited to large scale manufacturing/warehouse use.
- A wider mix of job opportunities, and higher proportion of SMEs.
- More Metropolitan character for Harrow town centre, with scale and type of development to match including a limited number of tall and/or taller buildings but with an enhanced local role in Wealdstone and low key change in Station Road.
- Strategic sites, outside of the town centres, being developed having regard to the dominant Harrow residential character in respect of housing types (predominantly terraced family), street patterns, plot layouts, set backs and overall quantum of private garden space and public open spaces but embracing contemporary and sustainable design.
- Higher densities in Harrow town centre and central Wealdstone – but still providing for a range of residential unit sizes and with improved local amenities and better integration with the surrounding residential areas and open spaces.

- More green space, more public space and improved Green Grid links.
- More sustainable transport choice, a better pedestrian and cycle environment, and smoother traffic flow in Station Road.



Figure 3.1 The Heart of Harrow AAP Spatial Strategy

Heart of Harrow Policies Chapter 4

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Character and Amenity

Policy AAP1: Development within Harrow town centre

A. Development within all three sub areas of Harrow town centre will be required to strengthen its character, legibility and role as a Metropolitan centre. Proposals should have regard to the general design principles identified in paragraph 4.3 and should:

- a. Contribute to meeting the needs of the town centre in respect of new and enhanced retail, office, leisure, community and residential uses in accordance with the strategic objectives of the Area Action Plan and each sub area;
- b. Provide distinctive, high quality and contemporary design, showing creativity and responsiveness to the local context in a way that contributes to the Metropolitan character of the town centre at every scale including the appearance of the town centre from further afield, the town centre skyline, the sub area, and the street;
- c. Enable comprehensive development of large sites;
- d. Be of a massing, bulk and scale appropriate to the centre's Metropolitan status and make a positive contribution to the immediate site surroundings and wider context;
- e. Incorporate a mix of ground floor uses, including retail, leisure, cultural and community uses to increase the vitality of the Harrow town centre;
- f. Differentiate uses between different levels within a development;
- g. Provide for an adaptable building form at ground and first floor levels, encouraging the reuse and conversion of building space over time;
- h. Re-establish a capillary network of walkways through sites, increasing the permeability of the town centre for pedestrians;
- i. Contribute to a vibrant and attractive public realm;
- j. Where appropriate, make on-site provision of public art; and
- k. Contribute to planned transport improvements.

B. Within the Harrow town centre west sub area, proposals should also:

- a. Maximise opportunities to redefine the image and character of the sub-area as an integral part of the town centre by providing a strong pedestrian amenity and pedestrian links to, from and across the sub area, particularly east-west connections; and
- b. Engage directly and carefully with the streetscape at all sides.

C. Within the Harrow town centre east sub area, proposals should also:

- a. Create a transition between the town centre and surrounding residential development through appropriate scaling of development at the town centre boundary edge; and

b. Improve pedestrian links to the primary shopping area and to Harrow-on-the-Hill Station and Harrow Bus Station.

4.1 Harrow town centre comprises a number of character elements: office development from the 1960s and 70s, retail development from the 1980s and 90s, more recent residential development and surviving (but largely fragmented) fabric from the late 19th and early 20th Centuries. Existing development represents considerable private and public investment in terms of buildings, infrastructure, community facilities, public spaces and urban realm. In this context, Harrow town centre is a valuable resource to the Borough and the region. This is reflected in its Metropolitan status in the London hierarchy of town centres.

4.2 The Heart of Harrow represents the next chapter in Harrow town centre's development history and, whilst many existing buildings are likely to remain, the redevelopment of sites in the centre offers a unique opportunity to meet changing needs and to create a more coherent architectural response. The aim of Policy AAP1 is to ensure that the design of new development reflects and reinforces the town centre's status in the London context. This means more than just the intensity, bulk and scale of development. It is about the design and quality of new development and how it responds to the immediate surroundings and communicates the centre's future as a modern, thriving place. Bland and unresponsive design is unlikely to strengthen Harrow town centre's character and appearance, nor contribute to the creation of a distinctive, identifiable place.

4.3 While the Council considers that every site in Harrow town centre is unique, and therefore will require a bespoke design response, there are some general design principles, in addition to those set out in Policy AAP4, that all new development within the town centre should seek to adhere to. These are that:

- The building's overall form, scale and size should be articulated in a clean, simple manner. Over complication of large buildings should be resisted and, instead, careful attention paid to proportions, degree of visual interest, material quality and detail, generosity of fenestration and clarity of concept.
- The rhythm, scale and proportion of architectural features, fenestration, finishes and colour should harmonise with and complement the streetscape, particularly where this would strengthen the overall effect of the street frontage as a whole and help create a coherent townscape.
- Flat, blank planes or facades, devoid of modulation, relief or surface detail, should be avoided where these are visible from streets and public realm.
- Side or rear walls that are unavoidably blank are an opportunity to introduce creative architectural material solutions that provide interest and a create a sense of depth, including modulation, relief or surface detailing.
- Where site assembly occurs, or large sites enable the development of an extensive street building frontage, that frontage should establish and/or reinforce the existing elevational rhythm through the careful introduction of building separation and/or variation in building height, form and/or design and/or materials to avoid monotonous building façades as viewed from streets and public realm.
- Where streets of a similar scale intersect or terminate a vista, or are visually prominent, the design of buildings on corner sites should respond to the corner position and ensure an appropriate, careful transition between the two adjoining street frontages.

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- Generally, the main building entrance for corner blocks should be located on the corner at street level and designed as an integral part of the corner element, with attention paid to pedestrian flow and to appearance.
- The use of durable, high quality and easily maintained materials on the exterior of buildings is encouraged. Materials and textures should respond to existing high quality examples helping to create coherence across the town centre.
- Internal space at all levels within the building should be designed to maximise outlook for occupants onto streets, open spaces and public realm.
- Uses which engage and activate streets, through site links and public open space at ground level are encouraged. Where public realm is created, the continuity of building lines to the street should be considered.
- On high streets, ground floor uses must be active, non-residential, and shop fronts and entrances well designed so that together there is a sense of individuality within a coherent whole. Brash, garish retail facades should be avoided.
- Parking areas that are located within buildings and are visible from streets or public realm are strongly discouraged. It is expected that building space with active uses will be provided between car parking areas within buildings and street and public realm frontages. Ventilation and fumes from parking structures or other uses should also not be exhausted into the adjacent pedestrian environment.
- Re-use and renovation/restoration of buildings that contribute positively to the character of the area is encouraged.
- Building accesses should incorporate appropriate design features, which contribute to a safe and comfortable pedestrian environment, including for the mobility impaired.
- Separate pedestrian entrances should be provided for mixed use developments which incorporate residential activity.
- The design of vehicle ingress and egress to sites should be primarily considered from the perspective of pedestrians and cyclists, particularly in terms of visibility and the use of paving materials.

4.4 The above design principles do not seek to constrain architectural invention and design flair but rather, seek to ensure that together, all future developments in the town centre contribute to a coherent sense of place, rich and subtle in variation.

4.5 There is need to provide for a range of activities within the three sub areas of Harrow town centre including office, retail, services, cultural, leisure & entertainment, residential and hotel accommodation, community facilities and supporting infrastructure. The intention of the Area Action Plan is to enable those needs to be fully met. Beyond matters of architectural merit, the Plan recognises that the sustainability of Harrow town centre depends upon it being a mixed use area, able to adapt and change over time to respond to changes in economic and market conditions. Within this context, the comprehensive redevelopment of existing sites and buildings provides the best potential to meet the aims of the AAP to strengthen Harrow town centre's character and

appearance whilst ensuring new development is functional, adaptable to reuse for a variety of purposes, and can overcome potential tensions and requirements for compromise within and beyond the development site boundary.

4.6 In addition to high design and material quality of new buildings, the Council expects that town centre users, especially occupiers of new and existing development, will demand a high quality environment and a secure public domain within the town centre. This includes access to adequate sunlight, quality public spaces that are not degraded by inappropriate development, and modern, integrated and efficient transport facilities. The intent of the Plan is to ensure that these needs are met.

TYPOLOGIES



Figure 4.1 Proposed Urban Realm Improvements for Harrow Town Centre

Policy AAP2: Station Road

A. Development within the Station Road sub area will be required to make a positive contribution to its environment and identity. Proposals along the Station Road frontage should:

- a. Be of massing, bulk, scale and design that helps create a coherent boulevard character, complemented by a series of special 'stepping stones' – carefully chosen and designed existing and new buildings and spaces that enhance visibility, increase access to surrounding areas, and aid orientation;
- b. Provide active, viable and serviceable non-residential ground floor frontages;
- c. Create a single, clearly defined streetscape through provision of a consistent building line within each parade and the promotion of a coherent appearance to private forecourt areas along Station Road; and
- d. Contribute to planned improvements to the public realm and road junctions, and to the creation of a green boulevard. On sites that create new public realm, the Council will require a consistent finish that will result in a seamless connection with the planned or delivered improvements in Station Road.

B. The design and layout of development within the Station Road sub area must respect the scale and character of surrounding residential areas and maintain or increase pedestrian and cyclist permeability between surrounding residential areas and public transport facilities.

C. The Council will seek to realise any opportunity that emerges to remove the existing cladding from the Safari Cinema building and restore the Art Deco façade.

4.7 Station Road currently suffers from a poor environment and no distinctive identity. Consistent with the spatial development strategy, Station Road's role within the Heart of Harrow will be one of a 'high road' linking a modern and diverse Harrow town centre with the more Victorian, industrial character of Wealdstone. Although the smallest component of the Heart of Harrow, the redevelopment of sites within the Station Road sub area still have an appreciable contribution to make to the Heart of Harrow's job and housing growth targets and offer the opportunity to create an urban boulevard character along the Station Road frontage. The Policy therefore seeks to realise the potential that exists, through redevelopment, to provide an active frontage along both sides of the road, to improve the continuity of building lines, reduce the presence of unsightly and unused forecourts, and to provide a more coherent streetscene. A simple, uncomplicated but modern design, exhibiting quality external finishing, is likely to be the most effective way of achieving a coherence between different developments and existing buildings along the Station Road frontage.

4.8 To assist this physical change, the Council will consider the removal of the inset parking areas, which currently break up the continuity of the building lines within parades, and replace these, where appropriate to do so, with short term on street parking. Alternatively, such areas may be best used to improve conditions for bus operators and users, and to increase the available space for pedestrians and cyclists.

4.9 The Council and its partners are committed to improving the public realm of Station Road. Funds raised through the Harrow Community Infrastructure Levy, together with any site specific requirements made available as a result of Planning Obligations, will be used and co-ordinated to deliver safe, accessible and legible surfaces and the creation of a green, tree-lined boulevard which benefit pedestrians, cyclists and bus users. On sites that create new public realm, a consistent finish will assist in a seamless connection with the planned or delivered improvements along the remainder of Station Road, and again aid in providing much needed continuity.

4.10 Station Road enjoys a high level of public transport accessibility and provides a direct pedestrian desire line between Wealdstone and Harrow town centre, with Harrow Civic Centre, the Harrow Mosque, the Safari Cinema and Tesco supermarket providing major destinations along the route of Station Road. However sites in Station Road also interface with quieter, more suburban residential areas to the east and west and this relationship needs to be carefully managed.

4.11 The Safari Cinema in Station Road is a valuable community asset. Converted from a larger, original 1930s single screen cinema, the building has been subdivided to provide for a smaller cinema screening 'Bollywood' films and a bingo hall. In an attempt to modernise the image of the premises during the 1960s the Station Road façade was cladded to screen the original, Art Deco design. The cladding is now coming to the end of its useful life and its removal would provide an opportunity for the restoration of the original façade, which would be a major asset in the streetscene of Station Road.

Policy AAP3: Wealdstone

A. Development within all three Wealdstone sub areas will be required to strengthen the district centre, including the High Street's vibrancy and vitality, and improve the environment and identity of the Wealdstone area as a location for business and industrial activity and for family living.

B. New development within the three sub areas of Wealdstone is expected to contribute to a programme of urban realm enhancements based around Harrow & Wealdstone Station and the promotion of better east-west pedestrian and cycle links (See AAP7).

C. Proposals for the development of identified Opportunity Sites within the three Wealdstone sub areas should be in general conformity with the site objectives and development parameters for each site set out in Chapter 5.

D. Within the Wealdstone Central sub area proposals should also:

- a. Be of a massing, bulk and scale appropriate to its district centre designation and to the site surroundings;
- b. Contribute to the enhancement of the urban realm and visual amenity of the district centre as a key transport gateway into the Heart of Harrow;
- c. Contribute to the broader east-west connectivity set out in the Vision;
- d. Provide a design which respects, and relates positively to, the centre's heritage and character in terms of architecture, streetscape and road layout;
- e. Make a positive contribution to the perception of safety and security within the centre; and
- f. Create an accessible, family friendly environment.

E. Within the Wealdstone West sub area proposals should also:

- a. Support Wealdstone's strategic employment function, and help nurture existing and new uses, seeking creative non-residential re-use of industrial buildings and sites where possible;
- b. Improve pedestrian and cycle access and connections across and from the Wealdstone West sub area to Wealdstone district centre and beyond to the Harrow Leisure Centre and Station Road;
- c. Provide a design which creates a sense of place but one that is clearly related to, and an extension of, Wealdstone;
- d. Ensure the design and character of both the leading land use and any enabling development conforms to the relevant policies of the Area Action Plan;
- e. Make provision for community uses that are not appropriate to locate within the district centre;
- f. Contribute significantly to the enhancement and delivery of the Harrow Green Grid; and
- g. Contribute to the quantity, quality and accessibility of existing open space and outdoor playing pitches serving the sub area.

F. Within the Wealdstone East sub area proposals should also:

- a. Improve pedestrian and cycle access to the Harrow Leisure Centre from Station Road and Wealdstone district centre;
- b. Be of a scale and intensity that supports a transition in building form from the Wealdstone Central and Station Road sub areas, through to the eastern edge of the Wealdstone East sub area and the suburban Metroland beyond; and
- c. Contribute to the provision and feel of a leisure and family orientated neighbourhood within developments of a density higher than traditional Harrow suburban environments.

4.12 The plan seeks to exploit the potential of Wealdstone as a separate and distinctive development location to Harrow town centre, and seeks better east-west linkages across its wider extents. Wealdstone has its origins as a Victorian, industrial town served by its own hinterland of terraced houses and commercial centre. Whilst industrial restructuring continues to see the loss of established industrial employers from the area and a diminished town centre vibrancy, the fundamental character of Wealdstone remains one of economic activities and Victorian family housing. The Intensification Area provides the opportunity, through development, to restore and indeed strengthen Wealdstone's distinctive historical identity and environment for business and industrial activity and family living.

4.13 As the intensity of change within Wealdstone district centre is likely to be more modest than that of Harrow town centre, the relationships that exist between proposal sites and their immediate surroundings in Wealdstone will require satisfactory resolution on a case by case basis. As in Harrow town centre, the Council will expect any conflict to be resolved through the design process.

4.14 Perceptions of crime and poor safety within Wealdstone can have a significant psychological effect on people's willingness to use the centre and in turn, therefore, creates a significant self-fulfilling barrier to regeneration. This is not aided by Wealdstone Station, which has a particularly isolated feel, separated from the High Street by oversized roadspace and poor environs at the station entrance. Increasing levels of activity for all within the centre, particularly during the evening, and exploiting opportunities to design-out crime will make an immediate difference.

4.15 Development within the Wealdstone West sub area offers the opportunity to introduce a new employment and residential Metroland form for Harrow. Priority for development within the sub area is to secure and support Wealdstone's continued strategic employment function, through provision for enabling development, creating modern, viable premises tailored to foster and grow Harrow's Small to Medium Enterprise (SME) sector, as set out in Policy AAP14 and Policy AAP15, but not at the expense of existing industrial uses.

Policy AAP4: Achieving a High Standard of Development throughout the Heart of Harrow

A. All development throughout the Heart of Harrow should:

- a. Use high quality, durable and serviceable materials to the external finishes of buildings;
- b. Conserve and enhance the significance of heritage assets, including their settings;
- c. Contribute positively to the wider context in terms of form, ground floor use, and engagement with public pedestrian and cycle routes;
- d. Incorporate 'Secure by Design: Designing out Crime' principles;
- e. Create attractive, active and safe streets and public open spaces, which create a sense of community and are consistent with Policy DM2 of the Development Management Policies DPD: *Achieving Lifetime Neighbourhoods*;
- f. Ensure green infrastructure, including soft landscaped areas, are integrated as part of the overall design strategy for the site;
- g. Maximise opportunities to increase pedestrian permeability and to implement the Harrow Green Grid;
- h. Seek to integrate fully with, and be respectful of, the existing street grain and character;
- i. Incorporate sustainable building and site design which responds to the impacts of climate change and takes a long-term view of energy and water efficiency, having regard to the relevant Policies of the London Plan and to the guidance set out in the Council's Sustainable Building Design SPD; and
- j. Make satisfactory on site provision for the disposal and storage of waste and recycling generated by future occupiers of the development.

B. New homes within the Heart of Harrow must achieve a high standard of residential quality having regard to the privacy and amenity considerations set out in Policy DM1 of the Development Management Policies DPD: *Achieving a High Standard of Development*, and any related supplementary planning document.

C. Development that would prejudice the future development of other parts of a site, adjoining land, or which would frustrate the delivery of adopted plans and allocated Opportunity Sites in Chapter 5, will be resisted.

D. Where more sensitive character and appearance relationships exist between a site and its surroundings, the Council will expect this to be satisfactorily resolved through the design process.

4.16 The Heart of Harrow will deliver a scale of physical change to central Harrow and Wealdstone not witnessed since the original development of the area in the 19th and early 20th Centuries. Most of the buildings erected as a result of this Area Action Plan should still be *in situ* at the beginning of the 22nd Century, and if the Heart of Harrow is to be a success it must create a place where people will be happy to live and work for decades to come.

4.17 Lifetime neighbourhoods (see Policy DM2 of the Development Management Policies DPD) are a natural extension of the lifetime home principle; that is, neighbourhoods which are accessible and comfortable for everyone regardless of age, health and physical ability. The creation of an accessible and comfortable environment is inextricably linked to the sustainability of the public realm (also see Policy AAP7). Streets and places that are safe, clutter free and inclusive benefit and help to sustain mixed and balanced communities.

4.18 There are multiple benefits to encouraging walking and cycling, not least reduced pressure on transport infrastructure, air quality and the positive health effects of physical activity to the individual. Where opportunities arise to improve safe pedestrian and cyclist permeability within the Area or from adjoining areas, the Plan seeks to ensure these can be fully exploited. Likewise the extension and enhancement of the Harrow Green Grid.

4.19 The Council is committed to the creation of sustainable, high quality living environments throughout the Borough. Within the Heart of Harrow, the development of homes to higher densities than traditionally achieved in Harrow will require innovative design to ensure appropriate sustainability measures can still be accommodated and established concepts of privacy and amenity are still met (see Policy DM1 of the Development Management Policies DPD).

4.20 The Heart of Harrow is tasked to generate at least 3,000 permanent jobs through the delivery of new and renewed industrial, business and service sector floorspace. Economic development and housing growth within the Area itself provides an opportunity to benefit local residents through support for construction and similar employment training programmes operated by or on behalf of the Council. These programmes are of particular benefit to those in need of skills development and the long term unemployed, and are of value in relation to the Core Strategy objective to help reduce deprivation. Provision for these schemes will therefore be sought in Planning Obligations for all major development within the Heart of Harrow.

Policy AAP5: Density and Use of Development

A. Development proposals on sites allocated in this Plan should be in general conformity with the relevant sub area and site objectives and site development parameters set out in Chapter 5.

B. Development proposals on other sites within the Heart of Harrow will need to demonstrate the contribution they will make to delivering the overall objectives of the Heart of Harrow and the relevant sub area objectives.

C. Residential development proposals should achieve densities within the appropriate range set out in the London Plan.

D. Regard should also be had to the character of the surrounding area and the need to secure a neighbourly relationship when determining the appropriate density of development to be achieved on the site.

E. Proposals that represent over development or fail to make an appropriate contribution to the delivery of the Area Action Plan's objectives will be refused.

F. On large sites with long delivery timetables, temporary uses of clear local benefit will be supported.

4.21 A range of development typologies and densities have been modelled as part of the preparation of this AAP⁽⁹⁾ and, informed by public consultation and the selection of a preferred spatial option for the Intensification Area, the homes and jobs targets identified in Chapter 5 are the result of that work. Addressing the relevant site constraints/dependences, design considerations and infrastructure requirements will help to ensure that development addresses growth in a sustainable manner. The successful delivery of sustainable growth within the Heart of Harrow relies to a significant degree, on the plan-led sustainable development of the sites allocated in chapter 5.

4.22 The Council anticipates that windfall development sites will also come forward within the Heart of Harrow during the life of this Plan. Having allocated sufficient sites to meet and exceed the Area's minimum housing and jobs targets, previously-developed windfall sites offer the opportunity for additional growth and investment which will be welcomed where it is consistent with the policies of the Plan and contribute to the delivery of the strategic and sub area objectives.

4.23 Within the Heart of Harrow, new housing development is expected to deliver higher densities than traditionally achieved in Harrow. However, higher densities are not synonymous with over development. The London Plan sustainable residential quality density matrix seeks to optimise the potential of sites, taking account of a range of other factors including local context, design, the delivery of a high quality living environment and supporting infrastructure.

4.24 Some existing development within Harrow town centre creates a sudden, unapologetic change of character between the centre and neighbouring residential roads. Such abrupt change is, if sensitively handled, of merit in emphasising the centre's status and dominance, and in helping to define the town centre boundary. Elsewhere throughout the Heart of Harrow, a graded transition between development and existing residential areas will be more appropriate to the local context.

4.25 Potential site layouts shown in Chapter 5 for each site justify site allocations by demonstrating feasibility; they are indicative only, not prescriptive. The sub area objectives and site specific development parameters set out in Chapter 5 have been formulated to give effect to the Heart of

9 See the Harrow & Wealdstone AAP issues and options document and (2011) and the Heart of Harrow baseline report and technical papers (2011).

Harrow's overall objectives. Departures from this guidance need not be unacceptable where an alternative proposal nevertheless delivers on the relevant objectives for the site, the sub area and the Heart of Harrow.

4.26 On large sites, with long delivery timetables, in preference to the whole site being boarded up for redevelopment, consideration should be given to whether the phasing of development may enable appropriate temporary uses of some existing buildings on-site, avoiding the potential for substantial lengths of a street frontage being dominated by blank hoardings and inactive for long periods.

Policy AAP6: Development Height

A. The appropriate height of development of Opportunity Sites within the Heart of Harrow will be guided by the parameters sets out for each site in Chapter 5 and the relevant policies below.

B. For all other development proposals, the Council expects buildings heights to be of a scale consistent with the site's surroundings, including nearby sites, having regard also to the need to achieve a high standard of development in accordance with Policy AAP4, the context of the site, and the delivery of the AAP objectives.

C. Proposals for taller buildings that project above the prevailing height of the surrounding area must be justified in community benefit as well as urban design terms and should conform to the following general design requirements:

- a. Be of a high standard of architectural quality and design;
- b. Protect and preserve existing important views and conserve and enhance the significance of heritage assets and the wider historic environment that would be sensitive to taller buildings;
- c. Be sensitive to, and engaging with the street environment, and designed to encourage use of the street by pedestrians;
- d. Provide for an articulation of the prevailing parapet height of adjacent buildings, even in instances where development proposals would exceed this; and
- e. Avoid a canyon effect.

D. Proposals for tall buildings will only be considered acceptable if they represent 'landmark' buildings. Such proposals will be considered in accordance with the criteria set out in the London Plan and should:

- a. Be located to draw attention to locations of civic importance, major public transport interchanges; and areas of important public urban realm;
- b. Be of the highest architectural quality and design;
- c. Accord to the principles and limits set out in Policy DM3 of the Development Management Policies DPD: *Protected Views and Vistas*;

- d. Be slender and elegant in design, tiered and stepped where necessary to further reduce bulk, and not slab like when viewed from any direction;
- e. Create a simple and legible building profile that enhances and adds visual interest to the skyline;
- f. Contribute to the overall townscape, both during the day and night, and achieve a positive relationship with surrounding topographical features and buildings at all sides;
- g. Protect and preserve existing important views and conserve and enhance the significance of heritage assets and the wider historic environment that would be sensitive to tall buildings;
- h. Ensure that the façade, treatment and material articulation of the building is well proportioned, visually interesting and well designed with high quality materials, maintaining its attractiveness over the lifetime of the building, and contributes to its overall elegance and legibility;
- i. Ensure that fenestration is generous, well proportioned and contributes to a sense of coherence and simplicity of form;
- j. Incorporate a high quality urban realm fronting the tall landmark building; and
- k. Secure a complete and well designed setting at street level, including active ground floor uses, and positively define the character of the public realm.

E. Where a proposal for a tall landmark building includes the development of other buildings on the site, the height of all other buildings shall be significantly subordinate to the tall landmark building.

F. Proposals for or resulting in clusters of tall landmark buildings are inappropriate within the Heart of Harrow and will be resisted.

G. Development of inappropriate height and proposals for tall landmark buildings that conflict with London Plan, the findings of the Harrow Views Assessment (2012) and local criteria will be refused.

4.27 The Heart of Harrow will see significant private sector investment in new development over the next fifteen years. Proposals have and will continue to come forward that challenge the existing urban form, including buildings heights and densities. The appropriate height of new development on allocated sites in Chapter 5 have been arrived at having regard to the Heart of Harrow Urban Character Analysis (2012) and the outcome of consultation on alternative strategic options for growth that was undertaken in the course of preparing the AAP.

4.28 Taller and tall landmark buildings, being prominent and visual features, can affect everyone. Apart from being places to live or work in, their presence can create a sense of place and give an impression, whether good or bad. They also break into the scale, rhythm and grain of the existing urban form. However, if well designed, of high architectural quality, and located in the right places, such development can also enhance and contribute to the attractiveness of an area.

4.29 Given their scale, and the significant change and impact they can have on a local area, townscape and skyline, national guidance⁽¹⁰⁾ and the London Plan (2011) emphasise the importance of a plan-led approach to the management of tall building proposals. Policy AAP6 fulfils this requirement for the Heart of Harrow. If necessary, further supplementary guidance will be provided to aid clarity to the policy's application.

4.30 The evidence underpinning the AAP demonstrates that tall buildings are not an essential part of the urban intensification of the Heart of Harrow⁽¹¹⁾. Having regard to the role and function tall buildings are to perform in the context of the spatial strategy for the Heart of Harrow are as 'landmark' buildings to help orientate and identify locations of public importance.

4.31 It is essential that tall landmark buildings contribute to the overall townscape and landscape. By its very nature, a tall landmark building will contrast with its surroundings. Nevertheless, there will be a natural limit to the desirable height of the building. This is partly dependent upon the profile of the building and how this relates to the wider landscape and partly dependent upon the site's capacity to absorb/accommodate the intensity of uses generated by a large building.

4.32 Tall landmark buildings grouped in clusters can have a considerable visual impact over a wide area and, even if exhibiting architectural merit, if poorly related to the local context can have a negative impact on that context.

4.33 Existing buildings within the Heart of Harrow provide outstanding views over London enabling tall structures such as the BT Tower, the Canary Wharf development, the Shard and the Crystal Palace television transmitters to be clearly identified. The buildings also provide commanding views of the local landscape – towards Harrow Weald Ridge and Hertfordshire – as well as longer range views towards Surrey and Berkshire. Consistent with London Plan Policy 7.7C(h) the Council considers that proposals for taller and tall landmark buildings within the Heart of Harrow may offer the opportunity for the public to enjoy views available from these higher buildings, recognising that the provision of publicly accessible areas on upper floors is likely to depend upon the feasibility of achieving suitable means of access for the public and the viability of uses needed to sustain that access.

4.34 Development proposals of inappropriate height and proposals for taller and tall landmark buildings that are at odds with the policy framework provided by the London Plan, the Council's Urban Character Analysis (2011) and this Area Action Plan will be resisted.

Policy AAP7: Creating a New Public Realm

A. All development proposals within the Heart of Harrow should contribute to the creation of a high quality, accessible, safe and attractive public realm through:

a. use of an approved, simple palette of sustainably sourced surface materials;

b. a reduction in street clutter and the rationalisation of existing street furniture wherever possible; and

10 CABE/English Heritage: Guidance on tall buildings (2007).

11 See Heart of Harrow Urban Character Analysis (2012) and the Harrow and Wealdstone Area Action Plan Regulation 21(1)(c)(i-iv) Consultation Statement (May 2012). In contrast to other parts of London, tall buildings are not required to provide a solution to housing need; alleviate a strain on the road network; provide a catalyst for regeneration; or signal a critical mass of commerce activity.

c. judicious implementation of electric car charging points, wayfinding signs and infrastructure for cyclists, where these do not add to street clutter.

B. Where required, and where directly related to a development scheme, such improvements will be secured through the use of Planning Obligations.

C. Within Harrow town centre, priority will be given to the delivery of public realm improvements to the Junction Road underpass, the intersection of St John's, Lyon and Station Roads, St Ann's Road, and College Road in the area of Harrow Bus Station and the approach to Harrow-on-the-Hill Station.

D. Within Wealdstone district centre, priority will be given to the improvement of east-west links through the centre and, in particular, the connectivity of the centre with the Kodak/Zoom Leisure site in the west and the Harrow Leisure Centre in the east.

E. New areas of public realm should be designed carefully to accommodate and strengthen pedestrian and cycle linkages to surrounding areas, enhance social use and legibility, and be flexible in function.

F. Major development proposals on sites affecting an identified new view corridor must contribute to the realisation of that new view. All proposals within the Heart of Harrow must comply with Policy DM3 of the Development Management Policies DPD: *Protected Views and Vistas*.

4.35 The Heart of Harrow Urban Character Analysis (2012) criticised the quality of the public realm across all sub areas that make up the Heart of Harrow. It found that the generally low standard of Harrow town centre's public realm undermines the centre's Metropolitan centre status, whilst the environment of Station Road is uninviting to pedestrians and cyclists, and Wealdstone's public realm is at best functional. Even in more transitional/leafy parts of the Heart of Harrow, the public realm is let down by poor quality surface materials, lighting and other street furniture. The Council is committed to the delivery of a high quality, public realm across the whole of the Heart of Harrow. In conjunction with development to provide new homes, employment and leisure opportunities, the renewal of the public and private spaces that make up the public realm is necessary both to support the Area's regeneration and sustainability objectives.

4.36 Proposals involving modifications to existing public realm, or the creation of new public realm, will be expected achieve a high quality finish in accordance with this policy. Other proposals for major development will be required to contribute to the improvement of the public realm within the vicinity of the site through a Planning Obligation.

4.37 To compete successfully as a Metropolitan centre, it is vital that Harrow town centre provides a modern, inviting appearance for residents, visitors, employees and potential investors. The Station Road part of Harrow town centre has recently benefited from public realm investment by Harrow Council and Transport for London to restore two way bus traffic and create an attractive, clutter free and accessible environment. St. Ann's Road is the main pedestrianised thoroughfare within the centre and sits at the heart of Harrow's primary shopping area. Since its formation in the 1980s there have been a series of incremental investments but no overall comprehensive renewal, and the need to address the issue of cross-traffic using Havelock Place remains. Improvements are also needed in College Road particularly focusing upon the environment around

Harrow-on-the-Hill Station entrance, Harrow Bus Station and St. Ann's Shopping Centre. Within Harrow town centre, these areas will be the Council's first priority for investment in, and delivery of, public realm improvements.

4.38 Wealdstone High Street benefited from investment in 2007 as part of a joint Harrow Council and Transport for London project to restore two-way bus and other through-traffic. Although further improvements to the High Street will be needed during the plan period, a more immediate pressing need is to improve the quality of links eastward towards Wealdstone's Victorian housing areas, and westward to secure a clear connection with development at the Kodak site. Both connections involve significant challenges. The housing areas and Leisure Centre to the east were severed from the centre during the 1990s by the formation of George Gange Way, and this road remains a major barrier to pedestrian movement. The Kodak site is severed from the centre by the West Coast mainline with pedestrian access currently provided only by a dark, heavily trafficked underpass. As part of the regeneration of Wealdstone district centre, it is vital that the town reconnects with its constituent housing areas and maximises the growth opportunity presented by the redevelopment of the Kodak site. Therefore, within Wealdstone, it is these east-west connections that will be the Council's first priority for investment in and delivery of public realm improvements.

4.39 Advertisements are a significant component of the public realm. Freestanding advertisements, A-boards and gantry signs have a valid presence in commercial environments but add to the perception of street clutter and are too often disruptive to pedestrian flows. Fascia signs, projecting signs and shopfront shutters also impact upon the public realm. For the avoidance of doubt, this Policy together with Policy DM5 of the Development Management Policies DPD will apply to applications for advertisement consent within the Heart of Harrow.

4.40 Harrow's Core Strategy (2012) recognises the potential for the Heart of Harrow to strengthen, rather than threaten, the visual significance of Harrow Hill and St. Mary's Church by the formation of new views from within the Area. To inform the preparation of this Area Action Plan and the Development Management Policies DPD, the Council commissioned SLR Consulting to re-assess the list of locally important public views as well as to consider the value of other, hitherto unidentified public views. The work also provides an objective assessment of the potential to create new views of public value; these are listed at Schedule 3 of the Development Management Policies DPD, and those relevant to the Heart of Harrow are shown on Figure 4.1 associated with Policy AAP8, and on the relevant site allocations of Chapter 5.

4.41 Policy DM3 of the Development Management Policies DPD affords protection to all locally important views and vistas, and requires the design and layout of all new development to consider opportunities that may be present on site to create new viewpoints, views and vistas at neighbourhood level.

Character and Amenity: Signposting to Policies in the Development Management Policies DPD

4.42 5.1.61 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM2: *Achieving Lifetime Neighbourhoods*

4.43 Relevant to proposals for new build development, changes of use, the public realm and bus stops.

- Policy DM3: *Protected Views and Vistas*

4.44 Relevant to any proposal affecting an identified view or vista shown on the Harrow Policies Map.

- Policy DM4: *Shopfronts and Forecourts*

4.45 Relevant to proposals for shopfronts, shutters, fascia, and forecourts.

- Policy DM5: *Advertisements*

4.46 Relevant to proposals for signs requiring consent.

- Policy DM45: *Waste Management*

4.47 Relevant to all development

Conservation and Heritage

Policy AAP8: Enhancing the Setting of Harrow Hill

A. Development proposals within the Heart of Harrow should enhance the setting of the Harrow on the Hill Area of Special Character by:

- a. Contributing to the formation of a coherent urban form that engages with and enhances Harrow Hill;
- b. Contributing to the formation of an urban silhouette that adds interest to the skyline in long range views and to and from Harrow Hill;
- c. Not adversely affecting views of or from Harrow Hill and St. Mary's Church; and
- d. Where relevant, realising opportunities to open up new vistas of St. Mary's Church and Harrow Hill from within the Heart of Harrow.

B. Telecommunications equipment and other apparatus of a scale that would appear in the urban silhouette of the Heart of Harrow will not be permitted.

C. Proposals that are detrimental to the setting of Harrow on the Hill Area of Special Character will be refused.

4.48 As the dominant local topographical feature, hosting the Borough's most historic settlement, Harrow School and significant components of heritage, Harrow Hill makes an important contribution to the sense of local culture and identity. Together with its Metropolitan Open Land and substantial tree cover, Harrow Hill continues to be recognised as an Area of Special Character. The extent of the Harrow on the Hill Area of Special Character is shown on the Harrow Policies Map.

4.49 Harrow's spatial vision seeks the conservation and enhancement of the special character of Harrow Hill. Core Strategy Policy CS1B requires development to respond positively to local and historic context and to reinforce the positive attributes of local distinctiveness. Whilst Policy DM6

of the Development Management Policies DPD provides criteria for the consideration of proposals within Areas of Special Character, the Core Strategy recognises the sensitivity of the relationship between the Heart of Harrow and the Harrow on the Hill Area of Special Character. Policy AAP6 sets out criteria for the consideration building heights and proposals for tall landmark buildings. This policy, which will apply to the consideration of redevelopment proposals in the Heart of Harrow including but not limited to tall landmark buildings, sets out the criteria by which development will be expected to enhance (and not harm) the setting of the Harrow on the Hill Area of Special Character.

Compact Urban Form

4.50 The comparatively dense, urban form of the Heart of Harrow and, in particular, Harrow town centre contributes to the sense of place in long range views of Harrow Hill, and in views out from the Hill towards the Green Belt. The presence of a compact urban form is a visual reminder of the role of Harrow and Wealdstone at the heart of, and serving, the wider suburban landscape of the Borough. It also provides a link to the Borough's heritage: the development of Wealdstone as a Victorian industrial settlement following the completion of the London to Birmingham Railway, and the migration of commercial and administrative activities from Harrow Hill to Greenhill following the extension of the Metropolitan Railway to Harrow. Today, St. George's and St. Ann's Shopping Centres, office blocks and more recent mixed-use development re-enforce Harrow's important role as a Metropolitan centre within London.

4.51 The Harrow & Wealdstone Intensification Area offers the opportunity to strengthen the unique sense of place created by the juxtaposition between the urban lowlands and Harrow Hill, and in so doing enhance the setting of the Harrow on the Hill Area of Special Character.

Improved Urban Silhouette

4.52 The skyline and silhouette of Harrow on the Hill offers an important part of Harrow's identity and image. The relationship between the silhouette as seen from the North, and that of Harrow town centre has needed to be improved for many years. Through the process of intensification, and adherence to site specific guidance and Policy AAP6, a new positive urban skyline can be provided which is able to be viewed from all sides, engage across both sides of the railway, and importantly, offer more views to Harrow on the Hill than have previously been available.

4.53 An unduly cluttered urban silhouette could be detrimental to the setting of the Harrow on the Hill Area of Special Character. The silhouette should therefore be as much about views between the building mass as well as the buildings themselves.

Views of Harrow Hill and St. Mary's Church

4.54 The verdant profile of Harrow Hill together with the spire of historic St. Mary's Church provide a backdrop to Harrow town centre in particular, and a reference point more generally in the wider landscape of the rest of the Heart of Harrow. Public consultation exercises have repeatedly shown that Harrow Hill and St. Mary's Church are highly cherished components of the Borough's landscape, and their appreciation from within the built up area makes a significant contribution to Harrow's sense of place and local distinctiveness. By the nature of buildings, spaces and the relationship between Harrow Hill and its northern lowlands, there are numerous glimpses, views and vistas of Harrow Hill and St. Mary's Church from within the Heart of Harrow and beyond. This

policy affords protection to those views and vistas independently identified as being of significant public value and seeks to strengthen the sense of place and local distinctiveness by realising opportunities to open up views and vistas of Harrow Hill and St. Mary's Church.

4.55 All local views⁽¹²⁾ of public value are identified within Schedule 3 of the Development Management Policies DPD. The identification of local views has been informed by the Harrow Views Assessment (2012), which was commissioned to provide a comprehensive re-appraisal of all views previously identified in the Harrow Unitary Development Plan (2004) and an assessment of the potential public value of other, previously unidentified views or view opportunities. The Study was carried out in accordance with the London View Management Framework. The Assessment (2012) also found that, at present, there are few visual connections between Harrow town centre and St. Mary's Church, and that further views from St. Ann's Road, College Road and Greenhill Way would provide a stronger sense of place and a greater degree of legibility. Once lost to development, opportunities to create new views are unlikely to be regained. Identified opportunities to open up new views are shown on the site allocations in Chapter 5, and over the plan period further opportunities may emerge for 'windfall' new views and vistas of public value.

4.56 The Harrow Core Strategy provides a clear commitment to the protection of all identified local views⁽¹³⁾.

12 This includes views out from Harrow Hill and views towards the Green Belt, as well as views specifically of Harrow Hill and St. Mary's Church.

13 Including views from Harrow Hill and elsewhere towards the Green Belt.

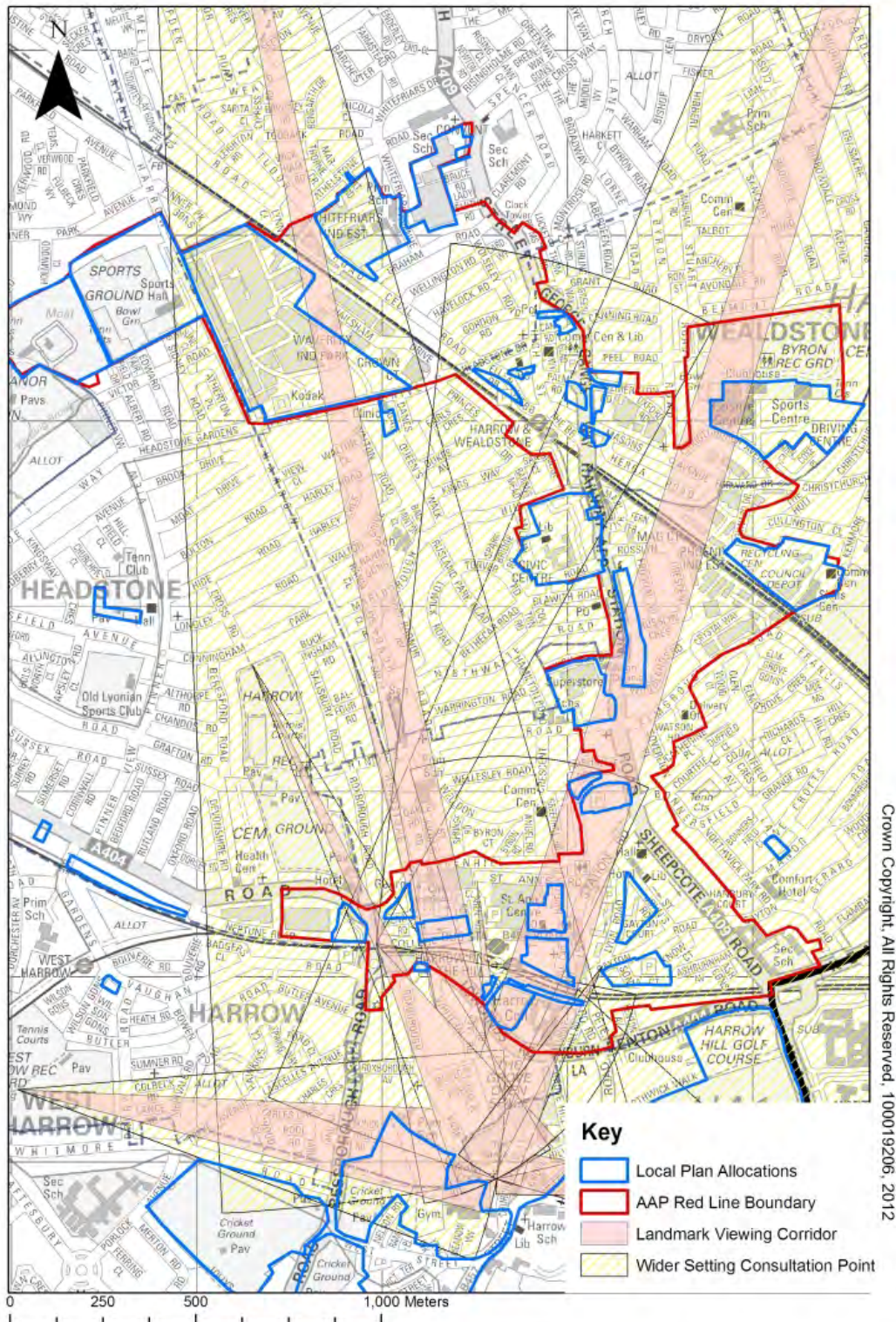


Figure 4.2 Protected Views

Conservation and Heritage: Signposting to Policies in the Development Management Policies DPD

4.57 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM3: Protected Views and Vistas

4.58 Relevant to any proposal affecting an identified view or vista shown on the Harrow Policies map.

- Policy DM7: Heritage Assets

4.59 Relevant to proposals involving or affecting a heritage asset within or adjoining the Heart of Harrow.

Environmental Sustainability

Policy AAP9: Flood Risk and Sustainable Drainage

A. Major development proposals on non-allocated sites in identified flood risk areas will be required to undergo sequential and, where relevant, exception testing. With regard to the sequential test, the area of search will be confined to the Heart of Harrow area where the proposal involves the creation of more than 50 jobs, more than 50 net new homes, or contributes significantly to the regeneration of Wealdstone. With regard to the application of the exception test, a high priority will be accorded to the delivery of physical and social regeneration within Wealdstone district centre.

B. Proposals on allocated and non-allocated sites requiring a Flood Risk Assessment must demonstrate that the development is designed and laid out to be resistant, resilient and safe from all sources of flooding and there is a net flood risk reduction. Finished floor levels must be designed to be at least 300mm above the 1 in 100 flood level, including an allowance for climate change, and be fitted with flood resilience measures to 0.5m above finished floor level. Development that involves the formation of new basements, or the change of use of existing basements, must have regard to flood risk and ensure that this is specifically addressed through the Flood Risk Assessment. The installation of resilience measures to basements will be required. Proposals for the formation of new dwellings or additional habitable accommodation within basements will be refused.

C. Major development, and proposals for promoting a comprehensive change of use, will be required to:

- a. Reduce the surface water run-off rate of the site to Greenfield run-off rates wherever feasible;
- b. Utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so;
- c. Ensure adequate arrangements are in place to secure the long-term responsibility for the management and maintenance of on-site infrastructure;
- d. Use appropriate measures to prevent water pollution; and
- e. Where appropriate, demonstrate that the proposal would be resistant and resilient to flooding from all sources.

D. In selecting the sustainable measures to be used, preference should be given to those that reduce demand for mains water and which contribute to biodiversity and improving water quality.

E. Proposals that fail to reduce surface water run-off, and/or fail to make appropriate provision for flood risk mitigation or that would increase the risk of flooding or water pollution, will be refused.

F. In the event of feasibility being proven for the provision of source control measures within Kenton Recreation Ground, the Council will use funds raised through its Community Infrastructure Levy and other sources to implement the scheme.

4.60 The Wealdstone Brook is a main river that flows through underground culverts from high ground in Harrow Weald, through Wealdstone and Kenton, and into the London Borough of Brent⁽¹⁴⁾. Modelling of the Wealdstone Brook's flood extents, carried out as part of Harrow's Strategic Flood Risk Assessment⁽¹⁵⁾ (2011), indicates that substantial parts of Wealdstone and land north/east of the Station Road sub area may be at a medium and high probability of flooding from the Brook. Flooding from natural watercourses such as the Wealdstone Brook is known as 'fluvial' flooding.

4.61 The National Planning Policy Framework directs major development⁽¹⁶⁾ to locate in areas of lowest flood risk compatible with the vulnerability of the use(s) proposed, and provides limited exceptions to this sequential approach where, inter alia, the sustainability benefits of the development outweigh flood risk. This Area Action Plan includes sites allocated for development that have already been the subject of sequential and (where relevant) exception testing. Proposals on allocated sites need not, therefore, revisit these tests. However it will still be necessary to undertake a site specific Flood Risk Assessment to demonstrate that the development will be safe from flooding, without increasing flood risk elsewhere and, where possible, reduces overall flood risk.

4.62 In accordance with Core Policy CS1 V of Harrow's Core Strategy (2012), the area of search for sequentially preferable sites will be confined to the Heart of Harrow where the proposal contributes to the delivery of objectives for the relating to:

- The creation of 3,000 jobs;
- The delivery of 2,800 homes; and
- The regeneration of Wealdstone.

4.63 By definition, the exception test is designed to separate proposals that, exceptionally, should be allowed notwithstanding the risk of flooding from those which should be directed to more appropriate sites. In consideration of the exception test, this policy affords a high priority to the physical and social regeneration of Wealdstone.

14 Where it eventually flows into the River Brent.

15 Level 2.

16 Minor development, including non-residential extensions with a footprint less than 250 sq m, alterations that do not increase the size of the building and householder development, is not required to meet the sequential or exceptions tests but will still have to meet the requirements for Flood Risk Assessments and flood risk reduction.

4.64 Fluvial flooding represents only one form of flood risk in the urban environment. Other sources of flood risk include sewers, drains, surface runoff and small water courses. Historically, flooding from other sources has been dealt with through the foul and surface water drainage system – a structural engineering solution. However the capacity of the system is now largely exhausted⁽¹⁷⁾, through population growth, misconnections and increasing surface impermeability, leading to localised surface and foul water flooding.

4.65 Critical Drainage Areas are areas where multiple or interlinked sources of flooding affect people, property or local infrastructure. Harrow's Surface Water Management Plan (2011) identifies fifteen Critical Drainage Areas throughout the Borough, of which four affect the Heart of Harrow Area: Headstone (priority 3); Greenhill (priority 8), Wealdstone Central (priority 4) and Wealdstone (priority 6). Common to all four is the problem of surface water pooling.

4.66 Comprehensive capacity improvements to the Borough's network of surface and foul water drains is neither feasible nor sustainable⁽¹⁸⁾. The Surface Water Management Plan (2011) calls for a shift in traditional attitudes to water within the urban environment, away from rapid removal into the artificial drainage system towards a sustainable, more natural approach which controls the flow of surface water at source. The highly urbanised character of much of the Heart of Harrow, together with the planned scale of development proposed throughout the Area, make this shift in attitude an imperative one which will be applied to all major development and change of use proposals within the Heart of Harrow.

4.67 Sustainable Urban Drainage Schemes and other measures can help to reduce the existing surface water run-off rate of the site with the aim of achieving a greenfield run-off rate where this is feasible⁽¹⁹⁾. London Plan Policy 5.13 provides a drainage hierarchy which developers should apply in their consideration of applicable sustainable drainage systems. Harrow's Surface Water Management Plan (2011) also identifies a range of sustainable source control measures. They comprise green roofs, soak-aways, rainwater harvesting, permeable surfaces, rain gardens, swales, detention basins, ponds and wetlands.

4.68 The Surface Water Management Plan (2011) also provides a range of examples of 'pathway' measures: flood infrastructure maintenance, drainage capacity enhancements (where absolutely necessary), separation of foul and surface water sewers, management of overland flows and land management practices. With regard to drainage capacity enhancement, Thames Water notes that there are concerns regarding the sewerage network capacity to serve a number of the proposed development⁽²⁰⁾, and that a drainage strategy is likely to be required to ensure sufficient capacity exists within the network to serve the proposed development and to identify any appropriate mitigation, ahead of occupation.

4.69 To remain effective, on-site source control infrastructure including sustainable drainage systems require on going management and maintenance.

4.70 Misconnections, debris (including cooking fat) and above capacity flows lead to cross contamination of water in stormwater and foul water sewers which can rise to the surface close at source or downstream. Within the Heart of Harrow, the cumulative effect of development with

17 See Appendix J of the Harrow Surface Water Management Plan (2011).

18 However this will not negate the requirement for some capacity improvements to be secured where this is made necessary by specific development proposals.

19 Guidance on the achievement of greenfield runoff rates is provided in the Defra/Environment Agency technical report 'Preliminary Rainfall Runoff Management for Developments'.

20 In response to consultation on the AAP Preferred Option Thames Water raised concerns regarding the waste water services in relation to AAP Opportunity Sites 2, 3, 4, 5, 6, 7, 9, 13, 15, 17, 21 & 22

reduced surface water runoff rates will be the alleviation of incidents of cross contamination and the possibility that foul water sewer capacity is released to meet the increased demands generated by population growth.

4.71 In many cases the use of sustainable drainage techniques, such as green roofs, not only help to solve a drainage problem, but can also contribute to other policy objectives such as nature conservation and water use efficiency.

4.72 Core Policy CS1 includes flood mitigation infrastructure in the list of items to be funded through the Harrow Community Infrastructure Levy (CIL). The Harrow Surface Water Management Plan (2011) recognises the potential – as yet not investigated - of works to Kenton Recreation Ground to deculvert the Wealdstone Brook to sustainably achieve flood risk reductions up and downstream of the open space. In the event of the scheme being investigated and its feasibility proven, the Council will use CIL funding, and other sources of funding, to deliver this scheme.

Policy AAP10: Harrow & Wealdstone District Energy Network

A. All new major development within the Heart of Harrow should prioritise connection to existing or planned decentralised energy networks, where feasible. Where this is not feasible at present, development proposals should ensure the design of the development would facilitate connection in future.

B. All new major development should install on-site heating and cooling networks linking all buildings on site (prioritising CHP where applicable) and served by a single energy centre.

C. For major development proposals of over 100 dwellings, or non-residential developments over 10,000 sq m, applicants are encouraged to discuss with the Council the potential to increase the capacity of the on-site energy centre to serve both the site needs as well as adjacent sites and uses.

D. In line with the London Plan it is expected that all major developments demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference:

- i. Connection to existing CCHP/CHP distribution networks;
- ii. Site-wide CCHP/CHP powered by renewable energy;
- iii. Gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables;
- iv. Communal heating and cooling fuelled by renewable sources of energy;
- v. Gas fired communal heating and cooling.

E. On existing buildings within the Heart of Harrow, the Council encourages and supports proposals for the retrofitting of energy efficiency measures, appropriate renewable energy technologies, and opportunities to connect to or install on-site decentralised energy systems.

4.73 The London Plan calls for Borough DPDs to maximise the opportunities for providing heating and cooling networks that are supplied by decentralised energy. Harrow's Core Strategy calls for decentralised energy supply systems to be sought wherever appropriate. Within the Heart of Harrow a district-wide combined heat and power network will be promoted.

4.74 The Heart of Harrow does not at present have a heating and/or cooling network in place, nor a larger scale source of heat such as a industrial, institutional or waste processing facility. Given the area and distances covered by the Heart of Harrow, it is anticipated that a network will evolve as a series of more localised components within the identified sub-areas. It is also anticipated that larger sites present a greater opportunity for a feasible on-site heat source facility, with the scale to generate and distribute heat beyond the site boundary to adjacent sites in accordance with the principles of London Plan Policy 5.6.

Environmental Sustainability: Signposting to Policies in the Development Management Policies DPD

4.75 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM11: *Protection and Enhancement of River Corridors and Watercourses*

4.76 Relevant to proposals affecting a main river or ordinary watercourse and associated infrastructure.

- Policy DM12: *Sustainable Design and Layout*

4.77 Relevant to all proposals for new build development, extensions, changes of use and conversions.

- Policy DM15: *Prevention and Remediation of Contaminated Land*

4.78 Relevant to any proposal on land that is known or suspected to be contaminated.

Open Space and the Natural Environment

Policy AAP11: Provision of Open Space

A. Proposals that include residential development will be required to provide sufficient amenity greenspace for private or shared use by occupants of the new dwellings (see Policy AAP13).

B. Proposals for Major development within the town centre boundaries, and along Station Road will also be required to secure opportunities for the provision of appropriate civic space.

C. All Major residential development will be required to provide sufficient play space on site to meet the needs of the development.

D. All Major residential development will be required to contribute to improvements to the quality and/or carrying capacity of outdoor sports pitches that serve, but may not necessarily be inside, the Heart of Harrow.

E. Proposals for residential development providing 500 or more new homes (gross) will also be required to provide a local park and/or pocket parks on site.

F. The location and layout of new or reconfigured open space must have regard to:

- a. Maximising the multifunctional use of the open space, including the enhancement of biodiversity and natural drainage;
- b. The achievement and continued maintenance of the quality standard applicable to the open space;
- c. The safety and security of users of the open space, including potential conflicts between users and any potential for nuisance to neighbouring uses;
- d. Accessibility both to, within and through the site; and
- e. Opportunities to enhance the Harrow Green Grid.

G. Proposals that do not provide for functional open space, of the type, amount, quality or layout required, will be refused.

4.79 An audit⁽²¹⁾ of open space, sport and recreation facilities in the Borough revealed a substantial existing and future deficit in the amount of open space relative to recommended standards of provision. In this context the Core Strategy (2012) unequivocally resists any net loss of open space and affords a high priority to the exploitation of opportunities for securing additional, publicly accessible provision. Policies to protect and increase open space are particularly germane within the Heart of Harrow, where planned growth coincides with deficiencies not only in the quantity but also the accessibility of open space. This mismatch between planned growth and green infrastructure was recognised in the Core Strategy sustainability appraisal and is one to be mitigated through this AAP, the Community Infrastructure Levy and development management.

4.80 Whilst it is not the role of development to rectify existing deficits in the provision of open space, housing growth within the Heart of Harrow exacerbates those deficits. Therefore, improvements to the quantity and carrying capacity of open space secured through new development is an important dimension of the sustainable accommodation of growth within the Heart of Harrow.

4.81 The PPG 17 Study demonstrates that the Heart of Harrow has poor access to amenity greenspace. Amenity greenspace is a valued type of open space, providing areas for informal recreation and small 'breathing spaces' within the urban environment.

4.82 Civic spaces are a form of open space that includes market squares, and are important community spaces for events and more generally as areas of respite, offering a chance to sit down. They also assist in providing a setting for buildings⁽²²⁾. In addition to amenity greenspace, the provision of civic space is considered to be an appropriate form of open space within a town centre environment. The PPG 17 Study reveals the sparse distribution of Harrow's civic spaces and their variability in quality.

21 The Harrow PPG17 Open Space, Sport and Recreation Study (2011).

22 See paragraph 12.1 of Harrow PPG 17 Study.

4.83 The PPG 17 Study also demonstrates that there is poor accessibility within the Heart of Harrow to play provision for under fives and for children aged 5 to 11 years. Therefore, additional provision as part of new development will help to meet the needs generated by growth and help address accessibility within the Area.

4.84 Although outdoor sport pitches serving the Heart of Harrow provide good levels of coverage for most parts of the area, in terms of accessibility, the PPG 17 Study demonstrates that there remains a substantial quantitative shortfall in provision and a number of sites are of poor quality. Major residential development is likely to increase pressure on outdoor sport pitches serving the Heart of Harrow. Improvements in the quality and carrying capacity of pitches will help to meet the needs generated by growth within the Area.

4.85 Harrow's Community Infrastructure Levy will collect contributions to fund improvements to parks and open spaces accessible to the public. However, there remains a substantial deficit in the quantitative provision of parks, and accessibility to different park typologies from within the Heart of Harrow is variable. Large redevelopment sites offer the potential to provide both land for new development as well as for new local park provision.

4.86 To maximise the benefit to residents and the wider community of new open space, or open space being reconfigured in accordance with Core Policy CS1F of the Harrow Core Strategy (2012), consideration should be given to the layout and location of the open space.

Policy AAP12: Improving Access to Nature

A. All Major development proposals will be required to incorporate appropriate features that support the protection, enhancement, creation and management of biodiversity within the Heart of Harrow.

B. Opportunities to implement the actions set out in the Harrow Biodiversity Action Plan and/or to improve access to nature for residents of the area should be exploited.

C. Proposals that seek to enhance or extend the Harrow Green Grid should incorporate opportunities to facilitate wildlife movement and the creation of habitats.

4.87 The lower-density, suburban form that characterises so much of the Borough preserves an environment that helps to sustain wildlife and enable its movement between semi-natural habitats where these are preserved in open spaces. However the more built-up, urban character of the Heart of Harrow results in an environment that is more hostile to wildlife and therefore less likely to sustain a richness of biodiversity. London Plan Policy 7.19 provides the context for seeking to enhance, as well as conserve, biodiversity as part of a proactive approach to the management and interconnection of all green infrastructure across the Capital.

4.88 Biodiversity is of intrinsic value, but the creation of an environment that is inviting to wildlife can also enhance quality of life. The redevelopment of sites within the Heart of Harrow offers the potential to replace the existing, hostile urban environment with buildings and spaces that form a well integrated component of the green infrastructure network. Proposals may be capable of providing simple design features such as bird and bat boxes or 'bee hotels', and incorporating

wildlife friendly plants into the overall landscaping and planting scheme. On larger sites, and where feasible in terms of design and development viability, more ambitious habitat creation such as living roofs and walls, deculverting and use of recycled rainwater can be achieved.

4.89 Harrow's Biodiversity Action Plan (2008) identifies habitats and species of local importance. Features incorporated into new development must create habitats that are appropriate in the local and London context, and should support species with a proven ability to adapt and thrive in dense urban environments.

4.90 On schemes where extensive landscaping is being provided, the planting of native species capable of supporting local biodiversity will be preferred. The Council's Biodiversity Officer should be consulted at an early stage in the formulation of major proposals to advise on how the design and layout of the development may be manipulated to maximise the benefits for biodiversity within the Heart of Harrow.

4.91 Across the Borough there are many Sites of Nature Conservation Importance but none are located within the Heart of Harrow. Harrow's PPG 17 Study (2011) and information supplied by Greenspace Information for Greater London demonstrates that the Heart of Harrow coincides with an area of little or no accessibility to biodiversity. Funding for the implementation of Green Grid and Biodiversity Action Plan projects will be supported through the Harrow Community Infrastructure Levy, and this may be supplemented where opportunities arise for the provision of new or reconfigured open space in accordance with Policy AAP11.

Open Space and the Natural Environment: Signposting to Policies in the Development Management Policies DPD

4.92 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM18: *Protection of Open Space*

4.93 Relevant to any proposal affecting land identified as open space on the Harrow Policies Map.

- Policy DM20 : *Protection of Biodiversity and Access to Nature*

4.94 Relevant to any proposal affecting locally important biodiversity, sites with significant existing feature of biodiversity value, and green corridors or green chains.

- Policy DM21: *Enhancement of Biodiversity and Access to Nature*

4.95 Relevant to any proposal where there is an opportunity to enhance or restore locally important biodiversity, and in areas wherethere is a deficiency in access to nature.

- Policy DM22: *Trees and Landscaping*

4.96 Relevant to any proposal affecting trees or where a scheme of hard and soft landscaping is required.

Housing

Policy AAP13: Housing within the Heart of Harrow

A. Through the development of the Opportunity Sites identified Chapter 5, and other sites that may come forward for development, provision for a minimum of 2,800 net new homes will be provided within the Heart of Harrow during the Plan period to 2026 as part of mixed use and mixed tenure development.

B. To ensure that mixed, sustainable communities are created within the Heart of Harrow, proposals for residential development (including mixed use schemes) should:

- a. Provide for a range of housing types and sizes, commensurate to the character of the sub area in which it is located;
- b. Meet the minimum internal spaces standards set out in the London Plan;
- c. Have regard to the design and layout guidance for new residential development set out in the Council's Residential Design SPD;
- d. Provide appropriate forms of useable, outdoor space, including children's play space (see Policy AAP11);
- e. Make provision for affordable housing in accordance with Core Policy 1J and the Council's Housing Strategy;
- f. Ensure homes of different tenures are both integrated and visually indistinguishable from one another; and
- g. Demonstrate that adequate consideration and funding contributions have been made towards community infrastructure.

In addition to the above:

C. Within the Wealdstone Central sub area, an affordable tenure split which favours intermediate housing will be sought. Throughout the rest of the Heart of Harrow, an affordable housing tenure split of 60 per cent social/affordable rent homes and 40 per cent intermediate homes is required.

D. Within the sub areas of Wealdstone East and West, priority is to be accorded to the provision family homes (3 bedrooms and above), especially as part of the affordable housing provision.

4.97 The Council is committed to promoting housing choice and the creation of mixed and balanced communities in accordance with the London Plan and Harrow's Core Strategy. The redevelopment of sites across the Heart of Harrow offers the potential to provide a range of housing types, sizes and tenures, from flatted development within the town centres to a mix of family housing (terraced and semi-detached) as part of the mixed-use redevelopment of industrial estates.

4.98 The provision of a mix of one, two and three + bedroom units is commensurate with a town centre designation and high levels of public transport accessibility, and will help to meet the identified housing needs of smaller households⁽²³⁾ such as single persons and couples, as well as sharing professional households. The provision of larger unit sizes (3 bedrooms +) within the town centres is likely to offer an alternative and more affordable option to Harrow's traditional 3 bedroom terraced and semi-detached suburban housing stock.

4.99 Within the Station Road sub area, there is potential to deliver two and three bedroom flatted units, making the most of the larger commercial ground floor footprint and opportunities to provide dual aspect. Again, such provision will help meet the needs of certain families and sharing professional households.

4.100 Within the remaining sub areas of Wealdstone East and West, delivery of a mix of family housing of different types (terraced and semi-detached) and sizes (two bedroom through to four bedrooms +) can help to achieve the Plan's objectives to reinforce and create a new Metroland character on these large vacant and underutilised brownfield industrial and suburban sites, exploiting ready access to open spaces, leisure and education facilities.

4.101 The final mix, in terms of types and size of housing to be provided on individual schemes will be determined through pre-application discussions, having regard to site specifics, scheme viability (including requirements for enabling development, affordable housing, and other planning obligations), an up-to-date assessment of local housing need, and the past performance and projections for housing delivery within the sub area and across the Heart of Harrow at the time the application is proposed to complete on site.

4.102 With regard to affordable housing, land within the Heart of Harrow provides capacity to deliver a substantial portion of the Borough's housing requirement for the plan period to 2026. Therefore, a failure to secure the appropriate on site provision of affordable homes as part of major residential development within the Heart of Harrow is highly likely to prejudice delivery against the Core Strategy's plan-wide 40% affordable housing target.

4.103 Whilst affordable housing policies⁽²⁴⁾ stress the priority to be attached to the delivery of affordable family housing, this does not negate the need⁽²⁵⁾ to also provide smaller, affordable accommodation within the Borough.

4.104 In respect of affordable tenure, the Area Action Plan adopts the London Plan (2011) strategic affordable housing tenure split of 60% social / affordable rented and 40% intermediate housing. Following Government changes to the affordable housing delivery model, affordable housing now includes 'affordable rent', being homes made available at up to 80 per cent of local market rents. The Council will apply the broad 60-40 affordable housing tenure split throughout the Heart of Harrow except within the Wealdstone Central sub area, where the dominant form of housing provision over recent years has been social affordable housing⁽²⁶⁾

23 The Strategic Market Assessment (2011) identifies that the greatest housing need in Harrow is for two bedroom market and affordable housing.

24 Policy 3.11 of the London Plan (2011) and Policy CS1J of the Harrow Core Strategy (2012).

25 West London Strategic Housing Market Assessment (2010).

26 AMR data shows that, of the 418 homes delivered within Wealdstone Central sub area since 2003, 335 were affordable (i.e. 80%). This is compared with 20.1% affordable achieved across the remainder of the borough over the same period.

4.105 Policy 3.5 of the London Plan (2011) seeks a high quality of residential development including the provision of minimum internal space. The Council considers that the space standards provide a reasonable balance between the need to make efficient use of land and need to ensure development results in a quality living environment for future occupiers.

4.106 Access to amenity space is a highly valued component of the quality of life in outer London and one which the Council is committed to maintaining. Flatted residential developments in Harrow have traditionally provided communal outdoor garden areas and, while this may still constitute a suitable form of outdoor space for some proposals within the Heart of Harrow, for higher density schemes, particularly within the town centres, other forms of provision may also be appropriate, including courtyards, roof gardens and useable balconies.

Housing: Signposting to Policies in the Development Management Policies DPD

4.107 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM25 – Office Conversions

4.108 Relevant to any proposal for the conversion of existing offices to residential use

- Policy DM26: Conversion of Houses and other Residential Premises

4.109 Relevant to any proposal for the conversion of existing houses to flats.

- Policy DM29: Sheltered Housing, Care Homes and Extra Care Homes

4.110 Relevant to any proposal involving sheltered housing, care homes and extra care homes.

- Policy DM30: Large Houses in Multiple Occupation, Hostels and Secure Accommodation

4.111 Relevant to any proposal for large houses in multiple occupation.

Employment and Economic Development

Policy AAP14: The Consolidation of the Wealdstone Strategic Industrial Location

A. A proposal for the consolidation of the Wealdstone Strategic Industrial Location will be supported where:

- a. It can be demonstrated that the proposed types and levels of employment / industrial floorspace to be provided are supported through the findings of a robust economic analysis;
- b. The applicant has established, to the Council's satisfaction, the long-term financial viability of the development;
- c. The applicant has established, to the Council's satisfaction, that the type and quantum of enabling development is essential to the success of the proposal;

- d. The proposal is supported by a comprehensive masterplan that accords with the site objectives and development parameters identified in Chapter 5 for Opportunity Site 2;
- e. The application demonstrates how the proposal will achieve the Area Action Plan's defined objectives for the Wealdstone West sub area, the Wealdstone Central sub area, and for the Heart of Harrow as a whole;
- f. The proposal will achieve a significant improvement in environmental quality and amenity of the consolidated Strategic Industrial Location through appropriate landscaping and a high standard of external design and appearance of buildings;
- g. The proposal will provide adequate access and include appropriate measures to ensure that the capacity and safety of the adjacent road network and junctions is not detrimentally affected.

B. Economic development and uses, and any appropriate ancillary uses, on sites within the consolidated Wealdstone Strategic Industrial Location will be supported where these do not conflict with London Plan Policy 2.17 and criteria a-e of Policy AAP15.

C. Following the consolidation of Strategic Industrial Land, no further incremental consolidation will be entertained during the Plan period.

4.112 The Wealdstone Strategic Industrial Location (SIL) includes the main Kodak site and the Waverley Industrial Estate. It differs from other business and industrial land within the Heart of Harrow in that, at 22ha, it is significantly larger than any other industrial site and is, for the most part, not in close proximity to residential activity. Because of its character, the SIL designation caters for activities that may not be able to locate on other business or industrial land because of amenity constraints or because they require a larger land take.

4.113 However, changing technology, a decline in traditional manufacturing activities, and changes in the economic climate have resulted in Kodak consolidating their operational requirements on the site, leaving large parcels of the SIL vacant or under-utilised. The Council and the GLA therefore consider it necessary to pro-actively respond to such a structural change through supporting a comprehensive proposal for the consolidation of the SIL. To not respond could cause the vacant parts of the site to remain vacant over the long-term, impacting on the amenity of the area. But more significantly, not responding could result in reduced investment or disinvestment and loss in confidence in the continued or renewed employment use of other business and industrial land within Wealdstone and the Borough, resulting in job losses.

4.114 However, this pro-active approach is tempered by the requirement that any consolidation of the SIL be used to deliver appropriate levels of new employment floorspace and, in so doing, help to deliver the plan's target for new jobs within the Heart of Harrow.

4.115 If the findings of robust economic analysis demonstrate that Harrow is not attractive for traditional SIL uses, the economic analysis should determine what industrial/ employment uses it would be attractive for, and in this context, the role that the Harrow SIL could play that, whilst not a traditional SIL role, nonetheless, would perform an essential strategic employment role for London, west London and the Borough. The economic analysis should be broadened to consider established as well as emerging markets at the international, national and regional level. Again

the economic analysis should establish whether there is scope to increase or create further demand for the identified employment/industrial & business uses through provision for enabling development, to make it attractive, viable and competitive by reducing development costs.

4.116 The economic analysis will necessarily need to be bespoke and forward looking, to assess Harrow's particular assets and emerging employment sectors. Evidence relating to current market demand and historic take up rates will provide a useful baseline position, but reliance on past trends, current conditions or conventional marketing techniques will not be sufficient for this purpose.

4.117 Once the possible employment opportunities have been identified, and agreed with the Council and the GLA, the preparation of a comprehensive masterplan will enable the site to be taken forward in a planned and comprehensive manner. The masterplan should establish the levels and types of employment and enabling uses to be provided, its built form, supporting infrastructure, and timing for delivery. It should respond to the context provided by surrounding development in its allocation of areas for employment activities, residential use, open space and community infrastructure.

4.118 Post consolidation of the SIL boundary, as defined on the Policies Map, the Plan provides for development of appropriate employment uses, and supporting ancillary uses, within the SIL designation but the Council considers that any consolidated SIL requires a 'bedding in' period, and therefore does not support further consolidation during the Plan period to 2026.

Policy AAP15: Supporting the Business Sector in Wealdstone

A. Proposals for economic development and uses, including appropriate supporting ancillary uses, will be permitted on existing designated business and industrial use land except where the proposal:

- a. Involves development or uses that should be located within a town centre;
- b. Would adversely impact upon the amenity of surrounding uses or the character of the area;
- c. Would prejudice the proper functioning of any neighbouring economic activity;
- d. Is detrimental to highway safety considerations; and
- e. Involves inadequate arrangements for servicing, parking and inclusive access.

B. Proposals for enabling mixed use development on allocated business and industrial sites within Chapter 5 will be supported where it can be demonstrated that the proposal:

- a. Conforms to the development parameters set out in the site's allocation;
- b. Will secure the retention, renewal or intensification of appropriate levels of business and industrial employment, in particular the delivery of accommodation to meet the needs of small and medium sized businesses and industrial enterprises;
- c. Limits the enabling use component of the scheme to that necessary to secure the delivery of the type and quantum of employment floorspace to be provided;

- d. Will result in a high standard of design and amenity on site commensurate to the mix of uses proposed;
- e. Is designed to ensure that the activity and level of amenity of adjacent sites will not be adversely affected by the mixed use activity proposed. This may require the imposition of noise, buffer, screening, landscaping, daylight admission or separation controls;
- f. Is capable of sustaining the infrastructure servicing needs (e.g. drainage, roading) of the proposed development. Where the existing infrastructure can not sustain the new development, the proposal must demonstrate an ability to meet its own servicing needs; and
- g. Will provide adequate access and include appropriate measures to ensure that the capacity and safety of the adjacent road network is not detrimentally affected.

C. Proposals for enabling mixed use development on non-allocated business and industrial land will be supported where it can be demonstrated that such proposals meet the criteria listed under Part B above, and the applicant can demonstrate that:

- a. Active marketing of the site has been undertaken with local and national agents for a period of at least 24 months;
- b. There is an oversupply of similar quality land and buildings within the local market;
- c. The age and condition of the buildings on site is a barrier to their long-term continued use, having regard to an up-to-date assessment of demand and supply in respect of the need of potential occupiers;
- d. Efforts to secure wider economic uses (e.g. employment-related skills and training uses) or use for essential community infrastructure not appropriate for town centre locations (e.g. Police patrol bases, custody centres) have been explored but have not been successful;
- e. Where the site is within, adjacent to or contiguous with existing business industrial use activity, the proposed development can be functionally integrated with existing facilities; and
- f. The activities to be included within the proposed development and their arrangement within the site have been the subject of a comprehensive masterplan exercise, that has engaged neighbouring occupiers and other potentially impacted parties, to ensure the mix of uses and activities proposed on the site would be compatible with each other and those on adjoining sites.

4.119 The London Plan (2011) groups north and north-west London together as an area for limited transfer of industrial land to other uses. Reflecting this grouping and Harrow's Employment Land Study (2010), the Core Strategy (2012) has as an overarching objective for the planning, monitoring and management of employment land to meet the needs of Harrow businesses and growth objectives. Policy CS2 E of the Core Strategy provides authority for this Area Action Plan to consolidate Wealdstone's strategic industrial location and other business and industrial use

areas within the Heart of Harrow having regard to the need to manage the release of surplus land and to enable the delivery of the objectives of the Area Action Plan, including the delivery of at least 2,800 homes and 3,000 jobs.

4.120 The sites allocated in this Area Action Plan identify capacity to deliver in excess of the 2,800 new homes required to be provided within the Heart of Harrow and, consequently, the provisions of this Policy focus on the retention and, where appropriate, renewal and intensification of employment and business use on existing employment land to deliver upon the jobs target for the area.

4.121 Harrow's Local Economic Assessment shows that the Borough has a plural economy with no one, dominant or underpinning sector. This represents a local economic strength. Service sector activity offers the greatest potential for employment growth in the Borough and Policy AAP16 (below) provides support for major development, to this end, within Harrow town centre. Nevertheless, small and medium sized business and industrial uses will remain important components within the Borough's economy, often providing activities for which there is a local need and an employment base from which other sectors may provide growth.

4.122 The Council is committed to facilitating continued business and industrial formation and growth. Whilst seeking to promote a greater diversity of economic development on existing employment land, the Council recognises that the nature, scale and location of some individual proposals may give rise to site specific impacts that are unacceptable. Areas designated for industrial and business use on the Harrow Policies Map reflect the suitability of these locations for activities which, elsewhere, may be inappropriate or inconsistent with the area's character in terms of the nature and scale of activity. The introduction of sensitive new uses can create conflicts that lead ultimately to pressure for the extinguishment of incompatible industrial and other economic uses.

4.123 For Wealdstone's business and industrial premises, achieving a high standard of design means development that is flexible, durable and viable both to deliver and maintain in the longer term. Whilst ensuring the creation of an attractive environment in which people will want to do business, energy efficient buildings incorporating durable low maintenance designs and materials will minimise costs for occupiers and ensure that premises do not become quickly dated and deteriorated.

4.124 Comprehensive redevelopment of whole industrial and business use estates will provide the best opportunity to create viable, attractive environments for economic activity and to deliver intensification whilst managing impacts upon neighbouring uses beyond the boundary. However, the Council recognises that the level of investment needed in some sites to undertake comprehensive redevelopment, and to secure the retention, renewal or intensification of employment use, alongside other required improvements, may pose viability challenges. Therefore, in addition to the consolidation of the Wealdstone Strategic Industrial Location (as provided for by Policy AAP14), the Area Action Plan also allocates other existing business and industrial use sites for mixed use development, where such proposals will facilitate in the provision of appropriate levels of employment on site and help to maintain Wealdstone's strategic employment function. In identifying the employment land to be allocated, the Council has had regard to site location, ensuring those allocated will aid in Wealdstone's regeneration, as well as to the quality of the existing buildings on site; levels of occupation; site size and ownership; site constraints; neighbouring uses; and overall environmental quality.

Policy AAP16: Supporting the Service Sector in Harrow Town Centre

A. Major new office, leisure, hotel and community development on sites within Harrow town centre will be supported where the proposal:

- a. Is consistent with other relevant policies in this Area Action Plan;
- b. Contributes to the delivery of the objectives of the Harrow Core Strategy; and
- c. Is conducive with the residential environment within and surrounding the town centre.

B. Proposals that conflict with the above considerations will be refused.

C. Major mixed-use redevelopment or change of use of existing offices of 1,000 sq m or more of floorspace within Harrow town centre will be supported where the proposal provides viable, new office floorspace at least equivalent in potential employment yield to the existing office floorspace.

D. Minor proposals for the redevelopment or change of use of offices of less than 1,000 sq m of floorspace within Harrow town centre will be permitted where:

- a. The building is no longer fit for office occupation having regard to the age and condition of the building, potential for refurbishment and the needs of potential occupiers in the local office market;
- b. The office vacancy rate in Harrow Town Centre has exceeded 20% for a continuous period of at least 12 months;
- c. The office space has been appropriately marketed for a period of at least 12 months without success; and
- d. The proposal contributes to the continued vitality and viability of the Metropolitan centre.

4.125 It is anticipated that the office and service sector will take on an increasingly important role in the Borough's economy over the plan period. Projections undertaken as part of Harrow's Employment Land Study (2010) highlight the potential growth in retail, hotel, restaurant, business and other service sector employment. The Harrow Core Strategy (2012) provides a clear signal that development associated with these sectors will be sought within Harrow town centre. The Area Action Plan therefore seeks to ensure such development needs can be fully accommodated. Policy AAP17 (below) deals specifically with major retail development within the primary shopping area of the centre.

4.126 Among the Core Strategy's objectives for the Harrow & Wealdstone sub area is the accommodation of 2,800 new homes within the Heart of Harrow. Development within Harrow town centre will make a substantial contribution to the delivery of new homes within the Area. The creation of an environment capable of sustaining residential use, alongside the other activities that will make Harrow town centre a vibrant place to be, is therefore imperative. Parts of the town centre also enjoy a close relationship with existing, neighbouring residential communities and these will also require special attention.

4.127 In the context of projecting an overall reduction in the floorspace requirement for traditional B Class uses over the plan period, the Harrow Employment Land Study (2010) forecasts a need for a modest net increase⁽²⁷⁾ in Class B1 office space provision. In the sub-regional context there is little demand from large corporate occupiers for office space in the Borough. Rather, Harrow's office market is localised in nature with demand focusing on smaller scale space and flexibility of terms. These demand characteristics contrast sharply with the local office supply⁽²⁸⁾ and, consequently, the resulting high levels of vacancy and low rental values continues to discourage investment and renewal.

4.128 Consistent with London Plan Policies 4.2 and 4.3, the Core Strategy (2012) focuses the renewal and consolidation of the Borough's local office market upon Harrow town centre. The release and, where necessary, partial re-provision of large, redundant office space outside of the Heart of Harrow is addressed by Policy DM32 of the Development Management Policies DPD. Within Harrow town centre, the redevelopment of or change of use of existing buildings provides the opportunity to secure the re-provision of office floorspace that is better suited to meeting the needs of Harrow's local office market. To assist developers in bringing forward proposals, unless there is other evidence to demonstrate a more suitable alternative, the employment yield of existing premises will be assessed by applying a ratio of 1 employee per 20.6 square metres⁽²⁹⁾, whilst that of new office floorspace will be assessed by applying a ratio of 1 employee per 13.8 square metres⁽³⁰⁾.

4.129 As in the Borough's other town centres, numerous small offices in old or converted premises – such as those above shops and in peripheral parades – contribute to the range and quality of stock available but are not critical to the delivery of a renewed, consolidated office sector within Harrow town centre.

Employment and Economic Development: Signposting to Policies in the Development Management Policies DPD

4.130 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM33: *Working at Home*

4.131 Relevant to any proposal for home working or the development of live-work units.

- Policy DM34: *Hotel and Tourism Development*

4.132 Relevant to proposals for new hotel and tourism development, and to guest houses and bed & breakfast accommodation.

- Policy DM47: *Retention of Existing Community, Sport and Education Facilities*

4.133 Relevant to any proposal for the redevelopment or change of use of a public house.

27 The forecast suggests a requirement for 24,100 sq m office floorspace, which takes into account the need for a 10 per cent margin (equivalent to 2 years supply) of normal market vacancy.

28 Nearly 60 per cent of the Borough's offices date from the 1960s and 1970s and were designed for single public and private sector occupiers.

29 Based on the London Office Policy Review (2009) lower density for outer London offices.

30 Based on the London Office Policy Review (2009) for calculating overall office floorspace requirements.

Town Centres and Neighbourhood Parades

Policy AAP17: Primary Shopping Areas and the Primary Shopping Frontage

A. Major retail development will be directed to locate on sites allocated for such use in Chapter 5 and on any available and suitable site within the Primary Shopping Area of Harrow town centre as defined on the Policies Map. Proposals not within the Primary Shopping Area of Harrow town centre will be required to demonstrate a sequential approach to site selection in accordance with the following order of preference:

- i. Sites within the secondary shopping frontage of Harrow town centre that falls outside of the Primary Shopping Area;
- ii All other sites within the Harrow town centre boundary;
- iii. Allocated and other sites within the Primary Shopping Area of Wealdstone district centre;
- iv. All other sites within the Wealdstone town centre boundary.

B. In the event that the above sequential order of preference fails to identify a suitable or deliverable site, applicants should continue the search starting with all other sites allocated for retail development in the Borough or any other available site within the Primary Shopping Area of the Borough's other town centers in accordance with Policy DM35 of the Development Management Policies DPD: *New Town Centre Development*.

C. New retail development within the Primary Shopping Area should incorporate a canopy to provide shelter along the shopping frontage. The loss of existing canopies will be resisted.

D. Within the primary shopping frontages, the use of ground floor premises for retail, financial and professional activities, restaurants & cafés and pubs & bars will be permitted provided that:

- a. The length of the primary frontage in non-retail use at street level in the centre (excluding any extant planning permissions) would not exceed 15% within Harrow town centre and 25% within Wealdstone district centre;
- b. The proposal would not result in a concentration of more than three unit frontages in non-retail use;
- c. The use would not create inactive frontage during the day; and
- d. The use would not be detrimental to the amenity of neighbouring occupiers (See Policy DM1) or highway safety.

E. Where proposals fall foul of criteria a or b the Council may consider an exception to these thresholds where it can be adequately demonstrated that the proposal will make a significant contribution to the vitality and viability of the town centre.

F. Proposals for other uses within the primary shopping frontages will not be permitted unless it can be demonstrated that the use would be directly related to shopping trips and would support the retail function of the Metropolitan centre.

G. Proposals for temporary use (see Criterion H) of ground floor premises within the Primary Shopping Area will be supported where:

- a. The vacancy rate within the primary and secondary frontages of the centre is in excess of 10%;
- b. The premises has been vacant and marketed for more than a year; and
- c. The proposed temporary use will not be detrimental to the amenity of neighbouring occupiers (See Policy DM1) or highway safety.

H. The grant of temporary use will be limited to a period of two years, with discretion for a further two year period of extension of permission where vacancy levels across the town centre still remain above 10% at the time of applying for the extension. A longer period of initial temporary use may be considered where applicants can demonstrate that the proposal represents a significant level of investment in terms of remodelling and fit-out of the retail unit.

4.134 To maintain the Borough's market share of expenditure the Harrow Retail Study (2009) forecasts a requirement for 38,912 m² comparison goods retail floorspace and 5,251 m² convenience goods retail floorspace to 2025.⁽³¹⁾ Consistent with its Metropolitan centre status in the London Plan town centre hierarchy, Core Policy CS1L of the Harrow Core Strategy (2012) provides a strong direction for major new retail development to locate within Harrow town centre.

4.135 The boundaries of Harrow town centre are drawn widely to encompass the range of retail, employment, educational, leisure and other activities present in the centre. Revisions to the boundaries of the town centre are set out in Chapter 7, and take account of the development of a major new supermarket at Neptune Point and to exclude the major new residential development site at Gayton Road. The National Planning Policy Framework and London Plan Policy 4.7 continue to apply a 'town centre first' principle and set out the requirements to identify a primary shopping area, in addition to primary and secondary shopping frontages. This is contiguous with the town centre's primary shopping area. Major new retail development within the primary shopping area will provide the strongest possible benefit to the vitality and viability of Harrow town centre as a Metropolitan centre.

4.136 Reflecting the Council's preference, this Area Action Plan identifies and allocates sites capable of accommodating major retail development within the primary shopping area. The Council is confident that these sites are deliverable within the plan period. This Policy (in conjunction with Policy DM35: *New Town Centre Development*) sets out how the sequential approach will be applied in the event that major retail development cannot be delivered on the allocated sites or any other windfall site that emerges within the primary shopping area of Harrow town centre. Nevertheless, the Council recognises that long-term retail forecasts are susceptible to a great deal of uncertainty

31 The Retail Study breaks down the floorspace projections by shorter time intervals. For comparison goods floorspace these are: 11,869m² (2009-2015); 12,848m² (2015-2020); and 14,194m² (2020-2025). For convenience goods floorspace these are: 3,366m² (2009-2015); 1,017m² (2015-2020); and 882m² (2020-2025). However, the Study emphasises that long term projections should be treated with caution and should only be used as a broad guide for site allocations and development management decisions

and has therefore committed to undertake a new retail study in 2014/15, to ensure sufficient land is provided both within the Heart of Harrow area and across the borough to continue to meet Harrow's retail development needs.

4.137 The above order of preference seeks to recognise the higher-order role and function of the Metropolitan town centre in providing the most appropriate location for major retail development and should be afforded the highest priority in the search for suitable sites.

4.138 In preference to a further sequential stage, exploring of all of the possible development opportunities at the edge of Harrow or Wealdstone town centres, if all 'in centre' opportunities have been exhausted within the Heart of Harrow then it is appropriate that the search be directed to other allocated sites identified for retail development within the Borough and to available non-allocated sites within the Borough's other town centres. This accords with, and supports, Policy DM35 of the Development Management Policies DPD: *New Town Centre Development*, with the aim to:-

- i. direct proposals for major retail development to locate within a centre compatible with the scale of the proposal and the function of the centre;
- ii. having regard to a) prioritise development to centres identified for regeneration; and
- iii. having regard to a) and b) manage the phasing and release of allocated sites to ensure that those sites in preferred locations within centres are developed ahead of less central locations.

4.139 London Plan Policy 4.9 seeks the provision of small affordable shop units, where appropriate, feasible and viable, as part of the consideration of proposals for large retail development.

4.140 As part of the redevelopment of St. Ann's Road in the 1980/90s and on some buildings on Station Road, the incorporation of canopies provides shoppers with valuable shelter from the elements. The Council considers that the provision of well-designed new canopies can be a greatly appreciated amenity for shoppers and, by association, contribute to the attractiveness of the town centre. In view of the value that existing canopies provide to shoppers within the primary shopping area, their loss can detrimentally impact on the character and vitality of this important shopping street.

4.141 The management of ground floor uses continues to be the most effective means of maintaining the vitality and viability of existing shopping areas within the town centres. The National Planning Policy Framework (2012) defines primary shopping frontages as those likely to include a high proportion of retail uses, which may include food, drinks, clothing and household goods⁽³²⁾, and states that local planning authorities should set policies for uses within town centres based on a clear definition of these and other frontages⁽³³⁾. Harrow's Retail Study (2009) concluded that there is a continuing need to monitor uses within the shopping frontages of town centres and to protect Class A uses⁽³⁴⁾. The Study went on to suggest changes to frontages within a number of the Borough's town centres, which have been taken forward in this Area Action Plan and the Site Allocations DPD. As the objectives of the Heart of Harrow include the strengthening of Harrow town centre's Metropolitan status, and the regeneration of Wealdstone district centre, the primary shopping area of both centres should be safeguarded for a high proportion of retail (Class A1) activity and have a modest allowance for financial and professional services (Class A2), restaurants and cafés (Class A3) and pubs and bars (Class A4). Therefore, having regard to its Metropolitan

32 See NPPF Annex 2: Glossary.

33 See NPPF paragraph 23.

34 See Harrow Retail Study (2009) paragraph 18.32.

centre status, the Council considers that 15% is a reasonable indicator of the point at which the high proportion of retail uses appropriate to primary shopping frontage may be threatened within Harrow town centre. For Wealdstone, consistent with other district centres in the Borough, an indicator of 25% is considered to be reasonable. The Council recognises that a degree of flexibility and common sense is required where a proposal may fall foul of the policy thresholds for the primary frontage and yet represent development that, if granted, would actually support the retail function of the Primary Shopping Area and add significantly to the vitality and viability of the town centre.

4.142 Estate agencies, banks, building societies and other Class A2 uses are all a normal part of the streetscene in shopping areas. Together with cafés, restaurants and public houses that are open during the day, these uses contribute to the creation of a lively and varied frontage. By contrast takeaways (unless forming a part of a café or restaurant use) are rarely connected with shopping trips and more frequently trade as evening rather than daytime activity. All other uses that are permitted by this policy should, by definition, create active daytime frontages.

4.143 The primary shopping area represents about 30% of the total area within both town centres. Whilst preserving a core of retail activity within the primary shopping area, there remain many opportunities for non-retail uses and diversification within secondary frontages and non-designated retail parades throughout the rest of the Heart of Harrow. These are addressed in Policy AAP18 below.

4.144 The provision for temporary use of vacant retail units within the Primary Shopping Area seeks to recognise fluctuations in retail unit vacancy rates within town centres and between primary and secondary frontages. The policy seeks to provide an appropriate approach to managing higher vacancy rates than are desirable across a town centre whilst retaining the long-term integrity of the primary shopping area. High levels of long-term retail unit vacancy (i.e. more than a 10% vacancy rate within both primary and secondary frontages for a period longer than a year), especially within the primary shopping area of a centre, can project a negative or gloomy image and impact on market confidence. In preference to promoting a change of use to non A1 Class Use within the primary frontage, which is likely to be a departure from Part D of the Policy, an appropriate temporary use of such long-term vacant units enables occupation and time for the market, and demand, to recover.

Policy AAP18: Secondary Frontages, Neighbourhood Parades, and Non-Designated Retail Parades

A. Within the secondary frontages of the Harrow town centre and Wealdstone district centre proposals for ground floor uses for purposes that are appropriate to a town centre and primarily for visiting members of the public will be permitted provided that:

- a. the length of secondary frontage in non-retail use at street level in the centre (including any extant planning permissions) would not exceed 50% unless it could be demonstrated that the proposed use would make a significant contribution to the centre's vitality and viability;
- b. in the case of uses that would not create an active frontage, a window display or other frontage appropriate to the centre would be provided; and

c. the use would not be detrimental to the amenity of neighbouring occupiers or highway safety.

B. Within the non-designated retail parades of Harrow town centre and Wealdstone district centre, and within the Station Road neighbourhood parade, as defined on the Harrow Policies Map, the use of ground floor premises for purposes that are appropriate town centre, community and economic uses will be permitted provided that:

a. in the case of non A class uses, a window display or other frontage appropriate to the centre would be provided; and

b. the use would not be detrimental to the amenity of neighbouring occupiers (See Policy DM1) or highway safety.

C. Proposals for temporary use (three to five years) of ground floor premises within secondary frontages and neighbourhood parades will be supported where:

a. The vacancy rate within the secondary frontage or neighbourhood parades is in excess of 20%;

b. The premises has been vacant and marketed for more than six months; and

c. The proposed temporary use will not be detrimental to the amenity of neighbouring occupiers (see Policy DM1) or highway safety.

4.145 The Harrow Policies Map identifies areas of secondary shopping frontage within Harrow town centre and Wealdstone district centre. Secondary frontages provide opportunities for retailers that may not be viable within the more expensive primary frontages but which nevertheless add to the overall retail capacity and attractiveness of the centre. They also provide suitable locations for the full range of A Class uses, including takeaways, and any other use which is primarily for visiting members of the public, such as launderettes, taxi offices and amusement arcades, that are not appropriate within primary shopping frontages. The National Planning Policy Framework (2012) defines secondary shopping frontages as those that provide greater opportunities for a diversity uses such as restaurants, cinemas and businesses⁽³⁵⁾, and states that local planning authorities should set policies for uses within town centres based on a clear definition of these and other frontages⁽³⁶⁾. Harrow's Retail Study (2009) concluded that there is a continuing need to monitor uses within the shopping frontages of town centres and to protect Class A uses⁽³⁷⁾. The Study went on to suggest changes to frontages within a number of the Borough's town centres, which have been taken forward in this Area Action Plan and the Site Allocations DPD. The Council considers that 50% is a reasonable balance of retail and non-retail uses within secondary and designated shopping frontages, having regard also to the vitality and viability of the town centre concerned. Units in non-designated parades provide opportunities for a range of commercial uses that can help to diversify the role of town centres and strengthen their vitality.

35 See NPPF Annex 2: Glossary.

36 See NPPF paragraph 23.

37 See Harrow Retail Study (2009) paragraph 18.32.

4.146 The broader mix of permitted activities within secondary frontages may include some uses that, although appropriate within a town centre, do not create an engaging frontage for shoppers. In such instances the provision of a window display can help to create interest and variety.

4.147 Office and residential use of floors above ground floor premises is a strong characteristic of both Harrow and Wealdstone town centres and a part of what makes them vibrant and secure places even after the shops have closed. It will therefore remain important to balance any impacts associated with ground floor uses with the preservation of a viable living or workable environment for neighbouring occupants.

4.148 Take aways are now an established characteristic of most town centres and they offer a valued service to shoppers (when they are open during the day), residents and pub-goers. However take away uses can also result in increased litter, noise (particularly at night) and on-street parking requiring careful consideration of these issues when such uses are proposed.

4.149 The Station Road neighbourhood parades and the non-designated shopping frontages of Harrow town centre and Wealdstone district centre provide opportunities for genuine diversification to become hubs for local business, services and the community, without undermining the core retail and other principal functions that are protected by the primary and secondary frontages.

4.150 The approach to high levels of retail vacancies within secondary frontages follows that for primary frontages outlined in Policy AAP17. However, given the higher portion of non-retail uses already provided for within the secondary frontage, a higher vacancy threshold is appropriate but balanced by a shorter period of unit vacancy and active marketing. It is hoped that this approach will assist in stabilising retail decline in the secondary frontage and prevent this from adversely impacting upon the vitality of the primary shopping frontage.

Town Centres and Neighbourhood Parades: Signposting to Policies in the Development Management Policies DPD

4.151 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM41: *Evening Economy*

4.152 Relevant to any proposals for uses that operate outside of normal working hours.

Transport and Waste

Policy AAP19: Transport, Parking and Access within the Heart of Harrow

A. All major development proposals should prioritise access by sustainable modes, with particular emphasis on the provision of safe and attractive walking routes to nearby facilities and to public transport.

B. Developments in appropriate locations in town centres and within Controlled Parking Zones, and where they are supported by a high level of public transport accessibility, are encouraged to be car-free. Proposals in such areas shall consider the following parking provision criteria to ensure no additional transport stress is placed on the public highway following development:

- a. To limit on-site car parking to spaces designated for disabled people and any operational or servicing needs;
- b. Contribute to the development and implementation of an area wide green travel plan for the Heart of Harrow as proposed by Policy AAP 20; and
- c. Exclude future occupiers of the development from being eligible for on-street parking permits (secured through a planning obligation).

C. The amount of car parking in residential development proposals should not exceed the maximum set out in Table 6.2 of the London Plan (2011), and the Interim Mayor's Housing SPG. The justification for the level of parking should be based on: a Transport Assessment; the Green Travel Plan for the Heart of Harrow (AAP Policy 20); whether there is a negative impact on overspill car parking on the public highway; and the availability of controlled parking zones.

D. Developments shall provide the minimum level of car parking provision, but consistent with that which is necessary for people with disabilities and servicing, as well as electric charging points, as set out in the London Plan Policy 6.13.

E. The provision of new parking, particularly underground car parks to support retail, leisure and office development commensurate to the size of the development will be supported for general public use in accordance with the Maximum Standards in the London Plan (Table 6.2).

F. Scooter and motorcycle parking, including appropriate provisions to reduce theft and tampering, shall be provided for within all new development;

G. The implementation of car club parking schemes will be encouraged, and spaces for car club vehicles will be sought on major development proposals and should be prioritised alongside spaces for people with disabilities and servicing;

H. Cycle parking and facilities must be provided in all development to achieve the standards set out in London Plan Table 6.3. This is in addition to any contribution to off site cycle parking to be provided across the Heart of Harrow. Cycle storage facilities must be secure, and designed into the development at the outset.

I. For major trip generating developments in Harrow and Wealdstone town centres where appropriate levels of parking may be difficult to provide, agreements or contributions to use / improve other nearby car parks and associated infrastructure may be acceptable.

J. Proposals that would be detrimental to the free flow of traffic and the safety of highway users will be refused, unless sufficient mitigation or an acceptable case based upon the achievement of significant area wide benefits can be demonstrated.

4.153 In 2010, the Council undertook a high-level audit to assess the impact of the levels of development and growth being promoted through the Harrow Core Strategy on the Borough's public transport services and highway network. In the course of preparing this Area Action Plan the Council, working with Transport for London, has commissioned a further piece of work focused on the Heart of Harrow area to better understand the cumulative impacts of the growth forecast by this Area Action Plan on traffic flows. The assessment⁽³⁸⁾ identifies a number of key junctions which may come under additional stress as a result of the projected development. Based on the likely impacts, a series of mitigation measures were also tested, which improves the situation at some locations. However, these measures represent only one possible package of mitigation. Further, more detailed testing of the impact of any highway interventions on all modes, including buses, will need to be conducted as part of any major development application proposal.

4.154 The promotion of Harrow & Wealdstone as an Intensification Area, for the sustainable accommodation of growth, was in part predicated on its ability to support and encourage more sustainable transport choices. Major development proposals within the Heart of Harrow offer the opportunity to provide better pedestrian and cycle connections through sites, creating a network of walkways that can provide a viable alternative to the use of the private car, especially to access local amenities. Providing safe and attractive routes that are easy to navigate and connect seamlessly with existing walkways can make a significant contribution to the overall pedestrian permeability of an area, while opportunities to extend the cycle network and/or to create or link to other cycle routes will be of benefit to cyclists.

4.155 A significant proportion of the trips to and from the AAP area are by foot or by public transport and car ownership is lower in this area than elsewhere in the Borough. The aim of the policy is to keep this trend for increased use of public transport and walking going, and so maximum standards, in line with the London Plan are necessary to help keep car use down. This will also help reduce congestion in this area.

Policy AAP 20: Harrow & Wealdstone Green Travel Plan

A. All Major development proposals will be required to contribute to the funding of the Green Travel Plan for the Heart of Harrow and to comply with its relevant provisions.

B. Major developments will be expected to produce a site specific travel plan stating how the development will meet the relevant area wide Green Travel Plan provisions.

4.156 The Council, in association with Transport for London, will prepare a Green Travel Plan for the Heart of Harrow. The green travel plan is intended to encourage residents and local business to live and operate in a more sustainable way across the whole of the Heart of Harrow. Having an area wide travel plan, containing a range of measures suitable to different types of development will enable a holistic approach to be taken to improving both public transport, and other more sustainable modes of travel such as cycling and car clubs.

4.157 The Council considers there are significant advantages and benefits to having an area wide travel plan in preference to requiring individual green travel plans to be drawn up to support each development scheme. The advantages and benefits include:

38 Heart of Harrow Traffic Impact Assessment (2012) – this is available as part of the evidence base for the Area Action Plan on the Council's website

- The establishment of a consistent and single set of key objectives, targets, actions, and monitoring methods and arrangements;
- Coordinated delivery of sub area and area wide actions and measures (such as bus routes & frequencies; the introduction of controlled parking zones; car clubs; cycle schemes etc); and
- Significant cost savings and efficiencies (e.g. through the appointment of only one travel plan coordinator for the whole area; the preparation, production and printing of a Heart of Harrow sustainable travel information pack that all can use; the use of one shared website; better bargaining through joint procurement for the delivery of car clubs, cycle schemes, wayfinding signage or the undertaking of travel surveys or annual reviews).

4.158 This should also make it simpler for developers and businesses, by requiring them to prepare a simple plan stating how an individual development/business will contribute to and meet relevant provisions of the area wide plan. The travel plan will contain a wide range of measures to help all developments contribute to a shift to sustainable forms of transport, helping achieve the Area Action Plan's objective for improved public transport and an increase in cycling and walking, as well as the Mayor's aims to improve air quality, and improve Londoners Health and wellbeing. The monitoring and enforcement of the delivery of the site specific travel plans will be secured through the legal agreement.

Policy AAP 21: Harrow Waste Management Site

A. Harrow's waste management site in Forward Drive is allocated for waste management and depot functions. The portion of the site set aside for waste management includes the existing Civic Amenity facility, and is safeguarded for waste management uses under the West London Waste Plan DPD. Proposals for intensification of existing waste management activity, including any proposal for a new waste treatment facility on the site will be supported where the proposal:

- a. Includes provision to relocate the existing depot functions to an alternative site in the Borough, or alternatively includes provision to consolidate, to the Council's satisfaction, the existing depot functions on the site;
- b. Demonstrates, through accordance with the criteria of London Plan Policy 5.17B and criteria d-i below, that the type of waste treatment facility proposed, and its scale (i.e. the quantum of waste to be managed), is appropriate to the site context;
- c. Incorporates the redevelopment of the Civic Amenity facility;
- d. Through the proposed design, siting and layout, adequately addresses proximity issues in respect of the residential properties along the northern site boundary as well as visual intrusion on surrounding areas;
- e. Results in an overall improvement to the existing levels of amenity (noise, odour and dust emissions) experienced by neighbouring uses, especially the residential area to the north of the site, through enclosing any new facility, as well as the existing civic amenity facility;

- f. Provides for adequate safeguards against land, water and air contamination; and
- g. Provides for adequate circulation arrangements within the site for all activities.

B. Proposals for alternative use of this site that fail to provide sufficient capacity for waste management facilities or that fail to adequately address the above considerations will be refused.

4.159 The Civic Amenity facility and part of the Depot sites have been identified in the West London Waste Plan DPD as a suitable location to continue to provide for the Borough's existing and future waste management needs, as part of a network of safeguarded and allocated sites across west London. The process of site identification, through the West London Waste Plan, incorporated a comprehensive and high-level consideration of constraints such as transport and amenity, which was the subject of public consultation in February 2011. Following the consultation, the site was assessed in terms of its deliverability and was identified as being deliverable based on the fact that it is in the Council's single ownership, has no planning constraints, and includes an existing waste management facility. However, the Deliverability Assessment did raise concerns regarding the required relocation of current depot activities as well as the proximity of residential areas along the northern site boundary.

4.160 This Policy therefore seeks to address in greater detail the potential site specific impacts of further intensification and development of the site for waste management purposes, recognising that part of the site, the area of the existing Civic Amenity facility, is already in waste management use, and the remainder of the site is considered suitable for waste purposes in principle.

4.161 The West London Waste Plan is not intended to be technology specific, i.e. it does not prescribe what types of waste treatment facility would be best suited to a specific allocated waste management site. Rather it considers that this is a matter for the waste industry and waste operators to determine, having regard to the types and amount of waste that need to be managed within west London.

4.162 The Council's Depot functions will still be required over the life of the Plan, and the Council does not currently own any other industrial sites within Harrow upon which to relocate all or part of the existing depot site functions. Therefore, the applicant would need to secure suitable land and buildings to enable relocation. However, if relocation of the depot functions is not possible/feasible, then a consolidation of the depot functions on the site may provide a suitable solution to satisfy the accommodation needs of both activities on the site.

4.163 The relationship with residential property in Cullington Close is self-evidently the most sensitive aspect of the site. However, there are also likely to be impacts at the interface with other neighbouring employment generating and community uses that will need to be managed in a manner that does not prejudice their continued functioning.

4.164 In respect of transport, a mini-roundabout has recently been constructed at the junction of Forward Drive with Masons Avenue/Christchurch Avenue (part of the Borough distributor road network). Appropriate mitigation of any objectively assessed impacts upon this and any other junctions identified as being sensitive to increased traffic should ensure that the objectives for the site can be delivered in a manner that is compatible with the free flow and safety of traffic using the wider highway network.

Community Infrastructure

Community Infrastructure: Signposting to Policies in the Development Management Policies DPD

4.165 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- **Policy DM46: *New Community, Sport and Education Facilities***

4.166 Relevant to any proposals for new community, sport and education facilities.

- **Policy DM47: *Retention of Existing Community, Sport and Education Facilities***

4.167 Relevant to any proposals involving the loss or redevelopment of community, sport and education facilities.

- **Policy 52: *Enhancing Outdoor Sport Facilities***

4.168 Relevant to any proposals for capacity, quality or accessibility enhancements to outdoor sport facilities.

Telecommunications

Telecommunications: Signposting to Policies in the Development Management Policies DPD

4.169 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- **Policy DM49: *Telecommunications***

4.170 Relevant to any proposals for telecommunications development.

Implementation, Resources and Monitoring

Policy AAP 22: Supporting Site Assembly within the Heart of Harrow

A. The Council will use compulsory purchase powers to assemble land for development within the Heart of Harrow where:

a. Landowners and developers can demonstrate that they have:

i. a viable, deliverable and Area Action Plan compliant scheme; and

ii. made all reasonable attempts to acquire, or secure an option over, the land/building(s) needed, through negotiation.

b. Comprehensive redevelopment of the assembled site is in the public interest; and

c. The development proposed for the assembled site would contribute to the delivery of the Heart of Harrow's objectives.

B. Where compulsory purchase is necessary, applicants will be required to demonstrate how the associated costs impact upon development viability.

4.171 The Planning and Compulsory Purchase Act (2004) provides powers which enable local planning authorities to purchase land compulsorily and associated regulations give effect to the use of these powers. The statutory arrangements for compulsory purchase are lengthy, and there are provisions for appeal and compensation. Consequently, compulsory purchase can be a time consuming and expensive procedure.

4.172 Compulsory purchase powers exist to support the development of land in the public interest and are a tool of last resort.

4.173 A comprehensive approach to development will often be in the public interest within the Heart of Harrow. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability. Across the Heart of Harrow as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the provision of community infrastructure.

4.174 Whilst site assembly might in principle be in the public interest, the Council will also need to be satisfied that the development proposed upon the assembled site is an acceptable scheme that contributes to the delivery of the Area Action Plan objectives. These might include the delivery of retail development on the scale required within Harrow town centre, or the provision of development with strategic flood mitigation infrastructure within Wealdstone.

4.175 The Council will expect all costs incurred in the use of its compulsory purchase powers to be borne by the developer. In the event that the Council is not satisfied with the relationship between the costs of compulsory purchase and scheme viability, co-operation in the use of its powers will be withdrawn.

Implementation, Monitoring and Resources: Signposting to Policies in the Development Management Policies DPD

4.176 For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Heart of Harrow:

- Policy DM50: *Planning Obligations*

4.177 Relevant to any proposal which fails to make satisfactory provisions through a Planning Obligation for site specific requirements made necessary by the development.

Sub Area and Site Specific Guidance

Chapter 5

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Heart of Harrow sub areas

5.1 The seven sub areas that make up the Heart of Harrow are set out in Figure 2.1 and described in Section 2. The following section establishes the contribution each sub area will make towards the delivery of the overall objectives and development strategy we have set out for the Heart of Harrow. It sets out the associated infrastructure in support of the area as a whole as well as transport, infrastructure and public realm enhancements specific to each sub-area that are needed to maintain or create a distinctive sense of place.

5.2 Within each sub-area, sites with significant opportunities for development and change have been allocated, including key sites that have an extant but unimplemented planning permission. Each site represents brownfield land that is suitable and available for redevelopment over the plan period, including sites key to achieving wider regeneration objectives or necessary to deliver infrastructure improvements. For each site, expectations are set out relating to land use, urban design, infrastructure and delivery. A leading use(s) and supporting uses are specified to direct the nature of the acceptable mix of uses for the site. Leading uses are those that make an essential contribution to delivering the objectives of this Plan and should form principal components of proposals for each site. Supporting uses are uses compatible with the leading use(s) that may form ancillary components of the overall mix of uses proposed on a site. Where appropriate, details of the mix of uses for the site are accompanied by further guidance on options and dependencies, including site assembly and phasing. A conceptual illustration is provided to show how the site objectives, dependencies and design considerations might be addressed on the site. However, such illustrations not intended to be prescriptive. The final layout and design will need to respond to the Area Action Plan policies and site specific guidance, set out below, and will need to be thoroughly tested through the planning application process. Housing and jobs targets are provided for each sub area based on the Housing Capacity Study (2009), the Employment Land Review (2010) and the Retail Study (2009). Target outputs are provided for each site to indicate the contribution each is to make towards meeting the sub area targets. Where references are made to Green Grid, Public Realm or Infrastructure improvements, details of current projects and schemes can be found at www.harrow.gov.uk/infrastructuredelivery.

Sub area: Wealdstone West

Key sites in this sub area

- 1 Headstone Manor
- 2 Kodak
- 3 Teachers' Centre
- 4 ColArt

Objectives for development of these and other sites that may come forward within this sub-area are set out below.

The character of the sub area

5.3 The Wealdstone West sub area is characterised by its past industrial heritage. The area is dominated by industrial estates, which line both sides of the mainline railway. To the east, these estates are confined to a narrow strip of varying quality small business units and materials yards, which then gives way to dense Victorian terraced housing enclosed by further industrial estates to the north (including the former Winsor and Newton (ColArt) site) and Wealdstone town centre to the south. The area to the west of the mainline railway is occupied by a large industrial area that extends to, and is enclosed by, Headstone Drive and Harrow View. This large industrial area is dominated by the main Kodak facility, which has been consolidated to the central portion of the site and is surrounded by vacant cleared land to the south and north. Beyond the main Kodak factory, the sub area extends to include the green spaces of the Kodak playing fields (the Zoom Leisure site) and Headstone Manor, which provide a unique contrast to the rest of the sub area and are a relief to a fairly continuous suburban Metroland landscape.



Figure 5.1 Wealdstone West Sub Area

Target outputs of the sub area:

- 1,410 jobs
- 1,135 houses

Key sub area objectives:

1. Ensure Headstone Manor and its range of heritage assets is provided an appropriate setting having regard to the significance of this heritage asset.
2. Address industrial decline, low demand and poor connections between key development sites such as Kodak with surrounding street, open space and Wealdstone town centre, that present a real challenge for the spatial development of the sub area.
3. Deliver a significant portion of the employment target set for the Heart of Harrow
4. Address the existing decline in industrial use and contribute to the delivery of job targets in the borough through employment-led development
5. Support the regeneration of Wealdstone town centre through provision of land uses that complement but do not compete with main town centre uses.
6. Contribute to meeting the housing target and the requirement to provide a mix of housing within the Heart of Harrow through provision of high quality and contemporary family housing.

Urban realm improvements:

1. Improvements to pedestrian and cyclist provision under railway line at eastern end of Headstone Drive to ensure good linkages between Wealdstone and future development of the Kodak site.
2. Maintain the potential for a future pedestrian and cycle bridge/underpass across the railway line, linking the Kodak site on the western side and Tudor Road to the east.
3. Amendments to the alignment and traffic management systems along Harrow View to integrate the development planned for either side of this road (Zoom Leisure and Kodak sites) and smooth traffic flows as far as possible.
4. Improve access arrangements to Headstone Manor and Harrow Museum environs; and enhance and improve facilities.
5. Provide a high quality open green route through the Kodak site upon redevelopment providing a green link and a key piece of local public realm connecting Wealdstone town centre and Headstone Manor.
6. Creation of new pedestrian linkages between the High Road and Whitefriars Avenue through the Colart site.
7. New high quality equipped play spaces in association with Colart and Kodak site re-development.

Green grid projects:

1. New green route through Kodak and Zoom sites.
2. Seek to establish a new view point through the provision of public open space on the Kodak site.

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3. Enhanced connection to Headstone Manor from Harrow View and removal of boundary between Zoom Leisure and Headstone Manor recreation ground.
4. Improvements to playing pitches and tennis courts at Headstone Manor Recreation Ground.
5. Establishment of a new green space on Kodak frontage to Headstone Drive.
6. Improve public access to existing and new (reconfigured) open space to reduce identified accessibility deficiencies.

Infrastructure:

1. Incorporation of CHP into new Development.
2. New 3 form entry Primary school on Kodak site.
3. Delivery of site suitable for Free school to deliver Secondary school on Teachers Centre site.
4. Expansion of existing health services provision.
5. Cycle route along frontage of Kodak site (Headstone Drive and Harrow View), plus new pedestrian/cycle crossing to Headstone Drive and new cycle linkage to Harrow town centre.
6. New Public Art within public viewpoints on strategic sites.
7. New community centre on Kodak site.
8. Improved open green space and recreational spaces.

Site 1: Headstone Manor and environs



Conceptual diagram subject to detailed design considerations

Key site objectives	<p>To restore and enhance the Headstone Manor complex to ensure it continues to contribute to the diversity of Harrow’s suburban fabric.</p> <p>To raise the profile of the Headstone Manor complex as one of Wealdstone’s, Harrow’s and London’s most significant heritage assets through visual and physical access improvements.</p> <p>Support the development of commercial and cultural opportunities that are sensitive to the Grade I listed Manor’s role as a financially sustainable destination for local and regional tourism.</p> <p>Promote opportunities for flood attenuation, biodiversity and landscape management alongside physical restoration of the Manor house and farm complex.</p> <p>Improve the outdoor recreation facilities and public access to these.</p> <p>Secure the improved spatial relationship of the area with adjacent existing and future buildings, uses and spaces, including the unification of the open space between Headstone Manor and the adjacent Zoom Leisure site.</p>
Leading land use	<p>D1 Non Residential Institutions</p> <p>D2 Assembly and Leisure</p>
Supporting land use Target outputs	<p>A3 Restaurants and Cafes Homes (N/A)</p> <p>Jobs (N/A)</p>
Site description	<p>Sited within 25.03 ha of open green space featuring 14th Century Manor House (0.48 ha plot), surrounded by a moat, and ancillary buildings converted to museum and education purposes (0.49 ha plot). Site within Harrow Council ownership.</p>
Site constraints/ dependencies	<p>Ancient Monument and Listed status of buildings lends protection and also potential limitation to changes to existing provision.</p> <p>Southern part of the site is functional floodplain (3B) and the site lies within the Headstone Critical Drainage Area (CDA). Local, natural and constructed water courses must be carefully considered with any proposals.</p> <p>Poor quality water entering the Moat.</p> <p>Access arrangements currently very poor, giving poor impression and experience of site.</p> <p>Site’s neighbouring residential uses must be carefully considered in line with any proposals for the site to avoid unnecessary disturbance to them.</p>
Design Considerations	<p>Enhance and restore the existing historic buildings and spaces, and increase provision for capacity, interpretation and localised access.</p> <p>Headstone Manor needs to be more accessible in relation to Wealdstone town centre. To do this, the severance of Harrow View and that of the surrounding landscape needs to be tackled and reshaped to the effect of enhancing access to the Manor. In particular, proposals for the development of the Zoom leisure</p>

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site offer a significant opportunity to unify the open spaces between the two sites to help improve the proximity of historic and recreational assets to the centre of Wealdstone.

Improve visibility and accessibility of the Manor by creating a new pedestrian and cycle connection as part of any development of the Zoom leisure site. Consideration will need to be made to ensure such proposals do not impact on the security of the facility and its historic collections.

Improve vehicle, cycle and pedestrian arrangements enhancing appearance of streets including along approaches where possible.

Existing mature Poplar trees along eastern edge of site should be considered for retention and integration with changes, where this does not conflict with proposals to enhance visual and physical links to and from the site.

Improve appearance of yard and car breakers uses with improved boundary treatments, footway surfaces, and signage.

Consider opportunities to enhance, de-culvert (if required) the ordinary watercourse that runs along the eastern boundary of the site.

Site specific Infrastructure Restoration of the Manor complex

Improved access arrangements, including street furniture, lighting, interpretation signage.

Improved café, toilet and meeting facilities.

Play/street furniture.

Allotments, sedimentation ponds and reed beds and pond dipping platform.

Green Link / Headstone Link.

On-site Wayfinding Signage.

Delivery

Bid made to Lottery Heritage Fund for the restoration of the Headstone Manor complex.

Council Capital and s106.

Phasing of delivery will depend on the success of bids.

Site 2: Kodak and Zoom Leisure



Conceptual Diagram Subject to Detailed Design Considerations

Key site objectives

- To break the existing trend in industrial decline through employment-led regeneration providing diverse and modern employment space aimed at supporting and growing Harrow’s SME, move-on and traditional industrial sectors.
- Integrate new employment offer with the existing Waverley Industrial estate.
- Improved physical connections with Wealdstone town centre.
- Secure an open space link between Wealdstone town centre and Headstone Manor, including the creation of a physical and visual open space corridor from Harrow View through to the Headstone Manor complex.
- Enabling residential development to create high quality mixed use and family housing.
- Provision for ancillary social and physical infrastructure required to support a new sustainable community.
- Overall increase in the provision of useable and functional open space across the two sites.
- Integration with the surrounding street pattern.

Leading land use

- B1 Business (enterprise hub)
- B2 General Industrial
- B8 Storage and Distribution

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Supporting land use	<p>Enabling C3 Residential</p> <p>C2 Residential Institutions</p> <p>A1 Retail, A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Public Houses, A5 Hot Food Takeaways</p> <p>D1 Non Residential Institutions, D2 Assembly and Leisure, Education</p> <p>Sui Generis Uses – Student Housing and Energy Centre</p>
Target outputs	<p>1,230 jobs</p> <p>985 homes</p>
Site description	<p>The site comprises two distinct areas, separated by Harrow View:</p> <ol style="list-style-type: none"> 1. The Zoom Leisure facility (8.2 ha), including car parking and open space (playing fields) to the west of Harrow View. This portion of the site adjoins Headstone Manor to the west and residential to the north and south. 2. The Kodak site (15.9ha including the currently operational site extent) currently designated as a Strategic Industrial Location in the London Plan. Approximately 5ha at southern end of the site have been cleared and remediated. The main Kodak site is bounded to the east by the railway line, to the north by a fine grain residential area and to the west and south by busy roads. New residential development and law courts to south eastern and south western corners of site respectively and large scale industrial sheds form industrial estate along eastern edge of site. <p>The Council granted, in June 2012, planning permission for a mixed use development comprising business and employment uses (within Use Classes B1(a), B1(b), B1(c), B2 and B8 – up to 35,975sqm); residential dwellings (within Use Class C3 – up to 985 units); student accommodation (Sui Generis use – up to 220 units); senior living accommodation (within Use Class C2); assisted living care home (within Use Class C2) (total C2 uses up to 9,300sqm); retail and restaurant uses (within Use Classes A1, A2, A3, A4 and A5 – up to 5,000sqm); commercial leisure uses (Use Class D2); community uses (Use Class D1); health centre (Use Class D1); a primary school (Use Class D1) (total D1/D2 uses up to 8,830sqm); energy centre (Sui Generis use – up to 4,500sqm); together with new streets and other means of access and circulation; highway improvements; associated parking; re-profiling of site levels; utilities diversions and connections; open space; landscaping and ancillary development including infrastructure, works and facilities.</p>
Site constraints/dependencies	<p>The need to accommodate, for the foreseeable future, the existing Kodak operation on the site.</p> <p>Sufficient and robust evidence to justify both the consolidation of the SIL designation on the site and the reconfiguration of the Zoom Leisure open space across both sites.</p> <p>Potential land contamination issues.</p> <p>The historic setting of Headstone Manor and its status as key local attraction and historic asset.</p>

Poor connections and public transport accessibility.

Site access and road & junction capacity.

Design considerations

Development to be in accordance with an agreed overall design strategy for whole site that has regard to the design considerations outlined below.

Provide an appropriate character of new buildings set within a larger green background which goes beyond the buildings, to strengthen the distinct character of Wealdstone as a town at the edge of the countryside.

Develop all site phases in a way that considers edges, routes, active frontages, and hard and soft landscape holistically. Tie site into surrounding street patterns by extending existing streets into the Kodak and Zoom sites and retaining their clear, linear geometry and character.

Provide a generously dimensioned, contiguous, green public route that acts as a primary characteristic for the whole of the Kodak and Zoom site, holds a range of non-residential uses around its edges, and links together Headstone Manor and Headstone Drive.

The character and appearance of the green route should be consistent with the character of the associated development plots and should be safeguarded from all inappropriate uses, including use for parking. Towards Headstone Manor the character of the green space should be informal.

Locate buildings of special character, height and use around the edges of the green route, with active frontages located to support safe, vibrant social activity. These would complement surrounding patterns of terraced streets; existing and new.

Consider provision of new interpretation and /or community uses designed to relate to Headstone Manor, and to strengthen presence and availability of Headstone Manor from Wealdstone town centre.

Gather employment and community uses at the south and east of the site, reinforcing a relationship with Wealdstone town centre and exploiting accessibility provided by Harrow and Wealdstone Mainline / Overground / Underground station.

Establish clear connections and continuity to Wealdstone town centre.

Make a strong road frontage along Headstone Drive.

Avoid compartmentalizing the various uses and characters of the site. They should all be designed together, around a shared series of spaces and streets. Design entire area as a large neighbourhood of varying character and use, rather than a series of distinct neighbourhoods next to each other.

Design landscape as an integrated green and programmed public realm that is part of the overall urban design, rather than discrete landscaped centres or focal points. This design approach will help realise the character of Wealdstone as located at the edge of the countryside.

Need to ensure that existing retail parades on Harrow View and Headstone Drive are able to contribute to/benefit from development on Kodak/Zoom leisure site.

Consideration to be given to the industrial legacy of the site, and whether elements of that industrial past can somehow be reflected or incorporated within a new urban form, character and identity for the site.

Make a positive relationship at railway edge taking into account the high levels of visibility from the train.

Traffic management on Harrow View and Headstone Drive to respond to site uses and required access arrangements.

Allow for future provision of a bridge/underpass providing pedestrian/cycle access across the railway corridor.

Provision for a new three form primary school, ensuring safe pedestrian/pupil access to and from the school across the site and appropriate circulation for school run and pre-post school day activity.

Create new vista to Headstone Manor from Harrow View.

Locate housing densities and typologies to relate to greater areas of mixed use activity.

Ensure that employment uses are phased throughout the development and designed as part of the overall place making.

Create continuity with surrounding environment using a restrained palette of streetscape designs and a coordinated material and furnishings palette.

Ensure flexible building design to enable the creation of employment spaces that can accommodate a range of changing business needs.

Improve vehicle, cycle and pedestrian arrangements throughout the entire area, and tie into surrounding streets, crossing points and green spaces.

The development should provide for managed use of car parking spaces across the site consistent with the objective of promoting and supporting modal shift across the Heart of Harrow.

Redevelopment on Zoom Leisure site should be considered carefully in terms of visual, spatial and physical relationship with Headstone Manor. In particular, careful scrutiny of building materials for development blocks closest to the Manor complex, and to the landscaping treatment of the open space, will therefore be required to maintain the setting of Headstone Manor.

Existing mature trees should be considered for retention and integration with proposals along Headstone Drive and Harrow View edges.

Level changes along Harrow View edge from road to site need to be tackled to gain convenient and accessible connections and access from Kodak to Zoom Leisure site and from Harrow View into the Kodak site.

Building heights to be 2-3 storeys on the Zoom Leisure site. On the Kodak site, the industrial accommodation to be 1-3 storeys while the residential and mixed use development to be 3-6 storeys.

Site specific infrastructure Green spine of open space, including small and pocket parks to serve Wealdstone, running through the site, creating bold green corridor linking Wealdstone to Headstone Manor.

New roundabout access to Kodak and Zoom Leisure sites on Harrow View.

Junction improvements at Headstone Drive/Harrow View.

Improvement to the quality and number of playing pitches at Headstone Manor recreation ground and at the Bannisters Sports Grounds.

New cycle/pedestrian crossing of Headstone Drive.

Appropriately designed, safe crossing to Harrow View to enable continuity in green link across Kodak and the Zoom Leisure sites.

Enhanced cycle/pedestrian linkage to Wealdstone and improving the railway underpass.

3 form entry primary school.

Healthcare uses to serve new homes/employees on the development site.

Integrated bus information infrastructure to support mode shift.

Appropriate telecommunications technology to attract high end knowledge based industry to the new “enterprise hub”.

New CHP to service main building uses on the site in accordance with London Plan policy, with potential for connection to a district energy network.

Community uses, street furniture, art, lighting, special railwayside signage, wayfinding signage, ensuring these are designed to avoid cluttering the streetscape.

Delivery

The long timescale for redevelopment means that each phase of redevelopment must work in its own terms as well as for future phases.

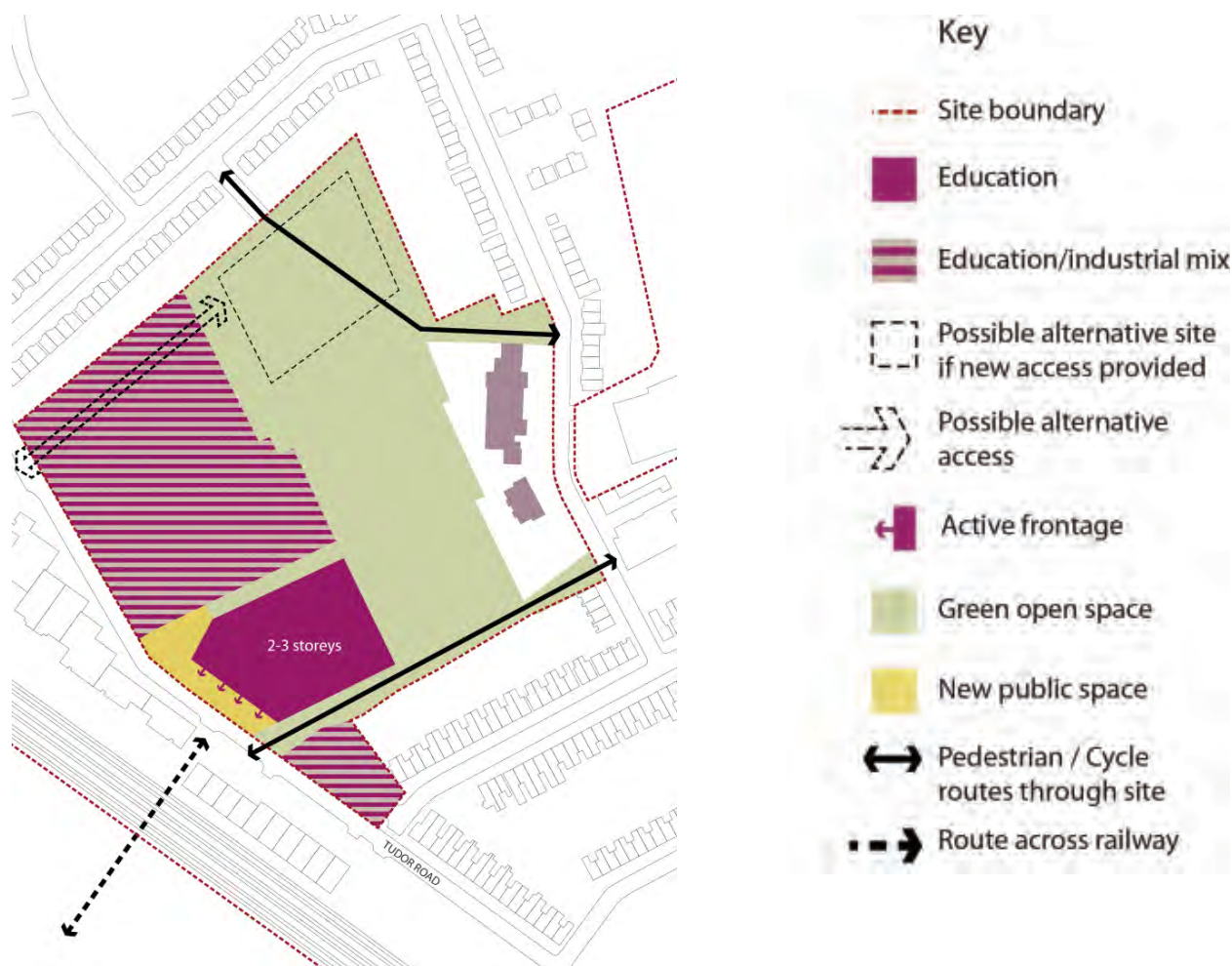
This means that new development needs to be designed alongside, and in conjunction with, existing buildings, uses and spaces over time.

Delivery of employment floorspace and community facilities to be tied to phasing of housing, as part of the overall place making.

Delivery of high quality green link to be tied to phasing of housing.

Provision of new primary school needs to be tied to the first phase of housing to ensure both are available to be occupied at the same time.

Site 3: Teachers Centre



Conceptual diagram subject to detailed design considerations

Key site objectives

To integrate and make provision for a new secondary school on the site with appropriate frontage to Tudor Road.

Reconfiguration of open space to provide a multifunctional asset for use by the new secondary school, the Whitefriars Community School, and the wider community.

Leading land use

D2 Education – 6 form entry secondary school

B2/B8 Existing industrial uses

Sui Generis Building construction yard

Supporting land use

Open space and Recreation

Target outputs

50 jobs

Site description

The current Teachers Centre site is 2.22 ha and includes Council education/training facility, Whitefriars Community School, open space and school playing field.

The Opportunity Site boundary extends to include surrounding sites currently in industrial use, including the builder's yard on Cecil Road, and the Whitefriars Industrial Estate and Aerospace House on Tudor Road.

The total site area is 4.04 ha.

Site constraints/dependencies

Existing modest street presence on Tudor Road otherwise land-locked by residential and industrial uses.

Development of the site is likely to require construction on the existing open space prior to release of new open space following demolition of existing buildings.

Reprovision of the current shared hall and gym, if these are not to be retained, having regard to the need for shared use of such facilities between the schools.

Part of site designated as Open Space on the Policies Map - need to retain community access to open space.

Design considerations

Traffic congestion on local road network including the cumulative impact of existing schools in close proximity to the site and the need for wider mitigation/solutions to be considered.

Whether opportunities for enhanced design, access arrangements, layout of shared facilities, and reconfigured open space/playing field's warrants acquisition of some or all of the neighbouring industrial land.

Need to secure provision for extended use by the community of school buildings outside school hours .

Need to accommodate shared facilities between the Whitefriars Community School and the new secondary school, including gymnasium, hall, playing fields, maintenance facilities, energy centre etc.

Need to address relationship with industrial units at Whitefriars Industrial Estate should these not be incorporated into the final development envelope.

Use open space/playing fields to integrate neighbouring space to surrounding residential and industrial uses to minimise/avoid negative impacts of uses. on each other.

Provide pedestrian link across the site between Tudor Road and Whitefriars Avenue.

New development should make provision for a good relationship with a future bridge/underpass providing pedestrian/cycle access across the railway line if viable in the long-term.

Site specific Infrastructure Provision of new secondary school.

On-site energy centre with scope to connect to wider district heating system.

Off-site and on-site traffic and car parking management measures to support mode shift and address concerns regarding car use and congestion on the local road network at peak times.

Accessible by bicycle and on foot from Whitefriars Avenue, Athelstone Road and Tudor Road.

Delivery

Council to work with community and education partners to support and bring forward a proposals for the site. Delivery is expected to be by way of the Government's Free School programme.

Site 4: ColArt



Proposed Replacement Diagram Conceptual diagram subject to detailed design considerations

Key site objectives	<p>To create a distinct new mixed use development based around a refurbished Winsor and Newton office building and replace former industrial use with studio, enterprise and office use alongside contemporary, highly sustainable new homes arranged in a re-interpretation of metropolitan terraces.</p> <p>To allow for a potential extension of the Salvatorian College, subject to evidence of need and ability to purchase and develop the land.</p>
Leading land use	<p>B1 Business / Studio / Creative industries⁽³⁹⁾</p> <p>B2 General Industrial</p> <p>D1 Education</p> <p>D2 Assembly and Leisure</p>
Supporting land use	<p>Enabling C3 Residential</p> <p>A3 Café and Restaurant</p>
Target outputs⁽⁴⁰⁾	<p>130 jobs</p> <p>150 homes</p>
Site description	<p>2.4 ha, vacant, former manufacturing site. Occupies a largely land locked location bounded by residential uses to the west, south and east and Salvatorian College to the north. The site has a limited street frontage to Whitefriars Avenue and High Road, Harrow Weald.</p> <p>The Opportunity Site boundary extends beyond the existing ColArt site boundary to include the adjoining workshop at 183A High Street (located behind the petrol station) to provide a larger building envelop for the potential expansion of the Salvatorian College.</p>
Site constraints/dependencies	<p>Limited street frontages to the site at Whitefriars Avenue and Wealdstone High Street, with Orion House located to the south of the main entrance, and in separate private ownership, limiting opportunities to create a meaningful frontage to the High Street.</p> <p>Attractive Winsor and Newton building in Whitefriars Avenue.</p> <p>Site is part of industrial land bank for Harrow.</p> <p>Close proximity to residential dwellings on Bruce Road and Ladysmith Road limits future suitability for general industrial use.</p> <p>'L' shaped site has access from Whitefriars Ave and High Road.</p> <p>Ensure uses are compatible with education use on northern end of site.</p> <p>Portion of site fronting Wealdstone High Road is in a flood risk area.</p> <p>Enabled employment offer to be different to that offered elsewhere within the Heart of Harrow.</p>

39 See the glossary in Appendix B for a definition of creative industries

40 Note these may need to be revised if part of the site is acquired for education for the expansion of the Salvatorian College

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Design considerations

Retain and re-use the Winsor and Newton office building and open up frontage to street to support/reinforce a strong local identity to Whitefriars Avenue.

Cluster community uses and key public spaces in and around the Winsor and Newton building, including those adjacent to the site ownership boundary.

In order to provide flexibility to meet the jobs target, in addition to the retention of the Winsor and Newton building, a number of options are considered available including:

- the retention of existing industrial buildings behind the Winsor and Newton building to provide for industrial use or additional studio / artist / creative industries space; or
- the provision of new purpose built employment floorspace, preferably located close to, and easily accessible from, the High Street or in relation to the retained Winsor and Newton building, to create a cluster of compatible uses.

Provide an attractive frontage at High Road.

Locate buildings to allow safe, legible and permeable access through and across the site.

Encourage pedestrian and cycle routes across the site providing links between Whitefriars Avenue and the High Road via Bruce Road and Ladysmith Road.

Provide an associated public realm and landscape treatment that supports the suburban terraced character of the associated buildings, and that offers generous opportunity for access, amenity and green space. In particular, the landscape treatment and public realm measures should be closely engaged with the surrounding areas, and at all edges.

The layout of new housing should provide a contemporary small scale urban Metro-land character that can help redefine Wealdstone.

Provide amenity and shared green spaces that highlight the wider spatial, green character of Wealdstone.

Building heights to be 3-4 storeys.

Site specific Infrastructure New studio/artist/incubation/creative industry space in Winsor and Newton Building, enabled by new housing development.

Potential of conversion of existing industrial building, or redevelopment, to provide for new studio/artist/incubation/creative industry space or community floorspace, subject to feasibility, enabled by new housing development.

Allow for the potential expansion of Salvatorian College, subject to appropriate evidence of need and finance.

New pedestrian/cycle connection between Whitefriars Avenue and High Road.

On site play space.

Connection to district CHP or on-site provision.

Delivery

Delivery of new employment and/or community floorspace to be tied to phasing of housing.

Pre-application discussions currently underway, with a planning application anticipated towards the end of 2012.

Sub area: Wealdstone Central

Key sites in this sub area

5 Wealdstone infills

6 Palmerston Road/George Gange Way

Objectives for development of these and other sites that may come forward within this sub area are set out overleaf.

The character of the sub area

5.4 Today the centre of Wealdstone forms a crossroads for the wider area; a local centre where Headstone Drive runs east-west across the High Street. Including local shops, restaurants and community uses such as the Wealdstone Centre and Holy Trinity Church, as well as Harrow and Wealdstone station, this popular but under performing local area is an important link between the large development opportunities in the west of Wealdstone and existing amenities to the east.

5.5 Where Station Road turns into the raised George Gange Way and Palmerston Road, severance is created. Harrow and Wealdstone Station located to the south of the centre marks a further divide of the area caused by the railway corridor.

5.6 In the High Street there is a decent streetscape and a building frontage which requires careful restoration and redevelopment. At the raised flyover, the buildings are less present, requiring a different urban response for change and intensification.

The sub area's contribution to delivering the Heart of Harrow

5.7 It is essential that new development in this area transcends site constraints and delivers improved presence, urban design and accessibility. Acting as a strong complement to Harrow town centre's Metropolitan character, the low key and local nature of Wealdstone Central should be safeguarded and improvements to pedestrian movement routes prioritised.

5.8 The opportunity here is to consolidate and strengthen the role of the High Street, and to make new links to Headstone Drive eastwards and westwards. The centre needs to extend its influence westwards to reach beneath the railway underpass to access new employment opportunities, and eastwards towards the range of new housing, enhanced community facilities and parkland at the leisure centre.



Figure 5.2 Wealdstone Central Sub Area

5.9 The High Street itself must become improved in its local offer, distinctiveness, mix of uses and sense of security whilst becoming better connected for pedestrians and cyclists to Wealdstone station.

Target outputs of the sub area:

190 jobs

195 houses

Key sub area objectives:

1. The regeneration of Wealdstone town centre.
2. Improve the image of the area and continue to support community uses and the small scale specialist retail offer.
3. Improved west east connectivity.
4. Manage and reduce flood risk.

Urban realm improvements:

1. Improvements to public space south of Holy Trinity Church, enhancing the setting of the church, and highlighting/ encouraging east west linkages through Wealdstone town centre.
2. Improvements to public realm at Harrow and Wealdstone station to safely connect pedestrian and cyclists to the High Street and enhance arrival experience.
3. Reconfiguration of roadspace (including potential removal of roundabout) to west of town centre and either side of railway underpass on Headstone Drive to improve pedestrian and cyclist provision and connectivity to Kodak site.
4. Tackling the underpass itself, to improve the environment, access and quality.
5. Provision of legible London and route waymarking from High Street to Leisure Centre and Headstone Manor (via Kodak) including targeted improvements to crossing facilities.
6. New waymarked cycle route between Headstone Manor and Leisure Centre crossing High Street.
7. Addressing existing advertising hoardings at Harrow and Wealdstone Station which obstruct/ restrict views into the town centre High Street from Platforms.

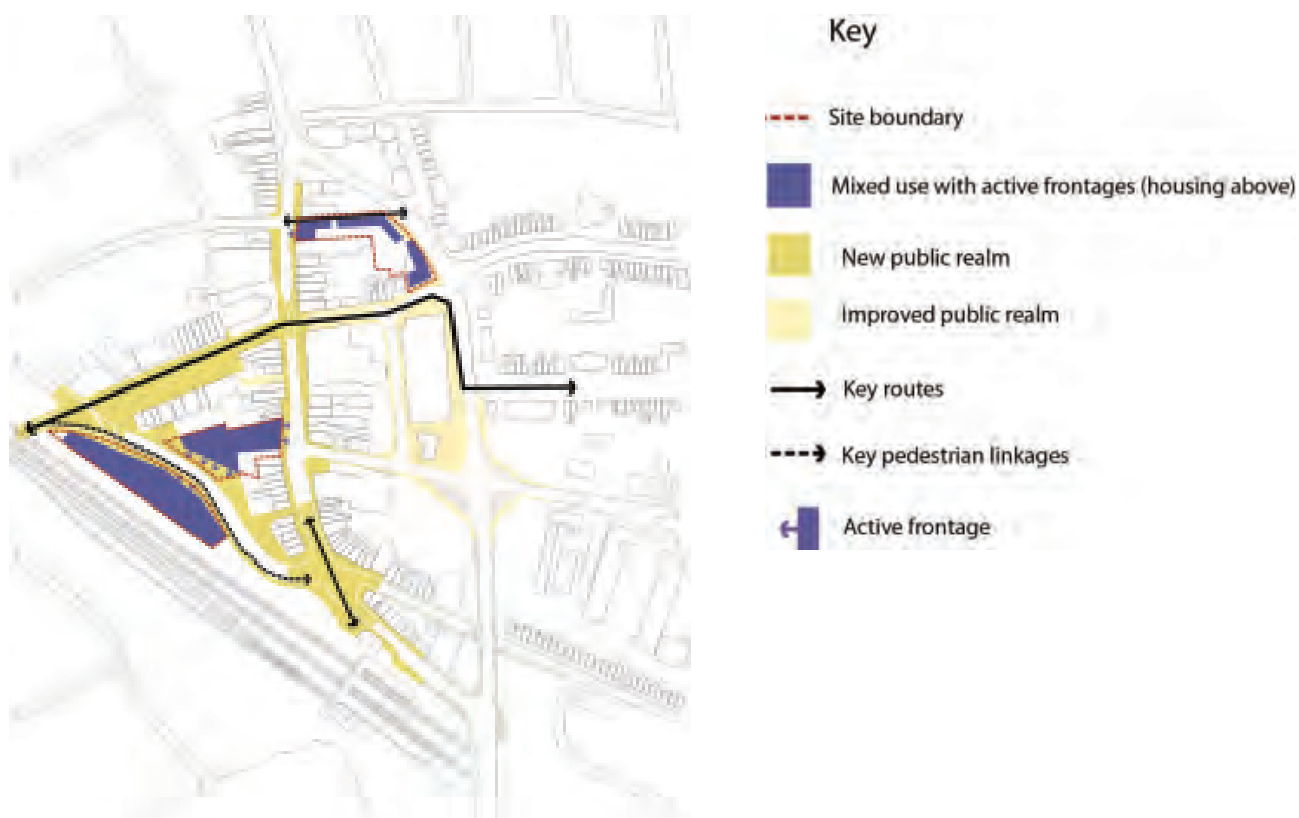
Green grid projects:

1. Refresh of Highway verge along Ellen Webb Drive to address “backs” to High Street.

Infrastructure:

1. Incorporation of CHP into all major new development.
2. New CCTV facilities for town centre.
3. Town centre management.
4. Flood mitigation measures and SUDS.

Site 5: Wealdstone infills



Conceptual diagram subject to detailed design considerations

Key site objectives	Improve the image and urban shape of the area by providing new development at a series of infill sites that support the creation of new jobs and homes in the heart of Wealdstone which complement and expand the area's role as a gateway to the metropolitan heartland of London and a crossroads of the Heart of Harrow.
Leading land use	A1 – A4 Retail C3 Residential C1 Hotel
Supporting land use	B1 Office D1 Education and training D2 Community

Target outputs	<p>95 jobs</p> <p>100 homes</p>
Site description	<p>Collection of small sites.</p> <p>Part of car park alongside Harrow and Wealdstone station on Ellen Webb Drive.</p> <p>Derelict pub building on the west side of the High Street including rear of site extending as far as Ellen Webb Drive.</p> <p>Under used business use and vacant land on junction of Canning Road and George Gange Way.</p> <p>Derelict pub to north of High Street including front car parking area and rear of site extending as far as George Gange Way.</p>
Site constraints/dependencies	<p>Potential flood risk from Wealdstone Brook (most of the High Street is flood risk 3, extending to the rear of sites west of the High Street - flood risk assessment required to support development).</p> <p>Tight town centre sites with some limitations on access arrangements and often in close proximity to existing housing, which will impact upon scale and character of acceptable development proposals.</p> <p>Negotiations with station car park operator required to release land to alternative use, or reconfiguration of existing car parking to incorporate new ground floor use such as café or local retail uses.</p> <p>Limited parking and access presents viability issues for early schemes.</p> <p>Servicing of sites from secondary roads needs to be considered in context of traffic management requirements.</p> <p>Spatial arrangement of new buildings and their scale needs to reflect “high street zone” within town centre.</p> <p>Non residential use of ground floor required to ensure active frontages. Existing employment/commercial sites must provide for new employment/commercial/tourism floorspace within any mixed use redevelopment.</p> <p>Proximity to the Listed Buildings of Wealdstone Police Station (Grade 2 Listed building) and Wealdstone Railway Station (Grade 2 Lited Building)</p>
Design considerations	<p>Improve image of Wealdstone town centre through selective redevelopment of underused gap and corner sites. Do this to turn the negative impression of the place into a specially shaped area of positive distinct local identity.</p> <p>Improve the southern end of Wealdstone High Street by redeveloping derelict pub building as a positive High Street contributor. Consolidate retail offer to Wealdstone town centre and support new non retail, ground floor activity (Use classes A2, A3, A4, D1) in secondary frontages on town centre edges.</p> <p>Take into account social spaces, and community, festival, play and art projects that could benefit the vitality of the areas surrounding these sites. Open sites should be encouraged to be revitalised with ‘meanwhile’ uses in advance of development.</p>

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Make sure that the Headstone Drive railway underpass is improved as a priority, in terms of pedestrian and cycle access, lighting, art, and other environmental improvements.

New development to contribute to improvement of public realm quality and legibility of streetscape and pedestrian and cycle route network through S106/CIL contributions.

Development must be resistant and resilient to flooding and opportunities sought to introduce SUDS and other flood mitigation measures on all new development.

Building heights to be 3-6 storeys.

Site specific Infrastructure SUDS and other flood mitigations measures required on all sites as part of on-site flood risk management in line with recommendations of the SFRA and any site specific FRA requirements, to achieve overall reduction in flooding risk.

Off-site contributions to strategic flood risk management benefiting the town centre as a whole.

Transport enhancements to smooth flow and improve air quality along High Street/ George Gange Way/Station Road.

New signage for cycle/pedestrian connections to Headstone Manor and Leisure Centre, ensuring these are designed to avoid cluttering the streetscape.

New public realm and street lighting at Harrow & Wealdstone station northern entrance.

New lighting to Ellen Webb Drive railway bridge.

Segregated Pedestrian/Cycle route under railway bridge between Kodak site and Harrow & Wealdstone Station; subject to detailed feasibility/design.

Reconfigured junction and crossing arrangements on Ellen Webb Drive.

New public realm, including infrastructure to support local events (Water and Power) to Holy Trinity Square.

Delivery

Council to engage landowners and local agents in the active marketing of these sites.

Site 6: Palmerston Road/George Gange Way



Conceptual diagram subject to detailed design considerations

Key site objectives	<p>Strengthen the spatial definition of this part of Wealdstone.</p> <p>Improve impression of Wealdstone for drivers along George Gange Way.</p> <p>Achieve this via the introduction of a cluster/family of buildings.</p>
Leading land use	<p>B1 Office</p> <p>B2 Industrial</p>
Supporting land use	<p>Enabling C3 Residential</p> <p>D1 Training/education</p> <p>Sui Generis Student Accommodation</p>
Target outputs	<p>95 jobs</p> <p>95 homes</p>
Site description	<p>Multiple sites around Palmerston Road roundabout and bridge over Masons Avenue.</p> <p>3 sites on north eastern, south eastern and south western corners of roundabout.</p>

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2 sites, east and west of bridge, on corners of George Gange Way and Mason's Avenue.

Site constraints/dependencies Sites on the eastern side of George Gange Way and under the overpass currently allocated as local industrial and business use areas.

All sites constrained by roads at edges. Mason's Avenue sites constrained by adjacent bridge structure and vehicular traffic using it.

Successful redevelopment of sites may require site assembly.

Potential flood risk from culverted Wealdstone Brook which runs along George Gange Way – flood risk assessment required to support development and development will be required to be set back from the culvert by a minimum 5 metres to ensure the structural integrity of the culvert and future repair/upgrade works can be achieved.

Design considerations Sites to complement one another in terms of scale and "enclosure" of this junction to improve orientation and provide a good point of transition into Wealdstone or south into Station Road.

Establish a visible collection of prominent high quality gateway buildings to Wealdstone that improve identity for this area.

Building heights to be a maximum 6 storeys for main blocks – additional storeys requiring special justification based upon additional outcomes or architectural/design considerations.

Active, non residential uses to all ground floors – reflecting noise and air quality challenges.

Locate taller buildings to relate to level changes at the Bridge.

Redesign road junction and roundabout arrangements/removal to improve the shape and function of the public realm for the benefit of pedestrians and cyclists. Do this by avoiding designing boundaries to follow carriageway geometry, and focussing on providing positive and generous landscape and public realm interface at ground level, with flat straight facades and backs of footway. Consider removing the roundabout, or remodelling this junction in other ways to substantially improve pedestrian and cyclist environment.

Development must be resistant and resilient to flooding and opportunities sought to introduce SUDS and other mitigation measures will be sought.

Site specific infrastructure De-clutter George Gange Way to remove railings.

New cycle crossing facilities.

Flood mitigation incorporated into all new development in line with recommendations of the SFRA and any site specific FRA requirements to reduce flood risk and run-off rates.

Off-site contributions to strategic flood risk management benefiting the town centre as a whole.

Public realm enhancement and new planting.

No kerbside servicing on George Gange Way.

Delivery

Council to engage landowners and local agents in the active marketing of these sites.

A number of pre-application discussions have taken place over the past years.

Sub area: Wealdstone East

Key sites in this sub area

7 Harrow Leisure Centre

8 CA and Civic Amenity and Council Depot

Objectives for development of these and other sites that may come forward within this sub area are set out overleaf.

The character of the sub area

5.10 This sub area hosts the borough's leisure centre, Byron Park and a significant proportion of the borough's industrial land and uses as well as large residential areas. The western edge, along George Gange Way offers elevated views and is where Wealdstone becomes most visible to the thousands of drivers passing through every day.

The sub area's contribution to delivering the Heart of Harrow

5.11 This sub area forms an important role for Wealdstone in terms of employment, recreational, leisure and residential areas. The area is experienced as being distant from the centre, but is a key constituent of the future spatial strategy for the wider area. In considering a new east-west spatial extent for Wealdstone, Wealdstone East will form a special eastern 'counterweight' to the western Kodak and Headstone Manor areas. When all uses are linked up then a vibrant local centre will become available to all users.



Figure 5.3 Wealdstone East Sub Area

Target outputs of the sub area:

125 jobs

180 houses

Key sub area objectives:

1. New/refurbished Leisure centre complex.
2. New/refurbished fit for purpose community hall (Byron Hall).

3. Urban realm improvements (including Outer London Fund related).
4. Enhanced and improved waste facility.

Urban realm improvements:

1. Improvements, including greening, to existing east west routes linking Harrow Leisure Centre to Wealdstone.
2. Improvements including boundary treatments and signage where possible along railway edge to improve impression of area as seen from the train.
3. Enhanced access to Belmont Trail and accessibility improvements Byron Park improvements, including new café.
4. Retention and refurbishment of Skateboard Park.
5. New Play equipment in Byron Park.

Green Grid:

1. Belmont Trail.
2. Street trees in Peel Road.

Infrastructure:

1. Flood mitigation in accordance with SFRA and site specific FRA recommendations.
2. New cycle route connecting pedestrians/cyclists to leisure centre.
3. Play facilities, associated lighting, street furniture and signage designed to ensure these do not result in a cluttering of the streetscape.
4. Provision of a new waste treatment facility, incorporating and enclosing the Civic Amenity facility.
5. To make efficient use of the Council Depot site to accommodate Council facilities and operational needs, as well as waste management provision.

Site 7: Harrow Leisure Centre



- Key**
- - - Site Boundary
 - Housing
 - Housing with landscaped setting
 - Retention of leisure centre, Byron Hall, indoor bowls and gymnastics school with active frontages on Christchurch Ave and Byron Park
 - New public space
 - Existing skatepark to be retained
 - Consolidated replacement car parking indicative location (multistorey)
 - Byron Park
 - Shared green open space (public access in daytime)
 - Belmont trail
 - Location of existing leisure centre
 - ➔ Key routes through site
 - ➔ Secondary routes through site
 - - ➔ East-west green route to Wealdstone
 - ← Active frontage
 - ▲ Possible future view through site to St Mary's Church

Conceptual diagram subject to detailed design considerations

Key site objectives

Reprovision/refurbishment of leisure and recreation uses within modern facilities well integrated into local context.

Achievement of strong spatial and use relationship between leisure centre uses/users and Byron Recreation Ground to the north.

Incorporate housing provision onto site to generate funds for redevelopment.

Leading land use

Reprovision/refurbishment of recreational uses, community facilities and car parking

Supporting land use

C3 Residential

Target outputs

180 homes

25 jobs

Site description

4.98 Ha Council owned facilities.

Existing leisure centre and car park, gymnastics centre, indoor bowl, skate park and derelict former Driving Centre. The Bridge day centre adjoins the site entrance at Christchurch Avenue. Byron Park open green space lies directly to the north. The Belmont Trail forms the south east boundary and suburban residential is located to the south across Christchurch Avenue.

Site constraints/dependencies

Desire for continuity of provision of recreation services is a critical point to address.

Relationship of successful full function leisure use with new, noise sensitive residential uses needs to be considered.

Limited access to the site from Christchurch Avenue.

Safe cycle/pedestrian access across new development areas to be created to encourage access/promotion of Belmont Trail/Harrow Green Grid.

Sufficient car parking reprovision (likely to require multi storey) to be made within new development to serve the Leisure Centre.

New development needs to engage with park edge more openly.

Bowls club building and gym in long leasehold from Council and are important and well used community assets.

Retention of skate park.

Design considerations

Create a highly visible destination and community resource based around park and leisure centre; a partner to Headstone Manor at the west.

Consolidate/refurbish/replace leisure centre facility and adjacent open space and position as primary leisure/sport destination in AAP area.

Provide new range of housing types on vacant driving test centre and car park area to provide successful relationships between existing homes and new/improved sport/leisure offer and the open space asset.

Design of new housing to relate to terraced streets urban grain and scale, and incorporate new street planting that delivers part of the new exemplar 21st century 'metroland' aspiration.

Investment in Byron Park to improve variety of recreational activities at edge of site and at green space.

Leisure centre to be 3-4 storeys. The residential housing fronting Byron Park to be a maximum of 3 storeys and up to 4 storeys across the rest of the site.

Site specific infrastructure New/enhanced leisure centre facilities.

Make explicit, legible, and convenient connections between Leisure Centre/Byron Park and the wider Green Grid network for pedestrians and cyclists.

Improved connection to green space from Christchurch Avenue.

Secure cycle parking and cycle link to Wealdstone improved.

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Soft and hard landscape improvements, street furniture and signage, ensuring the latter is designed so as not to result in cluttering of the streetscape.

Road crossing improvements on Christchurch Avenue to connect the Leisure Centre and Belmont Trail to Elmgrove School and Kento Recreation Ground.

New Park side café to promote greater use of Byron Park.

New energy infrastructure for Leisure Centre aimed at reducing carbon emissions.

SUDS for new housing developments/leisure centre.

Enhanced pedestrian/cycle links to Wealdstone town centre/Harrow & Wealdstone station.

Improvements/replacement for Byron Hall capable of supporting a range of large scale community events.

Improved/enhanced car parking facilities for Leisure Centre/Byron Park.

Delivery

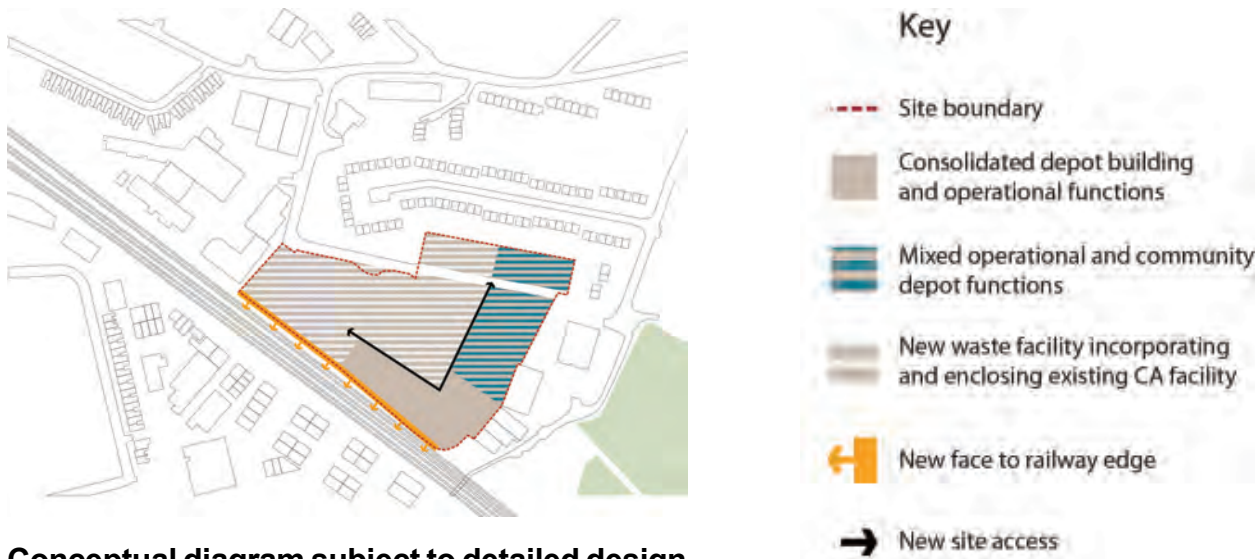
Council to market the site and engage delivery partners in the provision of new/enhanced Leisure Centre facilities.

Cost of reprovision/refurbishment to be met through borough-wide CIL and Council's Capital programme.

Commencement of new/enhanced leisure centre facilities and residential development not necessarily phased in tandem, however, commencement of residential development to trigger leisure centre improvements as corporate priority for delivery.

New car parking provision serving the site to be tied to phasing of residential development on the existing car park.

Site 08: CA and Civic Amenity and Council Depot



Conceptual diagram subject to detailed design considerations

Key site objectives

- Improvement and intensification of the site’s waste function and enclosure of the Civic Amenity facility to reflect new treatment directives.
- Consolidation and intensification of existing depot uses to make efficient use of space.
- Use redevelopment to improve the amenities of residents in Cullington Close.
- Improvement to site edges to improve impression of site from adjacent railway line.

Leading land use

- B2 Industrial Refuse, recycling and public sector related employment
- B8 Storage and Distribution

Supporting land use

None

Target outputs

100 jobs

Site description

2.73 Ha of council owned Civic Amenity facilities and depot

Site constraints/dependencies

Limited access from main road network.

Existing depot functions need to be relocated or else retain and consolidated on site, limiting area for future waste facility use.

Close proximity of neighbouring residential uses to the north.

Design considerations

New waste facility to incorporate the existing Civic Amenity facility and take this under cover.

Improve image from railway lines and from surrounding residential neighbourhoods using lighting, boundary treatments, and soft and hard landscape treatments.

Site specific infrastructure New waste facility and consolidated depot buildings/functions.

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Provision for energy centre and connection to wider district energy network.

Art, lighting, landscaping.

Delivery

Council to work with the West London Waste Authority over requirements for a waste treatment facility on this site.

Discuss proposals with existing tenants to understand future accommodation needs and whether these can be met on-site or at an alternative location within the borough.

Sub-area: Station Road

Key sites in this sub area

9 Civic Centre

10 Station Road opportunity area

11 Tesco

12 Greenhill Way North

13 Greenhill Way Car Park

Objectives for development of these and other sites that may come forward within this sub area are set out below.

The character of the sub area

5.12 The character of the sub area is dominated by the transport function, with Station Road being both a key transport route through the borough, as well as the primary pedestrian and bus corridor between the two town centres and Harrow's two main transport hubs. Junctions along its length create congestion and physical barriers to pedestrian flow and movement. The width of the road space varies along its length, as does the quality of the public realm, leading to a weak street character. Cycling is not enjoyable and very limited provision is made for cyclists in the corridor.

5.13 There are a number of key civic and community uses located along Station Road, including the Council's Civic Centre, the Job Centre, the former Magistrates Court, the Harrow Central Mosque, and the Safari Cinema. In respect of other land uses, the western side of the road is dominated by a fairly continuous strip of small independent and specialist retail units, including a significant number of restaurants, at the ground level with wide footpaths in places and typically two to three storey residential use above. The eastern side of the road comprises a mix of office, community and residential buildings, with limited ground floor retail use. Most of the buildings are set back from the road by paved forecourts. Beyond Station Road, on either side of the corridor, the character quickly becomes metroland suburban housing.

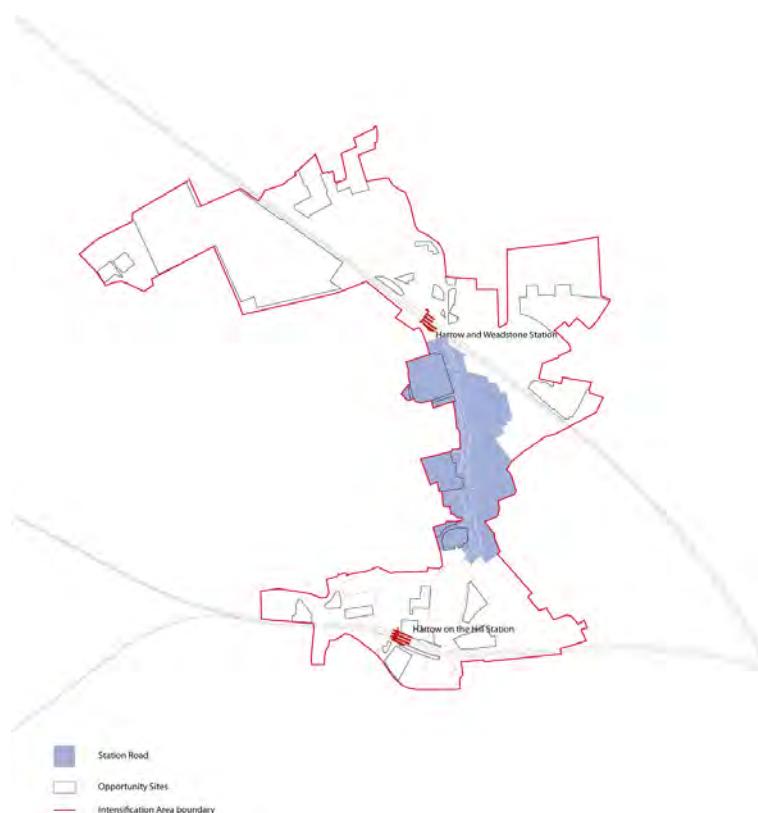


Figure 5.4 Station Road Sub Area

The sub area's contribution to delivering the Heart of Harrow

5.14 Whilst the road is congested, in fact it is one of the area's stronger assets, set alongside a string of local 'High Street' businesses (remarkably without chain stores) which provide a High Street use. Station Road will continue to function as a key transport link between Wealdstone and Harrow but with strategic interventions taken to soften the relationship between the road carriageway and the public and built realms and to reset the balance in favour of enhancing the pedestrian & cycling environment over the existing traffic dominated environment. This is to be achieved through promoting new High Street uses to establish on both sides of the road and by significantly enhancing the built form and urban realm. In particular, a consistent and continuous building line will be sought on the western side of the road through new development and shop front extensions. On the eastern side of the road proposals for mixed use redevelopment providing an active ground frontage will be supported, alongside improvements to existing forecourts to introduce planting and greenery. Station Road's role as a link between Wealdstone and Harrow will be supported with improved cycle and pedestrian access along its length.

5.15 New community and retail development will provide 380 new jobs, while new residential development in the form of a range of medium density (3-6 storey) schemes will contribute 390 new homes.

5.16 At certain intervals the Area Action Plan promotes the retention, refurbishment or redevelopment of the string of social and cultural buildings of importance, asserting the local identity and visual diversity of the place. This will work at all scales, from big to small buildings, including the Mosque and a refurbished Safari Cinema as a special highlight. This approach will provide visual and built diversity, promoting Station Road as a spine of community uses with a unique local identity.

5.17 The transformation of Station Road will be supported by public realm enhancements, including a more uniform, and where possible more generous, footpath width. Improvements will include removal of street furniture clutter and barriers, and the replacement of existing large inset parking bays with new on-street parking. These works will complement the delivery of the Harrow Green Grid through tree planting along the road's length, with new green fingers extending down Hindes and Elmgrove Roads that, with appropriate signage, will signal access to the main green open spaces serving this sub area.

5.18 With regard to traffic movement along the corridor, improvements will be prioritised at the junctions of Station Road and Hindes Road, and of Station Road and Greenhill Way. These will include signalling changes to help smooth the flow of traffic, provision of bus priority measures, improved cycle facilities and more direct and generous pedestrian crossings.

Target outputs of the sub area:

380 jobs

390 houses

Key sub area objectives:

1. Improve the Station Road corridor environment.
2. Address issues of traffic congestion.
3. Retain predominant High Street independent retail character.

Public realm improvements:

1. Creation of new public space to serve the Civic Centre site development and enable activity from the Mosque to spill out into this area in preference to congregating at the corner of Rosslyn Crescent.
2. Upgrades to shop-fronts along Station Road, especially the northern area where residential buildings have been converted to other uses and impression of area has become increasingly confusing and haphazard.
3. Adjustments to kerblines and junctions where possible to smooth traffic flow and ease congestion.
4. Creation of high quality public spaces at specific locations (around existing and proposed 'special character' buildings) to improve setting of these existing buildings, and create coordinated series of spaces along the road's length. These improvements will also enhance access to surrounding areas and help users to orientate themselves and experience the place.
5. Retain and enhance recognised desire lines to Harrow and Wealdstone station through the Civic Centre site.
6. Public realm enhancements to the southern side of Harrow and Wealdstone station, including the car park area.
7. Widen the footway along Tesco's frontage and remove barriers at Hindes Road junction.
8. Informal play and meeting uses.
9. Improvements to footways along length of road to improve comfort and safety of pedestrians and encourage more users to shop and walk along its length.
10. Remodel service roads and parking bays to create shared space/more generous footpaths.

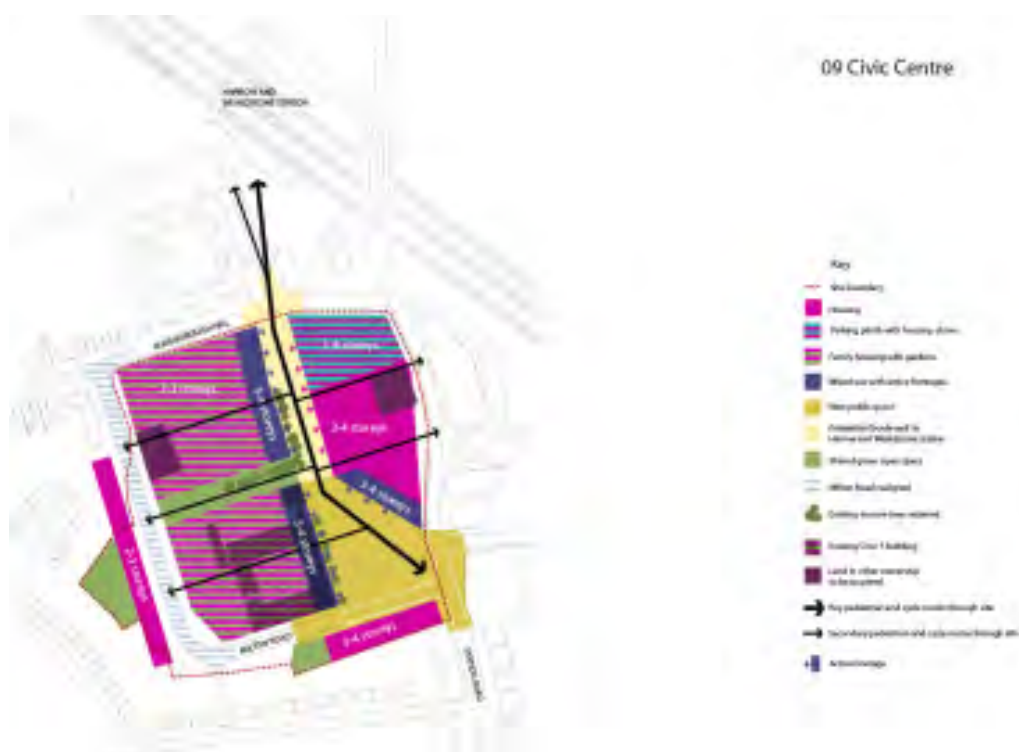
Green Grid:

1. Greening of Station Road.
2. Tie in with Hindes Road/Elmgrove Road network connections.

Infrastructure:

1. Station Road traffic management enhancements.
2. Incorporation of CHP into all major new development.
3. Removal of cladding and restoration of the front of the Safari Cinema.

Site 9: Civic Centre



Conceptual image subject to detailed design considerations

Key site objective

Comprehensive site development capable of implementation in phases.

New mixed use residential led development to deliver ‘Heart of Metroland’ aspirations at this important site. This means high quality design, repetition of urban and built form and a simple material palette for new buildings. It means designing buildings and the spaces between buildings together.

Provide a public realm ‘highlight’ at this location, reconfiguring spaces and frontage to engage with Station Road.

Provision of a mix of housing densities from flatted to family accommodation.

Extension of High Street retail frontage into the site around a new square at junctions of Milton Road and Station Road, providing for the relocation and a more appropriate setting for the existing War Memorial.

Establish clear line-of-sight route between the new public square and Harrow and Wealdstone station for pedestrians and cyclists.

Realign site roads to optimise site development plots.

Facility to retain or relocate Civic Offices and associated Democratic Space and library.

**Leading land use
Supporting land use**

- C3 Residential
- D1 Non-Residential Institutions (community floorspace and Crèche)
- A1-A3 Use Class Floorspace in small retail units

	B1 Offices
	C1 Hotels
Target outputs	120 jobs
	250 homes
Site description	4.1ha site in public ownership currently comprising 24,000m ² civic offices, central reference library, and surface car parking
Site constraints/dependencies	Relocation of the Council office functions from the southern portion of the site. Relocation of the central Library into Harrow town centre. Acquire and assemble the land and buildings fronting Station Road and assess the impact of the loss of these community facilities, which may need to be re-provided. Raised and lowered road infrastructure at the north east corner of the site requires special consideration to be successfully redeveloped.
Design considerations	Plan redevelopment around a new generous and convenient pedestrian and cycle public green route that runs through the site, making an important link between the Station Road and Harrow and Wealdstone Station. Consider retention of the existing mature plane trees and creation of a line of sight between the new public square and the Station. Active ground floor frontages to front the new pedestrian corridor on both sides, forming an extension of the Station Road high street. Design route to incorporate a public square at the corner of Station Road and Milton Road. Provide building heights of 5-6 storeys fronting Station Road at the northern portion of the site responding to the rising bridge level. Non-active frontage is proposed fronting Station Road - careful consideration will be required of boundary treatments, including setbacks and soft landscaping, and may require upper floors to be stepped back. Building heights of 3-4 storeys overlooking the new public square at the corner Station Road and Milton Road, stepping down to 2-3 storey buildings towards the western boundary of the site making provision for family housing with private and/or shared garden space. Mixed use development providing for ground floor retail and replacement community uses fronting the new public square. Support provision for mixed use active commercial ground floor frontage along the new pedestrian and cycle route through the site. Make site permeable including new street access layout. Improve streetscene environment along the remainder of Station Road. Any car parking at the south side of Milton Road to be reincorporated as part of the overall development.

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Any phased development must be designed to anticipate and enable good relationships with future phases.

Site specific infrastructure Public square and green route from Station Road to Harrow and Wealdstone station.

Public Art and lighting.

Pedestrian and cycle link.

Replacement community facility.

Shared open space.

Streetscape and road crossing improvements.

Realignment of roads.

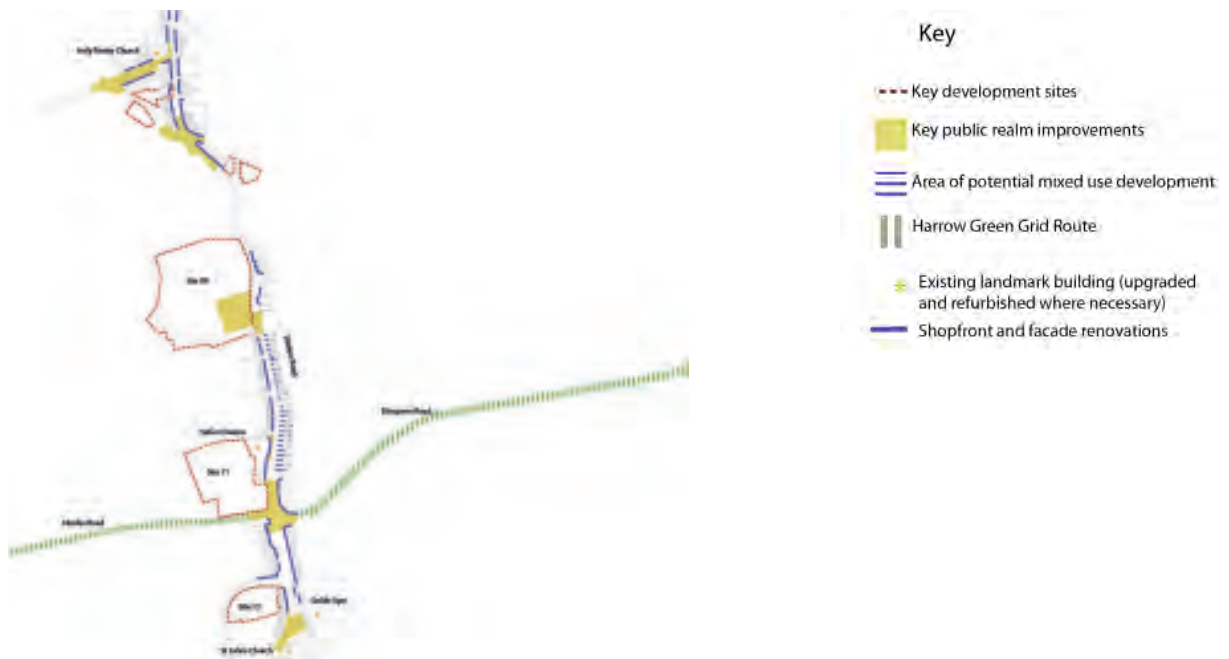
Energy centre and provision for connection to a district energy network.

Delivery

Likely to be undertaken over a minimum of two phases. The northern portion of the site may be made available prior to relocation of the main Civic building but will require outline permission for the whole site to ensure it is dealt with comprehensively.

Completion towards the end of the Plan period.

Site 10: High Road Opportunity Area



Conceptual diagram subject to detailed design considerations

Key site objectives

Improve quality, continuity and presence of building frontages along Station Road.

Support intensification and higher densities.

Improve existing frontages through redevelopment.

Support public realm improvements in the locality.

Leading land use
Supporting land use

Retention of predominantly retail, cafe and community on ground floor
Retention of predominantly residential units on upper floors

Site description

Mix of residential, retail and business uses and commercial uses in small scale buildings along the eastern site of Station Road.

Site constraints/dependencies

Multiple private ownerships will need to be carefully negotiated to achieve consents and agree cohesive approach.

Neighbouring uses may impose constraints on future uses.

Poor quality forecourts along whole length.

Design considerations

Carry out incremental re-provision of retail and mixed use High Street buildings.

Promote site assembly and renewal/regeneration of street blocks where this secures improved public realm, new active ground floor frontages and upper floor residential accommodation.

Carry out shopfront and façade renovation on a co-ordinated basis, in terms of design and implementation.

Encourage additional floors on High Street buildings as an option; as part of a co-ordinated High Road roof tops programme.

Height along road frontages up to 5 storeys with transition to 2 storeys where new development meets existing.

Improve public realm and image of street through tree planting, new street furniture and lighting.

Site specific infrastructure Enhancement to forecourts, incorporating these into the public realm.

Delivery

A coordinated but non-interventionist, long-term approach is required.

Council will seek to engage landowners and encourage them to bring forward redevelopment proposals over the life of the AAP and beyond.

Council to work with landowners to secure tenants in newly provided ground floor retail and commercial units.

Site 11: Tesco



Conceptual diagram subject to detailed design considerations

Key site objectives

Retail driven development of site to provide wider range of uses and to create an active frontage to Station Road.

New mixed use frontage building to provide a positive street presence and life at this location in Station Road.

Improved and more positive frontage to Hindes Road, including the widening of the footway at junction between Hindes Road and Station Road, and the greening of Hindes Road reflecting importance of the road within the Green Grid.

Improved pedestrian access to the site and pedestrian links between the site and Harrow town centre, including use of the car park for linked trips.

Improve the capacity and functioning of the Station Road, Hindes Road and Elmgrove Road junction.

Enhanced landscape boundary treatment to existing houses adjoining the site.

Leading land use

A1 Retail (net increase in convenience floorspace from 3,050m² to 3,700m² and 2,370m² of net additional comparison retail floorspace)

Supporting land use	<p>350m² of A1-A3 Use Class Floorspace</p> <p>C3 Residential (capacity for a minimum of 14 residential units)</p>
Target outputs	<p>130 jobs</p> <p>14 homes</p>
Site description	<p>2.10 Ha site in private single ownership at the junction of Hindes Road and Station Road comprising a single storey (3,050m² floorspace) supermarket and 386 surface car parking spaces. The Safari cinema adjoins the north east corner of the site and land to the north and east is mainly in residential use.</p> <p>Planning permission was granted in January 2012 for a two storey extension to the front, side and rear of the existing store adding a further 5,641 sq m gross external retail floorspace; decked car park at first floor level over existing car park providing a further 66 car parking spaces (making 452 in total); a new four storey building fronting onto Station Road, to provide four mixed use units of retail/financial and professional services/ food and drink uses (Class A1/A2/A3) at ground floor and 14 affordable flats above. The proposal would provide a total gross floorspace of 10,889 sq m, comprising 3,708 sq m net convenience sales floorspace and 2,763 sq m net comparison sales floorspace.</p>
Site constraints/dependencies	<p>None</p>
Design considerations	<p>Improved boundary treatment with neighbouring residential uses through planting and other appropriate screening.</p> <p>New mixed use development to extend along the Station Road site boundary and at the corner of the eastern Hindes Road site boundary providing ground floor retail units with maximum two storey residential above.</p> <p>The existing roundabout on Hindes Road is space-hungry and provides poorly for pedestrians and cyclists along this important green grid corridor and cycling route. Redesign this junction into a more compact priority arrangement with raised table in order to slow vehicle speeds and provide more direct informal pedestrian crossing opportunities.</p> <p>The existing service access from Station Road creates a significant disruption to pedestrian movement along the street, despite catering for a relatively small number of vehicle movements.</p> <p>Remove the existing bell-mouth and replace with a continuous footway, with dropped kerb allowing vehicle cross over to the service access. This work should be accompanied by the conversion of the Dominion Parade service road to a tree-planted footway, with new inset bays along Station Road to replace lost parking/loading space.</p> <p>Provide a large number of visible and easily accessible Sheffield type cycle parking stands at the store entrance and at other key access points, such as at the reworked Dominion Parade on Station Road.</p> <p>Car parking areas should be screened to give a positive urban presence to the street where visible.</p> <p>Streetscene:</p>

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Urban realm / public space on site: Provide a new pedestrian route that gives north south access to the store entrance directly from the junction between Hindes Road and Station Road to establish new pedestrian permeability from the south and east of Station Road junction into the site.

Urban realm / public space off site:

At the junction between Hindes Road and Station Road, widen footways, with new tree planting to support the strategic Harrow Green Grid East/West route. Make pedestrian crossings more direct and remove guardrails where possible to better align with northsouth and east-west walking desire lines along Station Road and Hindes Road.

Built form design:

Design new three/four storey street front buildings to bring continuity to, and extend the active face of the facade at Station Road. Make buildings simple and restrained in material palette to relate to street scene Provide active frontage along Station Road and part of Hindes Road.

Site specific infrastructure Enlarge, refurbish and renew footpath along Station Road and Hindes Road.

Open space contribution for residential development.

Delivery

Planning application approved.

Completion expected by 2013.

Site 12: Greenhill Way car park north



Key site objectives

Provision of additional net residential accommodation and new hotel

Creation of a new route through the site to Greenhill Way

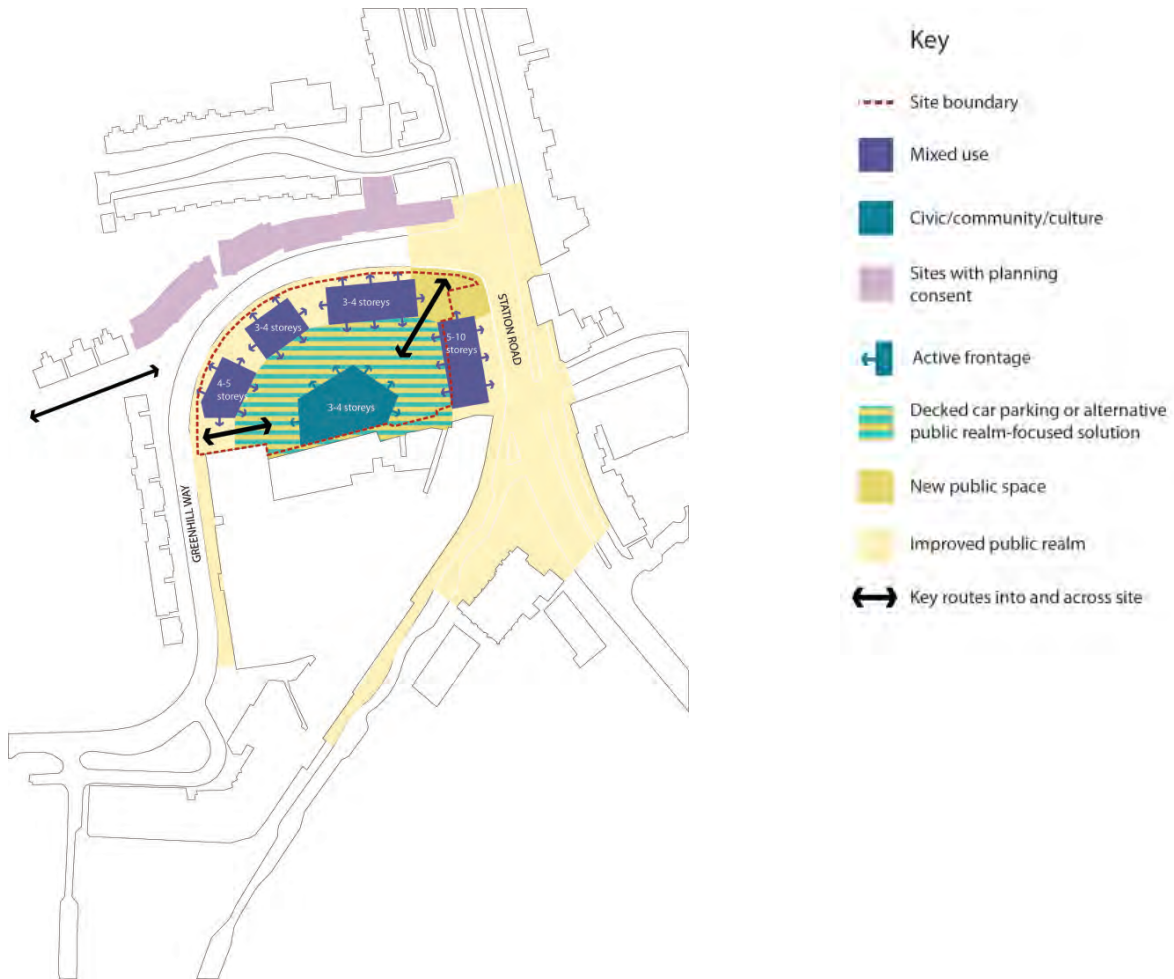
Leading land use

C3 Residential

C1 Hotel

Supporting land use	None
Target outputs	30 jobs 35 homes
Site description	0.29 Ha site comprising surface car parking and four storey serviced office block
Site constraints/dependencies	Public right of way through the site – diversion underway
Design considerations	Consented schemes for 37 unit residential development (now lapsed) on the western portion of the site and a 101 bed hotel on the eastern portion of the site. The design of both these schemes has been carried out in advance of the area masterplan, and has not been considered as part of the Heart of Harrow. Buildings heights of 3-4 storeys. Development to address the curvature of the road.
Site specific infrastructure	Pedestrian and cycle access through the site onto Greenhill Way.
Delivery	Planning application granted for the residential site to the west in March 2009 but now lapsed. Planning application granted for the hotel development on the eastern part of the site in June 2010. Completion expected by 2014

Site 13: Greenhill Way car park



Conceptual diagram subject to detailed design considerations

Key site objectives

Metropolitan town centre site providing the opportunity to reconnect to the 'High Street' and Station Road as part of a phased major mixed use development opportunity.

Gateway function within the Heart of Harrow, with scope for new civic (democratic and office) facilities and spaces, new retail opportunities, residential and improved pedestrian access to the site and pedestrian links between the site and Harrow town centre.

Provision of active frontage along Station Road and Greenhill Way.

Improve the functioning of the Station Road, Greenhill Way junction for pedestrians and vehicles.

Leading land use

- A1 – A3 Retail
- B1 Office
- D2 Community and Leisure

Supporting land use	C3 Residential
Target outputs	100 jobs 90 homes
Site description	1.2ha site at the junction of Greenhill Way and Station Road. In public ownership comprising 274 surface car parking spaces
Site constraints/dependencies	Comprehensive development, including the units fronting Station Road, would require significant land assembly. Poor sight lines may constrain location of new buildings and access arrangements. Reprovision of car parking spaces to serve the town centre. Need to reconfigure relationship with adjoining sites/uses. Proximity to Gold's Gym, a Grade 2 Listed building
Design considerations	Provide a new special character building to the High Road to give visibility and help orientation, and mark the north eastern “edge” of the Metropolitan town centre. A landmark building of 10 storeys may be appropriate depending on the final composition of site uses. Across the remainder of the site, building heights of 3-5 storeys are appropriate. Development needs to be designed to work both with and without a redevelopment of the existing Debenhams office and storage buildings. Mend and improve the ‘High Street’ frontage and support improved pedestrian and cycle use of and permeability through the site from the surrounding residential area to the Town Centre. Provision for public spaces within the site – for temporary uses, such as market or special events and enabling due aspect for retail, office and/or residential units fronting Greenhill Way.
Site specific infrastructure	Car parking reprovision (likely to be decked multi storey) to serve the town centre. Public realm and public space provision to enable events and markets.
Delivery	Council to engage with owners of the retail units fronting Station Road about redevelopment opportunities as part of a comprehensive development of the whole site. Council to continue to discuss with Debenhams their future needs and potential for redevelopment of their site. Phasing of development is likely to be in the period 2016-2021.

Sub area: Harrow Town Centre West

Key sites in this sub area

14 Bradstowe House

15 College Road West

Objectives for development of these and other sites that may come forward within this sub area are set out overleaf.

The character of the sub area

5.19 On the western edge of the Town Centre, this sub area spans the town centre and the residential areas further to the west. The area is dominated by a local ring road, Greenhill Way, as well as the Kymberley Road car park access running behind large office building plots, which makes the area feel unattractive and inaccessible for pedestrians.

5.20 This section of College Road is made up of poorly animated office frontages to the north, and by contrast, long views across the railway of St Mary's Church and the rising land of Harrow on the Hill to the South, and also a new protected view from Roxborough Road back to Harrow Weald Ridge.

5.21 This edge of the town centre is being made more visible by the large Bradstowe House and Neptune Point developments. Poor physical linkages adjacent to these developments between the residential neighbourhoods and the town centre (via existing subways) characterise the sense of dislocation from the rest of the town centre.



Figure 5.5 Harrow Town Centre West Sub Area

The sub area's contribution to delivering the Heart of Harrow

5.22 For many years this area of Harrow Town Centre has been undervalued as a town centre location, with unlet offices, underused car parking, and undeveloped sites. New development needs to reanimate this part of the Town Centre, assert architectural confidence and support a strengthening Metropolitan role for the centre. In addition, generous and legible physical links south to the green spaces that distinctly characterise Harrow will be provided beneath the roundabout at the Pinner Road junction and via opportunities to improve and enhance the entrance to Lowlands Road.

5.23 The area south of the railway line, though currently not identified for imminent development should seek to establish a strong and direct relationship with the Town Centre should development sites come forward.

Target outputs of the sub area:

610 jobs

426 houses

Key sub area objectives:

1. Improve the image and create a clear town centre boundary edge.
2. Enhance the connectivity through and within the area through urban realm improvements.

Urban realm improvements:

1. Improvements to Pinner Road roundabout underpasses and at street level to encourage pedestrian and cyclists movement into Harrow Town Centre from the west.
2. Improvements to pedestrian environment along College Road to encourage pedestrian movement to the west when exiting Harrow-on-the-Hill Station's northern exit.
3. Treatment/replacement of timber face along railway edge on College Road southern footway with more dynamic 'human' edge.

Infrastructure:

1. Additional bus standing capacity in Kymberley Road.
2. Pinner Road junction improvements.

Site 14: Bradstowe House



Figure 5.6 Illustrated drawing showing the completed Bradstowe House scheme

Key site objectives	<p>Consented mixed residential/ retail development under construction (construction has stalled).</p> <p>Mixed use scheme including residential, retail and leisure uses contributing to the Heart of Harrow housing and job targets.</p>
Leading land use	<p>C3 Residential</p> <p>A1 / A3 Retail</p> <p>D2 Leisure</p> <p>B1 Office</p>
Supporting land use	<p>A3 Restaurants and Cafes</p> <p>Car parking</p>
Target outputs	<p>150 jobs</p> <p>144 homes</p>
Site description	<p>Planning permission was granted in 2005 for a multi-storey development arranged in terraced blocks with finished height ranging from 2-10 storeys high and comprising 144 open market apartments (128 x 2 bedroom units and 16 x 1 bedroom units), retail floorspace of 1,617 sq m, a health club/leisure centre of 3,273 sq m, a servicing area of 499 sq m and two floors of basement car parking to provide 167 spaces.</p>
Site constraints/ dependencies	<p>The design has been carried out in advance of the area masterplan, and has not been considered as part of the Area Action Plan.</p> <p>Leisure is currently not viable within building design.</p>

Features in identified local view from Harrow View and Harrow Recreational Ground.

Site is surrounded by busy roads on all sides.

Design considerations

Consider reviewing external appearance and public realm and landscape design to help contribute positively to the wider environment.

Active ground floor frontage to Junction Road on route to Morrisons at Neptune Point.

Consider reviewing hard and soft landscape design and specification to strengthen relationship of this site with adjacent parts of the town centre, and through the underpass towards Harrow-on-the-Hill Station.

Potential ground floor retail as an ‘annex’ to St George.

Site specific infrastructure

Open space contribution for residential development.

Crossing improvements between site and Kymberly Road.

Customer car parking.

Delivery

Development commenced in 2007 but the scheme stalled due to the financial climate.

The Council is currently in discussion with the owner about securing the sale of the site to a new developer. Anticipated completion in 2014/15.

Site 15: College Road west



Conceptual Diagram Subject to Detailed Design Considerations

Key site objectives	<p>To raise the quality and image of this end of the town centre.</p> <p>Improve public access and public realm environment benefiting from existing southern aspect.</p> <p>Provide active frontage to ground floor and improvements to frontages, including landscaping.</p> <p>To strengthen the role of College Road as a public promenade that connects new and existing Harrow town centre building frontages together.</p>
Leading land use	<p>B1 Office</p> <p>A1-A3 Retail</p>
Supporting land use	<p>C3 Residential</p>
Site description	<p>0.52 Ha 3/4 storey offices on the northern side of College Road, to the west of Harrow-on-the-Hill Station</p>
Target outputs	<p>340 jobs</p>

140 homes

Site constraints/dependencies

Site is bounded to the north by vehicular infrastructure that lacks active frontage, although presents opportunities for good views at upper storeys to the north and south.

-

Design considerations

Retention, extension or redevelopment to provide buildings of consistent scale and contemporary design that aid in the renewal of the Metropolitan centre's office offer. This will contribute to a new character of high quality, metropolitan buildings to be achieved, which will help strengthen perception of the wider town centre as a place and destination.

Design the building to be visible, coherent (especially if coming forward separately) and create a positive urban presence, in respect of the College Road and the access via Kymberley Road to St Ann's.

Consider College Road as a priority for improvement.

Provide improved streetscape and generous public realm at frontage of new development that engages with north south routes at sides of site.

Take advantage of the spectacular views available to the south through provision for rooftop amenities/uses.

Within identified view cones from Harrow View and Grove Open Space.

Building heights of 5-7 storeys.

Site specific infrastructure Improved frontages on College Road and Kymberley Road.

Public Art and lighting.

Pedestrian and cycle links.

Streetscape and road crossing improvements.

Delivery

Council to engage owners and existing occupiers to better understand future aspirations and needs and will actively encourage owners to bring forward sites either individually or jointly.

Given that the site is in multiple ownership it seems unlikely that the whole site will come forward for comprehensive redevelopment under one planning application without the positive intervention of the Council, which itself would require significant community benefit to be demonstrated to justify such an approach.

Development is therefore likely to be owner/developer led, with individual or joint sites coming forward over this Plan period and possibly beyond. But as part of a comprehensive masterplan this site will depend on the implementation of much of the other proposals in the AAP for the town centre to provide the environment and market to make this viable.

Sub area: Harrow Town Centre Central

Key sites in this sub area

16 Havelock Place

17 51 College Road

18 Harrow-on-the-Hill carpark west

19 Lowlands Recreation Ground

20 Harrow-on-the-Hill carpark east

Objectives for development of these and other sites that may come forward within this sub area are set out overleaf.

The character of the sub area

5.24 The Harrow town centre central sub area contains most of the Heart of Harrow’s retail and office stock. The bus station and Harrow-on-the-Hill Station are centrally located, and provide an effective, if limited, access interchange. These facilities are the primary point of arrival by those travelling to Harrow by public transport and offer the potential for significant enhancement to this important gateway to the Heart of Harrow, and Harrow on the Hill to the south. However, despite its world renowned name, and association with educational excellence, the arrival experience does not fulfil expectations for the place itself.

5.25 In general, orientation and signage is poor, and there is little sense that the sub area is a unified central core to the town centre. The large shopping malls in the area are inward-looking, lacking engagement with the wider centre by creating barriers to comfortable pedestrian movement in the town centre. St Ann’s shopping centre has an internal street running north south but this is closed in the evenings. Evening uses are too few to make a vibrant evening atmosphere and so such uses have been devolved to Station Road, aided in part by recent public realm improvements along Station Road and new bus routing.

5.26 College Road is currently not fulfilling its potential as a vibrant quarter. It offers an underwhelming pedestrian environment and poor permeability.

5.27 The large development site at 51 College Road currently obstructs access and views towards Harrow on the Hill, across the railway.

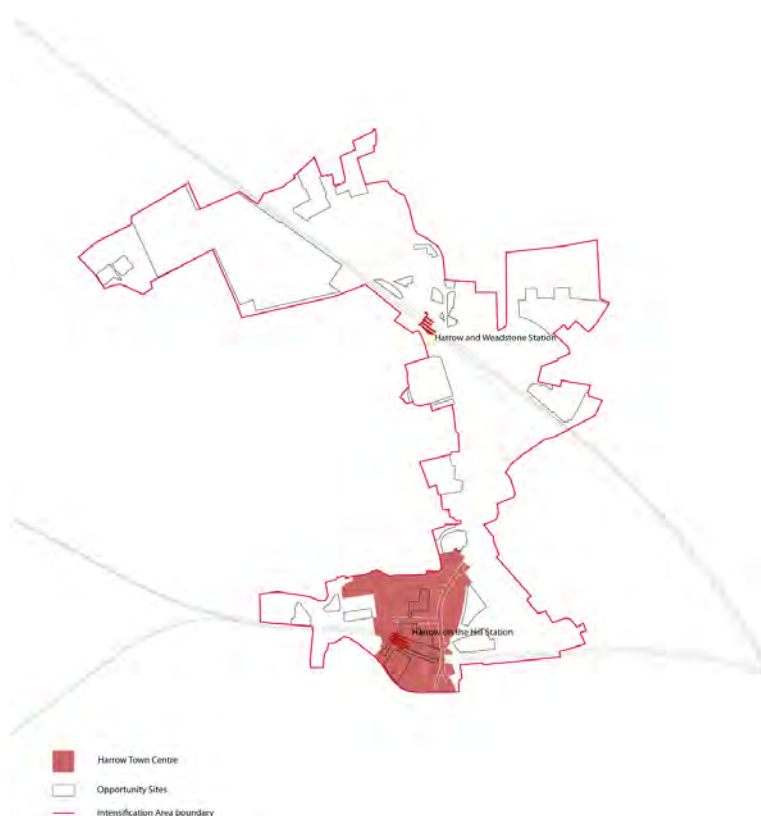


Figure 5.7 Harrow Town Centre Central Sub Area

5.28 The lack of a clear story for the future of Harrow town centre has undermined public and commercial confidence in the status and role of this important destination and transport centre in Harrow. Nevertheless, the centre does hold strong potential to make better use of its existing assets and to benefit from new development. Indeed developer interest is strong, highlighting both opportunities and market confidence in the town centre.

The sub area's contribution to delivering the Heart of Harrow

5.29 The stations and associated sites provide and offer substantial development opportunities which need to be handled with confidence to result in an invigorated relationship between new and existing buildings and spaces.

5.30 Harrow Town Centre will be revitalised as a town centre destination of choice, with an enhanced metropolitan role and where vibrant social and economic activity can thrive day and night. Market uses and informal play opportunities will strengthen the everyday life of the centre. By improving the mix of evening uses, improving the offer for business, community and retail communities, and by improving the physical and visual relationships around the edges of the Centre, the Town Centre will achieve the substantial potential it deserves.

5.31 Strong connections to Lowlands Recreation Ground to the south of the railway should be made to incorporate it into the Town Centre. A more diverse offer, including civic and leisure uses, will be sought to complement existing uses and enhance the Town Centre character. A wider offer of restaurants will make it possible to 'eat your way around the world'.

Target outputs of the sub area:

140 jobs

445 houses

Key sub area objectives:

1. Promote new development that enhances the Metropolitan status of the town centre.
2. Broaden the retail / leisure offer, including the evening economy.
3. Provide a network of civic squares and spaces linked through enhanced pedestrian connections.
4. Improve the visual and physical permeability within the town centre and with Harrow Hill.
5. Address the underwhelming existing built character.

Urban realm improvements:

1. Improvements to southern road edge to improve pedestrian and cycle user experience.
2. Better integration of Lowlands Recreation Ground with its context to increase use and contribution to Town Centre offer.

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3. Better physical relationship/ access of Lowlands with southern entrance of Harrow-on-the-Hill Station.
4. Improvements to railway edge to improve experience of arriving at and/or passing through Harrow Town Centre.
5. Improvements to College Road, building on success of Station Road improvements.
6. Improvements to pedestrian areas around the edges of St George's mall.
7. Improvements to St Ann's Road including decluttering and making better provision for stalls, performance spaces and play opportunities for children.
8. Pedestrian link between College Road and St Ann's Road via Havelock Place.
9. Shopfront improvements along College Road to improve impression of Town Centre.
10. Creation of high quality public spaces, associated with new landmark development, inviting and making provision for living well in the town centre.

Infrastructure:

1. Step-free access and station environ enhancement at Harrow-on-the-Hill Station.
2. Improved user safety, operation and capacity of Harrow Bus Station.
3. Provision of a new Central Library.

Site 16: Havelock Place



Conceptual diagram subject to detailed design considerations

Key site objectives

To re-connect the Metropolitan Town Centre from Station Road and St Ann's Road.

To enhance quality and diversity of key town centre leisure uses such as cafes and restaurants.

Provide a new pedestrian link and broaden the town centre offer with new active retail/town centre uses at the ground floor and opportunities for quality residential above.

Leading land use

Dual public space providing pedestrian and servicing access from College Road and St Ann's Road.

Supporting land use

A1 Shops - independent retailers at edges of site supporting and encouraging use of the space

A3 Restaurants and Cafes

C3 Residential

B1 Office

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Site description	0.57 Ha, backland site comprising service yards to the St Ann's Centre and premises fronting Station Road and College Road, together with free standing fitness centre.
Site constraints/dependencies	<p>Multiple ownership and poor visual quality.</p> <p>Rear service access to frontage properties would need to be reprovided.</p> <p>Creation of this link between the two roads is dependent on a long-term strategy for the redevelopment of sites fronting Station and College roads to provide for active retail/town centre uses at the ground floor fronting Havelock Place. Although a longer term strategy, the future of the town centre is dependant on improving the public realm network, access and visibility.</p> <p>Located within identified view cones from the Grove Open Space, Old Redding and Wood Farm.</p> <p>Proximity to the NatWest bank building, a Grade 2 Listed building.</p>
Design considerations	<p>Station Road units as well as other St Ann's Road traders are serviced from this area and service arrangements would need to be reconfigured within this proposal.</p> <p>Consolidate and rationalise existing service areas.</p> <p>Explore opportunities to create a pedestrian link through from College Road to St Ann's Road either by pushing through an existing retail unit or via full or partial redevelopment of a building on College Road.</p> <p>Establish new active retail frontages to Havelock Place. This may include through retail units or tandem units at ground floor.</p> <p>Provide a new mixed street environment that responds to activity at building edges and provides for a pedestrian friendly shared space public realm.</p> <p>Building heights of 3-5 storeys, having regard to building heights on Station and College roads and the potential for dominance on uses for Havelock Place.</p>
Site specific infrastructure	Contributions to public realm enhancement on Havelock Place, including public art, greening, and lighting.
Delivery	<p>Havelock Place represents one of the most challenging development sites within the Heart of Harrow but a key one to the realization of a continuous network of public spaces and alternative public circulation routes to the primary shopping core. A long-term approach to delivery is required. Access could be secured either through acquiring and pushing through one of the ground floor retail units on College Road or via partial of full redevelopment of one of the buildings fronting College Road, which may provide for a more meaningful entrance.</p> <p>Phasing to be over the entire Plan period and even beyond. The Council could look at positive intervention once a number of individual sites on Havelock Place have been delivered.</p>

Site 17: 19 to 51 College Road



Red Line Boundary

Key site objectives

- Revitalise a large partially derelict parcel of land at the gateway to the town centre.
- Turn this site into a vibrant, visible and accessible highlight of the Metropolitan town centre.
- Use the site to create a newly animated and well connected public realm.
- Contribute to re-establishing Harrow town centre as a destination of choice and quality.
- Opportunity to increase visual and physical permeability at this site.
- Open up a new view(s) to St Mary's Church, from within the site, connecting the town centre with Harrow Hill.

Leading land use

- C3 Residential (flats)
- A1 Shops
- D1 Non Residential Institutions - Civic/community

Supporting land use

- A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Public Houses
- D2 Assembly and Leisure, Education,
- B1 Office

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	C1 Hotel
	Student Housing
Target outputs	40 jobs
	400 homes
Site description	1.05ha including the Harrow Baptist Church, the retail parade fronting College Road and the 0.76 ha, vacant former post office and sorting office fronting College Road to the East of Harrow-on-the-Hill Station, which extends back to the railway at the rear.
Site constraints/dependencies	<p>The final design and layout of development on the site will need to respond to the constraints identified below and therefore may be wholly different to the conceptual illustration provided above.</p> <p>The site is in various ownerships and would benefit from a site wide approach to provide an integrated, well laid out, comprehensive development whilst enabling, without constraint or prejudice, each parcel to be developed separately over time.</p> <p>The site is impermeable, and offers limited opportunities for pedestrian and cycle access without substantial redesign of buildings.</p> <p>The site offers the opportunity to open up a new view(s) to St Mary's Church from within the site and the new public realm.</p> <p>Adjoining buildings provide a range of constraints in terms of limited active frontage and rights of light.</p> <p>Adjacent to busy railway.</p> <p>Within identified view cones from the Grove Open Space, Old Redding and Wood Farm, and in the background to Harrow Playing Fields</p>
Design considerations	<p>The principle of a tall building on this site, up to 19-storeys in height and projecting above Harrow Weald Ridge, has been accepted by the Secretary of State, subject to world class architectural design being achieved.</p> <p>Depending on the height of the tall landmark building, building heights across the rest of the site should be 4-5 storeys fronting College Road rising up to 10 storeys along the railway.</p> <p>Where a tall landmark building is proposed, this must meet the policy requirements of the London Plan and Policy AAP6 and serve as a quality landmark for the town centre making a significant positive contribution to the Harrow skyline and is a highly visible asset both within and across the Heart of Harrow.</p> <p>Opportunity to improve physical and visual permeability into, within and throughout the site, including the creation of new views to St Mary's Church, must form part of the overall design concept for the site.</p> <p>Improve character and use of College Road via carefully placed active ground floor uses along the College Road frontage.</p>

Deliver legible, comfortable and attractive routes through and around the site that engage with the streets around, including College Road and Station Road.

The tall building element should be confidently expressed and distinct from other buildings on the site, which should be lower elements and significantly subordinate.

Establish a new high quality public space on the site that engages with College Road's public realm and contributes to an improved overall experience of the town centre.

Avoid blank facades at busy public routes and street fronts.

Civic/community use provision should front onto the new public space to be created within the site, and form part of the active ground floor frontage.

Site specific infrastructure Community facility – potential site for new Harrow Central Library.

Public realm.

Pursue publicly accessible areas on the upper floors, where appropriate.

Delivery

The former post office portion of the site was the subject of a planning appeal in 2010 which was dismissed on the basis of architectural quality.

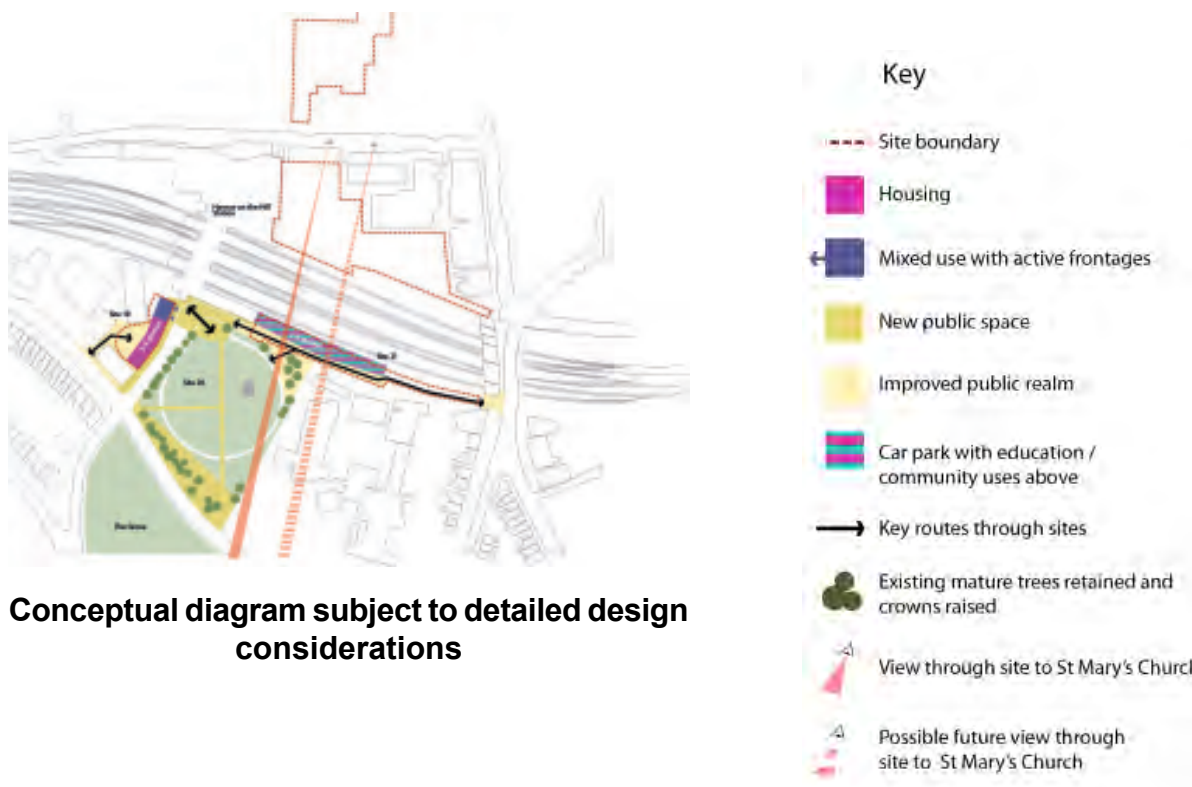
Pre-application discussions between the Council and the developer are ongoing regarding a new proposal for the site which builds upon the previous scheme in the context of the AAP objectives and policies.

A planning application is anticipated in late 2012/early 2013 and assuming planning permission is granted in 2013, completion of the development on this portion of the site is expected in 2015/16.

Site assembly may be required to enable a comprehensive and workable scheme for the whole of the site should this be agreed between the parties. However the absence of such an agreement should not delay or compromise the early development of the former post office portion of the site.

Development is therefore likely to come forward in at least two phases.

Site 18: Harrow-on-the-Hill car park west



Conceptual diagram subject to detailed design considerations

Key site objectives	<p>Turn site into a positive urban asset adjacent to Lowlands Park.</p> <p>Provide active frontage to Station Approach and Lowlands Park.</p> <p>Use residential uses to provide overlooking and provide positive enclosure to the Park and Station Approach.</p>
Leading land use	C3 Residential (flats)
Supporting land use	<p>A3 Café/restaurant at ground floor</p> <p>B1 Office</p>
Target outputs	<p>15 jobs</p> <p>45 homes</p>
Site description	Multi-storey, concrete frame car park forming part of urban block. Vehicle entrance is across the footway, interrupting pedestrian movement across it. The use and architectural articulation is inappropriate in its location.
Site constraints/dependencies	<p>Public reliance on private transport and parking facilities</p> <p>Access to be retained to LUL operational facilities to the north west</p> <p>Adjoins Conservation Area and Metropolitan Open Land</p>

Safeguard London Underground Limiteds operational activities, including staff car parking and train crew accommodation as part of any redevelopment.

Access will need to be retained to the London Underground Limited substation located in the north west of the site.

Design considerations

Introduce active ground floor use to complement open green space opposite (Lowlands Recreation Ground) and pedestrian traffic to and from station

Provide residential uses to bring a street feel to Station Approach.

Design buildings as a simple terrace, between 3 and 5 storeys, in a simple palette of materials that relates directly to the 1930's Metroland station frontage.

Heights should safeguard views from College Road and should not extend into the identified view cones from the Grove Open Space, Old Redding or Wood Farm.

Retain all planned views to the South from the new development sites at the north side of the railway.

Site specific infrastructure

Council to engage landowner in bringing forward a planning application for the site.

Delivery

The site has not been the subject of pre-application discussions to date. Phasing is likely to be towards the end of the Plan period, although any of the proposals to improve Lowlands Recreation Ground, develop the TfL surface car park, or modernise the Station might provide the catalyst necessary to bring forward development of this site.

Site 19: Lowlands Recreation Ground



- Key**
- Site boundary
 - Housing
 - Mixed use with active frontages
 - New public space
 - Improved public realm
 - Car park with education / community uses above
 - Key routes through sites
 - Existing mature trees retained and crowns raised
 - View through site to St Mary's Church
 - Possible future view through site to St Mary's Church
 - Metropolitan Open Land

Conceptual diagram subject to detailed design considerations

Key site objectives	<p>Establishing the south side of the railway as a highlight for Harrow.</p> <p>Increased use of and better access to this key town centre green space.</p> <p>Creation of outdoor performance space and complementary uses such as café and/or outdoor cinema screen to increase attractiveness of space as an urban park.</p>
Leading land use	Recreation, open green space (Metropolitan Open Land)
Supporting land use	Outdoor performance space and A3 cafe
Site description	Lowlands Recreation Ground, located directly to the south of the railway line and Harrow-on-the-Hill Station is a key component of the unique mix of uses Harrow's Town Centre is promoting to validate its Metropolitan Town Centre status, at the heart of Metroland.
Site constraints/dependencies	<p>Part of the Roxborough Park and the Grove Conservation Area.</p> <p>Allocated as Metropolitan Open Space.</p> <p>Poor access from Station exit.</p>

Existing road functions and car parking require careful integration in new designs to retain function without compromising intention for improved access and recreation.

Existing trees, railings and street furniture require careful review.

Managing good improvements in conjunction with different owners and borough departments.

A need for integrated future management and maintenance of improvements.

Design considerations Improve the use, quality and experience of the space with improved entrances, routes across and connections with adjacent uses and spaces.

Design spaces and amenities to support performance, play, visitor and café uses, and enhance public access and safety.

Remove railings from western edge to better integrate the open space into Station Approach environs.

Provide better seating and lighting to encourage use of the space.

Improve relationship with Harrow-on-the-Hill Station with improved access from station exit to the Recreation Ground and make visual and/or physical links from the platforms to the open space.

Improve public realm on Station Approach and Lowlands Road to improve physical integration of Lowlands Recreation Ground into local environs and enable safe, comfortable pedestrian movement between spaces.

Delivery Significant design work has already been undertaken.

Funding is being secured through Council's Capital Programme and through Round 2 of the Mayor's Outer London Fund.

Site 20: Harrow-on-the-Hill car park east



Key

- Site boundary
- Housing
- Mixed use with active frontages
- New public space
- Improved public realm
- Car park with education / community uses above
- Key routes through sites
- Existing mature trees retained and crowns raised
- View through site to St Mary's Church
- Possible future view through site to St Mary's Church

Conceptual diagram subject to detailed design considerations

Key site objectives	<p>Turn the negative appearance of the car park into a positive and active site facing Lowlands Recreation Ground, and supporting community, recreation and performance activities.</p> <p>Provide a more positive urban character at the southern side of the railway.</p>
Leading land use	D1/D2 Community/play facilities
Supporting land use	<p>D1 Non Residential Institutions</p> <p>Car park</p>
Target outputs	85 jobs
Site description	0.29 Ha ground level car park abutting southern edge of railway line, adjacent to Lowlands Recreation Ground
Site constraints/dependencies	<p>Adjoins Conservation Area and Metropolitan Open Land.</p> <p>Vehicle access arrangements including turning circles etc need to be achieved within physically constrained site.</p> <p>Building adjacent to railway line will have restrictions/implications.</p>
Design considerations	Redesign existing car park linear strip as a covered area, 1-3 storeys, able to accommodate social and community uses located at the first floor.

Provide new landscaped façade to the car park that enables access to first floor deck, offers views across to Lowlands Park, and supports the renewed leisure and performance based role for Lowlands Park.

Consider uses for play, sport, community and/or performance at this site.

Design the site to relate positively to the proposed taller development at 51 College Road, without restricting any of the existing and proposed views to Harrow on the Hill from the North.

Improve pedestrian and cycle access.

Provide improved cycle parking facilities.

Site specific infrastructure

Cycle parking facilities.

Car parking reprovision.

Delivery

Discussions underway with TfL who put the site forward during the Council's call for sites in both 2009 and 2010.

Further, more detailed engagement is required to understand TfL's disposals strategy.

Sub area: Harrow Town Centre East

Key sites in this sub area

21 Lyon Road

22 Gayton Road

The character of the sub area

5.32 Set between the busy Metropolitan Town Centre and predominantly residential areas to the east of Sheepcote Road, Harrow Town Centre East plays an important role carefully negotiating the transition between the two areas. The triangle set within Station Road, Gayton Road and St John's Road is largely impermeable, and suffers from poor public spaces, lack of active frontages, and poor environmental quality.

5.33 The range of building types, from 19th century to 1960's office buildings and more modern residential flats, indicates a varied urban character which is distinct and historically rich, although quality varies.

The sub area's contribution to delivering the Heart of Harrow

5.34 There are two major development site opportunities within the sub area; Gayton Road and Lyon Road, both with key roles to play in supporting activities of the Town Centre. The sub area offers broader opportunities for development of sites such as the pub at the junction with Lyon Road and Gayton Road and a better engagement of the generous though underused environs is considered as part of the long term regeneration ambition. Incorporating this area of land into development plans for the Lyon and Gayton Road will enhance the status and potential for the place as a whole.

Target outputs of the sub area:

190 jobs

637 houses

Key sub area objectives:

1. Create a transitional boundary between the town centre and neighbouring residential area.



Figure 5.8 Harrow Town Centre East Sub Area

2. Improve connectivity with the town centre.
3. Make provision for community uses to support new residential development within the town centre and Station Road.

Urban realm improvements:

1. Improvements to existing modest pedestrian link from Station Road to Lyon Road.
2. New high quality public space to complement existing, newly created space at junction of Lyon Road and St John's Road.

Infrastructure:

1. Community facility – health centre.

Site 21: Lyon Road



Conceptual diagram subject to detailed design considerations

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Key site objectives	<p>Positive contribution to the local residential area, in terms of quality and character.</p> <p>Making a new relationship between the Metropolitan Centre and this residential area directly via Station Road.</p> <p>Enhancement to the urban environment in terms of material presence, attractive streetscape, and good routes, access and permeability.</p> <p>Delivery of high quality residential and community uses.</p>
Leading land use	<p>B1 Office</p> <p>C3 Residential (flats)</p>
Supporting land use	<p>A1-A3 Shops, cafe</p> <p>D1 community uses/health facility</p> <p>Public realm</p>
Target outputs	<p>160 jobs</p> <p>287 homes</p>
Site description	<p>1.32 Ha, vacant former major office site fronting Lyon Road and St Johns Road, to the east of the town centre commercial core.</p> <p>Planning permission was granted in May 2012 for a mixed use development comprising 287 residential units (including 49 affordable), 1,503 sq m new office (B1a) floorspace provision, 1,547 sq m community (D2) and mix of retail (A1, A2 and A3), and 123 car parking spaces, plus landscaping and public realm improvements to Lyon and St John's roads.</p>
Site constraints/dependencies	<p>Edge of centre site, with poor pedestrian links to Station Road and College Road.</p> <p>Significant change in levels from south to north and east to west.</p> <p>Mature trees (with TPO) on Lyon Road and St Johns Road frontage.</p> <p>Residential scaled environment adjacent to Metropolitan town centre requires careful handling of scale and massing of new buildings.</p> <p>Pedestrian and cycle visibility and accessibility is poor.</p> <p>Within identified views from Wood Farm.</p>
Design considerations	<p>Provide a new integrated and generous public realm between Station Road and St John's Road. It is important that the northernmost building relates directly to Station Road.</p> <p>The northern building may be taller than others, to provide one of the 'special character' buildings along Station Road, and to benefit from large public realm opportunity adjacent.</p> <p>Design buildings using simple palette of materials and simple forms to deliver a spatial concept of free standing buildings in green space, recalling the spatial effect of the 'villas' that were originally on this site.</p>

Use predominantly brick to relate to the surrounding existing residential buildings.

Provide on-site informal amenity space for new residents, and substantially improved streetscape and public realm environment to Lyon Road.

Ensure that materials used for public realm improvements are consistent across different ownerships.

Protect and carefully incorporate into the new design, existing trees of high amenity value in St Johns Road and Lyon Road.

Locate buildings to allow permeability through the site.

Provide pedestrian connections to improve convenient and safe access to the town centre.

Site specific infrastructure

Public space and play facilities

Cycle parking, improved streets and routes around site edges

Delivery

A planning application for the redevelopment of the whole site has recently been approved subject to the S106 being agreed.

Subject to grant of permission, the scheme is likely to be completed in 2013/14

Site 22: Gayton Road



Picture 5.1 Conceptual diagram subject to detailed design considerations

Key site objectives

Positive contribution to the local residential area, in terms of quality and character

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	<p>Making a new relationship between the Metropolitan Centre and this residential area</p> <p>Enhancement to the urban environment in terms of material presence, attractive streetscape, and good routes, access and permeability</p> <p>Delivery of high quality residential and community uses</p>
Leading land use	C3 Residential (houses and flats)
Supporting land use	Community/Civic use
	B1 Office
Target outputs	<p>30 jobs</p> <p>350 homes</p>
Site description	<p>1.20 ha former library, long stay public car park and single story block of 9 flats</p> <p>All of the site is currently within the town centre boundary but, through the AAP, the boundary is being revised to only retain a small portion of the western part of the site within the boundary.</p>
Site constraints/dependencies	<p>Complex site in terms of different urban characters from residential, to railway to High Street</p> <p>Proximity of railway</p> <p>Comprehensive redevelopment will require acquisition of the residential block</p> <p>Retention of car park will limit development potential on the site. A town centre parking strategy is required to substantiate removal of the car parking</p> <p>2 storey housing adjoins south east corner of the site.</p>
Design considerations	<p>Design this site to tie in with urban grain, routes, material and massing proposed at Lyon Road, and existing adjacent sites.</p> <p>Create routes through site to tie in with adjacent roads.</p> <p>Provide substantially improved public realm, green space and streetscape at Gayton Road and new routes within site.</p> <p>Create new view from Gayton Road through the site to Harrow on the Hill and St Mary's Church spire located to coincide with new public route.</p> <p>At western end of site build to a height of 5-8 storeys to provide positive presence to this part of the site; and to enable visible and functional engagement with Metropolitan town centre.</p> <p>Design buildings in brick to accord with the local material context.</p> <p>Provide an urban grain of housing that extends the street pattern into the site. At centre of site, use terraced housing pattern to a height of between 3-5 storeys, potentially rising in height to 6-10 storeys along the railway.</p>

Make provision for potential community/civic uses on the site; located at western end of site at the Station Road/Gayton Road junction.

Design housing to be viewed and experienced at all sides. Provide a positive relationship with the railway in terms of views and plan.

Site specific infrastructure Public open space

Community or Civic function use

Delivery

A planning application has been approved for the site but not implemented. A revised planning application is waiting on the AAP to be advanced, to enable the Council to better understand the strategic contribution and role of this site in delivering the objectives for the Heart of Harrow.

Likely that the site will form part of a wider package of publicly owned land that may be used as a strategic enterprise to deliver the Heart of Harrow objectives.

Phasing for the scheme is likely to be in the period 2016 – 2021.

Outputs across the sub-areas

Sub-area	Homes	Jobs
Wealdstone West	1,135	1,410
Wealdstone Central	195	190
Wealdstone East	180	125
Station Road	390	380
Harrow Town Centre West	426	610
Harrow Town Centre	445	140
Harrow Town Centre East	637	190
Total	3,408	3,045

Broad quantum to be delivered in each sub-area

Housing Trajectory for the Heart of Harrow

5.35 Harrow's Core Strategy (2012) provides a commitment to deliver at least 6,050 net additional homes in the Borough over the seventeen year period from 2009/10 to 2025/26. In its role as an Intensification Area, the Heart of Harrow area is tasked to deliver at least 2,800 of the 6,050 homes needed. Site allocations and development management policies to enable housing growth to be achieved and, where possible, exceeded outside of the Heart of Harrow area are set out in separate development plan documents: the Site Allocations DPD and the Development Management Policies DPD⁽⁴¹⁾.

5.36 The following table summarises the past, pipeline and planned delivery on previously developed land in each of the Heart of Harrow sub areas for the period 2009/10 to 2025/26. Note that the completions for 2011/12, and the assessment of pipeline supply, is provisional pending further analysis for publication in the Harrow Annual Monitoring Report for the year to 31st March 2012.

Sub Area	Development Site	Net No. Completions 2009/10 & 2011/12	Sites with Planning Permission Under Construction	Sites with Planning Permission but not Commenced (*Still subject to legal agreement being signed)	Allocated (* Pre-application or planning application yet to be determined)	Totals
Wealdstone West	91 High Street	2				
	3A High Street	2				
	152-154 High Street	14				
	37 Graham Road		1			
	Headstone Drive, Goodwill to All Public House		42			

41 For the avoidance of doubt, the effect of this Harrow & Wealdstone Area Action Plan and the Site Allocations DPD is not to disaggregate the Borough-wide target into two separate, minimum targets. Therefore, it will not be a material consideration if development to achieve 2,800 homes within the Heart of Harrow is not on track when overall delivery against the Borough target of at least 6,050 homes is on track as a result of growth in excess of 3,250 homes across the rest of the Borough.

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Sub Area	Development Site	Net No. Completions 2009/10 & 2011/12	Sites with Planning Permission Under Construction	Sites with Planning Permission but not Commenced (*Still subject to legal agreement being signed)	Allocated (* Pre-application or planning application yet to be determined)	Totals
	Kodak and Zoom Leisure (AAP OS No. 2)			985*		
	ColArt (AAP OS No. 4)				150*	
Sub totals		18	43	985	150	1,196
Wealdstone Central	108A High Street	1				
	2 High Street	2				
	14-20 High Street	63				
	61 High Street	2				
	51A High Street	4				
	26-28 High Street			4		
	19 A & B High Street			2		
	56 High Street		1			
	31 High Street				1	
	The Case is Altered Public House High Street (AAP OS No. 5)				33	
	16-24 Canning Road (AAP OS No. 5)				48*	
	Remaining Wealdstone Infills (AAP OS No. 5)					19
	Palmerston Road/George Gange Way (AAP OS No. 6)					95
Sub totals		72	1	88	114	275
Wealdstone East	109 Herga Road	1				
	Peel Road, former Mortuary Site		45			
	Harrow Leisure Centre (AAP OS No. 7)				180	
Sub total		1	45	0	180	226
Station Road	24 Frognal Avenue	1				
	190-194 Station Road	2				
	62-64 Station Road	7				
	4 Hindes Road	4				
	154A Station Road		2			
	102-104 Station Road		2			
	1 Marlborough Hill			2		
	24 Railway Approach		34			
	Tesco (AAP OS No.11)				14	
	Greenhill Way Car Park North (AAP OS No.12)				37	
	Civic Centre (AAP OS No. 9)					250
Greenhill Way Car Park (AAP OS No.13)					90	
Sub total		14	38	53	340	445
Harrow Town Centre West	2 Junction Road			8		
	Bradstowe House (AA OS No. 14)		143			

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Sub Area	Development Site	Net No. Completions 2009/10 & 2011/12	Sites with Planning Permission Under Construction	Sites with Planning Permission but not Commenced (*Still subject to legal agreement being signed)	Allocated (* Pre-application or planning application yet to be determined)	Totals
	Neptune Point		146			
	College Road West (AA OS No. 15)				140	
Sub total		0	289	8	140	437
Harrow Town Centre Central	4-6 Peterborough Road, 2nd floor	2				
	17 St Anns Road, Sheridan House	6				
	11 Grove Hill	2				
	18 St Anns Road	-1				
	10-14 Peterborough Road			3		
	321-323 Station Road			6		
	17-51 College Road (AAP OS No. 17)				400	
	Harrow on the Hill Car Park West (AAP OS No. 18)				45	
Sub total		9	0	9	445	463
Harrow Town Centre East	Chester Court, Sheepcote Road			3		
	320 Station Road			2		
	Lyon Road (AAP OS No. 21)			287*		
	Gayton Road Car Park (AAP OS No. 22)				350	
Sub total		0	0	292	350	642
Totals		114	416	1,435	1,719	3,684

Housing Trajectory for the Heart of Harrow 2009/10 to 2025/26 (as at 31 March 2012)

Delivery, Implementation and Monitoring **Chapter 6**

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Infrastructure delivery strategy

6.1 The purpose of this section of the AAP is to demonstrate the practicality and deliverability of the infrastructure agenda for the Heart of Harrow.

6.2 The success of regeneration work in the Heart of Harrow will be measured against whether the objectives outlined in this AAP are achieved. Each of the opportunity sites identified in this document will play a role in delivering the vision for the area and it is imperative that the Council does as much as possible to aid their delivery.

Working in Partnership

6.3 The Council does not have the resources to implement the AAP alone. Implementation and delivery of the AAP will require the Council to work closely with a range of different partners. The AAP provides the necessary framework for coordinating a large number of development proposals, along with investment in infrastructure, across the whole of the Heart of Harrow, over the life of the Plan, and across all partners involved.

6.4 The council will take the lead on project managing the implementation and delivery of the AAP, but will call on the support of all delivery partners (such as the GLA and landowners), and those with a vested interest in the future of the area, to work together effectively to manage growth, secure investment, and deliver upon the vision for the Heart of Harrow.

6.5 The Council will regularly review and monitor performance towards the AAP objectives, and the delivery of individual opportunity sites and policy initiatives. It will review and discuss delivery mechanism with its partners in response to monitoring and review information.

6.6 The infrastructure agenda developed for the Heart of Harrow includes movement, public realm, social infrastructure and energy components. Therefore focussing on components that benefit public use.

6.7 In some cases specific infrastructure components are associated within individual sites. However, in many cases infrastructure and amenities are intended to serve the sub areas of Wealdstone, Station Road or Harrow Town Centre, or to join and serve the Heart of Harrow or the Borough as a whole. The focus is on components that are or will be in the public realm. Investments may be required to upgrade and strengthen existing infrastructure as well as provide new.

Key Projects

6.8 The following key projects have been identified. These are central to the vision for the Heart of Harrow and play an important role in linking the three main sub areas. These are:

- Public and open space link from Headstone Manor to Wealdstone.
- A pedestrian and cycle route (underpass or bridge) from Kodak site to heart of Wealdstone; subject to feasibility and viability.
- An upgraded street and pedestrian link from Headstone Drive to Wealdstone Town Centre.
- Station Road refurbishment, including highways, bus and pedestrian realm improvements.
- Harrow Town Centre public and pedestrian realm transformation.

- An improved Harrow rail and tube station.
- An improved Harrow bus station and standing area.
- New schools.

6.9 An overall commitment to improving the pedestrian realm, delivering a range of new public open spaces and strengthening public transport and movement generally overlays the entire approach. The intention is to provide a strong setting and encouragement for new homes and jobs.

6.10 The following table identifies a series of projects by movement, public realm, social infrastructure and energy domain. Their locational relationship to the sub areas of Wealdstone, Station Road and Harrow Town Centre has been identified. The wider catchment that is served by these investments is also identified. There are projects that benefit the Borough as a whole and the wider North West London context as well as supporting the Area’s Vision.

6.11 A broad 5 year phasing period for delivery is shown. Sources of funding for projects have also been identified. These will need to be confirmed as the AAP moves into its delivery phase.

Costs and Funding

6.12 A high level strategic analysis of costs has been carried out. Primary costs include the following:

Movement: highways, cycling, pedestrians, smart travel - £12M

Public realm: open space, pedestrian realm, streetscape, trees - £4.5M

Education and libraries - £20M

Health - £4M

Leisure - £15M

This is a total of approximately £55M.

6.13 Public transport improvements have been assessed separately. Critically, this includes a significant improvement to Harrow-on-the-Hill Station, a project that has been identified as a strategic improvement to the public transport network of North West London.

6.14 These amounts can also be placed in the context of more than £500M of private investment that can be expected as housing and commercial development is delivered in the Heart of Harrow

Key Infrastructure Delivery Findings

6.15 Given market values there is a demonstrable prospect of raising funding through private developer contributions as indicated by the Borough’s existing planning evidence base. The following funding structure identifies broad potential contributions from a variety of sources.

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6.16 An initial potential development contributions estimate of £17.5 – £22.5m up to 2026 has been identified. This is based on the Borough’s current CIL evidence base, which also takes account of the Mayoral CIL applied to development in Harrow. This will be primarily residential development based given relatively low commercial values. Any increased contribution for Affordable Housing will reduce this amount.

6.17 It can also be expected that external funding will be made available as part of on going budgeting by Transport for London, Department of Health and Department for Education. A proposed requirement for £20 to £22M to 2026 has been identified.

6.18 The London Borough of Harrow is also able to direct its own capital budgets to support infrastructure projects. Public-private joint venture mechanisms can also be considered to deliver leisure facilities. A potential local contribution of £6 - £8M from locally controlled budgets is considered.

Key Findings

6.19 The Heart of Harrow sits within a mature urban context with a well established physical and community infrastructure framework. The growth identified is not dependent on new transit lines or major new highways or other high cost items.

6.20 Infrastructure delivery costs identified are considered to be proportionate to the scale of residential and commercial development identified. The AAP has documented a strategic and value context that provides a strong expectation of market led delivery across a range of sites. Previous planning applications and active site promotion by owners and developers are an indication of this market interest.

Infrastructure schedule

Domain	Sub Area			Service Area	Phase	Funding Sources	
Investment Category	Wealdstone	Station Road	Harrow Town Centre			Primary	Secondary
Movement							
Public Transport	Tube / Rail Station	Bus Stop Upgrade	Tube / Rail Station	Borough wide	1,2,3	TfL	Network Rail
			Bus Station	Borough wide	1,2	TfL	CIL
			Bus Standing	Borough wide	1,2	TfL	CIL
Cycling	London Cycle Hire and Cycle Parking	London Cycle Hire and Cycle Parking	London Cycle Hire and Cycle Parking	Intensification Area	2	TfL	LB Harrow
Pedestrian	Headstone Link			Wealdstone	2	LB Harrow	S106
	Pedestrian Bridge			Wealdstone	3	TfL	LB Harrow
	Wayfinding signage	Wayfinding signage	Wayfinding signage	Intensification Area	1,2	TfL	LB Harrow & CIL

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Domain	Sub Area			Service Area	Phase	Funding Sources	
		George Gange Way	Greenhill way	Wealdstone Central and East & Station Road sub areas	1,2	LB Harrow	S106
	Crossing upgrades	Crossing upgrades	Crossing upgrades	Intensification Area	1	TfL	S106
Highways	New Kodak Access	Milton Road Realignment		Wealdstone West & Station Road sub areas	1,2	S106	TfL
	Ellen Webb / Headstone Drive underpass / junction			Wealdstone West & Wealdstone Central sub areas	1,2	S106	TfL
		Station Road upgrades		Station Road	1,2	TfL	LB Harrow
	Junction improvements	Junction improvements	Junction improvements	Intensification Area	1,2	DOT	S106
	Roundabout signals	Roundabout signals	Roundabout signals	Borough wide	1,2,3	DOT	CIL
	Signal upgrade	Signal upgrade	Signal upgrade	Borough wide	1,2,3	TfL	CIL
Green Travel Plan	Smart travel plus	Smart travel plus	Smart travel plus	Intensification Area	1,2,3	LB Harrow / TfL	S106
Public Realm							
Public Links, Open Spaces, Squares	Green Link at Kodak	Civic Centre Public Link	Lyon Road / Station Road, College Road & St Anns	Intensification Area	1,2	S106	LB Harrow
			Lowlands Recreation Ground	Harrow Town Centre Central sub area	1	LB Harrow	OLF Bid
			Havelock Place	Harrow Town Centre Central sub area	2,3	LB Harrow	S106
Pedestrian Upgrades, Lights, Furniture, Paving, Street Trees	Ellen Webb / Headstone Drive underpass / junction	Greenhill Way	Pinner Road Roundabout Pedestrian Subway	Intensification Area	1,2	S106	TfL
	Headstone Drive	Station Road	College Road	Intensification Area	1,2,3	S106	LB Harrow
	Ellen Webb Drive & George Gange Way			Wealdstone Central and West sub areas	2	S106	LB Harrow
Social							
Primary School	Kodak Site			Wealdstone West sub area	2	DfE	

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Domain	Sub Area			Service Area	Phase	Funding Sources	
		Schools improvement programme	Schools improvement programme	Borough wide	1,2	LB Harrow	CIL
Secondary School	Teachers Centre Site			Borough wide	1,2	DfE	
Library			College Road	Borough wide	2,3	LB Harrow	CIL
Health Clinic	Kodak Site		Lyon Road	Intensification Area	1,2	S106	Harrow PCT
Leisure Complex	Leisure Centre Site			Borough wide	2,3	LB Harrow	CIL
Energy							
District Energy Network	CHP Network	CHP Network	CHP Network	Intensification Area	1,2,3	S106	LB Harrow

AAP monitoring schedule

AAP Objectives	Relevant Core Strategy Indicators	Relevant AAP Policies
Create a vibrant 'new' place that celebrates Harrow's diversity, exhibits exemplar design, and promotes a strong sense of community	HN2	AAP1, AAP2, AAP3, AAP4, AAP5, AAP6, AAP7, AAP8, AAP9, AAP10, AAP13, AAP19, AAP21, AAP22
Strengthen the role of Harrow town centre as a prosperous Metropolitan centre within outer London	TCR2, TCR3, TCR4, TCR8, TCR9	AAP1, AAP16, AAP17, AAP18
Regenerate Wealdstone district centre and ensure that employment led redevelopment of the surrounding industrial estates and Kodak site, contribute to its long-term growth and vitality	TCR6, TCR7, ELM2, ELM7	AAP3, AAP14, AAP15, AAP17, AAP18
Improve the amenity and connectivity of Station Road	TRA3, TRA14	AAP2, AAP7
Increase the Borough's 'visibility' within the west London sub-region and regionally to secure appropriate levels of investment from private and public sector partners	ICI1, ICI3	AAP1, AAP14, AAP15
Accommodate a minimum of 2,800 new homes	EFU1	AAP13
Create a minimum of 3,000 additional new jobs	EMP2	AAP14, AAP15, AAP16
Renew Harrow town centre's office stock to meet local business needs	TCR8, TCR9	AAP16
Increase retail, leisure, and hotel provision within both town centres	ICI14, TCR12, TCR13, TCR14	AAP1, AAP3, AAP16, AAP17
In the first instance, direct key community facilities serving the entire Borough to locate in Harrow town centre		AAP16
Secure improvements to the accessibility of parks and open spaces by walking and cycling from within the Heart of Harrow	TRA15, GG2	AAP11, AAP12
Improve the environmental quality, physical accessibility, capacity and use of	TRA2, TRA5	AAP1, AAP7, AAP19

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safety of Harrow-on-the-Hill train station and Harrow Bus Station									
Ensure public transport links to employment opportunities outside the area are maintained and enhanced	TRA1, TRA4, TRA6	AAP20							
Sub Area Objectives - Wealdstone West									
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger	Action / Contingency			
Address industrial decline, low demand and poor connections between key development sites such as Kodak with surrounding street, open space and Wealdstone town centre, that present a real challenge for the spatial development of the sub area	ELM2 (CS) ELM6 (CS) ELM7 (CS) WW1	AAP3, AAP7, AAP14, AAP15	Formation of enhanced public realm along Headstone Drive between Wealdstone town centre and former Kodak site (site 2)	Redevelopment of former Kodak site to achieve public realm enhancement along Headstone Drive by 2026	No detailed/funded proposals in place by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable scheme			
Deliver a significant portion of the employment target set for the Heart of Harrow	EMP2 (CS) WW2	AAP3, AAP14, AAP15	Number of jobs created through the redevelopment of the former Kodak site	1,230 jobs delivered by 2026	Less than 300 jobs by 2018/19 Less than 700 jobs by 2021/22	Review delivery of approved Kodak site scheme; discuss possible interventions with developer; review site allocations and policies to increase employment delivery on other Intensification Area sites			
Address the existing decline in industrial use and contribute to the delivery of job targets in the borough through employment-led development	EMP2 (CS) ELM5 (CS) WW3	AAP3, AAP14, AAP15	Square metres new floorspace on the former Kodak site for economic development uses	35,975m ² B1-B8 floorspace delivered by 2026	Less than 10,000m ² by 2018/19	Review delivery of approved Kodak site scheme; discuss possible interventions with developer; review site allocations and policies to increase floorspace delivery on other Intensification Area sites			
Support the regeneration of Wealdstone town centre through provision of land uses that complement but do not compete with main town centre uses	TCR3 (CS) ELM2 (CS) ELM5 (CS)	AAP3, AAP14, AAP15							
Contribute to meeting the housing target and the requirement to provide a mix of housing within the Heart of Harrow through provision of high quality and contemporary family housing	HOU8 (CS) WW4	AAP3, AAP13	Number of additional dwellings completed within the Wealdstone West sub area	1,135 dwellings completed by 2026	Less than 300 by 2018/19 Less than 700 by 2021/22	Review delivery of housing on sites within the sub area; if necessary review site allocations and policies to increase delivery on other Intensification Area sites			
Sub Area Objectives - Wealdstone Central									
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger	Action / Contingency			

The regeneration of Wealdstone town centre	TCR5 (CS)	AAP3, AAP9, AAP17, AAP18	Redevelopment of Wealdstone infill sites (site 5)	All Wealdstone infill sites redeveloped by 2026	Less than 50% of sites with approved schemes for redevelopment by 2018/19	Review reasons; if necessary amend relevant AAP site allocations and policies and revise
	WC1					
Improve the image of the area and continue to support community uses and the small scale specialist retail offer	WC2	AAP3, AAP4, AAP17, AAP18	New 'A' class and community use floorspace through redevelopment of Wealdstone infill sites (site 5)	Redevelopment of sites achieves new 'A' class and community use floorspace by 2026	No redevelopment on infill sites approved with mix of uses that includes 'A' class and community uses by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
	WC3	AAP3	Improved pedestrian and cycle access connections along Headstone Drive	Improved pedestrian and cycle access connections delivered by 2018/19	No planned/funded improvements in place by end 2014/15	Review reasons; if appropriate amend policies or seek alternative sources of funding
Improved west east connectivity	WC4		Improved pedestrian and cycle access across George Gange Way	Improved pedestrian and cycle access connections delivered by 2018/19	No planned/funded improvements in place by end 2014/15	Review reasons; if appropriate amend policies or seek alternative sources of funding
	FLO1 (CS)	AAP9				
Manage and reduce flood risk	FLO2 (CS)					
Sub Area Objectives - Wealdstone East						
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger	Action / Contingency
New/refurbished Leisure centre complex	WE1	AAP3	Redevelopment of Harrow Leisure Centre site (site 7) to achieve new/refurbished complex	New/refurbished complex by 2026	No approved redevelopment with funded new/refurbished complex by 2018/19	Review reasons; if necessary amend relevant AAP site allocations and policies and revise
New/refurbished fit for purpose community hall (Byron Hall)	WE2	AAP3	Redevelopment of Harrow Leisure Centre site (site 7) to achieve new/refurbished hall	New/refurbished hall by 2026	No approved redevelopment with funded new/refurbished hall by 2018/19	Review reasons; if necessary amend relevant AAP site allocations and policies and revise
Urban realm improvements (including OLF related)	WE3	AAP3, AAP4, AAP7	Improvements to urban realm in Wealdstone East	Delivery of improvements by 2026	No planned/funded proposals by 2018/19	Review reasons; if appropriate amend policies and site allocations or seek alternative sources of funding
	WE4	AAP3, AAP21	Waste management improvements on the Civic Amenity/Council Depot site	Delivery of improvements by 2026	No planned/funded proposals by 2018/19	Review reasons; if appropriate amend policies and site allocations or seek alternative sources of funding
Sub Area Objectives - Station Road						
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger	Action / Contingency
Improve the Station Road corridor environment	TRA14 (CS)	AAP2, AAP7				

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Address issues of traffic congestion		TRA14 (CS)	AAP2, AAP19, AAP20	Review reasons and impact upon independent retail character; consider appropriate interventions to encourage independents if necessary	
Retain predominant independent retail character		SR3	AAP2, AAP18	90% by unit numbers	85% by unit numbers
Sub Area Objectives - Harrow Town Centre West					
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger
Improve the image and create a clear town centre boundary edge	HTCW1	AAP1, AAP8	Completion of Bradstowe House development (site 14)	Secure completion of Bradstowe House development by 2017/18	No discussion between Council and new owner or no works recommenced on site by April 2014
Enhance the connectivity through and within the area through urban realm improvements	HTCW2	AAP1, AAP7	Public realm improvements to Junction Road/Pinner Road subway area funded by the Neptune Point development	Ensure the public realm improvements to Junction Road/Pinner Road subway area completed by end 2013/14	Improvement works not underway by end 2012/13
Sub Area Objectives - Harrow Town Centre Central					
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger
Promote new development that enhances the Metropolitan status of the town centre	TCR2 (CS)	AAP1, AAP5, AAP16, AAP17, AAP18			
	TCR4 (CS)				
	TCR10 (CS)				
	TCR11 (CS)				
	TCR12 (CS)				
Broaden the retail / leisure offer, including the evening economy	TCR2 (CS)	AAP1, AAP16, AAP17, AAP18	New 'A' class floorspace through redevelopment of Havelock Place (site 16), former Post Office (site 17), and Harrow on the Hill car park west (site 18)	Redevelopment of sites achieves new 'A' class floorspace by 2026	No redevelopment on any of the three sites approved with a mix of uses that includes 'A' class uses by 2018/19
	TCR4 (CS)				
	HTCC1				
	HTCC2				
			New outdoor performance space on Lowlands Recreation Ground (site 19)	Creation of new outdoor performance space by 2026	No approved/funded proposals for creation of outdoor performance space by 2018/19
					Review reasons; if appropriate seek alternative sources of funding

Provide a network of civic squares and spaces linked through enhanced pedestrian connections	HTCC2	AAP1, AAP4, AAP7	Formation of new pedestrian links and public spaces through redevelopment of Havelock Place (site 16), former Post Office (site 17), and Harrow on the Hill car park west (site 18)	Redevelopment of sites achieve pedestrian links and public spaces by 2026	No redevelopment on all three sites approved with layout that creates new links and spaces by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
Improve the visual and physical permeability within the town centre and with Harrow Hill	HTCC3	AAP1, AAP4, AAP7, AAP8	Formation of new views from College Road through redevelopment of former Post Office (site 17)	Redevelopment of site achieves new views by 2026	No redevelopment approved with layout that creates new views by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable scheme
Address the underwhelming existing built character	HN2 (CS) HTCC5	AAP1, AAP4, AAP6	Redevelopment of Havelock Place (site 16), former Post Office (site 17), and Harrow on the Hill car parks west and east (sites 18 & 20)	Redevelopment of sites achieves new built character by 2026	No redevelopment approved by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
Sub Area Objectives - Harrow Town Centre East						
Objective	Indicator No.	Relevant AAP Policies	Indicator	Target	Trigger	Action / Contingency
Create a transitional boundary between the town centre and neighbouring residential area	HTCE1	AAP1, AAP4, AAP7	Relationship between surrounding residential area and the Metropolitan centre through the redevelopment of Lyon Road (site 21) and Gayton Road (site 22)	Redevelopment of sites to achieve new relationship between the Metropolitan centre and the surrounding residential area by 2026	No redevelopment approved with design and layout that achieves new relationship by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
Improve connectivity with the town centre	HTCE2	AAP1, AAP4, AAP7	Formation of enhanced pedestrian links through redevelopment of Lyon Road (site 21 and non-allocated sites) and Gayton Road (site 22)	Redevelopment of sites achieve enhanced pedestrian links and public spaces by 2026	No redevelopment approved with layout that creates enhanced links by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
Make provision for community uses to support new residential development within the town centre and Station Road	HTCE3	AAP1, AAP16	Provision of new health, community or civic uses through redevelopment of Lyon Road (site 21) and Gayton Road (site 22)	Redevelopment of sites to secure provision of new health, community or civic uses by 2026	No redevelopment on both sites approved with mix of uses that includes health, community or civic uses by 2018/19	Review reasons; if appropriate amend policies and site allocations to ensure deliverable schemes
AAP Site Allocations	Indicator No.		Indicator	Target	Trigger	Action / Contingency
AAP Site Allocations	AAPSA1		Number of Allocated Sites with Planning Permission	100% by 2026	Less than 20% by 2018/19 Less than 60% by 2021/22	Discuss with owners/developers why planning permission is not being sought. Review site allocation requirements/specifications if

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					necessary. Consider further site allocations. Discuss with owners/developers why sites are not being developed out. Consider amendments to extant planning permissions or to CIL/s106 requirements.
AAPSA2		Number of Allocated Sites developed	100% by 2026	Less than 10% by 2018/19 Less than 50% by 2021/22	Understand the grounds of the appeal decision and, if required, review the AAP policies or allocations to strengthen these as appropriate.
AAPSA3		Sites delivered in accordance with parameters of the Allocation	100% by 2026	More than one appeal granted	Discuss with Developers/ Agents/ Viability & Place Making specialists why one or more sub area is more attractive to development than others. Consider means to incentivise development in poorer performing sub areas.
AAPSA4		Spatial distribution of Allocated Sites with Planning Permission	Even distribution across the sub areas	One or more sub areas showing Allocated sites with 50% or more planning permission above than experienced across the other sub areas.	

Retail, Employment and Other Planning Designations **Chapter 7**

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7.1 This chapter highlights proposed changes to retail and employment designations in the Heart of Harrow area. All other existing retail and employment designations are proposed to remain, as shown on Harrow's Policies Map. There are no changes proposed to any other planning designations in this area, such as Open Space, and so all existing designations in this area are also to remain, as shown on Harrow's Policies Map.

Retail Designations

Secondary Frontages and Retail Flexibility

7.2 There is an opportunity to reconsider the role and extent of retail frontages in the Heart of Harrow Opportunity Area. UK retailing is evolving in responses to a number of factors. These include:

- Increasing use of the internet to purchase a range of goods from convenience grocery categories and comparison clothing and household electronics and DIY materials;
- Online and downloadable content is also competing directly with book, CD and DVD sales;
- Large scale out of town centres continue to grow competition for grocery, clothing, electronics and DIY;
- A continuing decline in demand for pubs, as drinking and dining habits shift away from the traditional pub offer;
- A markedly slowed rate of growth in consumer retail spending overall in response to changing employment, housing and transport cost conditions.

7.3 The result has been an increase in retail vacancies on traditional high streets and retail corridors.

7.4 In response to these challenges the UK Department of Business, Innovation and Skills (BIS) commissioned "The Portas Review: An Independent Review into the Future of our High Streets" by retail marketing expert Mary Portas. This was published in December 2011 and made a number of recommendations for greater regulatory flexibility for retail uses. These included:

- Government should include high street deregulation as part of their ongoing work on freeing up red tape;
- Address the restrictive aspects of the 'Use Class' system to make it easier to change the uses of key properties on the high street;
- Support imaginative community use of empty properties through Community Right to Buy, Meanwhile Use and a new "Community Right to Try";
- Local authorities should use their new discretionary powers to give business rate concessions to new local businesses.

7.5 The Heart of Harrow presents an opportunity to selectively apply these approaches. Greater flexibility in the regulation of secondary frontages would allow alternative or temporary uses where a long term and consistent retail frontage is no longer possible. The Council will investigate and welcome proposals for alternative uses where evidence of a lack of retail viability can be demonstrated. A range of alternative uses may be considered including:

A2: Financial and professional services;

A3: Restaurants and cafes;

B1: Offices;

C1: Hotels;

D1: Non-residential institutions;

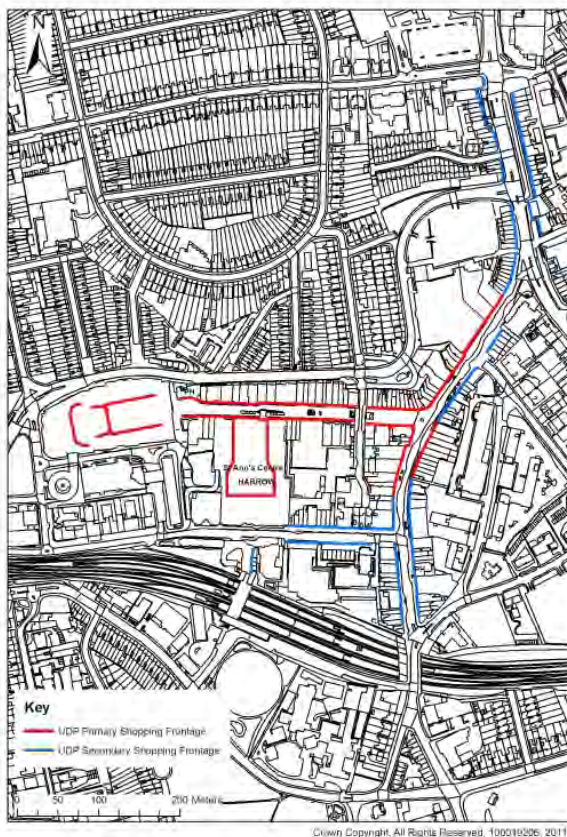
D2: Assemble and leisure, and

Sui generis uses.

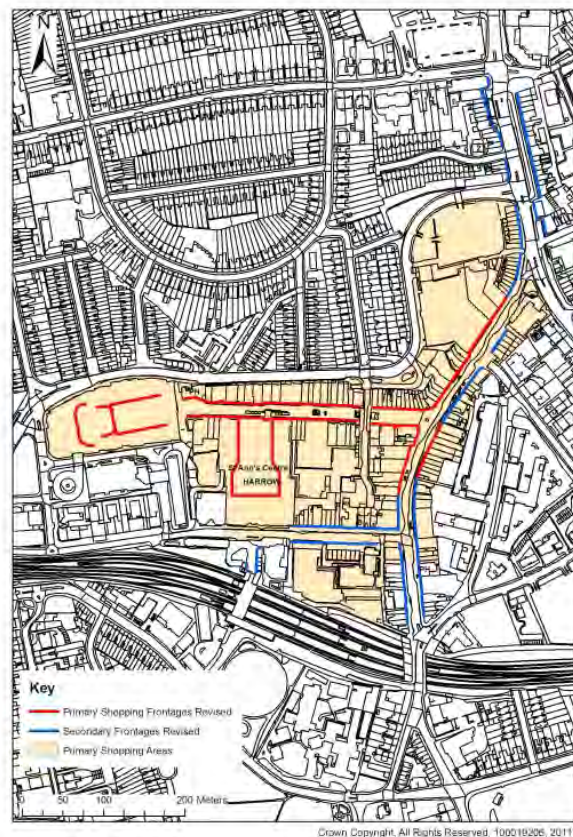
The Council will also welcome proposals for temporary uses as set out in Policies AAP 17 and 18.

Harrow Metropolitan Centre

7.6 The Council has revised the secondary frontage in Harrow Metropolitan Centre, to include 75 and 77 College Road to be designated as secondary shopping frontage. This addresses an omission in the Harrow UDP 2004. The Council has also designated a Primary Shopping Area for Harrow Metropolitan Centre in line with the National Planning Policy Framework requirements to identify the major comparison retail destinations in town centres. There are no proposed changes to the Primary Shopping Frontages.



Picture 7.1 Existing Frontages in Harrow Town Centre



Picture 7.2 Revised Frontages and New Primary Shopping Area in Harrow Town Centre

Harrow Metropolitan Centre Boundary

7.7 The Council propose to amend Harrow Metropolitan town centre boundary as follows:

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- Extend to the south west to include the Neptune Point development, which will include a significant amount of retail floorspace and make a significant new draw for shopper, so it is appropriate to be included within the town centre boundary.
- Remove the Gayton Road Car Park from the south east sub area to reflect the site allocation (chapter 6), which allocates the part of the site to be removed as residential.



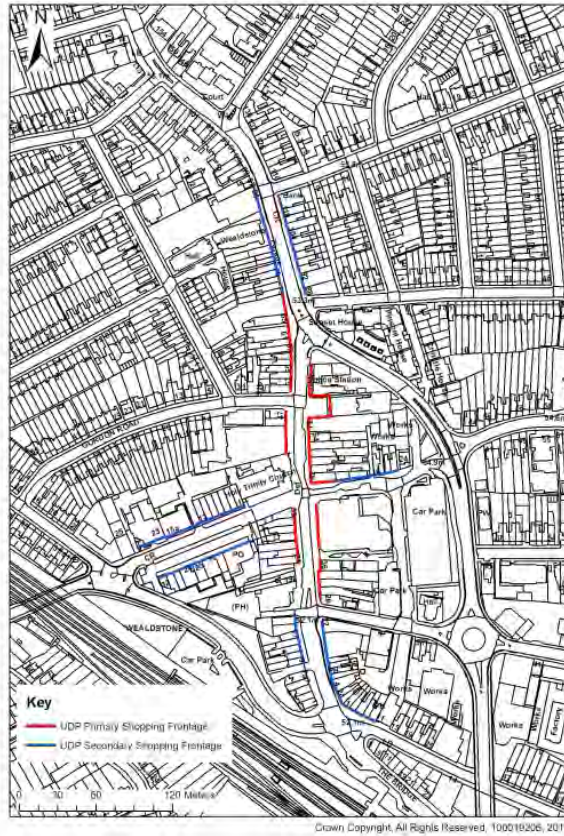
Picture 7.3 Existing Harrow Metropolitan Town Centre Boundary



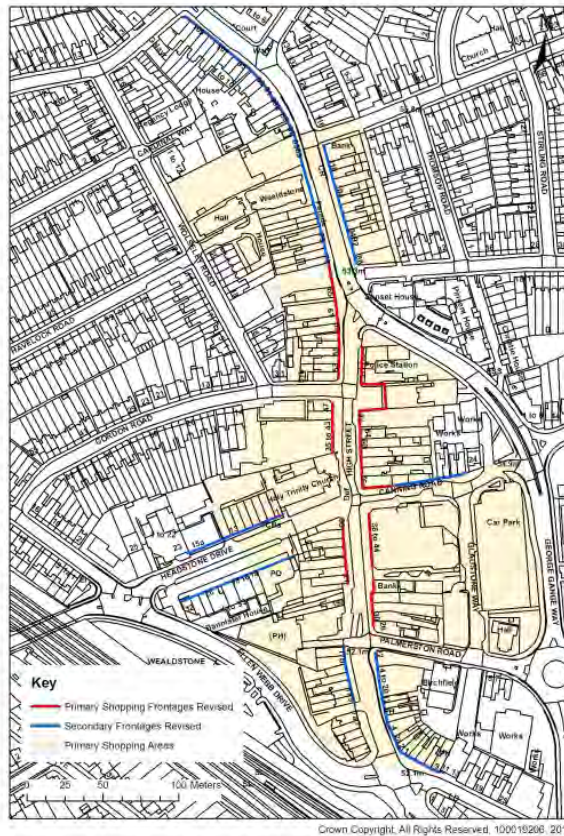
Picture 7.4 Revised Harrow Metropolitan Centre Boundary

Wealdstone District Centre Retail Designations

7.8 The Council has revised the secondary frontages in Wealdstone District Centre to include numbers 87 to 111b High Street to incorporate findings from the Harrow Retail Study 2009. The study found that this frontage contains independent and service retailers similar to those found in the existing Secondary Shopping Frontage within the Centre. The Council has also designated a Primary Shopping Area for Wealdstone District Centre in line with the National Planning Policy Framework requirements to identify the major comparison retail destinations in town centres. There are no proposed changes to the Primary Shopping Frontages or to the town centre boundary.



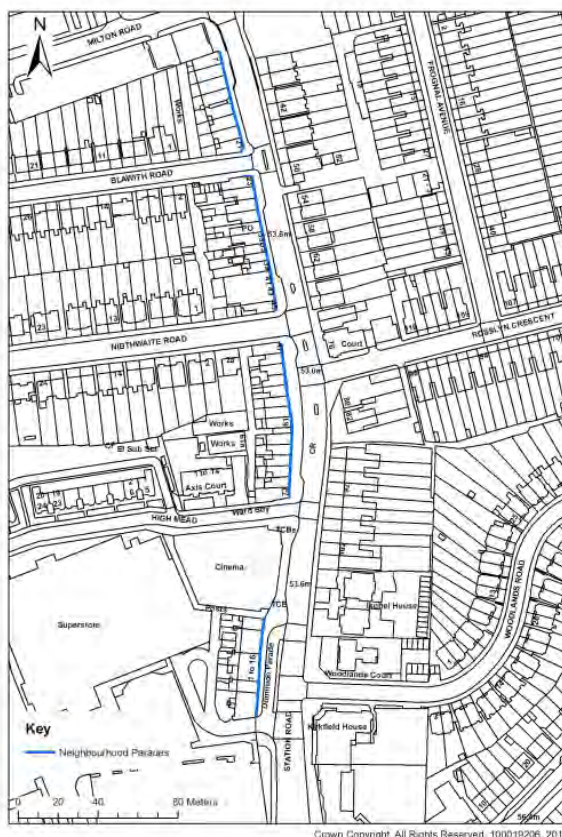
**Picture 7.5 Existing Frontages
Wealdstone**



Picture 7.6 Revised Frontages and New Primary Shopping Area in Wealdstone

New Neighbourhood Parades

7.9 Harrow's Core Strategy recognises the role of neighbourhood parades as providing important locations for small scale and walk to shopping facilities, services and community uses. They supplement the role of district and local town centres and contribute both to the economy and the sustainability of Harrow's suburbs. Appendix B of the Core Strategy identifies the broad locations of the Borough's neighbourhood parades. The proposed allocations below show in detail the frontages comprising these neighbourhood parades within the Heart of Harrow area to which detailed development management policies will apply. Neighbourhood parades outside the Heart of Harrow area will be allocated in the Site Allocations DPD.



Picture 7.7 Station Road Neighbourhood Parades

Employment Use Designations

7.10 The Council propose to allocate the Former British Rail Goods Yard, Cecil Road, Wealdstone as a new Business Use Area. The site in Cecil Road was shown as proposal site 34 in the Harrow Unitary Development Plan (2004) for business use development. Development for business use has subsequently been completed and consequently the Harrow Core Strategy (2012) deletes this allocation from the Policies Map. To safeguard its continued use for business purposes, this Area Action Plan now allocates the Goods Yard site as a business use area.



Picture 7.8 Former British Rail Goods Yard, Cecil Road, Wealdstone

Harrow Unitary Development Plan (2004): Deleted Policies and Proposal Sites **Appendix A**

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A.1 The table below identifies the policy of the Harrow Unitary Development Plan (2004) that will be deleted upon adoption of the Harrow & Wealdstone Area Action Plan. A full list of the policies that were deleted by the Secretary of State on 28th September 2007 and those deleted upon the adoption of the Harrow Core Strategy on 16th February 2012 are contained in the Harrow Development Management Policies DPD⁽⁴²⁾.

Policy	Title	Date of deletion
T17	New Access – St Ann's Road	Upon Adoption of the Harrow & Wealdstone Area Action Plan

HARROW UNITARY DEVELOPMENT PLAN PART 2 POLICIES: TRANSPORT

A.2 The table below lists the Harrow Unitary Development Plan (2004) proposals sites that will be deleted upon adoption of the Harrow & Wealdstone Area Action Plan. The remaining extant Unitary Development Plan proposal sites will be deleted (and consequently removed from the Harrow adopted policies map) upon the adoption of the Harrow Site Allocations DPD⁽⁴³⁾.

Site	Address	Date of deletion
PS1	Land south of Greenhill Way, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS2	Land north of Greenhill Way, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS3	No. 2 St. John's Road, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS4	Nos. 9-11 St. John's Road, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS5	Gayton Road car park, Gayton Library and Sonia Court, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS6	Harrow-on-the-Hill Station and land in College Road and Lowlands Road, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS7	Land north of Junction Road, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS9	St. Ann's Service Yard and College Road frontage, Harrow town centre	Upon Adoption of the Harrow & Wealdstone AAP
PS10	YWCA, Sheepcote Road, Harrow	Upon Adoption of the Harrow & Wealdstone AAP
PS29	Land adjacent to Harrow Leisure Centre, Christchurch Avenue, Wealdstone	Upon Adoption of the Harrow & Wealdstone AAP

42 Which also lists the UDP policies that will be deleted by that DPD.

43 Which also lists the UDP proposal sites that were deleted upon the adoption of the Harrow Core Strategy on 16th February 2012.

Site	Address	Date of deletion
PS30	Parks Depot and former Mortuary, Peel Road, Wealdstone	Upon Adoption of the Harrow & Wealdstone AAP
PS31	Land north of Bridge Day Care Centre, Christchurch Avenue, Wealdstone	Upon Adoption of the Harrow & Wealdstone AAP
PS32	Driving Centre, Christchurch Avenue, Wealdstone	Upon Adoption of the Harrow & Wealdstone AAP
PS33	Land west of High Street, Wealdstone district centre	Upon Adoption of the Harrow & Wealdstone AAP
PS36	Nos. 1-33 The Bridge & 6-14 Masons Avenue, Wealdstone district centre	Upon Adoption of the Harrow & Wealdstone AAP
PS37	Land at Oxford Road & Byron Road, Wealdstone	Upon Adoption of the Harrow & Wealdstone AAP
PS38	Nos. 87-111 High Street, Wealdstone district centre	Upon Adoption of the Harrow & Wealdstone AAP

HARROW UNITARY DEVELOPMENT PLAN: PROPOSAL SITES

Glossary Appendix B

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Affordable Housing

Housing which is subsidised and available to people whose incomes mean that they are unable to otherwise meet their housing needs locally via the open housing market. Such housing is classified as either Social Rented Housing, Affordable Rented Housing or Intermediate Housing which meet the criteria as set out in the London Plan. Affordable Housing would include homes that are rented, under shared ownership and key worker housing.

Annual Monitoring Report (AMR)

The Annual Monitoring Report assesses the progress and the effectiveness of the Council's LDF against indicators set by the Government and the Local Authority. In particular AMRs assess the LDF based on the effectiveness of the policies in achieving targets, intended consequences and whether sustainable development is being delivered, as well as whether the assumptions and objectives behind the policies are still relevant.

Area Action Plan (AAP)

A type of development plan document focused upon a specific location or an area subject to conservation or significant change (for example, major regeneration). In Harrow, this comprises an Area Action Plan for the Harrow & Wealdstone Intensification Area.

Biodiversity

The range and variety of life (including plants, animals and micro-organisms) as well as habitats, ecosystems and ecological processes.

Biodiversity Action Plan (BAP)

The Harrow Biodiversity Action Plan was adopted in 2008 and identifies habitats and species of importance to the Borough's biodiversity, as well as a programme of costed projects for the protection and/or enhancement of these habitats and species. Boulevard Broad street or promenade forming arterial thoroughfare in an urban setting.

BREEAM

This is an acronym of the Building Research Establishment Environmental Assessment Method. The method applies a series of standards which are designed to address the environmental impact of buildings and are updated in line with the national Building Regulations. Credits are awarded in relation to the following impacts: management, health & wellbeing, energy, transport, water, material & waste, land use & ecology, and pollution. A set of environmental weightings then enables the credits to be added together to produce a single overall score of pass, good, very good or excellent.

Carbon Dioxide (CO₂)

Carbon dioxide is a chemical compound produced naturally by plants and animals, and emitted by the burning of fossil fuels. CO₂ is a 'greenhouse gas', meaning that it is one of the gases which has been found to trap heat within the Earth's atmosphere and a major contributor to climate change.

Climate Change

Climate change is any long-term significant change in the “average weather” that a given region experiences. Average weather may include average temperature, precipitation and wind patterns. Mainstream scientific consensus suggests a link between human activity and recent climate change.

Code for Sustainable Homes

This code is a Government accreditation system for measuring the sustainability of new housing development. Like the BREEAM standard it measures the environmental performance of new homes, but it also gives credit for ‘health and wellbeing’ measures such as daylight, sound insulation and lifetime homes, and for ‘good management’ such as considerate contractor measures and site security.

Combined Heat and Power (CHP)

CPH is the simultaneous generation of usable heat and power (usually electricity) in a single process that can be used within the local area.

Community Facilities

These include leisure and culture facilities (including arts, entertainment and indoor sport facilities but excluding outdoor sports assets), community offices and meeting places (including places of worship, libraries), facilities for children (from nursery provision to youth clubs), education (including adult education), social services, police and emergency services facilities, primary healthcare facilities (except for the use of premises attached to the residence of the consultant or practitioner), public toilets and facilities for cyclists.

Community Infrastructure Levy

The Community Infrastructure Levy is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Comparison Goods

This term is used to describe the retailing of goods such as clothing, household goods, furniture, DIY, electricals etc. for which consumers usually ‘shop around’.

Conservation Area

An area of special architectural or historic interest, the character of which is desirable to preserve or enhance. Conservation Areas are usually designated by the Council although the Secretary of State can also designate them.

Convenience Goods

This term is used to describe the retailing of goods purchased on a regular basis, typically food, groceries, cleaning products etc.

Core Output Indicator (COI)

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This is a set of indicators included within the AMR devised and employed at national and regional level to develop consistency between datasets on issues of strategic importance such as housing, employment and the environment.

Core Strategy

The Harrow Core Strategy, adopted 2012, sets out the vision for the Borough in 2026, Harrow's spatial strategy for managing development needs in the Borough over fifteen years, and core policies for the Borough and all of its areas. All other development plan documents forming part of Harrow's Local Development Framework must give effect to the Core Strategy.

Creative Industries

The creative industries are defined by the Department for Culture, Media and Sport (DCMS) as "industries which have their origin in individual creativity, skill and talent which have a potential for job and wealth creation through the generation and exploitation of intellectual property". They include advertising, architecture, arts & antiques, crafts, design, designer fashion, digital & entertainment media, music and the visual & performing arts, publishing, radio & TV, software & electronic publishing, video, film and photography.

Cultural Heritage

Buildings and other structures considered to be of a special architectural or historic quality or interest. This includes, but may not be limited to, Listed Buildings and Conservation Areas.

Deculverting

A culvert is a conduit used to enclose a flowing body of water. During the development boom of the 1920/30s many of Harrow's brooks and streams were culverted. Deculverting is the process of re-opening culverted waterways.

Demographic Projections

These are projections of population change given as total figures but are also provided broken-down by age, sex and ethnicity. In London demographic projections are provided by the GLA's Data Management and Analysis Group. The 'round' refers to period in which the projections were made, so the '2008 Round' refers to the projections prepared in 2008.

Density (dwellings)

Measure used to describe the numbers of housing units within a given area, usually expressed in terms of the number of habitable rooms per hectare. The site area would include the total area within the defined site including roads within the site and also private garden space, car parking space, incidental open space and landscaping, and children's play areas where these are provided.

Destination Parks

A classification for parks in Harrow which serve the needs of residents over a wider area than just those who live in the immediate vicinity of the park. These are: Harrow Weald Common; Canons Park; Byron Recreation Ground; Pinner Memorial Park; Stanmore Country Park; Harrow Recreation Ground; West Harrow Recreation Ground; and Headstone Manor Recreation Ground.

Development Plan Documents (DPDs)

Documents that help to make up the Local Plan including the Core Strategy, Site Allocations, Area Action Plans and Development Management Policies.

District Centre

This is the term used for those town centres that are larger than local centres, serving a district-wide catchment, but have a more limited role and function than major or metropolitan centres. The London Plan defines district centres as those comprising between 10,000 and 50,000 square metres retail floorspace and providing mainly convenience shops and local services or specialist functions. Centres which provide a retail function for local communities together with a range of other services including financial services, restaurants and cafes. These centres also fulfil an important function as a focus for the local community they serve as well as a public transport node.

Economy

The system of human activities related to the production, distribution, exchange, and consumption of goods and services. Harrow's economy is part of the wider London, United Kingdom and world economy.

Environment

Includes the 'natural' environment (air water, land, plants and animals and all associated cycle and ecosystems) and the 'built' environment (buildings and other structures built by humans).

Greenspace Information for Greater London (GIGL)

Is the biodiversity records resource for London.

Greater London Assembly

The assembly is the body of elected members which scrutinises the activities of the Mayor of London and is a part of the governance of the Greater London Authority.

Greater London Authority (GLA)

The regional tier of Government covering London. It is led by the Mayor of London and he is held to account by the London Assembly.

Green Belt

An area subject to special control under a national designation. The purpose of Green Belts is to protect the countryside from further development. There is a general presumption against development in the Green Belt.

Green Grid

An interconnected, integrated network of green, open spaces that can include waterways, parks, footpaths, and other corridors to link open spaces.

Harrow Strategic Partnership (HSP)

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The Partnership brings together a group of people who represent the statutory, private, business, community and voluntary sectors in Harrow.

Community views and partners' data are used by the Partnership to shape and influence the Borough's priorities in the Sustainable Community Strategy.

Hectare

A hectare is a unit of measuring area, comprising 10,000m²

Housing Needs Assessment

This was an assessment carried out by Fordham Research on behalf of Harrow Council to provide an overview of the housing situation in the Borough.

Hub and Spoke

The hub and spoke model is a commonly used term to describe a larger, central node linked to smaller, satellite points. In service provision, this would mean a high level or central service unit supported by smaller, localised service units.

Intermediate Housing

Defined by the London Plan as sub-market housing which is above target rents, but is substantially below open market levels. This category can include shared ownership and other sub-market rent provision as well as key worker housing.

Intensification Area

A London Plan designation, Intensification Areas are typically built-up areas with good existing or potential public transport accessibility which can support redevelopment at higher densities. They have significant capacity for new jobs and homes (but at a level below that which can be achieved in the sister designation 'opportunity areas'). The London Plan identifies Harrow & Wealdstone as an intensification area to provide at least 1,500 new homes and with an indicative employment capacity of 2,000 jobs.

Key Stakeholders

A person or organisation with a legitimate interest in various aspects of the planning process in Harrow.

Landmark Building

A tall building that helps to orientate and identify locations of public importance such as strategic community and civic uses, major public transport interchanges or areas of important public urban realm that provide relief from the street environment and opportunity to pause and relax.

Lifetime Homes

A Lifetime Home is a dwelling that conforms to standards (the Lifetime Homes Standards) which make it accessible to disabled people and flexible enough to be adapted for the needs of occupiers throughout a life cycle.

Listed Building

A building that is of national, architectural or historic importance. The Secretary of State (Department of Media, Culture and Sport) is responsible for the Statutory List of Buildings of Architectural or Historic Interest. Any building they deem to be of national historic and architectural value can be added to this list, and therefore becomes a listed building.

Local Centre

This is the term used for those town centres that are serving only a local catchment, providing mainly convenience shops and walk-to services.

Local Development Documents (LDD)

Individual planning documents comprising of Development Plan Documents and Supplementary Planning Documents.

Local Plan

The portfolio of planning documents that makes up the Development Plan for a Local Authority.

Local Development Scheme (LDS)

The Council's time-scaled programme for the preparation of Local Development Documents that must be agreed with the Greater London Authority and reviewed every year.

Local Implementation Plan 2 (LIP2)

This is a statutory document which sets out how the Council together with its partners will deliver integrated transport improvements over the next five years.

Local Indicator

This is a set of indicators included within the AMR devised and employed locally on issues of local importance such as housing, employment and the environment.

London Plan

The London Plan provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London.

Major Centre

This is the term used for those town centres that are larger than local and district centres, serving a borough-wide catchment, but have a more modest role and function than metropolitan centres. The London Plan defines major centres as those comprising over 50,000 square metres retail floorspace, with a high proportion of comparison shops, and where a mix of other town centre uses may also be present.

Metropolitan Centre

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This is the term used for a small number of centres throughout London which fall below the international centres of Knightsbridge and the West End. The London Plan defines metropolitan centres as those which have multi-borough catchments and comprise around 100,000 square metres retail floorspace, with good accessibility and a mix of other town centre uses including employment and leisure.

Mixed Use Development

A development that contains two or more uses e.g. residential, employment, leisure, and community uses.

Neighbourhood Parades

This is the term used for small parades of shops outside of designated town centres which serve the immediate neighbourhoods in which they are located, providing convenience shops and other commercial uses.

Planning Obligations (sometimes known as Section 106 Agreements)

These are legal obligations through which developers undertake to fulfil planning requirements that cannot otherwise be dealt with as a condition of planning permission or through the CIL. Typically they are site specific and include the transfer of homes to Registered Social Landlords (RSLs) to be provided as affordable housing.

Policies Map

A map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.

Post HUDP Indicator

This is a set of indicators included within the AMR devised following the adoption of the Harrow Unitary Development Plan (HUDP) 2004 to measure its effectiveness.

Previously Developed Land

Previously developed land, often referred to as brownfield land, is: 'Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure'. The definition expressly excludes amongst other things: private gardens, land occupied by agricultural or forestry buildings; and land in built-up areas such as parks, recreation grounds and allotments which, although may feature paths, pavilions and other buildings, has not previously been developed. There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Public Transport Accessibility Level (PTAL)

The extent and ease of access, by public transport, from one place to another. Usually given a rating from 1 to 6, the PTAL is calculated taking into account the distance from any given point to the nearest public transport stops and the frequency of the service from those stops. On the scale, 6 is close to public transport and 1 is further away.

Registered Social Landlords (RSLs)

These are Housing Associations, supported by the Homes and Communities Agency to provide affordable housing.

Regulation 19

This refers to the relevant regulation of the Town and Country Planning (Local Development) (England) Regulations 2004, as amended which requires public consultation on development plan documents before submission with regards to their soundness.

Section 106 Contributions

See 'Planning Obligations'

Sites of Importance for Nature Conservation (SINC)

These are sites of biodiversity significance, identified and kept under review by Greenspace Information for Greater London (GIGL). Sites are classified in the following order of importance:

Sites of Metropolitan Importance; Sites of Borough Importance (Grade I); Sites of Borough Importance (Grade II); and Sites of Local Importance.

Sites of Special Scientific Interest (SSSI)

An area that Natural England designates for its special nature conservation interest, which can include land or water containing plants, animals, geological features or land forms of special interest and which therefore must be protected, Sites are protected under the provisions of the Wildlife and Countryside Act 1981 (as amended).

Social Rented Housing

Defined by the London Plan as housing provided to rent by the Local Authority or Registered Social Landlords. It includes Affordable Rent and targeted Social Rents, the first being up to 80% of market rents, while social rents are substantially below open market levels and are no higher than target rents set by the government for housing association and local authority rents at a level that are genuinely affordable by local people whose incomes mean that they are unable to otherwise meet their housing needs.

Spatial Development Strategy

Provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London and is generally referred to as the "London Plan".

Statement of Community Involvement (SCI)

A statement prepared by the Local Authority for consultation on planning documents as a whole (as well as on planning applications). This explains how information is to be made available, who is to be consulted and how and when consultation is to take place.

Strategic Housing Land Availability Assessment (SHLAA)

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The requirement for SHLAAs is set out in Planning Policy Statement 3 Housing (2006); their role is to identify sites with housing potential, including potential capacity, and to assess when they are likely to be developed. In London the SHLAA has been carried out at regional level, by the Mayor of London, with input from each borough. The Mayor of London's 2009 SHLAA and Housing Capacity Study was published October 2009.

Supplementary Planning Document (SPDs)

SDPs expand upon or add detail to policies within Development Plan Documents. They do not introduce new policies and must be consistent with local, regional and national policies. They can take the form of design guides or area development briefs.

Sustainability Appraisal (SA)

An assessment prepared by the Local Authority that considers the social, environmental and economic effects of a plan or policy and incorporates the requirements of the SEA Directive (European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment").

Sustainable Community Strategy

The Sustainable Community Strategy shows how the organisations making up the Harrow Strategic Partnership will try to shape the effects of global, national, regional and local trends and events to work towards successful outcomes for Harrow. Sustainable Development/Design Development that meets the needs of the present generations without compromising the ability of future generations to meet their own needs. Sustainable design refers to building techniques and associated measures that can help to achieve sustainable development. Tenure Describes the type of ownership of a property eg. privately rented, affordable, owner occupier etc.

Tall Buildings

As defined in the Harrow Core Strategy, a 'tall' building is any building at or over 30 metres high.

Taller Buildings

Buildings that are two or three storeys higher than the surrounding building heights.

Town Centre

Places within the borough with shopping, services and leisure functions. In Harrow there is one Metropolitan Centre as well as District and Local Centres.

Transport for London (TfL)

Transport for London is the executive body of the Mayor of London responsible for implementing the Mayor's Transport Strategy for London and managing transport services across the Capital for which the Mayor has responsibility.

Unitary Development Plan (UDP)

The UDP is a land use plan which is to be superseded by the LDF. It provides the statutory planning framework for the local planning authority setting out the objectives, policies and proposals for the use of land and buildings in the borough.

Use Classes Order (UCO)

The UCO is shorthand for the Town and Country Planning (Use Classes) Order 1987, as amended.

The purpose of the order is to classify different types of land use to enable uses to allow controls to be effectively applied and to enable certain changes of use to take place without the need for planning permission. 'A' uses are those appropriate to town centres comprising A1 (Retail), A2 (Financial and Professional Services), A3 (Cafés and Restaurants), A4 Drinking Establishments, A5 (Hot Food Takeaways).'

B' uses are those that apply to employment comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution). 'C' uses are residential in character: C1 (Hotels), C2 (Residential Institutions) and C3 (Dwellings). 'D' uses comprise D1 (Non-Residential Institutions) and D2 (Assembly & Leisure).

Waste Management Strategy (2009)

The Council's strategy for managing the Borough's waste.

West London Sub-Region

One of the sub-regions established by the London Plan. The West London Sub-Region comprises the seven boroughs of Hammersmith and Fulham, Brent, Ealing, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. It has a population of 1.6 million and provides over 900,000 jobs.

Wheelchair Homes

A Wheelchair Home is a dwelling that conforms to standards (the Wheelchair Homes Standards) which make it suitable for independent occupation by a wheelchair user.