



Heart of Harrow

Harrow and Wealdstone Area Action Plan
Preferred Option Consultation Document

DRAFT

12 January 2012 - 23 February 2012

All maps in this document are reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100019206, 2011

DRAFT

Project
Harrow and Wealdstone
Intensification Area
Area Action Plan masterplan

Status
Draft for comment

Client
LB Harrow
LDA
GLA

East
Architecture, landscape
urban design limited

with

GVA
Alan Baxter and Associates

49-59 Old Street
London EC1V 9HX
www.east.uk.com
T 020 7490 3190
F 020 7490 3290
E mail@east.uk.com

Contents

Foreword		i
1 Introduction		2
1.1 A plan for the 'Heart of Harrow'		2
1.2 Purpose of the AAP		3
1.3 Purpose of the Preferred Option document		3
1.4 Development of the Preferred Option		5
1.5 Status of the AAP and relationship to other plans		6
1.6 Structure of the APP		7
1.7 Have your say		8
1.8 How to comment		8
1.9 Next steps		8
2 The Intensification Area Today		10
2.1 The Place		10
2.2 Population and demographics		10
2.3 Property and economic context		10
2.4 Character Areas		12
2.5 Transport and movement		16
3 Key issues, challenges and opportunities		20
3.1 Introduction		20
3.2 Enhancing Harrow's Profile		20
3.3 Issues		20
3.4 Challenges		21
3.5 Opportunities		21
3.6 Area-based issues, challenges and opportunities		21
4 Vision and Spatial Strategy		28
4.1 Harrow; 'The Heart of Metro-land in London'		28
4.2 Vision; 'The Heart of Metro-land in London'		28
4.3 The objectives; what to achieve		30
4.4 Spatial Strategy; guidelines for becoming the Heart of Metro-land		30
4.5 The Role of the Sub Areas in fulfilling the Vision and Spatial Strategy		31
5 Over-arching policies		36
5.1 Character and amenity		36
5.2 Conservation and heritage		48
5.3 Environmental sustainability		50
5.4 Open space and natural environment		55
5.5 Housing		58
5.6 Employment and economic development		61
5.7 Town centres and neighbourhood parades		67
5.8 Transport and waste		72
5.9 Community infrastructure		76
5.10 Telecommunications		76
5.11 Implementation, resources and monitoring		77
6 Sub-area and site specific guidance		80
6.1 Intensification Area sub-areas		80
6.2 Wealdstone West		82
6.3 Wealdstone Central		100
6.4 Wealdstone East		112
6.5 Station Road		120
6.6 Harrow Western Gateway		138
6.7 Harrow Town Centre		146
6.8 Harrow Town Centre East		160
6.9 Outputs across the sub-areas		170
7 Delivery and implementation		172
7.1 Infrastructure delivery strategy		172
8 Retail, Employment and other planning designations		176
8.1 Retail designations		176
8.2 Employment use designations		179



Foreword

The Harrow and Wealdstone Area Action Plan will be a blueprint for the comprehensive and co-ordinated regeneration of the 'Heart of Harrow'. Currently we are still in the early stages of preparing this Plan so there is significant scope and opportunity for local people and stakeholders to get involved and influence the final document.

Since we last consulted the community on four broad options for change, we have been working with our delivery partners and the community to better understand the strengths of the 'Heart of Harrow' that need to be built upon, the opportunities that exist that need to be realised, and the existing issues that need to be addressed. Taking account of the comments received to consultation in May 2011, this document sets out the Council's Preferred Option for how we believe the 'Heart of Harrow' should be developed. In particular, this document establishes a shared future vision for the area, and details how that vision will be delivered through policies aimed at managing specific issues and through proposals for development on specific sites.

To progress the document to its next stage, we now want your views on whether you think the vision for the area is the right one, and whether the suggested policies and site proposals are a sufficient and adequate guide to development to achieve that vision.

We want the Area Action Plan to be more than just a policy document. It is important to us and our delivery partners that the local community and key stakeholders can give their support to the final Plan and can work with us to deliver it over both the short and long-term. Therefore, if you are a local resident, business owner, or just have an interest in how this area should be developed in the future, we strongly urge you to get involved and have your say in shaping the content of this important Plan for the Borough.

Councillor Keith Ferry

Portfolio Holder for Planning, Economic Development and Enterprise.



Introduction

1.1

A Plan for the 'Heart of Harrow'

The 'Heart of Harrow' comprises several distinct areas displaying different characteristics, strengths and weaknesses, and diverse issues and opportunities, as well as being recognised as a location that can accommodate change and has the capacity to do so. It is these characteristics, not present elsewhere in Harrow that have led the area to be identified in the Council's Core Strategy and the London Plan (2011) as a focus for future growth and development within the Borough.

The area 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).

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, office and hotel development 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 development is matched by investment in infrastructure and achieves high standards of design and sustainability.

The boundary of the Heart of Harrow has been confirmed through the Core Strategy. It includes opportunity sites identified for potential redevelopment whilst recognising that they sit naturally within and alongside sites that are already well developed. The boundary line has therefore been drawn to include these areas too. However, it should be clearly understood that not everywhere within the boundary will be subject to intense redevelopment. In establishing the boundary for the area, the Council has sought to ensure that assets and development sites are captured and opportunities to improve public realm, access to green spaces and connections to the town centres are included, but it is relatively tightly-drawn to avoid intrusion into surrounding residential areas.



Identified sites:

- | | |
|-----|--|
| 01 | Headstone Manor |
| 02 | Kodak and Zoom Leisure |
| 03 | Teachers' Training Centre |
| 04 | Colart |
| 05 | Wealdstone car park |
| 06 | Wealdstone infills |
| 07 | Palmserston Road/George Gange Way |
| 08 | Harrow Leisure Centre |
| 09 | CA and WLWLP (proposed intensification of existing uses) |
| 10 | Civic Centre site |
| 11 | Station Road opportunity areas |
| 12 | Tesco |
| 13* | Greenhill Way North |
| 14 | Greenhill Way carpark |
| 15* | Neptune Point |
| 16* | Bradstowe House |
| 17 | College Road West |
| 18 | Havelock Place |
| 19 | 51 College Road |
| 20 | Harrow on the Hill carpark west |
| 21 | Lowlands Recreation Ground |
| 22 | Harrow on the Hill carpark east |
| 23 | Lyon Road |
| 24 | Gayton Road |

Fig. 1.1: Redline boundary of the Intensification Area in the borough context

* Denotes schemes currently under construction

INTRODUCTION

1.2

Purpose of the Area Action Plan

The Area Action Plan (AAP) is being prepared in order to ensure that the scale of change planned is guided by policies that meet the aspirations that the local community and the Council has 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 benefit 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 to the overall quality of place that new development can help deliver. 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 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.

1.3

Purpose of the Preferred Option document

This document sets out the Council's preferred strategy for how we believe the 'Heart of Harrow' should be developed. The Preferred Option stage establishes a shared future vision for the area and details how that vision will be delivered through policies aimed at managing specific issues and through suggested proposals for development on specific sites.

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 are to be 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 capture these sites and 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 its partners will take to deliver and implement the AAP. The key proposals being advocated through the Preferred Option stage are summarised in Figure 1.2.

The purpose of this consultation document is to invite public and stakeholder views and comments on the Preferred Option now being proposed. In particular, we want to know whether you consider the draft vision captures the community's aspirations for the future of the area. We also want your views on the suggested policies and site proposals, and whether you consider these to be a sufficient and robust enough guide to development to achieve the vision and objectives for the area. In addition, the AAP also needs to be specific about the other important elements that you consider are needed to create successful places. We therefore also want your views on whether you think the proposals for the enhancement or additional provision of schools, healthcare facilities, public transport, open spaces, leisure and community uses are sufficiently detailed.

The Council considers that key to the success of this Area Action Plan lies in the ability of the local community to support the proposals of the AAP and to work with us over the next fifteen years and beyond to deliver them. Therefore, if you agree, disagree or consider there are better alternatives to those being proposed, then please tell us and we will take these into account when we prepare the final draft of the AAP. Further details on how you can become involved and have your say on the Preferred Option document are set out in paragraph 1.7 below.



Fig. 1.2: Intensification Area Key Diagram.

Key

- Intensification Area boundary
- Key green routes through Intensification Area
- Pedestrian and cycle improvements
- Improved High Road environs
- Key sites already under development/construction
- Key adjacent open/green spaces
- Key identified views to St Mary's church and Harrow-on-the-Hill
- Important nearby open/green spaces

INTRODUCTION

1.4 Development of the Preferred Option document

Figure 1.3 illustrates where we have reached in the statutory process of preparing the plan. This stage - the Preferred Option stage - has been prepared having regard to engagement to date with key stakeholders and the local community; consultation received to the Issues and Options consultation undertaken in May 2011; and to evidence base studies.

Engagement forums, representing key groups within the community, were set up at that time to help develop and champion the AAP. These forums have worked with the Council and our consultants to test proposals and options for the area or places within it, ensuring these respond to the needs and aspirations of the local community. This has helped shape the proposals of the Preferred Option document.

In addition, close working has been established with officers from 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.

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.

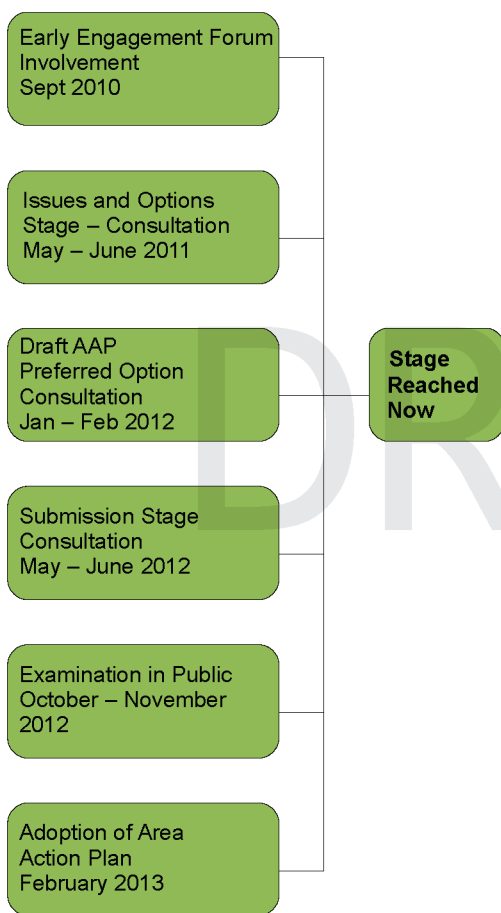


Fig. 1.3: Stages in Preparing the AAP

1.4.1 Stakeholder and Community Engagement

The AAP has been developed to date with the help of a range of stakeholders and other bodies, whose assistance is acknowledged. Stakeholders have been involved in preparation of the plan since October 2010, after the project inception meetings were held.

1.4.2 Responses to Issues and Options Consultation (May to June 2011)

The proposals set out in this document build on the comments received on the Issues and Options report that was subject to public consultation (Regulation 25) over a 6 week period in May to June 2011. The Issues and Options document (which can still be viewed on the Council's website), put forward four high level options for the spatial development of the three main sub areas that make up the Heart of Harrow – Harrow town centre, Wealdstone and the Station Road corridor. The four options represented the potential distribution of uses and associated densities of development across the area. They were developed having regard to the strategic housing and jobs targets set down for the area by the Core Strategy, and with the existing main character areas in mind, offering up proposals for enhancing this pattern and/or introducing alternatives. The four options can be summarised as follows:

- Proposed an amalgamation in character of Harrow Town Centre and Wealdstone with all types of development and density considered appropriate across the whole area.
- Focused on development within Harrow Town Centre, to promote its Metropolitan Town Centre status, with little focus on development in Wealdstone.
- Existing characters of Harrow Town Centre and Wealdstone were recognised and retained and development proposed to respond to their distinct characters. Little attention was given to development along Station Road.
- Existing characters of two centres were retained and new development proposed to be sympathetic to these characters. Opportunities for development along Station Road were also proposed to improve the character of this area between the two centres.

The results of the consultation (available in the consultation report on the Council's website) showed that Option 4 received the most support, although a significant level of support was also received for Option 3 – Two Centres. These results, and the lack of a clear-cut public consensus around a single option, have informed the Council's proposed development strategy for the Heart of Harrow. Option 4 has therefore been used as the basis for the Preferred Option but weight has also been given to the aims and objectives of Option 3, especially in relation to the role of Station Road and the proposed type and scale of development in this sub area.

1.4.3 Supporting Evidence Base

In the course of preparing the AAP we have, and will continue to gather evidence to inform and justify the approach set out in the final Plan. 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 is completed, these will be made available on the Council website.

In addition to the evidence base studies, the AAP is also supported by 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 will be undertaken of each stage of the Plan's preparation and will be published alongside the AAP for public consideration and comment.

1.5 Status of the AAP and Relationship to Other Plans

The AAP is being produced to give effect to the policies of the Core Strategy and the London Plan (2011). Figure 1.4 shows where the AAP fits in the policy hierarchy for the Borough. As a statutory Development Plan Document, the AAP will form part of the Council's Local Development Framework (LDF) and will be used to appraise planning application proposals located within the AAP boundary. At the Preferred Option stage the AAP will be a material consideration in the determination of planning applications.

INTRODUCTION

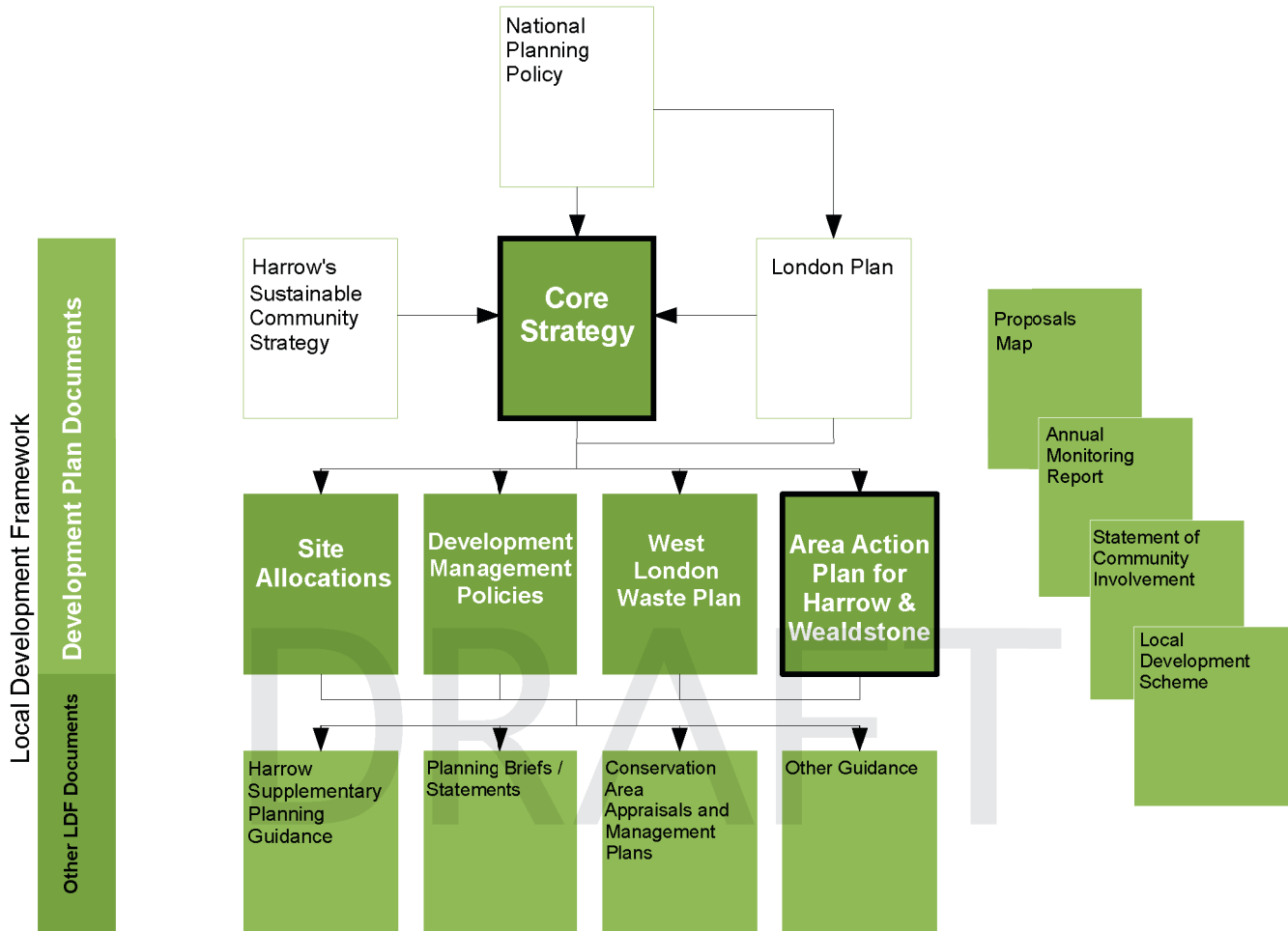


Fig. 1.4: : Harrow's Planning Policy Hierarchy.

1.6 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 engage in that process
- Chapter 2: Describes the existing characteristics of the Heart of Harrow and its constituent parts
- Chapter 3: Sets out the key issues, challenges and opportunities facing the area
- Chapter 4: Describes the overall vision and objectives for the AAP
- Chapter 5: Sets out the proposed policies to guide and manage development
- Chapter 6: Sets our approach to specific sub-areas and strategic sites in the AAP area
- Chapter 7: Provides more details on how the AAP will be implemented through our delivery plan and monitoring

1.7

Have Your Say

The Council and its delivery partners are interested to hear the views of residents, businesses, community groups and other stakeholders on the spatial development strategy option being put forward, and whether you consider the Preferred Option should be taken forward into the draft AAP.

The AAP and all supporting documentation can be found on Harrow Council's website at www.harrow.gov.uk (under Local Development Framework) and also via the external consultation portal at <http://harrow-consult.limehouse.co.uk>. Hard copies of the Preferred Option (Regulation 25) consultation document are available for inspection and short term loan from the Council's offices at the Civic Centre and at all public libraries in the Borough. A summary and questionnaire can also be obtained at the above locations and downloaded from Harrow Council's website.

During the six week consultation period commencing on xxxx, a series of drop in events are planned. The times and locations for these events are set out in the covering letter, the public notice and on the Council's website. These events will be informal and offer the opportunity for the public to come in and discuss the Preferred Option, and any other issues of relevance to the AAP, with officers.

- In writing to: Planning Policy Team, Room 301, Harrow Council, Civic Centre 1, Station Road, Harrow, Middlesex HA1 2UY.

The closing date for receipt of comments is the xxxx. All comments received will be taken into account in deciding the way forward for the Heart of Harrow.

1.9

Next Steps

At the close of the Preferred Option consultation, the Council and its delivery partners will consider the responses received and will then bring the final document together in the submission version of the Plan. The aim is to submit the AAP to the Secretary of State in August 2012 following Pre-submission consultation in May 2012. From that point the Planning Inspectorate will appoint an Inspector who will hold an 'Examination in Public' into the Plan and determine whether the AAP is sound and appropriate. We hope the final plan will be adopted by the Council early in 2013.

1.8

How to Comment

Comments on the document can be made in the following ways:

- Electronically by filling in the questionnaire online on Harrow Council's website or through the Council's consultation portal at <http://harrow-consult.limehouse.co.uk>;
- By email to ldf@harrow.gov.uk;
- Filling in the questionnaire and sending it back using the reply-paid envelope provided;
- By attending one of the consultation drop in events advertised in the covering letter, the public notices and on the Council's website; or

2



The Intensification Area today

2.1

The Place

Described in the mid 1950's as the 'Capital City of Metroland' Harrow's Intensification 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 flats.

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 Greenbelt.

2.2

Population and demographics

Harrow is one of the more densely populated Outer London Boroughs, with an average density estimated to be nearly 43 persons per hectare (pph) in 2008. The intensification area shows density varying from 40 to around 73 pph within the Victorian and Edwardian terraced housing around Wealdstone. The existing population of the Intensification Area is estimated at around 13,000 people. Harrow'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 Intensification Area over the Plan period is likely to correlate to an increase of about 4,160¹ 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 Intensification Area is not envisaged to change significantly from the current profile. Greater change, however, is expected in respect of ethnic diversity.

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 Intensification Area 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%).

The Intensification Area includes major parts of Greenhill, Marlborough and Wealdstone wards. The CLG indices of deprivation (2007) indicate a relatively high level of Multiple Deprivation in the Intensification Area, especially Wealdstone, which exhibits some of the highest level of deprivation (Income, Health and Disability; and Education/ Skills and Training) within Harrow. Overall, the Intensification Area 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 the residents have access to a car.

2.3

Property and Economic context

The Harrow and Wealdstone Intensification Area sits within a well connected and attractive outer London setting. It has a strong entrepreneurial base, an active and highly qualified resident population and strong access to central London. It also has national and international recognition through proximity to the nearby Harrow school. It has been a favoured place to live for generations. The following key points about the area inform the strategy and policies later in this document.

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

A range of office occupiers should find Harrow attractive given access and labour force strengths but the office market has lagged behind nearby competing centres in Uxbridge, Watford and Ealing. 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

1. See Harrow Infrastructure Delivery Plan (2011)

THE INTENSIFICATION AREA TODAY

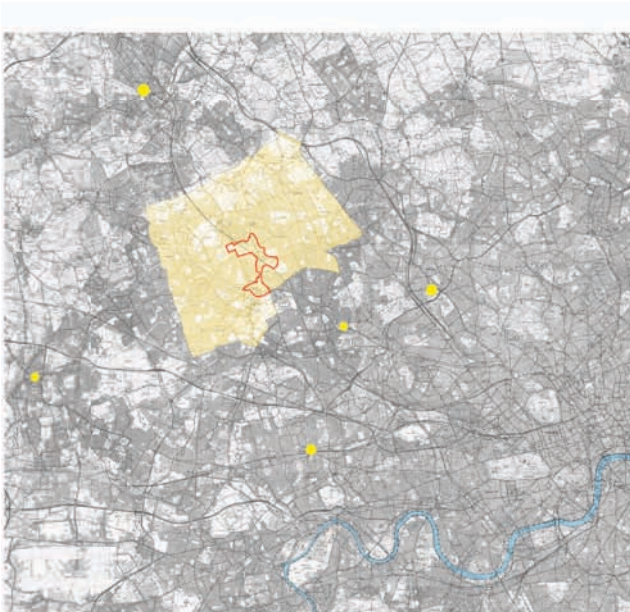


Fig. 2.1: The Intensification Area within LB Harrow and nearby competing centres.

sites, along with improvement of the town centre retail, dining and public realm offer.

The forecast reduction in requirements for industrial floorspace in Harrow, access constraints and competition from well established industrial locations at Park Royal, Wembley and the M25 Corridor suggest the current level of industrial activity across the Intensification Area cannot be sustained. Large scale industrial relocations into the Intensification Area will not be the primary driver of employment development, and the release of surplus space will need to be carefully managed. There is some growth potential based on local small business development that will require the local market to be nurtured.

Retail development can be expected to contribute to jobs growth. A range of town centre comparison

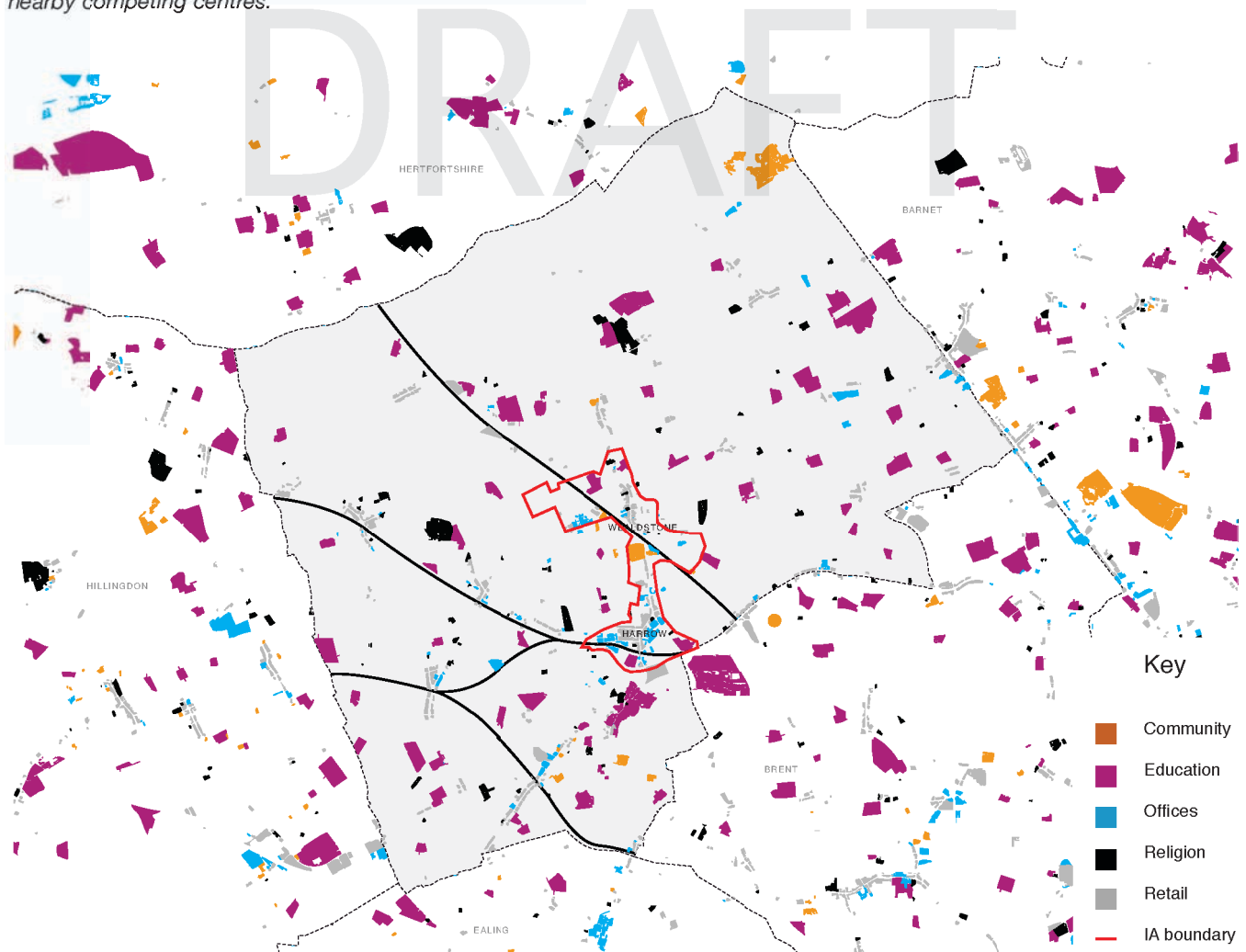


Fig. 2.2: Non-residential ground floor uses in the London Borough of Harrow and surroundings.

goods, family dining, leisure and entertainment activities can contribute to employment growth.

Residential and population growth in the Intensification Area will generate demand for a range of public services and community and social infrastructure. A proportion of health, education and community facility jobs will also be required and provided and can also make a meaningful contribution to employment targets.

2.4 Character Areas

The Intensification 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.

The majority of the Intensification Area comprises buildings of 2-3 storey height with taller buildings concentrated in Harrow town centre. Other key tall building 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 Intensification Area 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.

Key characteristics and issues affecting the 3 main Intensification Area sub areas - Harrow Town Centre, Station Road and Wealdstone - are expanded upon on the following pages.



Fig. 2.3: 3 sub-areas of the Intensification Area.

THE INTENSIFICATION AREA TODAY

2.4.1 Harrow Town Centre

Defined as a Metropolitan Centre, Harrow is the borough’s key office and retail centre. Rail and tube services provide good connections to central London, and Watford.

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 very poor environment that contributes to the severance caused by the railway and reduces access to and awareness of spaces such as Lowlands Recreation Ground.

The centre’s retail offer is based in the two internal malls, St George’s and St Anns, the pedestrianised retail strip along St Anns Road and the part of Station Road close to St Anns 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. St Ann’s is also an important movement link within the centre, achieving a direct connection from the station through to St Anns Road though this is lost when St Anns closes in the evening. The public realm of St Anns Road and the external building envelopes of St

Anns 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 old post office at 51 College Road still undeveloped and making a negative impression on the place overall. The recent public realm upgrades along Station Road improve the eastern end of College Road but this needs to extend right along College Road to include the Station arrival point.

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, night life, and high quality public realm has contributed to a reduction of office tenant numbers in the area. 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.



Fig. 2.4: View of bus station entrance on College Road in Harrow Town Centre.

2.4.2 Station Road

Station Road is the north-south corridor linking Harrow Town Centre and Wealdstone. Dominated by independent retailers, restaurants and other food outlets, Station Road also hosts a number of distinctive uses including a large Tesco store, the borough's Civic Centre, a newly-built mosque, the Safari Cinema and the southern tip of Wealdstone's industrial area.

The building heights along Station Road vary; to the south they are generally 4-5 storeys with strips of 2 storey terraced housing toward the north, particularly on the eastern side of the road. Upper levels are mostly for residential use while there is also some ground floor residential uses within the terraces to the north.

Despite the change in heights and uses along the strip, there is generally a good continuity of built form along Station Road, except for at Tesco and the Civic Centre sites where large areas of car parking meet the road edge ringed with poor pedestrian and cycle access. These are key sites for improvement.

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.

Station Road is the key public and private transport link between the two centres as well as carrying most local through-traffic. 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. More detail on the transport operation of Station Road and local road networks is included in the transport summary pages later in this report and further detail is included in the baseline report.



Fig. 2.5: Looking north along Station Road toward the mosque.

THE INTENSIFICATION AREA TODAY

2.4.3 Wealdstone

Wealdstone is a local centre built around the railway station that arrived in the mid 19th Century. It has a generally low-key character, with a limited retail offer catering only for local people rather than attracting shoppers from further afield. Upon closer scrutiny, Wealdstone becomes varied and diverse in terms of its shops, facilities and community.

Wealdstone accommodates most of the Borough's SIL (Strategic Industrial Location) designated land and, in this way, it has a key role to play in the context of the borough's employment needs although many underestimate or disregard Wealdstone's borough-wide role.

Wealdstone's public realm is functional but not of high quality. Raised tables 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. 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.

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.

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 Wealdstone.

Harrow and Wealdstone Station provides excellent fast connections to Central London, the Midlands and the North West. However, though the catalyst for the areas development, it suffers from poor environs at its entrances. To the east one arrives at a large road junction space with no clear indication of where one has arrived at 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 directing towards the centre.

Clear pedestrian routes to and from the station, along with eventual upgrades to the station and environs are important considerations when user numbers in the area increase as much as the Core Strategy targets project.



Fig. 2.6: Generous carriageway layouts outside Harrow and Wealdstone Station isolate it from Wealdstone's High Street and centre.

2.5

Transport and movement

Harrow and Wealdstone are both well-located for access by public transport, with good to excellent PTAL levels across the Intensification Area. Harrow-on-the-Hill and Harrow & Wealdstone Stations provide superb connectivity to Central London, the Midlands and the North West and numerous bus routes serve the local area, particularly along the Station Road corridor.

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 space at Harrow bus station for passenger interchange and bus parking.

The high public transport accessibility and range of amenities available in Harrow town centre make it

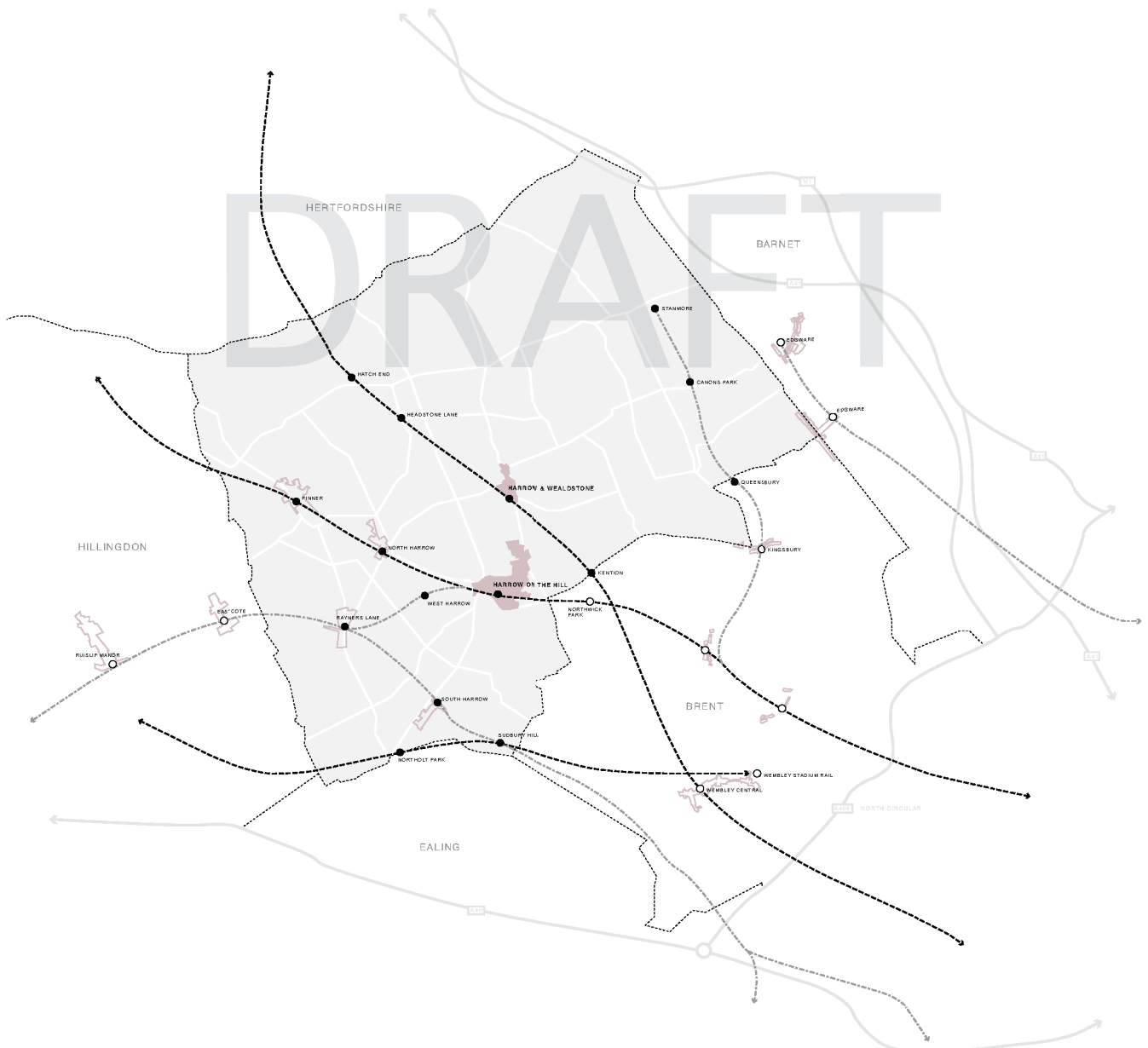


Fig. 2.7: The Intensification Area is connected to Central London, North-West London and the Midlands via comprehensive cross borough rail connections.

THE INTENSIFICATION AREA TODAY



Key

- PTA level 1a - Very Poor
- PTA level 1b - Very Poor
- PTA level 2 - Poor
- PTA level 3 - Moderate
- PTA level 4 - Good
- PTA level 5 - Very Good
- PTA level 6a - Excellent
- PTA level 6b - Excellent

Fig. 2.8: Public Transport Accessibility Levels across the IA and wider areas.

an ideal place for dense mixed-use development with users able to rely more on travel by sustainable transport modes (walking, cycling and public transport).

Sustainable transport modes reduce the reliance on car travel and reduce car congestion in this area. However, Harrow-on-the-Hill Station and bus station have enormous potential for improvement. Despite the good public transport accessibility, there is a general context of high car ownership and usage within the borough. Busy roads in the area act as barriers to pedestrian movement.

Improved connections are needed across Greenhill Way and George Gange Way to encourage walking and cycling into the town centres and greater integration with surrounding neighbourhoods.

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 a fairly typical level of congestion given its size and uses. Much of this may be due to through-traffic as well as due 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.

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.

Transport for London is currently testing the cumulative impact of the development proposed within the Intensification Area using its West London Sub-Regional Transport Models. Initial findings indicate that [TBC]

While there is limited opportunity to increase car traffic capacity along Station Road, there

is the potential to carry out significant 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. It should also be noted that redeveloping some of the major opportunity sites along Station Road with less traffic-intensive uses may lead to a reduction in congestion along Station Road.

Significant cycling improvements could be made across the Intensification Area, such as the provision of additional lanes and priority junctions along Station Road and additional cycle parking at stations. There is also the potential for a north-south route between Harrow and Wealdstone on quieter streets.

Depending on the mix of uses proposed, the redevelopment of the Kodak site is likely to have a disproportionately higher impact on the local transport network than other sites within the

Intensification Area where there is greater capacity. This impact will need to be carefully assessed as part of any planning application for the site. It may require new or improved accesses, as well as significantly improved walking and cycling links to Harrow & Wealdstone station, increased bus frequency along Harrow View and potential bus diversions through the large site.

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



Key

- Route on quieter roads recommended by cyclists
- Provision for cyclist adjacent to busy roads. May be shared with pedestrians
- Route signed for cyclists that may be on busier roads
- ■ ■ Routes through parks for walking and cycling. Pedestrians have priority but responsible cycling it permitted. May not be available for use at all times
- Cycling is not permitted. This is a pedestrian only route
- Cycling / walking isochrones
- Primary walking routes
- Secondary walking Routes

Fig. 2.9: Existing cycling and walking networks across the Intensification Area.

3



Key issues, challenges and opportunities

3.1

Introduction

The challenges faced by the Intensification Area are focussed on exploiting its opportunities, accommodating economic growth and securing urban regeneration while working within an uncertain economic environment, restoring confidence and generating lasting quality.

This section summarises the key sub-areas areas within the Intensification Area and topic-based issues, challenges and opportunities that were identified through the analysis of baseline and market information. These have been taken into account in generating the spatial development strategy options (Chapter 6), ensuring the preferred option being put forward for consideration adequately addresses these matters.

3.2

Enhancing Harrow's Profile

While the name, 'Harrow' has international recognition, and while Harrow's appeal is highly valued by residents, in a regional and sub-regional market context, the Borough has very little 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 makes it difficult to secure additional resources and central and regional funding. The challenge is to raise the profile of the Borough by actively marketing its strengths and development potential, by capitalising on its heritage, cultural diversity, and ties to high educational attainment.

As a Borough, Harrow needs to embrace change, 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. Identification 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. This will require a range of issues, challenges and opportunities to be addressed, the most significant of which are set out below and then considered in more detail on a sub-area basis.

3.3

Issues

- 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.
- Railway corridors create barriers to pedestrian movement across the area, whether at Wealdstone or Harrow.
- Harrow town centre shopping malls are inward-looking, making no contribution to the quality of the public realm and creating barriers to movement across this centre.
- Traffic congestion, poor station environs and poor cycle provision contribute to uncomfortable and sometimes difficult movement patterns across the Intensification Area.
- Guard-railing at highways creates barriers to pedestrian movement across the area.
- Steep steps to the entrances and platforms at Harrow-on-the-Hill station severely restrict accessibility.
- Harrow bus station is at operational capacity and cannot meet future growth requirements.
- Harrow town centre is under-performing as an employment centre.
- Harrow's future economy depends on the creation and growth of a relatively large number of new small businesses.
- There is a high level of commercial / office stock vacancy across the Intensification Area, especially in Harrow town centre, creating a sense of failure.
- Harrow town centre retail offer is dominated by middle range and value national retailers.
- The poor amenity, leisure, civic presence / offer in the town centres limit their attraction.
- Lowlands Recreation Ground is underused despite its proximity to many potential users.
- Landscape planting across the area is haphazard, with little consistency in provision or treatment.

KEY ISSUES, CHALLENGES AND OPPORTUNITIES

3.4 Challenges

- Managing the relationship between historic assets and new, high quality, contemporary development within the Intensification Area.
 - Delivery of infrastructure projects to support the increased number of residents and jobs within the Intensification Area.
 - Defining the role of the sub-areas across the Intensification Area with implications for use, density, character and heights.
 - Securing environmental improvements in advance of, or in parallel with, economic and residential growth, and in a time of public sector fiscal constraint.
 - Providing for new cultural and leisure facilities serving the local community and the wider Borough and beyond.
 - Ensuring new residential 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.
 - Raising the profile of the Intensification Area, 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. The challenge is to change travel habits and to generate more journeys on public transport, foot and bike. However, the ability to manage much of the traffic movements affecting the Intensification Area 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.
 - Community and physical infrastructure will need investment as new homes and jobs are provided so as to ensure communities are sustainable.
- 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 Intensification Area. 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 landscaping and the use of green infrastructure.
 - Higher density development would be considered, subject to design and impact considerations. New development will change the current urban character within the Intensification Area. Achieving the Core Strategy targets will require taller buildings and higher residential densities to be woven into the existing urban fabric.
 - Inspired architecture that will contribute towards Harrow's identity.

3.6 Area-Based Issues, Challenges and Opportunities

The Urban Character Analysis (2011) shows that the Intensification Area is made up of seven sub-areas that differ in terms of their existing land use, townscape character and physical attributes (Figure 3.1). These sub-areas also face different challenges and opportunities in meeting housing and employment targets and wider Core Strategy objectives. The following section focuses on the seven sub areas and considers the specific issues, challenges and opportunities facing each.

3.5 Opportunities

- There are a significant number of opportunity sites in the Intensification Area which are the subject of owner site promotion for near, medium and long term development.

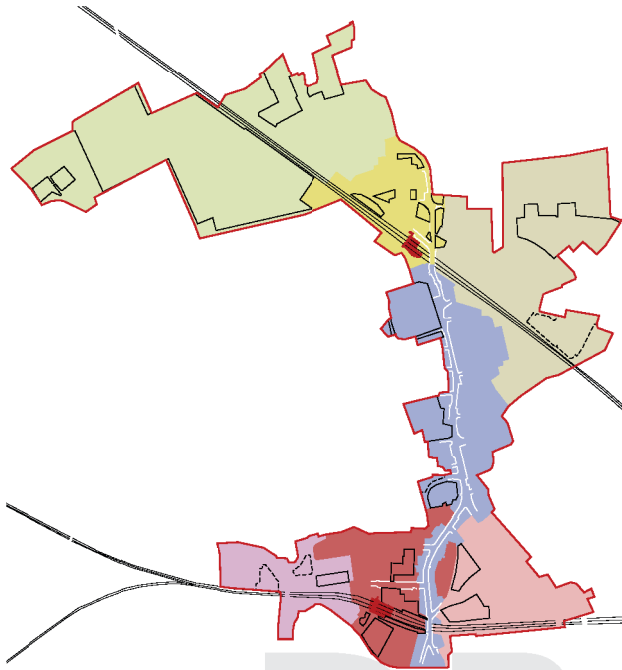


Fig. 3.1: Harrow and Wealdstone Intensification Area sub areas

Key

	Wealdstone West
	Wealdstone Central
	Wealdstone East
	Station Road
	Harrow Western Gateway
	Harrow Town Centre
	Harrow Town Centre East

3.6.1 Wealdstone West

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. Major redevelopment opportunities are present on the Kodak site but needs to be well-connected to the Wealdstone Central sub area and adjacent areas to ensure good integration and deliver regeneration benefits for the town centre. Other key considerations are:

- Need to address industrial decline within the sub area
- Reconnect Wealdstone town centre with Headstone Manor and Green Belt beyond, using landmark buildings for orientation and locating public uses.
- 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.
- 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.
- Potential to maintain 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.

KEY ISSUES, CHALLENGES AND OPPORTUNITIES

3.6.2 Wealdstone Central

The sub area covers the Wealdstone town centre, which offers a range of local shops and community uses such as the Youth Centre and Holy Trinity Church, as well as Harrow and Wealdstone station. This underwhelming and 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 prioritized. Other considerations include:

- Improve the image and function as a district town 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 town square and create multi purpose public space.
- Improve the pedestrian environment at George Gange Way.
- 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, a high risk flood zone.

- Improve green infrastructure across area by making green links between existing high quality open spaces.

3.6.3 Wealdstone East

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 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 enhancements to the Harrow Leisure Centre
- Deliver on the Green Grid aspirations for the Belmont Trail
- Residential development to reflect a metroland suburban form

3.6.4 Station Road

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. Distinct landmark buildings along its length are a strong prompt for significant public realm improvements as well as orientation devices across the Area. Improvement to existing congestion issues will help create a more attractive environment. Other considerations include:

- Improve image, function and uses to strengthen High Road characteristics through public realm enhancement.
- Add to the existing string of landmarks buildings to aid way-finding and orientation.
- Provide a series of public spaces along the route and promote new planting within existing spaces.
- 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.
- Explore opportunities to improve bus access.
- Improve public realm throughout to reinforce distinctiveness / quality and exploit opportunities to add new public realm / greenery into the street.
- Opportunities to deliver Green Grid proposals within an urban setting.
- Improve the image of existing buildings and consider redevelopment where possible.
- Address the continued interruptions to the building frontages and pedestrian flow, especially on the western side of Station Road
- Address local congestion and improve the environment for all users of the corridor through interventions such as kerb realignment, signalling and junction reconfiguration, and bus stops modification.

- As the Borough's longest retail strip, Station Road's predominantly retail character should be retained and complemented with new retail offer.

3.6.5 Harrow Western Gateway

On the western edge of Harrow Town Centre, this sub area spans the town centre and the residential areas further to the west. It is an important sub area 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:

- Improve image of the western gateway to 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 Park.
- 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 Ann's Road.

3.6.6 Harrow Town Centre

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 town centre needs dramatic uplift to its image and offer to reflect its Metropolitan Town Centre status. Recent public realm improvements and new bus routes have started to address some of

KEY ISSUES, CHALLENGES AND OPPORTUNITIES

these issues. The large shopping malls in the area are inward-looking, making little contribution to the quality of place while creating barriers to comfortable pedestrian movement in the town centre. 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:
 - A network of new public spaces
 - Improved park amenities
 - Pavement/outdoor dining
 - Better lighting.
 - 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 between the town centre and Harrow-on-the-Hill.
- Open up sight lines to St Mary's Church.
- Improve the public realm at College Road, Havelock Place, St Ann's Road and Greenhill Way.
- Establish a coordinated material palette for new developments within the town centre.
- 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.
- Harrow town centre should explore building forms that are appropriate to its Metropolitan status, which may include tall buildings.
- Improve pedestrian movement into the rest of the Intensification Area, 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 centre's, which currently contribute little to the quality or success of the retail environment.
- Work with the owners of St Anns Centre to maintain a link between the Station and St Anns Road after shopping hours.
- Create a high quality public realm throughout that area that provides a distinct sense of place, timeless appeal and unique Harrow town centre identity

3.6.7 Town Centre East

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 here. 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 from the railway.

- 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.

DRAFT



METRO-LAND

PRICE TWO-PENCE

Vision and spatial strategy

4.1

Harrow; 'The Heart of Metro-land in London'

4.1.1

Defining Harrow's distinct offer

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 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.

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.

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 development and business to Harrow.

4.1.2

What is Metro-land?

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.

21st Century Metro-land is an attractive leafy neighbourhood, well-connected by rail to central

London and the north with good quality modern housing, strong employment opportunities, attractive leisure uses, unique visitor offers and excellent, well-connected green spaces.

4.1.3

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

The Intensification Area provides the perfect opportunity to re-assert this leading role through development that contributes new exemplary buildings, spaces and uses to the Area while complementing the existing suburban character of the rest of the Borough.

4.2

The Vision: 'The Heart of Metro-land in London'

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 set out below:

Core Strategy – Vision for the Intensification Area

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

HARROW · THE HEART OF METROLAND



LIVE · WORK · PLAY

WITH FAST CONNECTIONS BY TRAIN TO EUSTON AND BAKER STREET
- HARROW IS CLOSER THAN YOU THINK - AND WITH A FINE OFFER OF HOMES,
SHOPS, OFFICES AND LUSH GREEN SPACES THERE'S SOMETHING FOR EVERYONE.

WHETHER YOU ARE LOOKING FOR A HOME IN A LEAFY STREET, AN OFFICE WITH
VIEWS OF THE GREENBELT, OR SIMPLY A BEAUTIFUL PARK FOR A PICNIC IN THE
HEART OF METROLAND - HARROW AND WEALDSTONE HAS IT ALL.



Fig. 4.1: Artist's impression of a 21st Century reinterpretation of the classic Metro-land poster promoting Harrow as place to live, work and visit.

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.

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.

AAP Vision

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, high quality new homes that create a sense of community within the Intensification Area.

4.3

The Objectives: What to achieve

The main role of the AAP is to provide an efficient and effective way to deliver the Vision for the Intensification Area. 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 parts of the Heart of Harrow, illustrated at Figure 5.2, 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 Intensification Area.

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.

4.4

Spatial Strategy; guidelines for becoming the Heart of Metro-land in London

Reasserting Harrow and the Intensification Area to its Heart of Metro-land status means building on the exceptional, well established Metro-land 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, less office space, 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

VISION AND SPATIAL STRATEGY

- 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 taller landmark 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’s of private garden space and public open spaces but embracing contemporary and sustainable design
- Higher densities in Harrow town centre and central Wealdstone – mainly flats for young professionals – but 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

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

The AAP strategy and vision will have some key physical implications across the Intensification Area. 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 (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.

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.

In addition to the Station Road improvements, Harrow town centre will be the focus for significant changes to help realize the vision for the Intensification Area. The Western Gateway and Town Centre East 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.

Harrow town centre contains the main retail and commercial core of the Intensification Area. 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 Intensification Area to locate a tall “landmark” building, marking the town centre’s borough-wide role and importance. Improving the accessibility of Harrow-on-the-Hill station and the quality and



Key

- Intensification Area boundary
 - Key sites already under development/construction
 - Key adjacent open/green spaces
 - Important nearby open/green spaces
- Improved High Road environs
 - Key green routes through Intensification Area
 - Pedestrian and cycle improvements
 - Key identified views to St Mary's church and Harrow-on-the-Hill

Fig. 4.2: Intensification Area Key Diagram.

VISION AND SPATIAL STRATEGY

capacity of Harrow bus station are important objectives (12) for the sub area, along with enhancing the public's use of Lowlands Recreation Ground. The Dandara site in 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.

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.

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.



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 Col Art. 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, housing and community uses and new green links, The size of available sites, however, also creates the opportunity for a more distinctive built form and contemporary character.

Kodak/Zoom Leisure, Col Art, the Teachers Centre and Headstone Manor 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.

Byron Park and the Leisure Centre are the main landmark features of Wealdstone east. The main



Fig. 4.3: Artist's impression showing how developed sites can contribute to an improved, linked-up public realm network enhancing connectivity both within the Intensification Area and to surrounding green spaces



Over-arching Intensification Area policies

5.1

Character and Amenity

Policy AAP 1: Development within Harrow town centre

Development within harrow town centre will be required to strengthen its character and appearance as a metropolitan centre. Proposals should:

- Be of a massing, bulk and scale appropriate to the centre and the site surroundings;
- Provide a distinctive, contemporary design that communicates the mix of uses that would be present;
- Achieve comprehensive development on large sites;
- Contribute to public realm landscaping within the town centre;
- Where appropriate, make on-site provision of public art.

Proposals that fail to strengthen harrow town centre's character and appearance will be refused.

Reasoned Justification

If the Intensification Area as a whole is to become the Capital City of Metroland, then Harrow town centre should be its 'west end'. New development must reinforce the visual perception that Harrow town centre is a thriving Metropolitan town centre and the commercial heart of the Intensification Area. The massing, bulk and scale of proposals, with suitable treatment of any site specific and streetscene impacts, should contribute positively to that visual perception. Where this Area Action Plan indicates that surrounding sites are expected to come forward for redevelopment, proposals need not be constrained by existing building relationships, but consideration should be given to any available emerging plans for those surrounding sites and proposals should not prejudice the potential of other sites to deliver the objectives for the Intensification Area. However where more sensitive character and appearance relationships exist between the site and its surroundings, the Council will expect this to be satisfactorily resolved through the design process.

Harrow town centre comprises a number of character elements: office development (now largely redundant) 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. The Intensification Area 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 create a more coherent architectural response. New development should therefore employ contemporary exterior design that helps to reinforce Harrow town centre's status and communicates its future as a modern, thriving place. Bland and repetitious contemporary design is unlikely to strengthen Harrow town centre's character and appearance, nor contribute to the creation of a distinctive, identifiable place. Every site in Harrow town centre is unique and requires a bespoke design response. Architects and designers may wish to consider how contemporary design techniques might be interpreted and applied to make reference to Harrow's Metroland origins.

The Harrow Core Strategy (2012) seeks mixed use development on major development sites within Harrow town centre. The design and layout of development should clearly convey the uses present on the site and within the building, so that the types of occupancy can be clearly perceived by visitors and passers-by alike.

The comprehensive redevelopment of allocated sites and any other, major development sites that come forward within the town centre will be expected. Incremental schemes¹ are unlikely to achieve the scale and coherence that is sought to strengthen Harrow town centre's character and appearance, and risks creating unnecessary tensions and compromises between components.

In high density, urban development proposals the on-site provision of soft landscaping is often tokenistic and poorly maintained. It is the Council's preference that, within Harrow town centre, individual proposals should contribute to soft landscaping that forms part of an area-based scheme for comprehensive enhancement of the public realm. However this does not preclude the

1. This does not include phased development proposals that pursue a masterplan that has been approved as an outline planning permission.

OVER-ARCHING POLICIES

need for appropriate treatment of any forecourt or other open areas on sites, nor for appropriate soft landscaping provision and maintenance arrangements to be made where new publicly accessible areas are being created.

Public art is an important aspect of the process of change, and it will be essential that new developments and environmental improvements are delivered in conjunction with a carefully co-ordinated provision of art that is engaged with the place. New public art will be sought in major development likely to attract or be used by significant numbers of people, such as large retail or hotel schemes.

The Council attaches a high priority to the physical enhancement of Harrow town centre as part of the Intensification Area’s objective to regenerate the centre. Development that fails to strengthen Harrow town centre’s character and appearance will, therefore, be resisted.

The council will seek to realise any opportunity that emerges to remove existing cladding from the safari cinema and restore the art deco façade of the building.

Reasoned Justification

Station Road currently suffers from a poor environment and no, distinctive identity. Consistent with the preferred spatial development option, Station Road’s role within the Intensification Area will be one of a ‘high road’ linking the ‘west end’ (Harrow town centre – see above) with the more Victorian, industrial character of Wealdstone. Although the smallest component of the Intensification Area, the redevelopment of sites within the Station Road sub area still have an appreciable contribution to make to the Intensification Area’s job and housing growth targets and offer the opportunity to create an urban boulevard character along the Station Road frontage. Simple, uncomplicated but modern design and external finish principally in red brick along the Station Road frontage is preferred as the most effective way of achieving a coherence between different developments and existing buildings along the Station Road frontage.

Station Road is characterised by many active ground floor uses, albeit that on the west side of the road most of them do not benefit from traditional shopfronts that emphasise their presence in the streetscene. The Core Strategy (2012) identifies existing parades on the east side of Station Road as a neighbourhood shopping parade and, as part of the creation of a new urban boulevard character, development proposals along both sides of the Station Road frontage will be expected to make provision for viable, serviceable ground floor commercial uses.

Much existing development along Station Road is set back from the highway boundary with forecourts largely hardsurfaced and of no functional or visual value². At the same time conditions along the highway are often cramped and poorly laid out. Pursuant to the Intensification Area objective to improve the public realm of Station Road, the

2. Many are improperly used for car parking.

Policy AAP 2: Station Road

Development within the station road sub area will be required to make a positive contribute to its environment and identity. Proposals along the station road frontage should:

- Be of a massing, bulk, scale and design that creates a coherent boulevard character;
- Provide active ground floor frontages;
- Transfer suitable private forecourt areas along station road to the council for designation as part of the public highway; and
- Contribute to planned improvements to the public realm of station road.

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.

Council will seek through Planning Obligations the transfer of suitable private forecourt areas for designation as part of the public highway. In particular, transfers will be sought where they are required to realise planned or potential enhancements to the carriage way of Station Road, to improve conditions for bus operators and users, and to increase the available space for pedestrians and cyclists.

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 signage which benefit pedestrians, cyclists and bus users. 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 the Station Road boulevard.

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 and Tesco supermarket 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 of the boulevard. Whilst achieving an appropriate scale and density of development along the Station Road frontage, the design of return facades will need sensitive treatment whilst space to the rear of buildings should provide an appropriate buffer. The redevelopment of larger sites within the Station Road sub area must maintain or enhance existing permeability for pedestrians and cyclists between Station Road and surrounding residential areas. Particular attention should be paid to pedestrians' and cyclists' desire lines from residential areas to public transport facilities and major destinations within the sub area.

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 and is partially in continued cinema use for the screening of 'Bollywood' films, and is partially used as a bingo hall. In 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 it is considered that its removal, and the restoration of the original façade, would be a major asset in the streetscene of Station Road. The Council will actively support any feasible proposal that would secure the restoration of the façade and the retention of community use of the building.

Policy AAP 3: Wealdstone

Development within wealdstone will be required to strengthen its environment and identity as location for business and industrial activity and for family living.

Within wealdstone district centre proposals should:

- Be of a massing, bulk and scale appropriate to the centre and the site surroundings;
- Provide a design which respects the centre's heritage and character;
- Make a positive contribution to the perception of safety and security within the centre; and
- Create an accessible, family friendly environment.

Within designated business and industrial areas of wealdstone proposals should:

- Secure the delivery of viable, flexible development to meet the needs of small and medium sized business and industrial enterprises; and
- Ensure that the mix of uses and activities on the site would be compatible with each other and those on adjoining sites.

Within the kodak and zoom leisure site proposals should:

- Be in general conformity with the approved masterplan for the comprehensive redevelopment of the site;
- Be of a massing, bulk and scale that is

OVER-ARCHING POLICIES

graded to respond to the industrial character of the east of the site, the residential character to the south and north of the site, and the sensitive open interface with headstone manor to the west of the site; and

- Provide a design which creates a sense of place within the site but is clearly related to, and an extension of, wealdstone.

Reasoned Justification

Wealdstone district centre:

The preferred spatial development option seeks to exploit the potential of Wealdstone as a separate and distinctive development location to Harrow town centre. 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 identity and environment for business and industrial activity and family living.

As a town well served by public transport and still with a bustling daytime character, development within Wealdstone district centre should achieve a massing, bulk and scale which affirms its identity as the commercial heart of this industrial and family-orientated part of the Capital City of Metroland, whilst remaining clearly subordinate to the 'west end' – Harrow town centre. 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 satisfactorily 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.

Many elements of Wealdstone's character as an industrial Victorian town remain in evidence, albeit

many buildings are much altered and of no special merit. Proposals are not expected to emulate or be constrained by Wealdstone's Victorian heritage, but the centre's heritage and character should provide the starting point for applying modern architecture and design to the centre. An appropriate response could include, for example, vertical-emphasis fenestration and use of red brick.

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. Increasing levels of activity within the centre, particularly during the evening, and exploiting opportunities to design-out crime will make an immediate difference and will therefore be afforded a high priority when considering development proposals within and adjoining the district centre. Segregation of developments from the centre through the use of railings, gates and other physical measures does not achieve the objective of improving conditions throughout the centre as a whole and will be resisted.

To help strengthen its identity as a family friendly town centre and subject to funding, the Council will seek to ensure that public realm improvements are designed to create an accessible, family friendly environment. Proposals involving parts of the public realm, or which create new components of public realm, within Wealdstone town centre will be required to achieve a comparable standard.

Business and Industrial Use Areas:

Harrow's Local Economic Assessment (2010) and Employment Land Study (2010) indicate a continuing and important economic role for small and medium sized enterprises. Within the broader context of forecast Borough-wide employment land contraction, and pursuant to the Intensification Area objective to deliver 3,000 of the Borough's 4,000 new jobs by 2026, the Council will support development within Wealdstone's business and industrial locations to provide suitable premises for small and medium sized enterprises.

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. Premises should be capable of adaptation for a

variety of economic uses and provide opportunities for successful enterprises to expand in situ. Whilst ensuring the creation of an attractive environment in which people will want to do business, durable low maintenance designs and materials will minimise costs for occupiers and ensure that premises do not become quickly dated and deteriorated.

Proposals for mixed use development in Wealdstone's business and industrial areas may be an effective way of enabling the construction of up-to-date premises that meet modern economic needs and 'whole estate' regeneration. Those proposing such schemes must demonstrate that there is a reasonable prospect of a self-sustaining, viable future for the premises to be provided. This will include financial viability, but also consideration of the relationship between the enabling and proposed uses. The mix of uses and activities on the site should not give rise to the probability of conflict between, for example, industrial or weekend business activities and residential premises. The token provision of premises with no viable long-term future, as part of mixed use schemes, will not be accepted.

Attention will also be paid to the relationship with neighbouring sites. Proposals for industrial and business use development should not increase the impact of existing activities upon any neighbouring residential occupiers. Similarly the introduction of residential use as part of a mixed-use enabling development should not create conflict with existing neighbouring industrial or business use activities.

Kodak and Zoom Leisure:

A masterplan for the former Kodak premises and Zoom Leisure site provides for [describe broad development parameters and uses] and represents a blueprint for the comprehensive development of the site of the next XX years. The development of the site will be realised through detailed applications of various, phased components. Detailed proposals for the site must be in general conformity with the masterplan, or any revision or replacement masterplan that is subsequently approved.

Taken together, the Kodak and Zoom Leisure sites span a substantial area being bounded on the east side by the West Coast Main Line and Waverley Industrial Estate, to the south by terraced housing and flats, and to the north by inter-war suburbs

of semi-detached housing. The west boundary of the Zoom Leisure site has a direct interface with Headstone Manor Recreation Ground and immediately neighbours the historic Headstone Manor complex³. Harrow View bisects the main Kodak and Zoom Leisure sites and runs partly as a dual-carriageway section.

The masterplan responds to the context provided by surrounding development in its allocation of areas for commercial activities, residential use, open space and community infrastructure. The massing, bulk and scale of proposals should reinforce the masterplan by providing a clear, visual gradation of development from the more urban character to the south and east of the site to the more suburban and open interfaces to the north and west.

The Kodak and Zoom Leisure site offers a unique design opportunity in Harrow. It represents the largest single development site in the Borough for many decades and, away from the more sensitive interface with Headstone Manor, a design and architectural 'blank canvas'. The design of proposals on the site should fully exploit the opportunity to contribute to the creation of a development with a clear sense of place, but which is also an obvious and proud extension of Wealdstone. In so doing, proposals will contribute to the economic and physical regeneration of the area which is a key objective for the Area Action Plan.

3. Incorporating the Harrow Museum.

Policy AAP 4: Achieving a High Standard of Development throughout the Intensification Area

All development throughout the intensification area should:

- Use high quality, durable and servicable materials to the external finishes of buildings; and
- Utilise opportunities to increase safe pedestrian permeability and implement the green grid.

New homes within the intensification area must achieve a high standard of residential

OVER-ARCHING POLICIES

quality having regard to the privacy and amenity considerations set out in policy 1 of the development management policies dpd and any related supplementary planning document.

Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted.

Development that would prejudice the future development of other parts of the site, adjoining land, or which would frustrate the delivery of adopted plans and allocated sites, will be resisted.

Planning obligations for major development should make provision for participation in local construction and similar employment training schemes.

Reasoned Justification

The Intensification Area 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 Intensification Area is to be a success it must create a place where people will be happy to live and work for decades to come. The Council will therefore seek the use of materials and finishes that create a high quality built environment. They should be both durable for the lifespan of the development and avoid imposing foreseeable service costs for future owners/occupiers.

The Harrow & Wealdstone Intensification Area covers a land area of 180 hectares and occupies part of the lowland area between Harrow Hill, to the south, and Harrow Weald Ridge to the north. These characteristics make walking and cycling feasible modes for movement both within the Intensification Area and between the Area and the surrounding suburban areas. 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 Council will expect these to be fully exploited in the design and layout of the proposal. Proposals should also implement, through design and layout, or contribute to the implementation of any Green Grid projects that are relevant to the site.

The Council is committed to the creation of sustainable, high quality living environments throughout the Borough. Within the Intensification Area, the development of homes to higher densities than traditionally achieved in Harrow poses new challenges in the way that established concepts of privacy and amenity are applied. In a town centre flatted scheme, for example, internal noise insulation may be a more valued component of privacy than overlooking relationships, and the provision of a balcony space large enough to sit out on may be a more important amenity to occupiers than a communal outdoor space. Nevertheless, the privacy and amenity considerations set out in Policy 1 of the Development Management Policies DPD, with proper application to relevant circumstances, provide a sound basis achieving a high standard of residential quality both within the Intensification Area and throughout the rest of the Borough. The considerations are:

- a. the prevailing character of privacy and amenity in the area and the need to make effective use of land;
- b. the overlooking relationship between windows and outdoor spaces;
- c. the relationship between buildings and site boundaries;
- d. the visual impact of development when viewed from within buildings and outdoor spaces;
- e. the adequacy of light and outlook within buildings and outdoor spaces;
- f. the adequacy of the internal layout of buildings in relation to the needs of future occupiers
- g. and any impact on neighbouring occupiers; and

- h. the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution.

Relevant provisions of Harrow's Residential Design Guide SPD (2010), together with any other supplementary planning documents that the Council may wish to prepare relating to residential quality and design, may also be a material consideration. Proposals at odds with aim of achieving a high standard of residential quality, either in relation to an existing neighbouring property or for future occupiers of the development, will be resisted.

Proposals should not prejudice the proper planning of the Intensification Area, the sub area or the site in which they are located. Partial development sites which would benefit from planning and development on a more comprehensive basis, including that which requires the involvement of other parties, will be resisted. Proposals which would frustrate the delivery of approved development, or be at odds with adopted site allocations, will similarly be resisted where there are demonstrable planning reasons, in the public interest, to do so.

The Intensification Area is tasked to generate at least 3,000 permanent jobs through the delivery of 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 Intensification Area.

Policy AAP 5: Density of Residential Development

Residential development proposals should achieve the following densities:

- Between 300 and 500 dwellings per hectare where they are located within or adjacent to the boundary of harrow town centre;

- Between 300 and 400 dwellings per hectare where they are located within or adjacent to the boundary of wealdstone district centre
- Between 200 and 400 dwellings per hectare where they are located along the station road frontage;
- In all other cases, between 200 to 400 dwellings per hectare for flatted development and 70 to 100 dwellings per hectare for family housing.

For any site adjacent to the intensification area boundary, 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.

Reasoned Justification

The Area Action Plan Issues and Options consultation (2011) proposed four alternative spatial development options for the Intensification Area and modelled a range of potentially appropriate residential densities. For each of the spatial development options explored in the consultation document, the modelled outputs demonstrated that the Intensification Area's minimum housing target⁴ could be met or exceeded.

Pursuant to the preferred spatial development option, further analysis has been carried out on behalf of the Council to consider how different residential development densities may be used to help deliver the objectives for the constituent sub areas that make up the Intensification Area. Policy AAP 2 (and the Intensification Area Site Allocations in Chapter XX) reflect the results of this analysis and is consistent with the London Plan sustainable residential quality density matrix. The ranges set out in the policy are indicative of what the Council considers to be appropriate in each sub area; however the ranges need not preclude development at densities outside of the indicative ranges (either higher or lower) where there are

4. The draft target at the time of the consultation was 2,500 homes by 2026. The target has increased to 2,800 homes in the adopted Harrow Core Strategy (2012).

OVER-ARCHING POLICIES

demonstrable reasons for doing so. Such proposals are, however, expected to be the exception rather than the norm and will be treated as a departure from the development plan.

Residential development within Harrow town centre should achieve densities compatible with the centre's high level of public transport accessibility. However development sites in Harrow town centre are also expected to deliver a mix of uses which support the scale and range of activities that are appropriate within a Metropolitan town centre such as offices, retail and the service sector, and XX sites have been allocated in this Plan for the development of a tall, landmark building. To reflect all of these circumstances a density in the broad range of 300 to 500 dwellings per hectare will be sought on residential development sites within Harrow town centre, or on sites where at least one boundary is contiguous with the town centre boundary as defined on the Harrow proposals map.

Although Wealdstone district centre also benefits from good public transport accessibility it is less well connected than Harrow town centre, is subordinate in character to Harrow town centre and does not include any site allocated in this Plan for a tall, landmark building. As a district centre in the London Plan town centre hierarchy, developments will be expected to make provision for active uses on the ground floor and may accommodate other town centre uses appropriate to the role and function of the centre. To reflect all of these circumstances a density in the range of 300 to 400 dwellings per hectare will be sought on residential development sites within Wealdstone district centre, or on sites where at least one boundary is contiguous with the town centre boundary as defined on the Harrow proposals map.

Station Road will form a new boulevard that links Harrow town centre and Wealdstone. The 'one centre' spatial development option was very clearly rejected during the Area Action Plan Issues and Options (2011) consultation and, by implication, therefore necessitates development along the Station Road frontage which is distinct from that which may be found in or at the edges of Harrow town centre and Wealdstone district centre. This will also reflect the secondary/tertiary commercial role of Station Road and the need for a managed, visual transition between the Intensification Area and surrounding suburban development. A density in the

range of 200 and 300 dwellings per hectare will be sought on residential development sites fronting the parts Station Road not within Harrow town centre.

Sites not within or adjacent to the town centres, nor along the Station Road frontage, provide the opportunity to deliver development more suited to family occupation and to create a transition between these areas and surrounding suburban development.

The appropriate density of residential development on all other sites within the Intensification Area should be informed by the type of accommodation to be provided. For traditional forms of family accommodation, development should achieve a density in the range of 70 and 100 dwellings per hectare. Flatted developments should achieve a density in the range of 200 and 400 dwellings per hectare as appropriate to the mix of homes being provided and site circumstances.

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. Elsewhere throughout the Intensification Area, however, a graded transition between development and existing residential areas is sought. To this end, any proposal on site with a boundary contiguous to that of the Intensification Area itself consideration should be given to the character of the adjacent area and the need to achieve a neighbourly relationship between the development and surrounding property. The appropriate density to be achieved on such sites will be informed by this consideration as well as the other provisions of this Policy.

Policy AAP 6: Development Height and Landmark Buildings

The appropriate height of development within the intensification area will be determined by the need to achieve a high standard of development in accordance with policy aap 1 and the context of the site.

Proposals for tall buildings will be considered in accordance with the criteria set out in the London plan and should:

- Provide public access to the rooftop or top floor;
- Achieve a positive relationship with surrounding topographical features and buildings;
- Enhance the skyline; and
- Secure a complete and well designed setting at street level.

All proposals for tall, landmark buildings must be accompanied by an urban design analysis which includes an assessment of any impacts upon local, medium and long-distance views and places.

Development of inappropriate height and proposals for tall, landmark buildings that conflict with London plan and local criteria will be resisted.

Reasoned Justification

The height of existing development throughout the Intensification Area varies considerably. The appropriate height of development will be informed to a significant degree by the considerations for each sub area set out in Policy AAP 1. Work prepared on behalf of the Council in support of the preparation of this Area Action Plan suggest the following development heights in respect of the indicative residential densities:

- 70 to 100 dwellings per hectare: two to three storeys;
- 200 to 300 dwellings per hectare: between two and four storeys;
- 300 to 400 dwellings per hectare: between five and eight storeys; and
- 400 to 500 dwellings per hectare: between nine and nineteen storeys.

The context of the site will be a material consideration when determining the appropriate height of development, but the weight to be afforded to context should be informed by the location of the site within the Intensification Area, the delivery of the Intensification Area's objectives and the extent to which the site forms part of a continuous

street frontage that is unlikely to change over the plan period. The height of buildings on sites located at the edge of the Intensification Area will be significantly influenced by context as part of the managed transition of development with neighbouring, suburban areas. Area objectives such as the consolidation of the office market in Harrow town centre, the need to secure the regeneration of Wealdstone district centre and the delivery of family housing on sites around Wealdstone will all have a bearing on building heights in these locations. In terms of street frontage, sites that have their own street frontage⁵ or form part of a group of sites expected to come forward⁶ need be less constrained by context than a windfall, infill development which forms part of an established street frontage.

In more sensitive edge locations, such as the interface with the Roxborough Park & The Grove Conservation Area and the Headstone Manor complex, the context is likely to represent a significant constraint upon development height.

The Harrow Core Strategy (2012) defines a tall building as one of 30 metres (or greater) height and recognises that the Intensification Area is a potentially suitable for tall, landmark buildings. Policy 7.7 of the London Plan (2011) sets out the London-wide, strategic criteria for the consideration of proposals for tall buildings. National guidance⁷ and the London Plan (2011) emphasise the importance of a plan-led approach to the management of tall building proposals. This Area Action Plan Policy provides further, locally specific criteria which will be considered in addition to the London Plan and other guidance when assessing proposals for tall, landmark buildings within the Harrow & Wealdstone Intensification Area.

The Borough of Harrow is located on high ground to the north-west of Greater London, and in the local context the Intensification Area occupies low-lying land between Harrow Hill and Harrow Weald Ridge. Existing buildings within the Intensification Area provide outstanding views over London enabling landmark structures such as the BT Tower, the Canary Wharf development, the Shard and the Crystal Palace television transmitters to

5. Such as the Lyon House & Equitable House site in Lyon Road, Harrow town centre.

6. Such as XX to XX College Road, Harrow town centre.

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

OVER-ARCHING POLICIES

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. Tall buildings in Harrow therefore offer a unique opportunity for the public to appreciate the landscape of London and the Thames Valley and to view some of London’s tall, landmark buildings. Viewing platforms will provide vantage points for all residents to enjoy these views and create new visitor attractions. The Council will therefore require provision to be made for public access to the roof top or top floors of buildings of tall buildings within the Intensification Area unless there are over-riding reasons, in the public interest, not to do so.

Tall building proposals should achieve a positive relationship with nearby topographical features, most notably Harrow Hill, and surrounding development including any neighbouring tall buildings. The skyline of the Intensification Area should be enhanced by tall building proposals (see also policy AAP 4 below) and particular attention must be paid to rooftop design. Rooftop plant and equipment should be properly shrouded from view and the Council will seek to control telecommunications development where this could be detrimental to the building’s impact in the skyline.

At street level, tall building proposals should secure a complete and well designed setting that includes hard and (where appropriate) soft landscaping. A harmonious interaction between the development and the surrounding public realm and neighbouring buildings will be sought.

A robust urban design analysis will be required for all tall building proposals. The analysis should provide the principal documentary evidence to demonstrate how the proposal complies with London Plan and local policies, together with any relevant guidance on tall buildings. It must also include a thorough assessment of impacts, where these have been identified, upon local, medium and long distance views and places.

Development proposals of inappropriate height and proposals for tall, landmark buildings that are at odds with the policy framework provided by the London Plan and this Area Action Plan will be resisted.

Policy AAP 7: Creating a New Public Realm

All development proposals within the intensification area should contribute to the creation of a high quality, sustainable public realm and be consistent with policy 2 of the development management policies DPD: achieving lifetime neighbourhoods.

Within harrow town centre, priority will be given to the delivery of public realm improvements in st. Ann’s road and college road, particularly to improve the environment of harrow bus station and the approach to harrow on the hill station.

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.

Major development proposals on sites affecting an identified new view corridor must contribute to the realisation of that new view. Minor development and changes of use must not prejudice the realisation of an identified new view. All proposals within the intensification area must comply with policy 3 of the development management policies DPD: views and vistas.

Reasoned Justification

The Council is committed to the delivery of a high quality, public realm across the whole of the Intensification Area. 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. A consistent treatment of core components of the public realm should be used to unify the Intensification Area. These will include:

- an approved palette of sustainably sourced surface materials;
- a presumption against additional street clutter and the rationalisation of existing street clutter wherever possible; and
- judicious implementation of electric car

charging points, wayfinding signs and infrastructure for cyclists.

Subject to the unification of core components of the public realm across the Intensification Area, detailed finishes may respond to the character of the sub area and local considerations.

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.

Lifetime neighbourhoods 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. Streets and places that are safe, clutter-free and inclusive benefit and help to sustain mixed and balanced communities. Policy 2 of the Development Management Policies DPD sets out criteria for achieving lifetime neighbourhoods and will be applied equally to proposals within the Intensification Area.

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 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.

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 some 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 to the east were severed from the centre during the 1980s 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 and partially excavated tunnel. 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.

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 Policies 4 & 5 of the Development Management Policies DPD will apply to applications for advertisement consent within the Intensification Area.

Harrow's Core Strategy (2012) recognises the potential for the Intensification Area 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 XX and are shown on the proposals map.

OVER-ARCHING POLICIES

The redevelopment of sites affecting the new views of public value, as identified on the proposals map, must contribute to the achievement of that view through the layout of buildings on the site. Even if the redevelopment of the site on its own would not create the new view, and there are no formulated proposals for other sites affecting the view concerned, the Council will expect the opportunity for the view to be formed during the plan period to be preserved. Minor development such as extensions and alterations to existing buildings on sites affecting new views need not be resisted where there is no prejudice to the realisation of the opportunity during the plan period. However the material intensification of activity on the site such as residential conversion or the introduction of new activities is likely to hinder redevelopment – needed to secure reconfiguration of site layout and thereby achieve new views – and so will be resisted.

Policy 3 of the Development Management Policies DPD affords protection to all locally important views and vistas that are identified on the proposals map, and requires the design and layout of all new development to consider opportunities that may be present on site to create landmarks, viewpoints, views and vistas at neighbourhood level. For the avoidance of doubt, Policy 3 of the Development Management Policies DPD will apply where relevant to proposals within the Intensification Area.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 4: Shopfronts and Signs**
Relevant to proposals for shopfronts, shutters, fascia and projecting signs.
- **Policy 5: Advertisements**
Relevant to all proposals for advertisement consent.
- **Policy 2: Achieving Lifetime Neighbourhoods**
Relevant to proposals for new build development, changes of use, the public realm and bus stops.
- **Policy 3: Views and Vistas**
Relevant to any proposal affecting an identified view or vista shown on the Harrow proposals map.



5.2

Conservation and Heritage

Policy AAP 8: Enhancing the Setting of Harrow Hill

Development proposals within the harrow & wealdstone intensification area will enhance the setting of the harrow on the hill area of special character by:-

- Contributing to the formation of compact urban form that contrasts with, but is clearly subordinate to, Harrow Hill;
- Contributing to the formation of an urban silhouette that adds interest to the skyline in long range views to and from Harrow Hill;
- Not adversely affecting views of or from Harrow Hill and St. Mary's church, as identified on the proposals map; and
- Where relevant, realising opportunities to open up new vistas of St. Mary's church and harrow hill from within the intensification area, as identified on the proposals map.

Proposals that are detrimental to the setting of harrow on the hill area of special character will be refused.

Reasoned Justification

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 proposals map.

Harrow's spatial vision seeks the conservation and enhancement of the special character of Harrow Hill. Core Strategy Policy CS1 (B) requires development to respond positively to local and historic context and to reinforce the positive attributes of local distinctiveness. Whilst Policy 3 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 Intensification Area and the Harrow on the Hill Area of Special Character. Policy AAP 3 sets out criteria for the consideration building heights and proposals for tall, landmark buildings. This policy, which will apply to the consideration of all redevelopment proposals in the Intensification Area 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:

The comparatively dense, urban form of the Intensification Area 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.

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. The redevelopment of allocated sites and others that come forward during the plan period should contribute to the formation of a coherent, compact urban block that is clearly distinguishable in the identified long range views to and from Harrow Hill, but which remains subordinate to Hill's dominance in the landscape from those identified viewpoints.

Interesting Urban Silhouette:

The formation of a coherent, compact urban block that is subordinate to the Hill need not result in the

OVER-ARCHING POLICIES

creation of a 'flat' silhouette in the foreground of views out from Harrow Hill, or in long range views towards the Hill. Indeed, a compact urban block with an interesting silhouette, punctuated in appropriate locations by tall, landmark buildings where these accord with the London Plan and Policy AAP 2, offers the opportunity to enhance the setting of the Harrow on the Hill Area of Special Character and to create 'markers' by which the extent of the Intensification Area may be appreciated in long range views. However lower rise buildings can also add to the interest and definition of place within the urban silhouette, such as the transparent dome of St. George's Shopping Centre, whilst preserving the dominance of Harrow Hill's verdant profile in wider landscape.

However, an unduly cluttered urban silhouette could be detrimental to the setting of the Harrow on the Hill Area of Special Character. The silhouette should be formed by the mass of buildings, punctuated where appropriate by tall, landmark buildings of world class architecture. Telecommunications equipment and other apparatus of a scale that would appear in the urban silhouette of the Intensification Area will not be permitted.

Views of Harrow Hill and St. Mary's Church:

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 reference point more generally in the wider landscape of the rest of the Intensification Area. 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 perceptibility 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 the hill and its northern lowlands, there are numerous glimpses, views and vistas of Harrow Hill and St. Mary's Church from within the Intensification Area. 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.

All local views⁸ of public value are identified on the Harrow proposals map. Identified opportunities to open up new views are shown on inset map XX and the Council will give due weight to opportunities that may emerge for 'windfall' new views and vistas of public value. The identification of local views and new view opportunities has been informed by the [XXHarrow Views Assessment (2011)XX] 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. A full list of the views and the methodology for assessing the impact of development proposals upon these views is set out at Appendix XX.

The Harrow Core Strategy provides a clear commitment to the protection of all identified local views⁹. Development that would not adversely affect or would enhance identified views of Harrow Hill and St. Mary's Church will be supported, as will proposals that fully or partially realise an opportunity to open up a new view subject to there being no adverse affect on any identified view. Proposals that would be detrimental to the viewer's experience of an identified view, including those which in the Council's opinion would complete with or obscure views of St. Mary's Church, will be refused.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 3: Views and Vistas**
Relevant to any proposal affecting an identified view or vista shown on the Harrow proposals map.
- **Policy 6: All Heritage Assets**
Relevant to proposals involving or affecting a heritage asset within or adjoining the Intensification Area.

- **Policy 7: Conservation Areas**
Relevant to proposals involving or affecting the Roxborough Park & The Grove Conservation Areas which is partially within and adjoining the Intensification Area.
- **Policy 8: Statutory Listed Buildings**
Relevant to proposals involving or affecting a listed building within or adjoining the Intensification Area
- **Policy 10: Scheduled Ancient Monuments¹⁰**
Relevant to proposals affecting the Headstone Manor scheduled ancient monument, which is within the Intensification Area.

10. Relevant because the Intensification Area includes a SAM at Headstone Manor.

5.3

Environmental Sustainability

Policy AAP 9: Flood Risk and Sustainable Drainage within the Intensification Area

When applying the pps 25 sequential test to major development proposals not on allocated sites, the area of search will be confined to the intensification area where the proposal contributes significantly to:

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

When applying the pps 25 exception test to major development proposals not on allocated sites, a high priority will be given to the delivery of physical and social regeneration within wealdstone district centre.

Major development and all change of use proposals will be required to:

- Reduce the surface water run-off rate of the site;
- Ensure adequate arrangements are in place to secure the long-term responsibility and management of on-site infrastructure;
- Use appropriate measures to prevent water pollution; and
- Demonstrate that the proposal would be resistant and resilient to flooding.

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

Proposals that fail to reduce surface water run off, or that would increase the risk of flooding and water pollution, will be refused.

In the event of feasibility being proven for the provision of source control measures within kenton recreation ground, the council will use funding from the harrow community infrastructure levy to contribute towards the implementation of the scheme.

OVER-ARCHING POLICIES

Reasoned Justification

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 Brent¹¹. Modelling of the Wealdstone Brook's flood extents, carried out as part of Harrow's Strategic Flood Risk Assessment¹² (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, and that some parts constitute the Brook's functional flood plain. Flooding from natural watercourses such as the Wealdstone Brook is known as 'fluvial' flooding.

Planning Policy Statement 25: Development and Flood Risk (2010) directs major development¹³ 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 tests¹⁴ but, on allocated sites partially affected by fluvial flooding, it will still be necessary to direct development to the parts of the site of lowest flood risk, compatible with the vulnerability of the use(s) proposed and having regard to the most up to date flood risk information available. However, windfall proposals for major development will be required to undergo sequential and (where relevant) exception testing which must be informed by the most up to date flood risk information available.

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 Intensification Area where the proposal contributes to the delivery of objectives for the relating to:

- **The creation of 3,000 jobs;**
The potential to secure growth in employment through development is critical to the success of the Harrow and Wealdstone Intensification Area. Employment growth within the Area ensures that new jobs are created hand-in-hand with housing growth and in a location which is accessible to residents throughout the rest of the Borough (and elsewhere) by public transport. As employment is a key determinant of other components of sustainability, such as access to housing, health and crime, the delivery of the Intensification Area's jobs target has multiple sustainability benefits. In recognition of these benefits, proposals that create 50 net new jobs will be regarded as a significant contribution to strategic 3,000 jobs target.
- **The delivery of 2,800 homes; and**
Residential development within the Intensification Area ensures efficient use of previously developed land in an area well served by public transport, that provides access to local and regional employment, retail and leisure opportunities. Residential growth within the Area will also support the regeneration of Wealdstone district centre and Harrow town centre, by delivering population growth that helps to support and sustain local shops and services, and investment in infrastructure that supports economic development. In recognition of these benefits, proposals that create 50 net new homes will be regarded as a significant contribution to the strategic 2,800 homes target.
- **The regeneration of Wealdstone;**
The regeneration of Wealdstone district centre, ensuring that employment-led redevelopment in the surrounding business and industrial use areas contributes to the centre's growth and vitality, is a further key objective for the Intensification Area. Proposals that can demonstrate a significant contribution to the regeneration of Wealdstone, therefore, may also confine the sequential search for sites to the Intensification Area. Examples include proposals that secure substantial physical renewal, investment in Wealdstone's infrastructure or improvements to the public realm. Proposals that create less than 50 homes or 50 jobs may be regarded as making a significant contribution to Wealdstone's regeneration, for example by providing employment, education or training opportunities that would help to address existing pockets of deprivation, or by securing a balance of market and affordable housing provision.

11. Where it eventually flows into the River Brent.

12. Level 2.

13. Minor development, comprising for PPS 25 purposes non-residential extensions with a footprint less than 250m², alterations that do not increase the size of the building and householder development, is not required to meet the sequential or exception tests but will still have to meet the requirements for Flood Risk Assessments and flood risk reduction.

14. However it will still be necessary to undertake a site specific Flood Risk Assessment.

In relation to the regeneration of Wealdstone, similar considerations will be used where it becomes necessary to apply the exceptions test. By definition the 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. Whilst this policy affords a high priority to the physical and social regeneration of Wealdstone, it will be for applicants to demonstrate how the proposal contributes to the Area Action Plan's sustainability appraisal.

Fluvial flooding represents only one form of flood risk in the urban environment. Other sources of flood risk include sewers, drains, surface run-off 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 exhausted¹⁵, through population growth and increasing surface impermeability, leading to localised surface and foul water flooding.

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 Intensification 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.

Comprehensive capacity improvements to the Borough's network of surface and foul water drains is neither feasible nor sustainable¹⁶. 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 Intensification Area 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 Intensification Area.

All major development and change of use proposals will be required to use source control measures to reduce the existing surface water run-off rate of the site. Developments on sites greater than 0.5 hectares should include surface water storage as well as source controls within the site boundary, and will be expected to achieve a greenfield run-off rate where this is feasible. Artificial source control techniques, such as storage tanks with controlled release valves, may be necessary in dense, tightly constrained locations within the Intensification Area; however sustainable drainage systems are preferred. Harrow's Surface Water Management Plan (2011) identifies a range of sustainable source control measures. They comprise green roofs, soakaways, rainwater harvesting, permeable surfaces, rain gardens, swales, detention basins, ponds and wetlands. Other sustainable drainage techniques will also be considered.

On large development sites, including those that create new streets/public realm, consideration will also be given to the need for 'pathway' measures. Again, the Surface Water Management Plan (2011) provides a range of examples: flood infrastructure maintenance, drainage capacity enhancements (where absolutely necessary), separation of foul and surface water sewers, management of overland flows and land management practices.

To remain effective, on-site source control infrastructure including sustainable drainage systems require on going management and maintenance. Proposals should ensure that there is clear responsibility for this infrastructure and that there are adequate arrangements in place for its management and maintenance. These arrangements must be agreed with the Council prior to the granting of planning permission.

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. The cumulative effect of development with reduced surface water run-off rates within the Intensification Area will be the alleviation of cross contamination and the possibility that foul water sewer capacity is released to meet the increased demands generated by population growth.

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

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

OVER-ARCHING POLICIES

Proposals must maintain separation of, and ensure correct connection to, storm and foul water sewers. Where relevant to the proposal, development should also include measures to prevent cooking fat, debris and other unwanted material from entering the drainage network.

Proposals must be designed to be safe from flooding, taking into account the predicted effects of climate change, and demonstrate how flood water is expected to behave in the event that the design capacity of flood management and source control measures on site are exceeded. In areas at risk from fluvial flooding, and subject to compatibility with inclusive access considerations, buildings should have a finished floor level at least 0.3m above surrounding ground level and be fitted with flood resilience measures up 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.

In many cases the use of sustainable drainage techniques not only help to solve a drainage problem, but have other sustainability benefits. In particular, measures that help to reduce demand for potable water (rainwater harvesting) and which make a positive contribution to biodiversity (green roofs, swales, detention basins, ponds and wetlands) will be preferred.

Proposals that fail to secure reductions in surface water run off, or that would increase the risk of flooding and water pollution on site, surrounding the site or downstream, are at odds with this policy and will be refused.

Core Policy CS1 includes flood mitigation infrastructure in the list of items to be funded through the Harrow Community Infrastructure Levy. 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 funding collected from the Levy to secure its implementation.

Policy AAP 10: Harrow & Wealdstone Combined Heat and Power (CHP) Network

Major developments located within 500 metres of a safeguarded future combined heat and power network, which is considered by the council likely to be operational within two years of a grant of planning permission, will be required to provide:

- A means to connect to that network;
- A reasonable financial contribution for the future cost of connection; and
- A planning obligation commitment to connect to the network, unless a feasibility assessment demonstrates that connection is not reasonably possible.

Unless a feasibility assessment demonstrates that a connection is not reasonably possible, major developments located within 500 metres of an existing combined heat and power network, and minor new-build developments located within 100 metres, will be required to connect to that network. A reasonable financial contribution to the cost of connection will be sought through a planning obligation.

Where connection to an existing or future combined heat and power network is not possible, major developments should seek to obtain the highest feasible BREEAM and Code for Sustainable Homes level. The incorporation of renewable energy sources will be supported.

Reasoned Justification

The London Plan (2011) London heat map tool demonstrates that the central area of the Borough, occupied by the Harrow & Wealdstone Intensification Area, is Harrow's highest heating fuel use zone at 96 kWh/m² per year. London Plan Policy 5.5 encourages boroughs to identify and establish

decentralised energy network opportunities. The Harrow Core Strategy (2012) identifies the Intensification Area as a location where a combined heat and power network may be suitable, subject to feasibility testing. This Area Action Plan policy therefore seeks to realise the opportunity to establish a decentralised energy network.

In the event that the feasibility of a district wide combined heat and power scheme is proven and arrangements are in place for its installation, the Council will require major development proposals to make reasonable provisions for future connection to the network. Specifically, where a major development is granted planning permission within two years of the likely operational date of the network, the development will be required to provide the means to connect to the network, make provision through a Planning Obligation for a reasonable contribution towards the cost of connection when the network becomes operation, and include in that Obligation an undertaking to connect to the network unless, as demonstrated through subsequent assessment, connection to the network is no longer feasible.

Upon installation of the network, and where it is feasible to do so, all major proposals within 500 metres of it, and minor new-build development within 100 metres of it, will be required to connect to the network. A Planning Obligation will be required to make provision for a financial contribution towards the cost to the Council, or the network operator, of the connection to the network.

London Plan Policy 5.2 requires development proposals to make the fullest contribution to carbon dioxide reduction by following an energy hierarchy: to use less energy; supply energy efficiently; and use renewable energy. The requirements of this Area Action Plan policy do not, therefore, negate the need for sustainable design and construction techniques to ensure that development uses energy as efficiently as possible. Proposals that cannot connect to the combined heat and power network (the efficient supply of energy) will therefore be required to demonstrate how alternative enhanced energy efficiency and renewable energy measures will be employed to ensure the fullest contribution to carbon dioxide reduction.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 15: Protection and Enhancement of River Corridors and Watercourses**
Relevant to proposals affecting a main river or ordinary watercourse and associated infrastructure.
- **Policy 16: River Restoration**
Relevant to proposals where it is appropriate to seek contributions to on or off site river restoration.
- **Policy 17: Contaminated Land**
Relevant to any proposal on land that is known or suspected to be contaminated.
- **Policy 18: Water Efficiency and Infrastructure**
Relevant to any proposal that increases demand on water resources.
- **Policy 19: Sustainable Design, Construction and Energy**
Relevant to all proposals for new build development, extensions, changes of use and conversions.

5.4 Open Space and the Natural Environment

Policy AAP 11: Provision of Open Space within the Intensification Area

Major residential development throughout the intensification area and generating a child yield will be required to provide play space on site. Major residential development on sites outside of harrow town centre and wealdstone district centre should also provide amenity greenspace.

Proposals for major development within harrow town centre, station road and wealdstone district centre will be required to exploit opportunities for the provision for appropriate civic space.

All major residential development will be required to secure improvements to the quality and/or carrying capacity of outdoor sports pitches that serve the intensification area.

Proposals for residential development providing 500 or more new homes (gross) will be also be required to secure the provision of additional or improved parks.

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

- The primary function of the open space
- Quality and accessibility;
- Accessibility, safety and security;
- The potential for nuisance to occupiers;
- Permeability within and through the site; and
- The green grid.

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

Reasoned Justification

An audit¹⁷ 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

17. The Harrow PPG 17 Open Space, Sport and Recreation Study (2011).

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 Intensification Area, where planned growth coincides with a 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 the Community Infrastructure Levy and development management.

Whilst it is not the role of development to rectify existing deficits in the provision of open space, housing growth within the Intensification Area exacerbates those deficits. The Council will therefore seek to ensure that development makes satisfactory provision or contributes to meeting the additional open space requirements made necessary by the development.

The PPG 17 Study demonstrates that there is poor accessibility within the Intensification Area to play provision for under fives and for children aged 5 to 11 years. Therefore, to meet the needs generated by the development and help address accessibility within the Area, proposals generating a child yield will be required to make provision on site for play space. The recommended standard of provision set out in the PPG 17 Study, of 4 square metres per child, will be sought. Funding generated by the Community Infrastructure Levy will be used to fund the provision of youth space to serve the Intensification Area.

The PPG 17 Study also demonstrates that the Intensification Area 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. Outside of Harrow town centre and Wealdstone district centre, the provision of amenity greenspace will be sought on residential development sites in addition to the requirement for play space. The amount of amenity greenspace to be provided on each site will be determined on a case by case basis having regard to the recommended standard of provision set out in the PPG 17 Study of 0.31 hectare per 1,000 population.

Civic space is a more appropriate form of open space within a town centre environment. The

Council will therefore seek to exploit opportunities for the provision of civic space as part of proposals for major development (including non-residential development) within Harrow town centre and Wealdstone district centre, where the location of the site and the layout (or potential layout) lends itself to the formation of a meaningful, useable space. No quantitative standard of provision is recommended, but the PPG 17 Study identifies the principal characteristics that the space must perform¹⁸.

Although outdoor sport pitches serving the Intensification Area provide good levels of coverage for most parts of the Intensification 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 Intensification Area and proposals will therefore be required to secure, through Planning Obligations, improvements to the quality and/or carrying capacity of pitches consistent with that made necessary by the proposal.

Harrow's Community Infrastructure Levy will collect contributions to fund improvements to parks. However there remains a substantial deficit in the quantitative provision of parks and accessibility to different park typologies from within the Intensification Area is variable. To meet significant increases in the demand for parks, proposals for the development of 500 or more new homes (gross) will be required also to make provision for new park space on site or, if it is more appropriate¹⁹, for qualitative improvements to an existing park. In the case of the latter, the value of the improvements should be broadly equivalent to the cost of on site provision, and the improvements should be made to a park that serves the Intensification Area.

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

18. A civic space that is attractive to all sections of the community and which functions as a setting where people can meet and where cultures can mix. They will be clean, safe, litter and graffiti free spaces which encourage a sense of place and where local distinctiveness and traditions can be celebrated and which enhance the surrounding buildings and neighbourhood. They will provide public art and ancillary facilities, where appropriate. (Harrow PPG 17 Study, 2010).

19. For example, because the site is adjacent to an existing park.

should be given to the layout and location of the open space. In determining the most appropriate layout and location, regard will be had to:

- **The primary function of the open space:**
Open spaces can perform multiple functions, but the primary function of the space will be a key determinant of its location – in conjunction with the considerations below – and how it is laid out. Open space which is to be used for organised sporting activity will clearly have very specific configuration requirements in contrast to space which is intended, for example, as a linear park or as a natural greenspace. New open space must be fit for its intended primary purpose.
- **Quality and accessibility:**
Harrow's PPG 17 Study (2010) provides recommended quality standards and identifies areas of poor accessibility for the constituent typologies of open space. Wherever possible, and subject to the other considerations listed here, the layout and location of open space should ensure that the recommended quality standard can be met and that that the best possible reduction in any existing accessibility deficiency affecting the site and surrounding area can be achieved.
- **Accessibility, safety and security:**
Consistent with lifetime neighbourhood principles, open space should be provided in a manner which encourages use by everyone in the community. Inclusive physical access will be required but is meaningless if potential users feel insecure or intimidated about using the open space. Open spaces should therefore benefit from an adequate degree of natural surveillance, be well lit, and have an appropriate level of physical security where necessary.
- **The potential for nuisance to occupiers:**
It is not desirable to physically separate open space from residential development. However, the location and layout of open space will require consideration of the potential for nuisance to occupiers of neighbouring dwellings. Wherever possible, the scope for conflict arising from the use (or potential misuse) of open space should be avoided.
- **Permeability within and through the site:**
Open space may be used to enhance pedestrian and cyclist permeability within and through the site. Where there is opportunity, the location and

OVER-ARCHING POLICIES

layout of open space may be used to link adjacent uses and attractions, and to help create a cohesive community by providing the opportunity for new and existing residents to engage.

- **The Harrow Green Grid:**

Allied to permeability, the layout of open space should also be used to implement potential new links identified in Harrow's Green Grid or to extend the network further where hitherto unidentified opportunities arise. The edges of open space should engage, insofar as possible, with adjacent open spaces to create a robust network of linked spaces. The formation of disconnected, inward looking spaces must be avoided.

The Council attaches a high priority to the provision (or re-provision) of open space to serve the Intensification Area. Unless there are over-riding reasons in the public interest, the Council will refuse proposals which fail to make satisfactory arrangements in relation to the requirements of this Policy and those of the Core Strategy.

Policy AAP 12: Improving Access to Nature within the Intensification Area

All major development proposals will be required to incorporate appropriate features that support biodiversity within the intensification area. Opportunities to improve access to nature for residents of the intensification area should be exploited.

Reasoned Justification

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 Intensification Area 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.

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 Intensification Area offers the potential to replace the existing, hostile urban environment with buildings and spaces that form a fully integrated component of the green infrastructure network. The layout, design and materials used in development should provide positive gains for nature, in accordance with London Plan Policy 7.19. Major development proposals within the Intensification Area will therefore be required to enhance the Area's capacity to support biodiversity. As a minimum, proposals should be capable of providing simple design features such as bird and bat boxes or 'bee hotels'. On larger scale schemes, and where feasible in terms of design and development viability, more ambitious habitat creation such as green roofs, green walls, deculverting and use of recycled rainwater will be sought.

Harrow's Biodiversity Action Plan (2008) identifies habitats and species of local importance; features incorporated 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. 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 Intensification Area.

Across the Borough there are many Sites of Nature Conservation Importance but none are located within the Intensification Area. Harrow's PPG 17 Study (2011) and information supplied by Greenspace Information for Greater London demonstrates that the Intensification Area 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, but where opportunities arise for the provision of new or reconfigured open space in accordance with Policy AAP 8 (above) consideration should also be given to the ability of the space to improve access to nature within the Intensification Area. As a minimum, the location,

layout and landscaping of the open space should have regard to potential biodiversity value even if the principal use of the space is for another typology, such as sport and recreation. Wherever possible, however, some of the space should contribute to the formation of new, dedicated areas of natural and semi-natural greenspace which help to meet the standards for provision recommended in Harrow's PPG 17 Study (2011).

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 21: Protection of Open Space**
Relevant to any proposal affecting land identified as open space on the Harrow proposals map.
- **Policy 23 : Protection of Biodiversity and Access to Nature**
Relevant to any proposal affecting locally important biodiversity, sites with significant existing feature of biodiversity value, and green corridors or green chains.
- **Policy 24: Enhancement of Biodiversity and Access to Nature**
Relevant to any proposal where there is an opportunity to enhance or restore locally important biodiversity, and in areas where there is a deficiency in access to nature.
- **Policy 26: Trees and Landscaping**
Relevant to any proposal affecting trees or where a scheme of hard and soft landscaping is required.
- **Policy 27: Non-Native Species Management**
Relevant to any proposal affecting a site where a non-native, invasive species is present.

5.5 Housing

Policy AAP 13: Housing within the Intensification Area

A mix of studio, one, two and three bedroom flats will be sought on major residential development sites within harrow town centre and wealdstone district centre. Studio flats are not acceptable for affordable housing. A contribution in lieu of affordable housing provision from major residential developments in the centre will only be accepted where it can be demonstrated that, at the time of the application, either:

- There is no further requirement for affordable flats within the centre; or
- There is a more urgent need for affordable family housing and the contribution would fund an identified, deliverable proposal.

Throughout the rest of the intensification area a mix of houses and flats will be sought. The site specific type and size mix that will be required will be determined by:

- The suitability of the site for houses;
- The need to make efficient use of land;
- Accommodation requirements; and
- Scheme viability.

Contributions in lieu of affordable housing provision will not be prima facie acceptable on sites throughout the rest of the intensification area.

Within wealdstone district centre an affordable tenure split which favours intermediate and low-cost market homes will be sought. Throughout the rest of the intensification area, including harrow town centre, an affordable target tenure split of 60 per cent social homes and 40 per cent intermediate homes will be applied.

Residential development throughout the intensification area will be required to meet the internal space standards set out in the London plan and provide appropriate forms of useable, outdoor space.

OVER-ARCHING POLICIES

Reasoned Justification

The Council is committed to promoting housing choice and the creation of mixed and balanced communities. Consistent with the objectives for the Intensification Area, a range of housing types, sizes and tenures will be sought throughout Harrow & Wealdstone.

Development within Harrow town centre and Wealdstone district centre should secure a mix of uses appropriate to each centre and residential accommodation at densities which reflect the very high level of public transport accessibility associated with the centres. Accordingly, major developments within these centres will be expected to provide an appropriate residential mix of studio, one, two and three bedroom flats to help meet the need for smaller households such as single persons and couples, as well as young families and sharing professional households.

Whilst affordable housing policies²⁰ stress the priority to be attached to the delivery of affordable family housing this does not negate the need²¹ to also provide smaller, affordable accommodation within the Borough. Consistent with the above overall mix, there will be an expectation that major residential developments within the town centres make on-site provision for affordable housing. Locally specific target mixes by bed-size for social and intermediate housing will be published in XX. Contributions towards off-site provision of a proposal's affordable housing requirement will be considered only where it can be demonstrated that there is no further requirement for affordable flats in the town centre, or where it is considered by the Council that a higher priority should be afforded to the delivery of affordable family houses. In such cases, there should be clear arrangements in place for the delivery of the affordable family housing on an alternative site within the Intensification Area.

Throughout the rest of the Intensification Area the Council will seek houses as well as flats on major development sites and a range of unit sizes. The appropriate mix on individual sites will be determined by:

- **The suitability of the site for houses;**
Larger sites and those at the interface of surrounding suburban areas are likely to be particularly suitable for a mix of houses as well as flats.
The need to make efficient use of land;
The mix should achieve a density consistent with the relevant ranges set out in the London Plan sustainable residential quality density matrix.
- **Accommodation requirements;**
The Council will monitor and review requirements for smaller and larger forms of accommodation. Site specific mixes should contribute to the delivery of homes which meet the most up to date assessment of requirements.
- **Scheme viability;**
Where it is demonstrated that the residential mix impacts upon scheme viability this will also be a material consideration.

Land within the Intensification Area provides capacity to deliver at least half of the Borough's housing requirement for the Core Strategy (2012) plan period to 2026. A failure to make on site provision of affordable homes as part of major residential development within the Intensification Area is therefore highly likely to prejudice delivery against the Core Strategy's plan-wide 40% affordable housing target. Accordingly the Council will not accept financial contributions in lieu of on-site provision of affordable housing from development sites outside of Harrow town centre and Wealdstone district centre.

Policy 3.11 of the London Plan (2011) stipulates a strategic, affordable housing tenure mix of 60% social rented and 40% intermediate housing products. Following Government changes to the affordable housing delivery model the 'social' component now comprises 'affordable rent', being homes made available at up to 80 per cent of local market rents. The Council will apply the broad 60-40 split throughout the Intensification Area except in Wealdstone district centre where there is already a high proportion of social stock. To help secure mixed and balanced communities within Wealdstone district centre, an affordable tenure split which favours intermediate and low cost market housing will be sought.

20. Policy 3.11 of the London Plan (2011) and Policy CS1 J of the Harrow Core Strategy (2012).

21. West London Strategic Housing Market Assessment (2010).

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 more efficient use of land and to ensure and a good quality living environment for future occupiers.

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 Intensification Area, for higher density schemes particularly within the town centres other forms of provision may also be appropriate. Courtyards, roof gardens and useable balconies²² will be acceptable alternatives to traditional garden spaces for flatted developments, but balconies that do not meet minimum size standards and Juliette balcony features will not be accepted as contributing to usable, outdoor space. New houses, particularly family houses, should continue to be provided with their own private garden areas.

The amount and form of amenity space to be provided will be determined by the location and form of development, the character of the surrounding area and the likely needs of future occupiers. Regard will also be had to the standards for amenity space provision sought throughout the rest of the Borough in the Development Management Policies DPD.

Housing: Signposting to Policies in the Development Management Policies DPD

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 31: Protection of Housing**
Relevant to any proposal involving a net loss of housing capacity.
- **Policy 33: Sheltered Housing, Care Homes and Extra Care Homes**
Relevant to any proposal involving sheltered housing, care homes and extra care homes.
- **Policy 34: Large Houses in Multiple Occupation**
Relevant to any proposal for large houses in multiple occupation.
- **Policy 29: House Conversions**
Relevant to any proposal for the conversion of existing houses to flats.

22. Harrow's Residential Design Guide (2010) advises that balconies should be at least 1.5 metres in depth and of sufficient size to be used as a sitting out area.

OVER-ARCHING POLICIES

5.6 Employment and Economic Development

Policy AAP 14: Supporting the Business Sector in Wealdstone

Economic development and uses, and any appropriate ancillary uses, will be supported on designated business and industrial use land except where the proposal:

- Involves development or uses that should be located within a town centre;
- Conflicts with residential amenity or the character of the area;
- Prejudices the proper functioning of any neighbouring economic activity;
- Is detrimental to highway safety considerations; and
- Involves inadequate arrangements for servicing, parking and inclusive access.

Economic development and uses, and any appropriate ancillary uses, on sites within the retained wealdstone preferred industrial location will be supported where these do not conflict with london plan policy 2.17 And criteria a-e above.

Proposals for mixed use development that enables renewal or other infrastructure improvements to business and industrial use premises will be supported on the following sites:

- Colart fine art & graphics, High Road, Wealdstone;
- Dellars car repairs, budget cars and Travis Perkins, Palmerston Road, Wealdstone;
- The Crystal Centre, Elmgrove Road, Harrow; and
- Masons Avenue/Herga Road business use area.

The former british rail goods yard in Cecil road business use area will be safeguarded for business uses that are compatible with

neighbouring residential property.

Further, incremental consolidation of strategic industrial land and business and industrial use areas within the intensification area will not be permitted.

Reasoned Justification

The London Plan (2011) groups north and north-west London together as an area limited transfer of industrial land to other uses. Reflecting this grouping and Harrow’s Employment Land Study (2010), which indicates a surplus of just over 11 hectares industrial land over the plan period, 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 Intensification Area having regard to the need to manage the release of surplus land and to enable the delivery of objectives for the Area. Key objectives for the Area are the delivery of at least 2,800 homes and 3,000 jobs.

Site allocations in this Area Action Plan identify capacity to deliver XX homes within the Intensification Area and consequently the provisions of this Policy focus on the retention and, where appropriate, renewal of employment and business use areas. Service sector activity offers the greatest potential for employment growth in the Borough and Policy AAP 12 (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. The Wealdstone Preferred Industrial Location, and the Intensification Area’s other business and industrial use areas, will be consolidated and managed in the following area groupings, having regard to the findings of the Harrow Employment Land Study where relevant:

- Wealdstone Preferred Industrial Location
- Estates north-west of Wealdstone

- Estates east of Wealdstone
- Estates east of Station Road
- Miscellaneous other sites

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. To facilitate continued business formation and growth the Council will support economic development and uses on existing business and industrial use land including those that may not sit neatly within established business and industrial land use classifications, but which nevertheless make important contributions to the local economy and employment. Industrial and business use land will also be appropriate for emergency services infrastructure that are not used by visiting members of the public, such as patrol bases, and for employment-related skills and training facilities (particularly where there is strong synergy with local business). However emergency services premises with a public counter (such as police stations) and general educational colleges will be directed to locate within town centres.

Main town centre uses will be directed in the first instance to locate in town centres, in accordance with other policies, and will therefore not be permitted under this policy. Whilst seeking to promote other forms of economic development on sites around Wealdstone, individual proposals may give rise to site specific impacts that are unacceptable. Consideration will be given to impacts upon residential amenity and character, the functioning of neighbouring economic activities, highway safety, and the adequacy of servicing, parking and inclusive access. The reasoned justification to Policy 37 of the Development Management Policies DPD provides further amplification of these matters.

The Wealdstone Preferred Industrial Location:

The Wealdstone Preferred Industrial Location forms a Strategic Industrial Location (SIL) designation in the London Plan (2011) and comprises the Waverley Industrial Estate and the Kodak site.

The Waverley Industrial Estate is in the top three scoring sites for quality assessed in the Harrow Employment Land Study (2010). It is noted that vacancy rates on the estate are generally low and that it benefits from good parking, local road

access and high-quality occupiers. The estate will continue to be designated as part of the Wealdstone Preferred Industrial Location and proposals will be required to comply with the planning decisions criteria of London Plan Policy 2.17 Strategic Industrial Locations.

Although also a high scoring site, the Employment Land Study (2010) recognises that Kodak comprises a substantial land area and, although local road access is good, relatively poor access to the strategic road network make it less suited to any potential replacement large scale users. The challenge here, as Kodak contracts and consolidates its operations on the site resulting in surplus land, is the delivery of accommodation for smaller occupiers.

In accordance with a masterplan for the comprehensive redevelopment of the site, this Area Action Plan allocates the Kodak site for mixed use, enabling development to deliver at least XX square metres of modern, serviced premises for industrial and related preferred industrial location uses. An area of XX hectares on the site is retained as part of the Wealdstone Preferred Industrial Location, and the revised configuration of the designation is shown on the proposals map. As at the Waverley Industrial Estate, proposals within the retained, designated area will be required to comply with the planning decisions criteria of London Plan Policy 2.17 Strategic Industrial Locations. In accordance with that London Plan policy, no further consolidation of the Wealdstone Preferred Industrial Location will be entertained outside of the development plan preparation process.

Estates to the North West of Wealdstone:

Business and industrial use areas occupying land to the north-west of Wealdstone district centre comprise the former British Rail Goods Yard in Cecil Road, the Barrett Way Industrial Estate, Tudor Enterprise Park and Whitefriars Industrial Estate in Tudor Road, and the Colart (former Winsor and Newton) on land between High Road and Whitefriars Avenue. Collectively, these sites achieve poor and average scores for quality in the Harrow Employment Land Study (2010), partly attributable to constrained local road access.

The poorest scoring site in this grouping of business and industrial use areas is the Colart Fine Art & Graphics site. The Study found it to be highly

OVER-ARCHING POLICIES

constrained by local road access, surrounding residential premises and, to the south, by the Salvatorian College. The release of this site for other uses that contribute to the objectives of the Area Action Plan will be supported subject to the retention and refurbishment of the Winsor & Newton building fronting Whitefriars Avenue for light industrial or related activities, or provide funding for the exploration and delivery of improvements to the road access arrangements serving the other estates in this grouping.

With the exception of the Colart Fine Art & Graphics site, the other Estates to the north-west of Wealdstone offer purpose built premises which continue to meet the needs of occupiers and (in many cases) enjoy low levels of vacancy. Being closely related to one another, geographically, they also offer the potential for linkages to develop between businesses and, in this regard, it is noted that planning permission has recently been granted for the use of a unit at Whitefriars Industrial Estate for engineering skills and training purposes. These sites, to be known collectively as Estates to the North West of Wealdstone, will continue to be safeguarded for industrial and business uses.

The former British Rail Goods Yard 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 proposals map. To safeguard its continued use for business purposes, this Area Action Plan now allocates the Goods Yard site as a business use area.

Estates to the East of Wealdstone:

The business and industrial use sites to the east of Wealdstone district centre comprise two main areas: the Palmerston Road/Oxford Road group of sites and the Christchurch Industrial Centre bisected by Masons Avenue. Both of these areas achieve average scores for quality in the Harrow Employment Land Study (2010) but are constrained by limited car parking provision and their residential surroundings. It should also be noted that the sites are shown on the Wealdstone Flood Map²³ as being

within an area of high flood risk.

The sites in this grouping were found to be meeting local needs and appeared to have low levels of vacancy. They will, therefore, continue to be safeguarded for industrial and business uses.

Whilst the Christchurch Industrial Centre provides more modern, purpose built accommodation, the Palmerston Road/Oxford Road group of sites is made of disparate and some (now) quite dated buildings as well as site used for surface storage, car repairs & etc. To contribute to the delivery of wider objectives for the regeneration of Wealdstone, the sites forming the four corners of the Palmerston Road/George Gange Way roundabout are allocated in this Area Action Plan for mixed-use development to form place-making landmarks and enable the renewal of this part of the industrial and business use area. Land at Oxford Road and Byron Road, forming part of the Palmerston Road/Oxford Road group of sites, was shown as proposal site 37 in the Harrow Unitary Development Plan (2004) for business use and live-work units. The allocation is carried forward through this Area Action Plan.

Estates to the East of Station Road:

Business and industrial use areas occupying land to the east of Station Road comprise the Crystal Centre and the Hawthorn Centre in Elmgrove Road, Marlborough Hill and Phoenix Industrial Estate in Rosslyn Crescent. All of these estates achieve average scores for quality in the Harrow Employment Land Study (2010) but this hides a range of different challenges. The Marlborough Hill and Phoenix Industrial Estate comprises a number of smaller, older premises but is fully occupied. The Crystal and Hawthorn Centres are purpose built, more modern estates but whereas the existing buildings at the Hawthorn Centre are in good condition and enjoy low vacancies, the Crystal Centre premises are in poor condition almost 50% vacant. All of the sites are constrained by the presence of neighbouring residential development and road access shared with residential traffic.

The Marlborough Hill and Phoenix Industrial Estate and the Hawthorn Centre continue to meet the needs of occupiers and will therefore be safeguarded for business and industrial uses. The Employment Land Study (2010) notes that the Crystal Centre scores reasonably well on other criteria and offers scope for upgrading and renewal.

23. Prepared as part of the Borough's Level 2 Strategic Flood Risk Assessment (2011).

Whilst retaining the business and industrial use designation of this site, mixed use development which unlocks its potential to support employment generating, economic activity will be sought.

Miscellaneous sites:

The Neptune Road Industrial Estate is located to the west of Harrow town centre and, although it achieves an average score in the Harrow Employment Land Study (2010), is assessed as providing good quality purpose built warehousing premises. The site will be continue to be safeguarded for business and industrial activities.

The area comprising 18-30 & 47-61 Masons Avenue, and 2-22 Herga Road, Wealdstone, is identified on the proposals map as a business use area. The quality of the area for business use was not assessed as part of the Harrow Employment Land Study (2010) but will be promoted for mixed use development to secure full and effective use of the site and compatibility of existing neighbouring property.

The Council's depot site is assessed in the Employment Land Study (2010) as offering some potential for intensified employment generating uses in the event of the civic activities being consolidated or relocated. However the site has been identified through the preparation of the West London Waste Plan DPD as that should be safeguarded and is therefore allocated for waste management purposes in this Area Action Plan.

Both the London Plan (2011) and Harrow's Core Strategy (2012) provide for plan-led consolidation and release of industrial and business use land through this Area Action Plan. A total area of XX hectares has been identified for release or mixed use redevelopment, leaving XX hectares of designated land to continue to provide for Harrow's economic development and employment needs. Incremental proposals for the development of designated land for non industrial or business use purposes, effectively involving further release, will not be permitted within the Intensification Area during the plan period. In the event that further land release is required, this will be enabled and managed throughout the rest of the Borough in accordance with the relevant provisions of the Development Management Policies DPD.

Policy AAP 15: Supporting the Service Sector in Harrow town centre

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

- Is consistent with other relevant policies in this area action plan;
- Contributes to the delivery of the objectives of the harrow core strategy; and
- Is conducive with the residential environment within and surrounding the town centre.

Proposals that conflict with the above considerations will be refused.

Major mixed-use redevelopment or change of use of offices within harrow town centre will be supported where the proposal provides viable, new office floorspace at least equivalent in employment yield to the existing building.

Minor proposals for the redevelopment or change of use of offices within harrow town centre will be permitted where they comply with criteria a (a) & (b) of policy 36 of the development management policies DPD.

Reasoned Justification

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. Policy AAP 13 (below) deals specifically with major comparison goods retail development within the primary shopping area of the centre. Throughout the rest of Harrow town centre, there will be a clear presumption in favour of major development for

OVER-ARCHING POLICIES

office, leisure, hotel and community²⁴ uses where the proposal is consistent with other policies in this Plan, contributes to the relevant Core Strategy objectives and is conducive with the residential environment within and surrounding the town centre.

Other Policies

All service sector proposals will need to achieve a high standard of development in accordance with Policy AAP 1 and should contribute to the creation of a new, high quality public realm within the Intensification Area in accordance with Policy AAP 4. Adequate servicing arrangements will be required and the approach to general car parking provision should comply with Policy AAP 15. As potentially substantial trip generators and consistent with the approach to car parking provision, proposals will be expected to contribute significantly to the realisation of the Green Travel Plan for the Intensification Area, in accordance with Policy AAP 16. Other policies in this Area Action Plan may also be relevant to proposals for major office, leisure, hotel and community development.

Core Strategy Objectives

The strong support provided by this Policy for major service sector development gives effect to Core Strategy (2012) objectives aimed at strengthening the role of Harrow town centre. However these objectives form a part of a broad suite of objectives underpinning the Strategy's spatial vision, Core Policy CS1 Overarching Policy and Core Policy CS 2 Harrow & Wealdstone. Proposals must be able to demonstrate that the development contributes more widely to the relevant Core Strategy's objectives.

Residential Environment

Among the Core Strategy's objectives for the Harrow & Wealdstone sub area is the accommodation of 2,800 new homes within the Intensification Area. 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

24. Harrow's definition of community facilities is provided in the glossary of the Core Strategy (2012) and will be used to define community development for the purposes of this Policy.

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.

Proposals for major new office, leisure, hotel and community development that conflict with these considerations will be refused.

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 increase²⁵ 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 supply²⁶ and, consequently, the resulting high levels of vacancy and low rental values continues to discourage investment and renewal.

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 Intensification Area is addressed by Policy 36 of the Development Management Policies DPD. Within Harrow town centre, the redevelopment of or change of use of existing buildings which provide more than 1,000 square metres office floorspace will be supported where the proposal enables the re-provision of office floorspace that is better suited to the needs of Harrow's local office market. The quantum of office floorspace to be provided will be determined by the suitability of the site for office use and other objectives for the development of the site. However, as a minimum, an amount of floorspace with an office employment yield equivalent to that of the existing building will normally be sought.

25. The forecast suggests a requirement for 24,100m² office floorspace, which takes into account the need for a 10 per cent margin (equivalent to 2 years supply) of normal market vacancy.
26. 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.

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 metres²⁷, whilst that of new office floorspace will be assessed by applying a ratio of 1 employee per 13.8 square metres²⁸.

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. Consequently, proposals for the redevelopment or change of use of premises involving less than 1,000 square metres office floorspace will be permitted subject to consideration of the fitness-for-purpose of the premises and an assessment of the supply and demand for offices, in accordance with criteria A (a) & (b) of Policy 36 of the Development Management Policies DPD.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 36: Managing Land Supply: Northolt Road and Town Centre Offices**
Relevant to minor proposals for the redevelopment or change of use of offices within Harrow town centre, and to any proposals for the redevelopment or change of use of offices within Wealdstone district centre.
- **Policy 37: Economic Activities and Development**
Relevant to any proposal on industrial and business use land.

- **Policy 38: Working at Home**
Relevant to any proposal for home working or the development of live-work units.
- **Policy 39: Tourism Development**
Relevant to proposals for new hotel and tourism development, and to guest houses and bed & breakfast accommodation.
- **Policy 40: Loss of Public Houses**
Relevant to any proposal for the redevelopment or change of use of a public house.

DRAFT

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

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

5.7 Town Centres and Neighbourhood Parades

Policy AAP 16: Harrow Primary Shopping Area

Major comparison goods retail development will be directed to locate on allocated sites or any other available site within the primary shopping area as defined on the proposals map. Proposals not within the primary shopping area will be required to demonstrate a sequential approach to site selection in accordance with the following order of preference:

- Sites on the edge of harrow town centre's primary shopping area;
- Sites within harrow town centre; and
- Sites on the edge of harrow town centre.

In the event that the above sequential order of preference fails to identify a suitable site, applicants should continue the search starting with all other sites allocated for retail development in the borough and policy 41 of the development management policies dpd.

New retail development within the harrow primary shopping area should incorporate a canopy to provide shelter along the shopping frontage. The loss of existing canopies will be resisted.

Within the primary shopping frontages of harrow town centre, the use of ground floor premises for retail, financial and professional activities, restaurants & cafes and pubs & bars will be permitted provided that:

- The length of primary frontage in non retail use at street level in the centre (including any extant planning permissions) would not exceed 15%;
- The proposal would not result in a concentration of more than unit frontages in non-retail use;
- The use would not create inactive frontage during the day; and
- The use would not be detrimental to the amenity of neighbouring occupiers or highway safety.

Proposals for other uses within the primary shopping frontages of harrow town centre 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.

Reasoned Justification

To maintain the Borough's market share of expenditure in comparison goods retailing, the Harrow Retail Study (2009) recommends that development to provide growth of 38,912m² floorspace will be required over the plan period to 2025. Consistent with its Metropolitan centre status in the London Plan town centre hierarchy, Core Policy CS1 L of the Harrow Core Strategy (2012) provides a strong direction for major new comparison goods retail development to locate within Harrow town centre.

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 this Area Action Plan to 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. In view of its multiple functions and the advice in Planning Policy Statement 4 Planning for Sustainable Economic Growth (2009), a primary shopping area has been defined on the proposals map. This is contiguous with the town centre's core shopping area and the Council will express a clear preference for major new comparison goods retail development to locate within the primary shopping area. In so doing, such development will provide the strongest possible benefit to the vitality and viability of Harrow town centre as a Metropolitan centre.

Reflecting the Council's preference, this Area Action Plan identifies and allocates XX sites capable of accommodating major, comparison goods development within the primary shopping area. The Council is confident that these sites are deliverable within the plan period. Any other site within the primary shopping of Harrow town centre will also be acceptable, in retail policy terms, for major comparison goods retail development.

In the event that major comparison goods 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, the Council will expect the search for alternative sites to continue to focus upon Harrow town centre in the first instance. The order of preference for this search is: sites on the edge of the primary shopping area; any other sites within Harrow town centre; and finally sites on the edge of Harrow town centre.

Only when a robust exploration of all of the possible development opportunities within or at the edge of Harrow town centre has been exhausted will other sites be considered. The search should start with any other sites identified for retail development in this Area Action Plan and the Site Allocations DPD before any other available windfall site is considered. The suitability of allocated and windfall sites will be assessed having regard to Policy 41 of the Development Management Policies DPD with the aim to:-

- a. direct proposals for major comparison goods retail development to locate within a centre compatible with the scale of the proposal and the function of the centre;
- b. having regard to a) prioritise development to centres identified for regeneration; and
- c. 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.

Proposals for non-allocated edge-of-centre and out-of-centre locations will need to demonstrate that all other sequentially preferable options, including site assembly, are inappropriate and, through an impact assessment, that the proposal will not adversely impact on the vitality and viability of existing centres.

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. The addition of a proportion of small affordable shop units for independent retailers has significant potential value to the vitality and viability of Harrow town centre and will be sought as part of any large-scale comparison

goods retail development in the centre.

As part of the redevelopment of St. Ann's Road in the 1980/90s and on some buildings of Station Road, the incorporation of canopies provides shoppers with valuable shelter from rain. New retail development should similarly provide canopies where shopping frontage is being created or re-provided into an open street environment. In view of the value that existing canopies provide to shoppers within the primary shopping area, their loss will be resisted.

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 centre. Policy EC3 of Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) advises local authorities to set use policies which distinguish between different frontages within centres whilst Harrow's Retail Study (2009) confirms that, as well as the need for new development, it is also necessary to retain existing retail uses within centres. As a Metropolitan centre, the primary shopping area 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). The Council will therefore seek to continue to limit the proportion of non-retail activity to 15% of the primary frontage and to manage the distribution of activities within primary frontage of the centre so as to avoid more than three continuous units of non-retail use. To prevent the accumulation of a pipeline of non-retail uses that could exceed the 15% ceiling within the primary frontage, the Council will take into account any relevant extant planning permissions. Further detail on the method for applying policies on the change of use of shops is provided at Appendix XX of the Development Management Policies DPD.

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 take aways (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; for these reasons wholly take away uses will be resisted within the primary shopping

OVER-ARCHING POLICIES

frontage of Harrow town centre. All other uses that are permitted by this policy should, by definition, create active daytime frontages. Any proposal that would create inactive daytime frontage within a primary shopping frontage will be resisted.

In considering proposals for the use of ground floor premises, the Council will have regard to the need to maintain a viable living environment within the centre and in particular any impact upon the amenities of neighbouring occupiers. Considerations will include but not be limited to hours of use, the impact of any external alterations or equipment (such as air conditioning extraction facilities), audibility of music or other amplified sound, disturbance from any outdoor seating or smoking areas, and the impact of any vehicular activity. Proposals that would be detrimental to the amenity of neighbouring occupiers, or that would lead to conditions prejudicial to highway safety, will be resisted.

Uses not falling within the broad definition of A Class uses permitted by this Policy will be resisted, unless it can be demonstrated that the proposal would be directly related to shopping trips and would support the retail function of the district uses.

The primary shopping area represents about 30% of the total area of Harrow town centre. 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 Harrow town centre. These are addressed in Policy AAP 14 below.

Policy AAP 17: Shopping outside of Harrow Primary Shopping Area

Proposals for major new foodstores will be directed to locate on sites allocated for retail development. Proposals not on sites allocated for retail development will be required to demonstrate a sequential approach to site selection in accordance with the following order of preference:

- Sites within a major or district centre;

- Sites on the edge of a major or district centre;
- Out of centre sites that are well served by public transport and will not adversely impact upon the vitality or viability of any existing centres.

Out of centre development that would impact upon any existing centres and be unsustainable will be refused.

Within the primary shopping frontages of Wealdstone district centre, the use of ground floor premises for retail, financial and professional activities, restaurants & cafes and pubs & bars will be permitted provided that:

- The length of primary frontage in non retail use at street level in the centre (including any extant planning permissions) would not exceed 25%;
- The proposal would not result in a concentration of more than unit frontages in non-retail use;
- The use would not create inactive frontage during the day; and
- The use would not be detrimental to the amenity of neighbouring occupiers or highway safety.

Proposals for other uses within the primary shopping frontages of wealdstone district centre 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 district centre.

Proposals for ground floor uses within the secondary frontages of harrow town centre and wealdstone district centre must comply with policy 43 of the development management policies DPD.

Proposals for ground floor uses within the non-designated retail parades of harrow town centre and wealdstone district centre, and within the station road neighbourhood parade, must comply with policy 44 of the development

Reasoned Justification

To maintain the Borough's market share of expenditure in convenience goods retailing, the Harrow Retail Study (2009) recommends that development to provide growth of 5,261m² floorspace will be required over the plan period to 2025. Core Policy CS1 L of the Harrow Core Strategy (2012) provides a strong direction for convenience retail development to locate in the Borough's network of district and local centres. This Area Action Plan and the Site Allocations DPD identify a range of suitable, deliverable sites to accommodate the projected need for convenience goods development within the Borough's town centres. Proposals for major new foodstores will be directed to locate on these sites in the first instance, having regard to the appropriate scale of retail development attributed to the allocated sites and the size, role and function of the centre in which it is located.

Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)²⁹ and London Plan Policy 4.7 continue to apply a 'town centre first' principle and set out the requirements for retail impact assessment. Proposals for major new foodstore development not locating on allocated sites will therefore be required to demonstrate that a sequential approach to site selection has been undertaken. Recognising the higher-order role and function of major and district centres, these represent the most appropriate locations for major foodstore development and should be afforded the highest priority in the search for suitable sites. The role and function of local centres and neighbourhood parades is such that they are not appropriate for major new foodstore development³⁰. Only where the search for suitable sites within major and district centres has been thoroughly exhausted should

edge of centre³¹, and finally out of centre, sites be explored. To ensure that the development of out of centre sites does not undermine the vision and objectives of the Harrow Core Strategy (2012), proposals that have reached this outpost in the sequential search for sites will also be required to demonstrate that the site is (or will be) well served by public transport and will not adversely impact upon the vitality or viability of any existing centres³². Out of centre foodstore proposals that would impact upon existing centres and/or would be an unsustainable form of development will be refused.

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 centre. Policy EC3 of Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) advises local authorities to set use policies which distinguish between different frontages within centres whilst Harrow's Retail Study (2009) confirms that, as well as the need for new development, it is also necessary to retain existing retail uses within centres. As with comparable centres outside of the Intensification Area, the primary shopping frontage of Wealdstone district centre will continue to be safeguarded for retail (Class A1) activity and have an allowance for financial and professional services (Class A2), restaurants and cafés (Class A3) and pubs and bars (Class A4), being the main activities which sustain town centres by attracting shoppers, workers & visitors. The retention of a critical mass of shopping uses remains the best way to sustain vitality and viability at the heart of district centres and to ensure that the Borough's town centre retail capacity is properly protected. The right balance of retail and

29. The draft National Planning Policy Framework (2011) retains the town centre first principle and the requirement for impact assessments.

30. For the avoidance of doubt and in accordance with Policy 41 of the Development Management Policies DPD, proposals of 500m² or less will be expected to search for sites within local centres and neighbourhood parades before edge and out of centre sites are considered.

31. For retail proposals, PPS4 defines edge-of-centre as being a location that is well connected to and within easy walking distance (ie. up to 300 metres) of the primary shopping area. The PPS definition goes on to say that in determining whether a site falls within the definition of edge-of-centre, account should be taken of local circumstances. For example, local topography will affect pedestrians' perceptions of easy walking distance from the centre. Other considerations include barriers, such as crossing major roads and car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the town centre. A site will not be well connected to a centre where it is physically separated from it by a barrier such as a major road, railway line or river and there is no existing or proposed pedestrian route which provides safe and convenient access to the centre.

32. Including local centres and those in neighbouring boroughs, where relevant.

OVER-ARCHING POLICIES

other appropriate uses will ensure that Wealdstone district centre continues to function as a shopping destination for employees, visitors and residents of Wealdstone. For these reasons, the policy seeks to limit the proportion of non-retail activity in the primary frontage of Wealdstone district centre to 25% of that frontage, and to manage the distribution of activities within primary frontage so as to avoid more than three continuous units of non-retail use. To prevent the accumulation of a pipeline of non-retail uses that could exceed the 25% ceiling within primary frontages, the Council will take into account any relevant extant planning permissions. Further detail on the method for applying policies on the change of use of shops is provided at Appendix XX of the Development Management Policies DPD.

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 take aways (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; for these reasons wholly take away uses will be resisted within the primary shopping frontage of Wealdstone district centre. All other uses that are permitted by this policy should, by definition, create active daytime frontages. Any proposal that would create inactive daytime frontage within a primary shopping frontage will be resisted.

In considering proposals for the use of ground floor premises, the Council will have regard to the need to maintain a viable living environment within the centre and in particular any impact upon the amenities of neighbouring occupiers. Considerations will include but not be limited to hours of use, the impact of any external alterations or equipment (such as air conditioning extraction facilities), audibility of music or other amplified sound, disturbance from any outdoor seating or smoking areas, and the impact of any vehicular activity. Proposals that would be detrimental to the amenity of neighbouring occupiers, or that would lead to conditions prejudicial to highway safety, will be resisted.

Uses not falling within the broad definition of A Class uses permitted by this Policy will be

resisted, unless it can be demonstrated that the proposal would be directly related to shopping trips and would support the retail function of the district uses.

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 take aways, 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 Harrow proposals map identifies areas of secondary shopping frontage within Harrow town centre and Wealdstone district centre. Proposals for ground floor uses within these frontages will be assessed in accordance with Policy 43 of the Development Management Policies DPD.

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. Potentially positive uses³³ of premises include medical and dental surgeries, veterinary surgeries, showrooms, solicitors' offices and community centres. Proposals for ground floor uses within these frontages will be assessed in accordance with Policy 44 of the Development Management Policies DPD.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

33. For the avoidance of doubt, residential is not an appropriate use of ground floor premises in non-designated frontages and neighbourhood parades.

5.8 Transport and Waste

- **Policy 41: New Town Centre Development**
Relevant to any proposal for new town centre development, except where Policy AAP 13 and AAP 14 apply (major comparison goods retail development and major new foodstores).
- **Policy 43: Secondary and Designated Shopping Frontages**
Relevant to any proposal for the use of ground floor premises within the secondary shopping frontages of Harrow town centre and Wealdstone district centre.
- **Policy 44: Other Town Centre frontages and Neighbourhood Parades**
Relevant to any proposal for the use of ground floor premises within the Station Road neighbourhood parade.
- **Policy 45: Vacant Shops in Town Centre and Neighbourhood Parades**
Relevant to any proposal for the use of ground floor premises within a town

Policy AAP 18: Parking and Access within the Intensification Area

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:

- To limit on-site car parking to spaces designated for disabled people and any operational or servicing needs; and
- Future occupiers of the development shall not be eligible for on-street parking permits (secured through a planning obligation).

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 and the green travel plan for the area (aap policy 16) and whether there is a negative impact on overspill car parking on the public highway and the availability of controlled parking zones.

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.

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);

The implementation of car club parking schemes will be supported, and spaces for car club vehicles will be sought on major development proposals;

Cycle parking and facilities must be provided

OVER-ARCHING POLICIES

in all development to achieve the standards set out in London Plan Table 6.3. Cycle storage facilities must be secure, and designed into the development at the outset.

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 may be acceptable.

Proposals that would be detrimental to the free flow and safety of highway users will be refused.

Reasoned Justification

The level of car parking provided must take into account the public transport accessibility level, and the Green Travel Plan for the area. This will help ensure that parking does not have a negative impact on the area by contributing to increased congestion. Parking facilities must be designed in accordance with the design guidance for each sub-area where specified to ensure they contribute to the objectives for the Intensification Area to improve the public realm, and not to detract from the aim to improve public transport.

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.

The amount of car parking provided should be informed by the preparation of a transport assessment which considers the needs of all transport users including those whose transport choices are more limited, including the disabled, the elderly and larger families. In new development the Council will require good levels of cycle parking and compliance with the Green Travel Plan, in accordance with the policies in the London Plan.

Providing parking spaces for car club cars can be achieved by converting from the existing stock of

parking spaces or creating specific spaces for this purpose. Alternatively, community parking spaces such as those in supermarkets and public car parks can be used for car clubs. Where new parking is to be provided, spaces should be set aside for the use of Car Clubs, in liaison with operators and the anticipated demand for such facilities.

All major planning applications will be required to submit a detailed Transport Assessment to allow the development impact to be comprehensively assessed and adequately mitigated in terms of impact on the public realm. Highway safety and access related to the proposal sites will be a part of this consideration to ensure that the proposal does not prejudice existing safety and access conditions within the existing highway network. Where issues are identified and are demonstrated to be exacerbated by the development, a preemptive package of mitigation will be sought and funded by the developer.

The Transport Assessment will consider:

- That all new road layouts/design within a site including, in access and safety terms, their relationship with the neighbouring highway network will be in accordance with Department for Transport approved best practice guidelines at the time of planning determination. Manual for Streets 1 (MfS 1) 2007 and its companion guide MfS 2 (2010) being the current referral documents.
- Ensuring that adequate highway capacity is in place to cater for additional car movements generated by a proposal.
- Minimising the number of access points into the site to reduce potential additional conflict between traffic and pedestrians on the highway network.
- The potential need for, and purpose of, a secondary access point will be explored through master planning and any planning application and associated transport assessments. Where possible, a new access would be accommodated from the 'lesser' trafficked road to promote safety.

Policy AAP 19: Harrow & Wealdstone Green Travel Plan

All major development proposals will be required to contribute to the funding of the green travel plan for harrow and Wealdstone and to comply with its relevant provisions.

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.

Residential developments in areas of high public transport accessibility and that are intended to have low or nil parking provision, will be required to enter into a planning obligation restricting future residents from eligibility.

Reasoned Justification

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 Intensification Area. 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 car pool schemes. This should also make it simpler for developers and businesses, by negating the requirement for individual green travel plans to be drawn up, rather than requiring a simple plan stating how an individual development will contribute to and meet relevant provisions of the area wide plan. The travel plan contains 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. The contribution of funding will help ensure that through an up to date travel plan, the area also achieves through reduced car use, and increased walking and cycling, the Mayor's aims to improve air quality, and improve Londoners Health and wellbeing.

Residential developments in areas of high PTAL (4-6), are expected to provide low or in some cases nil car parking provision (with the exception of disabled spaces and parking for servicing). This

is due to the Council's and Mayor of London's aim to promote more sustainable forms of transport, and developments in areas of such excellent public transport access are therefore expected to help contribute to this modal shift. However, it is accepted that in some cases, residents of these developments may consider parking on public streets in the local area, and so, where these streets are covered by a Council permit scheme, the developer may be required to enter into a Planning Obligation that will restrict residents from having a residents permit.

Policy AAP 20: Harrow Waste Management Site

The civic amenity and depot site in forward drive, wealdstone, will be safeguarded for waste management. Proposals for intensification of existing waste management activity and new waste management development on the site will be supported having regard to the:

- Amenity of neighbouring occupiers;
- Impact on other adjoining users;
- Free flow and safety of traffic on the surrounding road network;
- Adequacy of circulation arrangements within the site; and
- Adequacy of safeguards against land contamination and air pollution.

Proposals that fail to adequately address the above considerations will be refused.

Reasoned Justification

The Civic Amenity site in Forward Drive, Wealdstone, provides the only existing waste management facility in the Borough, alongside the Depot site which comprises offices, workshops and surface storage facilities for the Council and other tenant occupiers. Overall, the site has an area of XX hectares and is bounded by residential property in Cullington Close, a community centre in Kenmore Avenue, and in the adjoining part of Forward Drive a food processing business. The 'long' boundary of the site, to the south-west, is contiguous with the West Coast Mainline railway.

The combined Civic Amenity and Depot sites have

OVER-ARCHING POLICIES

been identified in the emerging West London Waste Plan (2011) 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 sites across West London. The process of site identification through the Waste Plan incorporated a high-level consideration of constraints such as transport and amenity. This Policy therefore seeks to address in greater detail the potential site specific impacts of intensification and development of the site for waste management purposes, recognising that the site has been allocated, and is therefore suitable for, these purposes in principle.

The relationship with residential property in Cullington Close is self-evidently the most sensitive aspect of the site. Proposals for the intensification and any associated development on the site for waste management purposes will be required to undertake all reasonable measures to safeguard the amenity of neighbouring residential occupiers. Insofar as possible consistent with effective operational requirements, the design and siting of buildings, and the location of outdoor activities, should be determined so as to avoid direct impact and nuisance to residents. Where direct impacts and nuisance cannot be avoided solely through careful design, siting and location, then mitigation measures must be provided. These might include acoustic fencing, landscaping or (as a Planning Obligation) the agreement of site management practices.

Whilst less sensitive than the residential relationship, a similar considerate approach to the intensification and development of the site will also be required at the interface with other neighbours. Proposals should not prejudice the continuation of legitimate adjoining land uses.

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). Where an increase in the number of trips to/from the site is likely as a result of a proposal, applicants will be expected to demonstrate as a minimum the potential impacts at this junction and (if necessary) any modifications that would be necessary to mitigate adverse consequences. For larger, more comprehensive intensification or development proposals on the site, a full transport impact assessment will be required

to model the implications for the free flow and safety of traffic using the wider highway network.

Within the site, design and layout should ensure adequate circulation for refuse and domestic vehicles. Given the constrained configuration of the site, the arrangements employed should ensure that free flow into and out of the site can be maintained, without detriment to adjoining users in Forward Drive and conditions on the surrounding network. The arrangements within the site should also ensure safety for staff and visitors to the site.

The intensification and development of the site provide an opportunity to introduce contemporary safeguards against the potential for land contamination and air pollution (odour, dust, gases, etc). The Council will expect the opportunity to be fully exploited.

Proposals for the intensification or development of waste management activity on the site but which fail to adequately address these considerations will be refused.

Transport & Waste: Signposting to Policies in the Development Management Policies DPD

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 49: Waste Management**
Relevant to the construction and post development on site waste management arrangements of proposals.

5.9 Community Infrastructure

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 50: New Community and Education Facilities**
Relevant to any proposals for new community and education facilities.
- **Policy 51: Retention of Existing Community and Education Facilities**
Relevant to any proposals involving the loss or redevelopment of community and education facilities.
- **Policy 52: Enhancing Outdoor Sport**
Relevant to any proposals for capacity, quality or accessibility enhancements to outdoor sport facilities.

5.10 Telecommunications

Telecommunications: Signposting to Policies in the Development Management Policies DPD

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 53: Telecommunications**
Relevant to any proposals for telecommunications development.

DRAFT

5.11 Implementation, Resources and Monitoring

Policy AAP 21: Supporting Site Assembly within the Intensification Area

The council will use compulsory purchase powers to assemble land for development within the intensification area where:

- Landowners and developers can demonstrate that they have made reasonable attempts to acquire the land needed through negotiation;
- Comprehensive redevelopment of the assembled site is in the public interest; and
- The development proposed for the assembled site would contribute to the delivery of the intensification area's objectives.

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

Reasoned Justification

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 the compulsory purchase are lengthy, and there are provisions for appeal and compensation. Consequently, compulsory purchase is a time consuming and expensive procedure.

Compulsory purchase powers exist to support the development of land in the public interest. They are a tool of last resort and will be employed by the Council only when all other reasonable attempts to assemble sites through negotiation and agreement with the owners concerned have been exhausted. This will include cases where the current landowner cannot be traced, for whatever reason.

A comprehensive approach to development will often be in the public interest within the Intensification Area. 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 Intensification Area 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.

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 Intensification Area's 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.

The Council will expect all costs incurred in the use of its compulsory purchase powers to be borne by the developer. Prior to the instigation of compulsory purchase procedures, developers will be required to demonstrate the relationship between the costs of compulsory purchase and scheme viability. The Council will wish to be satisfied that viability is sufficiently robust as not to risk jeopardising the delivery of any of the public benefits that form the justification of pursuing compulsory purchase, and that adequate contingencies against unexpected increases in cost are in place. In the event that the Council is not satisfied, co-operation in the use of its powers may be withdrawn.

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

For the avoidance of doubt the following Policies of the Development Management Policies DPD will apply to relevant proposals within the Harrow & Wealdstone Intensification Area:

- **Policy 54: Planning Obligations**
Relevant to any proposal which fails to make satisfactory provisions through a Planning Obligation for site specific

requirements made necessary by the development.

- **Policy 55: Enforcement**
Relevant to any planning enforcement action taken by the Council within the Intensification Area.

DRAFT



Sub-area and site specific guidance

6.1

Intensification Area sub areas

The seven sub areas that make up the Heart of Harrow are described in paragraph 3.6. 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 Intensification 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.

Within each sub-area, sites with significant opportunities for development and change are proposed for allocation. 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 and supporting uses are specified to direct the nature of mixed use. Where appropriate, these are accompanied by further guidance on options and dependencies, including site assembly and phasing. Indicative minimum capacity estimates for employment floorspace and residential unit numbers are provided for each sub area based on the Housing Capacity Study (2009), the Employment Land Review (2010) and the Retail Study (2009).

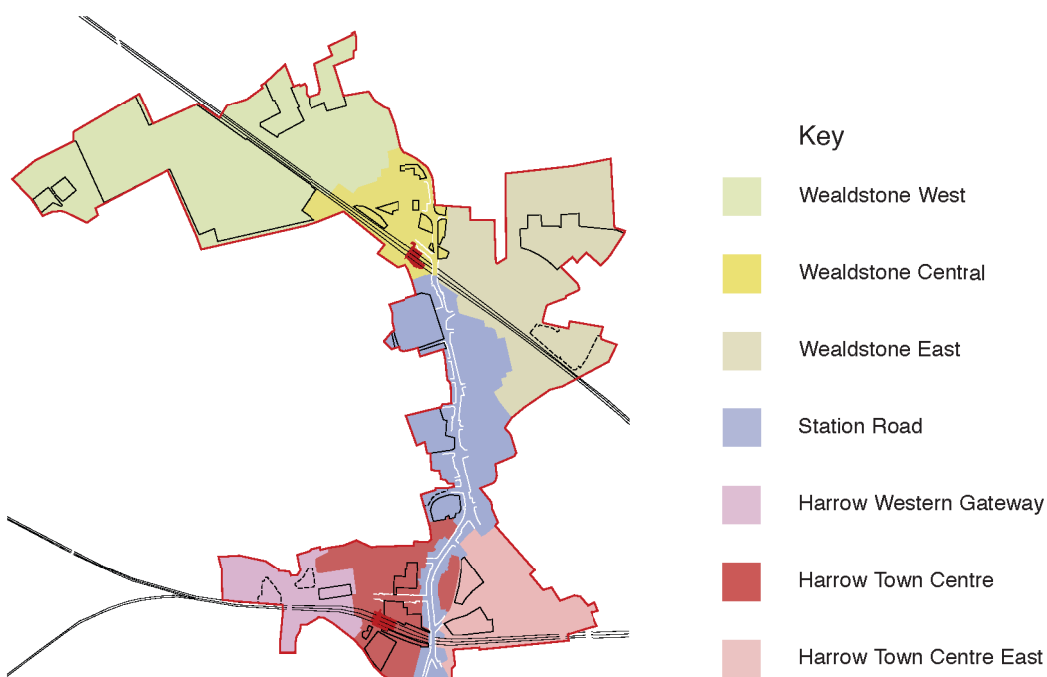


Fig. 6.1: Harrow and Wealdstone Intensification Area sub areas.

♥ Wealdstone West



6.2

Sub-area: Wealdstone West



Fig. 6.2: Key development sites and the extent of Wealdstone West sub area.

6.2.1

Key sites in this sub-area

01	Headstone Manor
02	Kodak
03	Teachers' Centre
04	Colart

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

6.2.2

The character of the sub-area

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 mail line 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 main line 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 buildings, 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 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.

6.2.3

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

Minimum Outputs of the Sub Area:

- 1,410 jobs
- 1,185 houses

- Industrial decline, low demand and poor connections between key development sites such as Kodak with surrounding street, open space and Wealdstone town centre, present a real challenge for the spatial development of the sub area.

Key sub area Objectives:

- Deliver a significant portion of the employment target set for the Heart of Harrow
- Address the existing decline in industrial use in the borough through employment-led development
- Support the regeneration of Wealdstone town centre through provision of land uses that complement but do not compete with main town centre uses
- 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

SUB-AREA AND SITE SPECIFIC GUIDANCE

Urban realm improvements:

- 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 Kodak site
- Potential for pedestrian and cycle bridge over railway line, linking Wealdstone areas to the east and west of it. Bridge to land in Kodak site on the western side and in Tudor Road to the east
- 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
- Improve access arrangements to Headstone Manor and Harrow Museum environs; and enhance and improve facilities
- Incorporation of high quality open green route through Kodak site development providing key piece of local public realm and wider connections
- Open up new frontage to Winsor and Newton factory site on Whitefriars Avenue (opposite school)
- Creation of new pedestrian linkages between High Road and Whitefriars Avenue through Colart site.
- New high quality equipped play spaces in association with Colart and Kodak site re-development

Green grid projects;

- Green route through Kodak and Zoom sites
- Seek to establish a new view point through the provision of public open space on the Kodak site
- Enhanced connection to Headstone Manor from Harrow View and removal of boundary between Zoom Leisure and Headstone recreation ground
- Improvements to playing pitches and tennis courts at Headstone Manor Recreation Ground
- Establishment of a new green space on Kodak frontage to Headstone Drive

- Improve public access to existing and new (reconfigured) open space to reduce identified accessibility deficiencies

Infrastructure;

- Incorporation of CHP into new Development
- New 3 form entry Primary school on Kodak site
- Delivery of site suitable for Free school to deliver Secondary school on Teachers Centre site
- Expansion of existing health services provision
- 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 metropolitan centre
- New Public Art to public viewpoints on strategic sites
- New community centre on Kodak site
- Improved open green space and recreational spaces

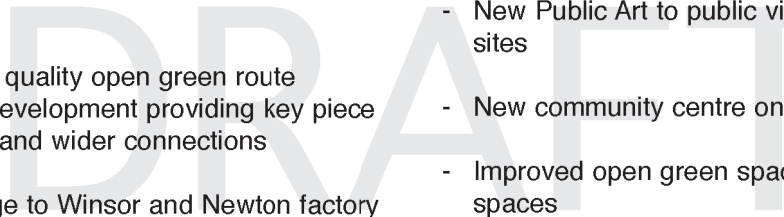




Fig. 6.3: Looking east along Headstone Drive toward Wealdstone Central; the two areas are connected by an underpass which is highlighted as a key infrastructural improvement project in this sub area [place-holder for forthcoming photomontage].

6.2.4

Site 01: Headstone Manor and environs



Fig. 6.4: Headstone Manor, surrounded by moat.

Key site objectives

- To restore and enhance the Headstone Manor complex to ensure it continues to contribute to the complexity of Harrow's suburban fabric.
- 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,
- 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.
- Promote opportunities for flood attenuation, biodiversity and landscape management alongside physical restoration of the manor house and farm complex.
- Improve the outdoor recreation facilities and public access to these
- 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

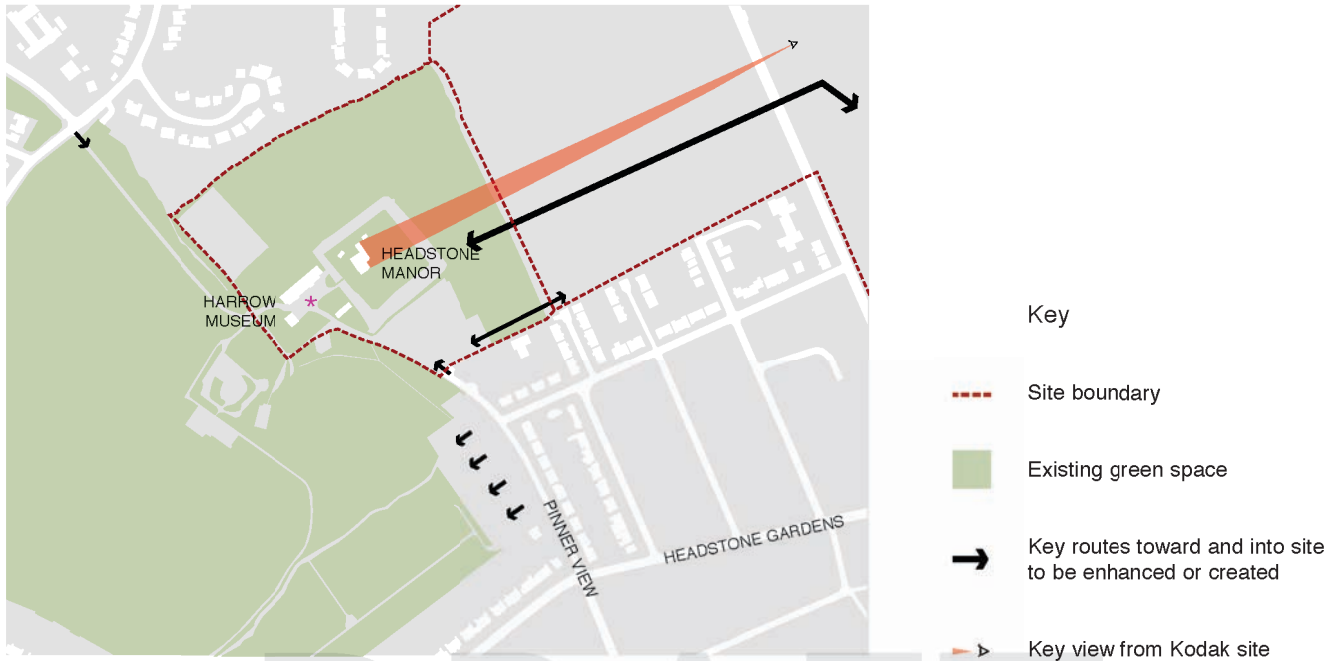


Fig. 6.5: Key objectives of preferred option.

Leading land use

- D1 Non Residential Institutions
- D2 Assembly and Leisure

Supporting land use

- None

Minimum outputs

- Homes (N/A)
- Jobs (N/A)

Site description

- Sited within 25.03 Ha of high quality 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.

Site constraints/ dependencies

- Ancient Monument and Listed status of buildings lends protection and also potential limitation to changes to existing provision
- Southern part of the site is functional floodplain (3B0) and the site lies within the Headstone CDA. Local, natural and constructed water courses must be carefully considered with any proposals
- Access arrangements currently very poor, giving poor impression and experience of site
- Site's neighbouring residential uses must be carefully considered in line with any proposals for the site to avoid unnecessary disturbance to them

SUB-AREA AND SITE SPECIFIC GUIDANCE

Design considerations

- Poor quality water entering the Moat
- Enhance and restore the existing historic buildings and spaces, and increase provision for capacity, interpretation and localised access
- Headstone Manor needs to be more accessible and visible 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 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 had to also ensuring such proposals do not impact on the security of the facility and its historic collections.
- Improve vehicle, cycle and pedestrian arrangements along existing access routes
- 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

Site specific infrastructure

- 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

- 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

6.2.5

Site 02: Kodak and Zoom Leisure



Fig. 6.6 Existing main Kodak site with operational buildings seen to the north of the site.

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
- Overall increase in the provision of useable and functional open space across the two sites
- Integrate new employment offer with the existing Waverley Industrial estate
- Integration with the surrounding street pattern
- 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



Fig. 6.7: Existing Zoom Leisure site car park.

SUB-AREA AND SITE SPECIFIC GUIDANCE



Fig. 6.8: Potential site layout of preferred option

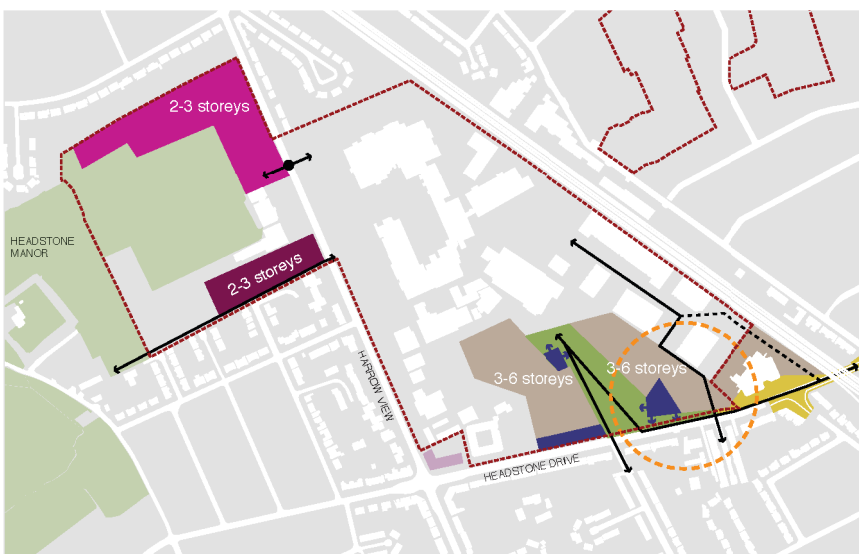


Fig. 6.9: Layout option with existing Kodak facility retained

- Key**
- - - Site boundary
 - Housing
 - Defined street frontage
 - Education
 - Employment
 - ▨ Housing and employment mix
 - - - - Enterprise hub
 - Mixed use 'special character buildings' with active frontages onto green route
 - Adjacent consented scheme
 - New public space
 - Shared open space
 - ➔ Key routes through site
 - View through site to Headstone Manor



Fig. 6.10: Indicative site development sketch demonstrating a grain and connectivity that allows the site to 'knit-in' with the surrounding suburban context.

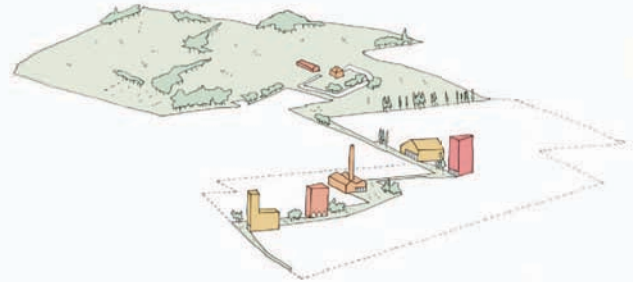


Fig. 6.11: Sketch showing the concept of a diagonal green route linking Wealdstone to Headstone Manor through the site, with a series of special character buildings located along the way.

- Leading land use** - B1 Business (enterprise hub), B2 General Industrial, B8 Storage and Distribution
- Supporting land use** - Enabling C3 Residential, A1 Shops (small scale retail), A2 Financial and Professional Services, A3 Restaurants and Cafes, D1 Non Residential Institutions, D2 Assembly and Leisure, Education
- Minimum outputs**
- 1,230 jobs
 - 1,035 homes
- Site description**
- The site comprises two distinct areas, separated by Harrow View:
 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.
- Site constraints/dependencies**
- The need to accommodate the existing Kodak operation on the site
 - 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
 - Potential land contamination issues

SUB-AREA AND SITE SPECIFIC
GUIDANCESite constraints/
dependencies
(cont'd)

- The historic setting of Headstone Manor and its status as key local landmark and historic asset
- Poor connections and public transport accessibility

Design
considerations

- Provide a strong 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
- 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. 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.
- 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.
- Kodak operational buildings and distinct industrial legacy include unique features such as the chimney that should be considered for retention in redevelopment as an aspect of the places' history and identity.
- Provide special views from taller elements of retained buildings. Reprovision of this opportunity within new development should be explored; potentially using the chimney.
- Make positive relationship at railway edge; taking into account the high levels of visibility from the train.

Design considerations (cont'd)

- Traffic management on Harrow View and Headstone Drive to be carefully tuned to respond to site uses and required access arrangements
- Provide an east-west pedestrian bridge across the railway corridor
- Integrate primary school as part of site fronting the western side of Harrow View and provide public space for pre-post school day activity/meeting
- Create new vista to Headstone Manor from Harrow View
- Ensure housing densities and typologies are located 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 placemaking.
- 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 business needs
- Improve vehicle, cycle and pedestrian arrangements throughout the entire area, and tying into surrounding streets, crossing points and green spaces
- Redevelopment on Zoom Leisure site should be considered carefully in terms of visual, spatial and physical relationship with 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

Site specific infrastructure

- Green, spine of open space running diagonally across site, creating bold green corridor linking Wealdstone to Headstone Manor
- New roundabout access to Kodak and Zoom Leisure sites on Harrow View
- New roundabout junction at Headstone Drive/Harrow View
- New cycle/pedestrian crossing of Headstone Drive
- Enhanced cycle/pedestrian linkage to Wealdstone by removing roundabout adjacent to the Crown Court and improving the railway underpass
- 3 form entry primary school
- Local retail and amenities to support new employment uses on consolidated SIL site.
- Healthcare uses to serve new homes/employees on the development site.
- Integrated bus information infrastructure to support mode shift

SUB-AREA AND SITE SPECIFIC GUIDANCE

Site specific infrastructure (cont'd)

- Appropriate telecommunications technology to attract hi end knowledge based industry to the enterprise hub on Kodak site
- New CHP to service main building uses on the site in accordance with London Plan policy
- Community uses, street furniture, art, lighting, special railwayside signage, wayfinding Signage

Delivery

- The long likely 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 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
- Phasing of development to be linked to staged re-appraisal to secure the maximum employment floorspace

DRAFT

6.2.6 Site 03: Teachers Centre



Fig. 6.12: Existing site.

Key site objectives

- Provision of secondary school
- Reconfiguration of open space to provide a multifunctional asset for use by the new school and the community

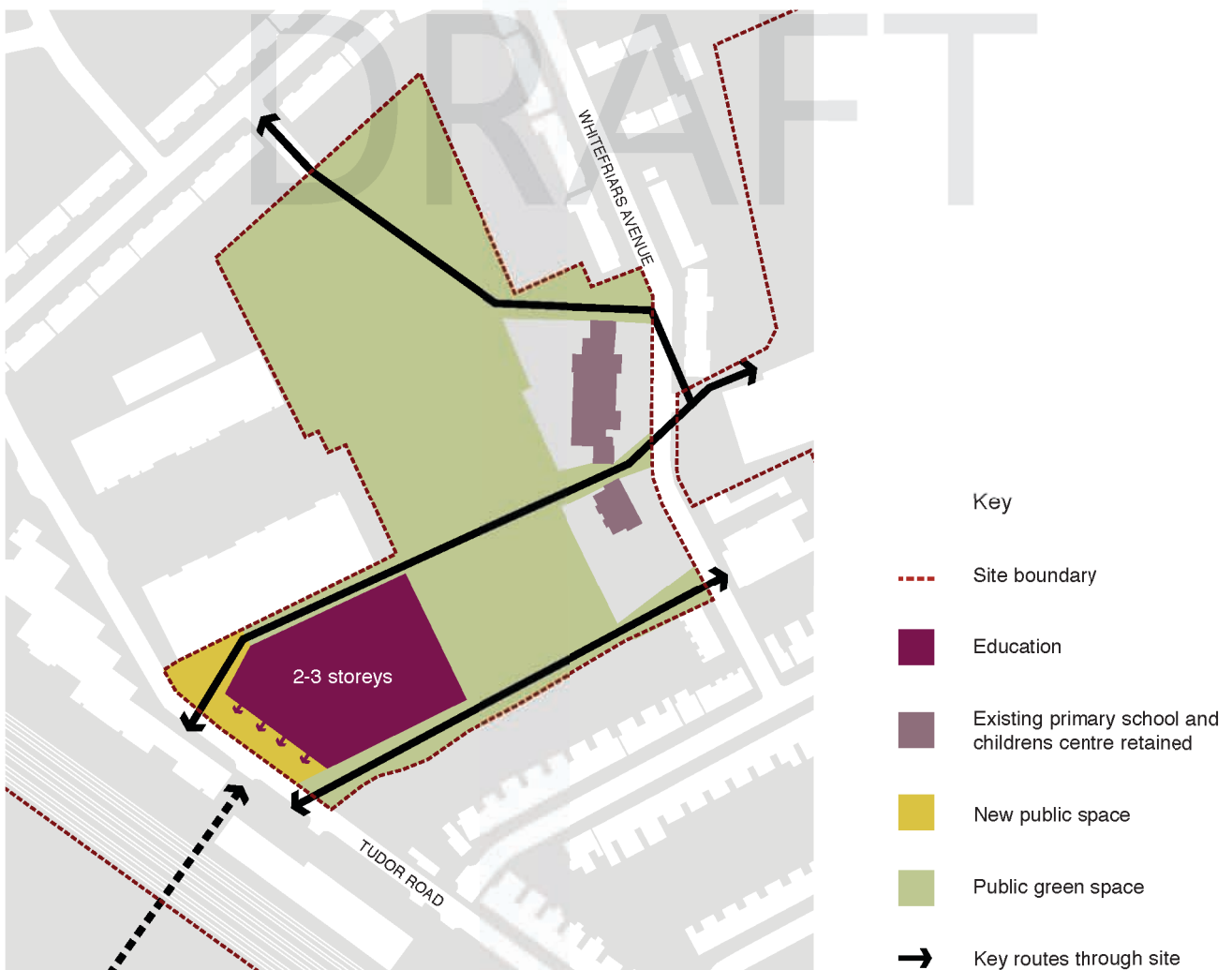


Fig. 6.13: Potential site layout of preferred option

SUB-AREA AND SITE SPECIFIC GUIDANCE

- Leading land use - Education – 6 form entry secondary school

- Supporting land use - Open space and Recreation

- Minimum outputs - 50 jobs

- Site description - 2.22 ha – Education facility open space and school playing field

- Site constraints/dependencies
 - Modest street presence on Tudor Road otherwise land-locked by residential and industrial uses
 - Shared use of sports hall with Whitefriars primary school
 - Part of site designated as Open space in Harrow UDP

- Design considerations
 - Innovative and carefully located building reflecting constrained site and need for extended use outside school hours and by community.
 - Need to accommodate a shared use sports hall in event that Primary School is not relocated/incorporated into site.
 - Need to address relationship with industrial units at Whitefriars Industrial Estate.
 - 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 footbridge across the railway line if delivered

- Site specific infrastructure
 - Provision of new secondary school with scope to connect to wider district heating system
 - Accessible by bicycle and on foot from Whitefriars and Tudor Road.
 - Potential need to relocate primary school depending upon site response.

- Delivery
 - Council to work with community and education partners to support and bring forward a Free School application proposal on this site

6.2.7

Site 04: ColArt



Fig. 6.14: High quality Windsor and Newton building should be retained as part of redevelopment.

Key site objectives

- 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

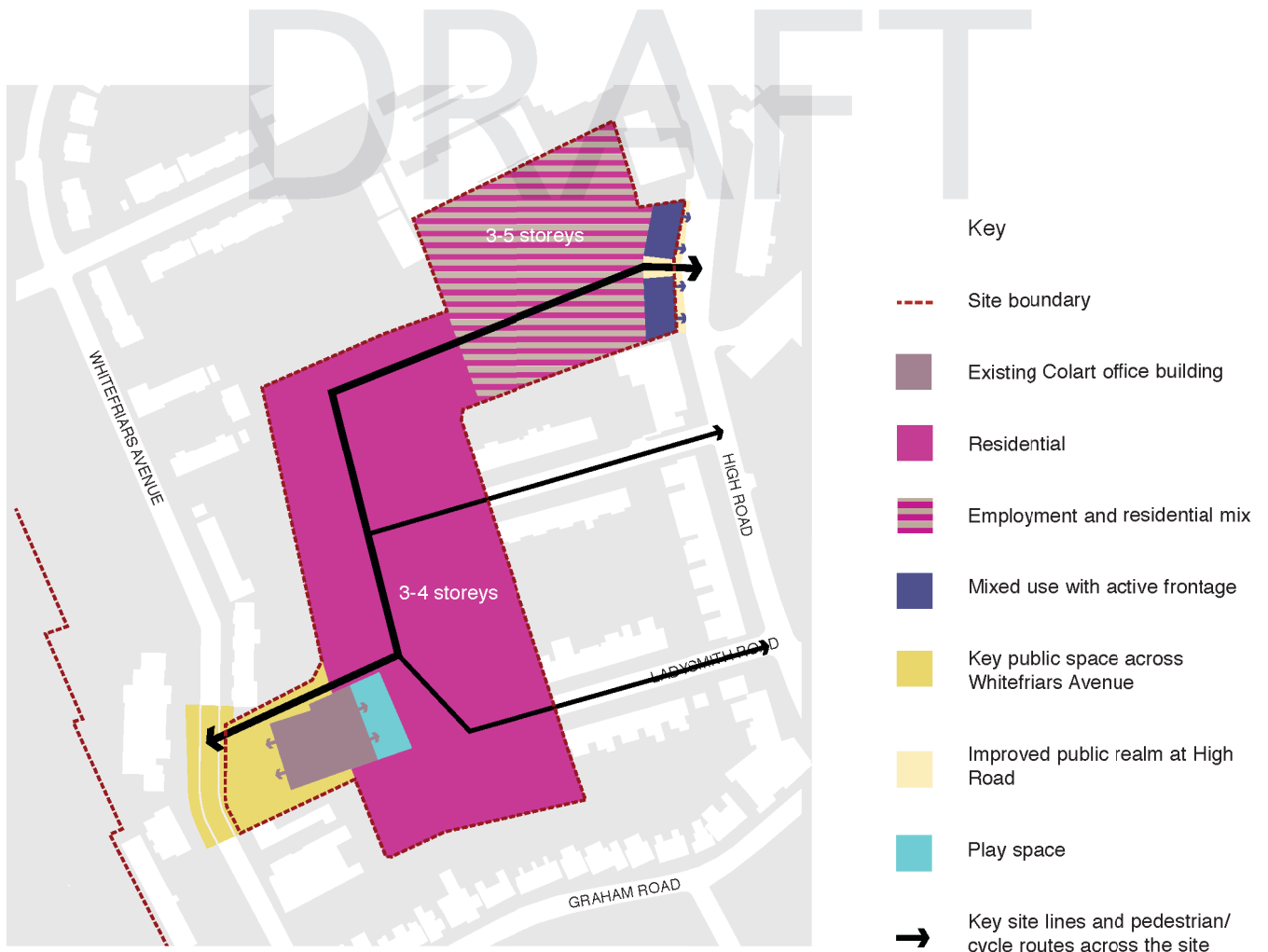


Fig. 6.15: Potential site arrangement of preferred option.

SUB-AREA AND SITE SPECIFIC GUIDANCE

- Leading land use**

 - B1 Business
 - B2 General Industrial
 - Creative industries

- Supporting land use**

 - Enabling C3 Residential and D1 Non Residential Institutions

- Minimum outputs**

 - 150 homes
 - 130 jobs

- Site description**

 - 2.4 ha, vacant, former manufactory 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.

- Site constraints/dependencies**

 - Limited street frontages to the site at Whitefriars Avenue and Wealdstone High Street
 - Attractive Windsor and Newton building in Whitefriars Avenue
 - Site is part of industrial land bank for Harrow.
 - Close proximity to residential dwellings on Bruce Road and Ladysmith Road limits future suitability for general industrial use
 - 'L' shaped site has access from Whitefriars Ave and Station Road
 - Proximity to Salvatorian School limits range of uses on northern end of site
 - Potential of land contamination may limit some uses, eg private gardens

- 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
 - Provide highly visible frontage at High Road, as part of string of High Road 'special character buildings'
 - Cluster community uses and key public spaces in and around the Windsor and Newton building; including those adjacent to the site ownership boundary.
 - Provide formally strong mixed use urban block with active frontage in the north east corner of the site to address the High Road
 - Locate buildings to allow good sight lines and permeability across the site
 - Encourage pedestrian and cycle routes across the site tying it closely into 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

Design considerations (cont'd)

opportunity for access and amenity. In particular, the landscape treatment and public realm measures should be closely engaged with the surrounding areas, and at all edges

- Provide good linkage across Whitefriars Avenue to achieve strong physical connection with Teachers' Centre site to the west
- Use industrial land values to support delivery of exemplar of low/zero carbon (code 5/6) contemporary sub-urban Metro-land housing that can help redefine Wealdstone
- Provide shared green spaces that highlight the wider spatial, green character of Wealdstone

Site specific infrastructure

- New employment floorspace to be provided on Wealdstone High Street
- New studio/artist/incubation/creative industry space in Winsor and Newton Building, enabled by new housing development
- New pedestrian/cycle connection between Whitefriars Avenue and Wealdstone High Street
- On site play space
- Connection to district CHP or on-site provision

Delivery

- Business and studio floorspace to be secured before completion and occupation of the residential development

♥ Wealdstone Central



6.3

Sub-area: Wealdstone Central



Fig. 6.16: Key development sites and the extent of Wealdstone Central sub area

6.3.1

Key sites in this sub-area

- | | |
|----|----------------------------------|
| 05 | Wealdstone car park |
| 06 | Wealdstone infills |
| 07 | 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.

6.3.2

The character of the sub-area

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.

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.

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.

6.3.3

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

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's Metropolitan character, the low key and local nature of Wealdstone Central should be safe-guarded and improvements to pedestrian movement routes prioritised.

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.

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.

Minimum Outputs of the Sub Area:

- 198 houses
- 266 jobs

Key sub area Objectives:

- Manage and reduce flood risk
- Improvements to public space south of Holy Trinity Church, enhancing the setting of the church,

SUB-AREA AND SITE SPECIFIC GUIDANCE

and highlighting/ encouraging east west linkages through Wealdstone

- Improvements to public realm at Harrow and Wealdstone station to safely connect pedestrians and cyclists to the High Street and enhance arrival experience
- Reconfiguration of roadscape (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
- Tackling the underpass itself, to improve environment, access and quality
- Remodel High Street/ Masons Avenue/Ellen Webb Drive junction to improve pedestrian connection between the Station and High Street
- Provision of legible London and route waymarking from High Street to Leisure center and Headstone Manor (via Kodak) including targeted improvements to crossing facilities
- New waymarked cycle route between Headstone Manor and Leisure Centre crossing high street
- Addressing existing advertising hoardings at Harrow and Wealdstone Station which obstruct/ restrict views into the town centre High Street from Platforms

Green grid projects;

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

Infrastructure;

- Incorporation of CHP into all major new development
- New CCTV facilities for town centre
- Town centre management
- Flood mitigation measures and SUDS



Fig. 6.17: [place-holder for forthcoming photomontage]

6.3.4
Site 05: Wealdstone multi-storey car park



Fig. 6.18: Existing site.

Key site objectives

- Revitalise this site as a vibrant destination, and use it to help deliver the new east west connections across Wealdstone
- Provision of a supermarket and associated replacement public car parking facilities of a size commensurate with a district centre designation
- Reconfigure local road access to promote site assembly with adjacent car park area

- Leading land use** - A1 Retail, supermarket with car parking provision
- Supporting land use** - A3 Café
- Minimum outputs** - 74 jobs
- Site description** - Existing multi-storey car park currently under-used and neighbouring surface level car park and community hall (place of worship)
- Site constraints/dependencies**
- Constrained by George Gange Way to east and Gladstone Way to west.
 - Reconfiguration of service roads, plus site assembly likely.
 - Reprovision of parking to support supermarket and other district centre uses required
 - Potential flood risk from Wealdstone Brook (site is flood risk 2/3A/3B and within the Wealdstone CDA). Flood risk assessment required to support development
- Design considerations**
- Provide a supermarket (2,000 - 3,000m²) with associated car parking to encourage complementary convenience/comparison retail uses close to the centre of Wealdstone. Provide active frontage adjacent to pedestrian routes.
 - Prominent building, visible from all sides, providing a “comfortable” environment for pedestrians on adjacent footways. Make central part of building taller.
 - To address the ‘backland’ site appearance, development of the site must deliver a distinct and visible built form that complements and extends Wealdstone’s offer and defines the eastern limit of town centre’s retail area.
 - Reconfiguration of service roads, plus site assembly likely
 - Reprovision of parking to support supermarket.
 - Development must be resistant and resilient to flooding and opportunities sought to introduce SUDS wherever possible
 - Part of the larger cluster referred to in site 6
- Site specific infrastructure** - Town centre car parking
- Delivery**
- Council to begin active marketing of the site in 2012
 - In tandem with an acceptable and deliverable proposal, the Council will advance acquisition and relocation of the community facility
 - Phasing: 2015/2016 for completion

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.3.5

Site 06: Wealdstone infills



Fig. 6.19: Example of existing Wealdstone infill site.

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, D Hotel
- Supporting land use** - B1 Office, education and training, Community
- Minimum outputs**
- 100 homes
 - 95 jobs
- Site description**
- Collection of small sites;
 - Part of car park alongside Harrow and Wealdstone station on Ellen Webb Drive
 - Derelict pub building on the west side of the High Street including rear of site extending as far as Ellen Webb Drive
 - Under used business use and vacant land on junction of Canning Road and George Gange Way
 - Derelict pub to north of High Street including front car parking area and rear of site extending as far as George Gange Way
- Site constraints/dependencies**
- Potential flood risk from Wealdstone Brook (most of the High Street is flood risk 3A or 3B, extending to the rear of sites west of the High Street - flood risk assessment required to support development
 - Tight town centre sites with some limitation on access arrangements and often close proximity to existing housing, which will impact upon scale and character of acceptable development proposals
 - 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.
 - Limited parking and access presents viability issues for early schemes.
 - Servicing of sites from secondary roads needs to be considered in context of traffic management requirements
 - Spatial arrangement of new taller buildings and their scale needs to reflect “high street zone” within town centre.
 - 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.
- Design considerations**
- 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.
- Design**

SUB-AREA AND SITE SPECIFIC
GUIDANCEconsiderations
(cont'd)

- 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
- 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
- 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 wherever possible

Site specific
infrastructure

- Sustainable Urban drainage as part of flood risk management required.
- 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
- 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
- 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

6.3.6

Site 07: Palmerston Road/George Gange Way



Fig. 6.20: Example of existing Palmerston Road/George Gange Way site.

Key site objectives

- Strengthen the spatial definition of this part of Wealdstone
- Improve impression of Wealdstone for drivers along George Gange Way
- Achieve this via the introduction of a cluster/family of buildings

SUB-AREA AND SITE SPECIFIC GUIDANCE

- Leading land use** - B1 Office, B2 Industrial, C3 Residential

- Supporting land use** - Commercial, training/education student accommodation

- Minimum outputs**

 - 96 homes
 - 97 jobs

- Site description**

 - Multiple sites around Palmerston Road roundabout and bridge over Masons Avenue;
 - 3 sites on north eastern, south eastern and south western corners of roundabout
 - 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 Wealdstone Brook – flood risk assessment required to support development

- 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
 - Maximum six 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. Explore removing the roundabout, or remodelling this junction to improve pedestrian and cyclist environment
 - Do not design buildings to follow road geometry; design them to make new social spaces, with excellent landscape and public realm interface at ground level

- Development must be resistant and resilient to flooding and opportunities sought to introduce SUDS wherever possible

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 FRA CIL/S106 to support 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

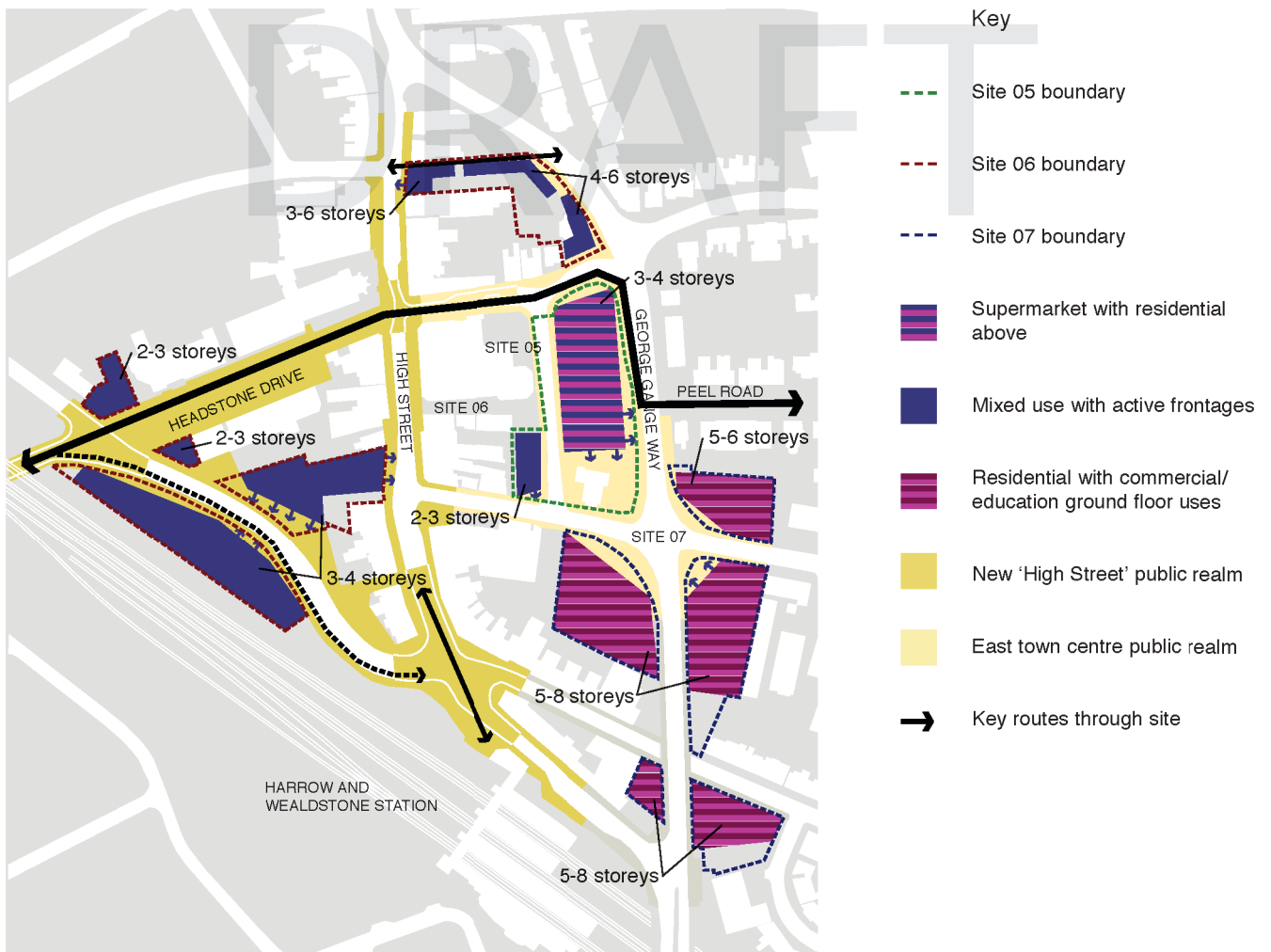


Fig. 6.21: Diagram illustrating Preferred Option key objectives for Sites 05, 06 and 07.

♥ Wealdstone East



6.4

Sub-area: Wealdstone East

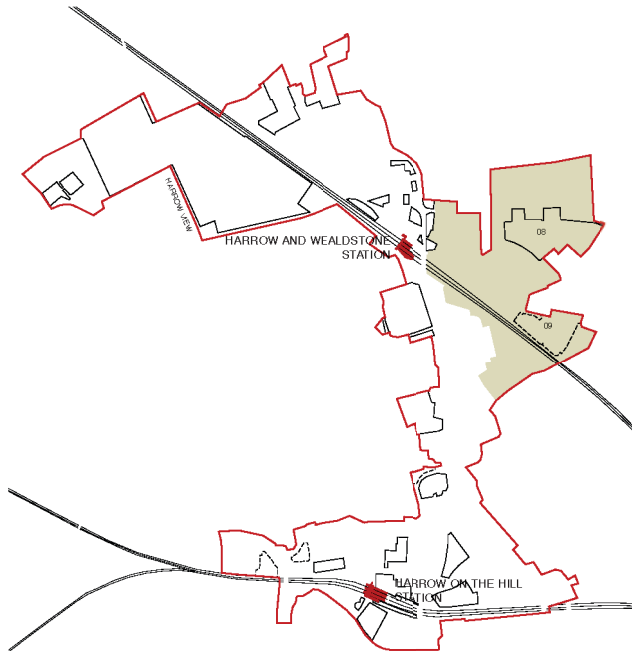


Fig. 6.22: Key development sites and the extent of Wealdstone East sub area

6.4.1

Key sites in this sub-area

08 Harrow Leisure Centre

09 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.

6.4.2

The character of the sub-area

This 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.

6.4.3

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

This area forms an important role for Wealdstone in terms of employment, recreational, leisure and residential areas. The area is experienced as 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.

Strategic Objectives:

- 180 houses
 - 125 jobs
 - New/refurbished Leisure centre complex
 - New/refurbished fit for purpose community Hall (Byron Hall)
- Urban realm improvements (including OLF related):
- Improvements, including greening, to existing east west routes linking Harrow Leisure Centre to Wealdstone
 - Improvements including boundary treatments and signage where possible along railway edge to improve impression of area as seen from the train
 - Enhanced access to Belmont Trail and accessibility improvements Byron Park improvements, including new café
 - Retention of the Skateboard Park
 - New Play equipment in Byron Park
 - Street trees in Peel Road Infrastructure;
 - Flood mitigation in accordance with FRA
 - New cycle route connecting pedestrians/cyclists to leisure centre
 - Play facilities, associated lighting, street furniture and signage

SUB-AREA AND SITE SPECIFIC
GUIDANCE

- Provision of a new waste treatment facility, incorporating and enclosing the Civic Amenity facility
- To make efficient use of the Council Deport site to accommodate Council facilities and operational needs



Fig. 6.23: Seen from the bridge, this image characterises the dense mix of industrial and residential uses across this sub area [place-holder for forthcoming photomontage].

6.4.4

Site 08: Harrow Leisure Centre

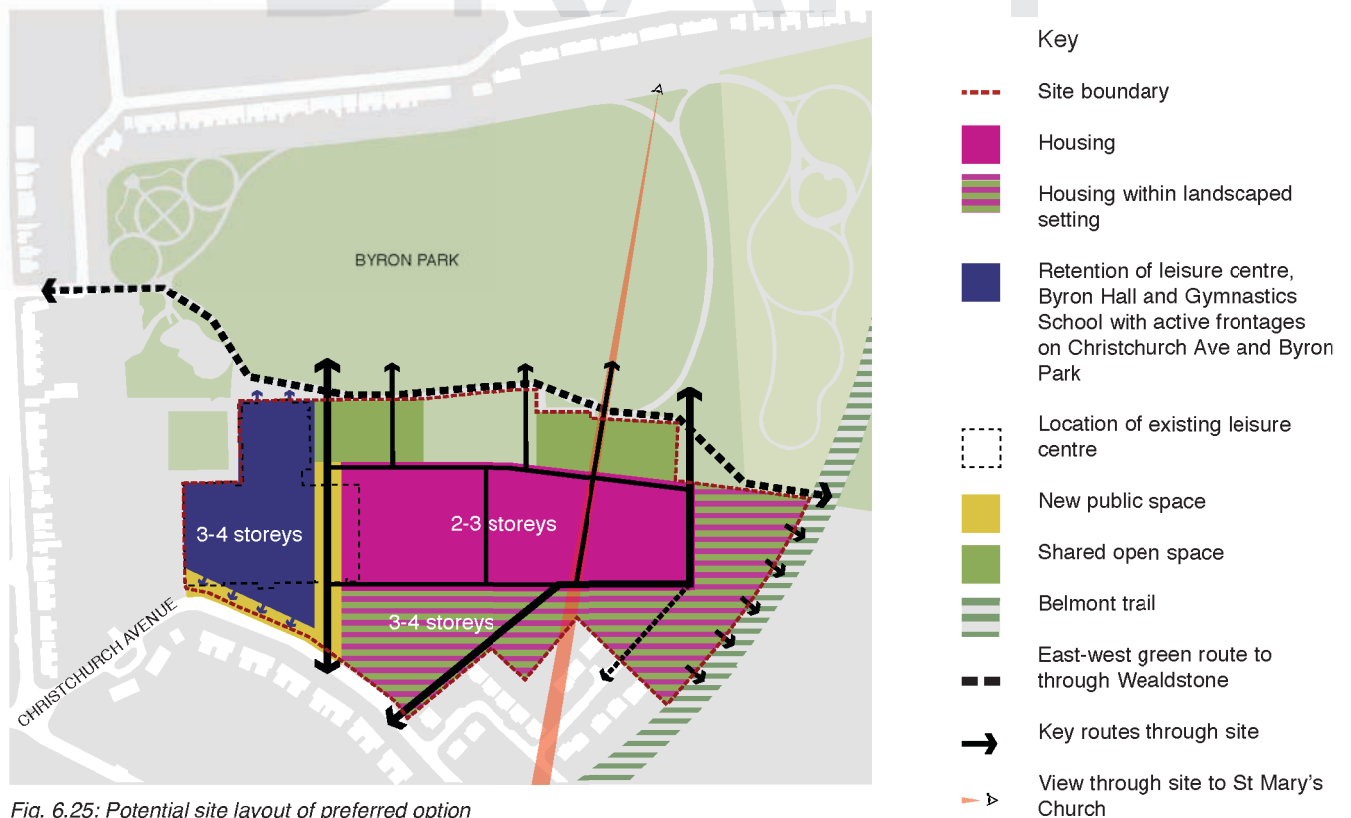


Fig. 6.24: Existing site.

Key site objectives

- Re provision/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

DRAFT



SUB-AREA AND SITE SPECIFIC GUIDANCE

- Leading land use** - Reprovision/refurbishment of recreational uses and community facilities

- Supporting land use** - C3 Residential (houses and flats) and car parking

- Minimum 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 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) should be made within new development
 - Views to south towards Harrow on Hill from Byron Park affected by site development options
 - New development needs to engage with park edge more openly
 - Bowls club building in private ownership
 - 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 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

Design considerations (cont'd)

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

Site specific infrastructure

- 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
- New/enhanced leisure centre facilities
- Secure cycle parking and cycle link to Wealdstone improved
- Signage, soft and hard landscape improvements, street furniture
- Road crossing improvements on Christchurch Avenue to connect the Leisure Centre and Belmont Trail to Elmgrove School and Kenmore Rec.
- New Park side café to promote greater use of Byron Park
- Flood risk mitigation as per SFRA
- New energy infrastructure for leisure center aimed at reducing carbon emissions
- SUDS for new housing developments/leisure centre
- Enhanced pedestrian/cycle links to Wealdstone town centre/H & W station
- Improvements/replacement for Byron Hall capable of supporting a range of large scale community events
- Improved/enhanced car parking facilities for leisure center/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
- 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 car park

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.4.5 Site 08: CA and Civic Amenity and Council Depot



Fig. 6.26: Existing site approached along Forward Drive.

Key site objectives

- Improvement 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

DRAFT



Fig. 6.27: Existing site layout

Leading land use	- B2 Industrial Refuse, recycling and public sector related employment - B8 Storage and Distribution
Supporting land use	- None
Minimum outputs	- 100 jobs
Site description	- 2.73 Ha of council owned waste recycling 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, special signage, boundary treatments, and soft and hard landscape treatments
Site specific infrastructure	- Art, lighting, signage, street furniture
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

♥ Station Road



6.5

Sub-area: Station Road



Fig. 6.28: Key development sites and the extent of Station Road sub area

6.5.1

Key sites in this sub-area

- | | |
|----|-------------------------------|
| 10 | Civic Centre |
| 11 | Station Road opportunity area |
| 12 | Tesco |
| 13 | Greenhill Way North* |
| 14 | Greenhill Way Car Park |

* Denotes schemes currently under construction

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

6.5.2

The character of the sub-area

The character of the 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.

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.

6.5.3

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

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 reset the balance between road users and pedestrians and cyclists. 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.

SUB-AREA AND SITE SPECIFIC GUIDANCE

New community and retail development will provide 340 new jobs, while new residential development in the form of a range of medium density (3-6 storey) schemes will contribute 430 new homes.

At certain intervals the Plan will promote the retention, refurbishments or redevelopment of the string of social and cultural landmarks; 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 landmarks of visual and built diversity, promoting Station Road as a spine of community uses with a unique local identity. The transformation of Station Road will be supported by public realm enhancements, including a more uniform, and where possible more generous, footpath width, the removal of street furniture clutter and barriers, the replacement of the large insert parking bays with new on-street parking, and delivery of the Harrow Green Grid through tree planting along the road's length, with new green fingers also extending down Hindes and Elmgrove roads that, with appropriate signage, will signal access to the main green open spaces serving this sub area.

With regard 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.

Strategic Objectives:

- 430 houses
- 340 jobs
- Creation of new public space to serve 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.
- 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

- Adjustments to kerblines and junctions where possible to smooth traffic flow and ease congestion
- 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
- Retain and enhance recognized desire lines to Harrow and Wealdstone station through the Civic Centre site
- Public realm enhancements to the southern side of Harrow and Wealdstone station, including the car park area
- Widen the footway along Tesco's frontage and remove barriers at Hindes Road junction
- Informal play and meeting uses
- 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
- Remodel service roads and parking bays to create shared space/more generous footpaths

Green grid projects:

- Tie in with Hindes Road/Elmgrove Road route

Infrastructure:

- Incorporation of CHP into all major new development



Fig. 6.29: Photomontage of Station Road with refurbished Safari Cinema, improved shopfronts, public realm and highways, and selective roof extension to existing buildings.

6.5.4
Site 10: Civic Centre



Fig. 6.30: Looking west toward Civic One from Station Road with the war memorial in the foreground.

Key site objectives

- 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.
- Establish clear route between Station Road and Wealdstone station for pedestrians and cyclists.
- 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
- Realign site roads to optimize site development plots
- Limit on site parking to minimise impact on traffic congestion in Station Road
- Facility to retain or relocate Civic Offices and associated Democratic Space and library



Fig. 6.31: Potential site layout of preferred option

Leading land use - C3 Residential (capacity for a minimum of 300 units)

Supporting land use

- 1,000m² of community floorspace
- 1,200m² of A1-A3 Use Class Floorspace in small retail units
- B1 Offices
- C1 Hotels
- D1 Crèche

Minimum outputs

- 300 homes
- 118 jobs

Site description - 4.1ha site in public ownership comprising 24,000m² civic offices, central reference library, and surface car parking

SUB-AREA AND SITE SPECIFIC
GUIDANCESite 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
- Strategic view from top of bridge back to Harrow Hill
- 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.
- Design route to incorporate a public square at the corner of Station Road and Milton Road.
- Provide building heights of 7-8 storeys fronting Station Road at the northern portion of the site responding to the rising bridge level, stepping down in height to 4-6 storey buildings overlooking the new public square at the corner Station Road and Milton Road, 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.
- 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 Wealdstone Station
- Public Art and lighting
- Pedestrian and cycle link
- Replacement community facility
- Shared open space

- Streetscape and road crossing improvements

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

DRAFT

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.5.5 Site 11: High Road Opportunity Area



Fig. 6.32: Looking south along Station Road.

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

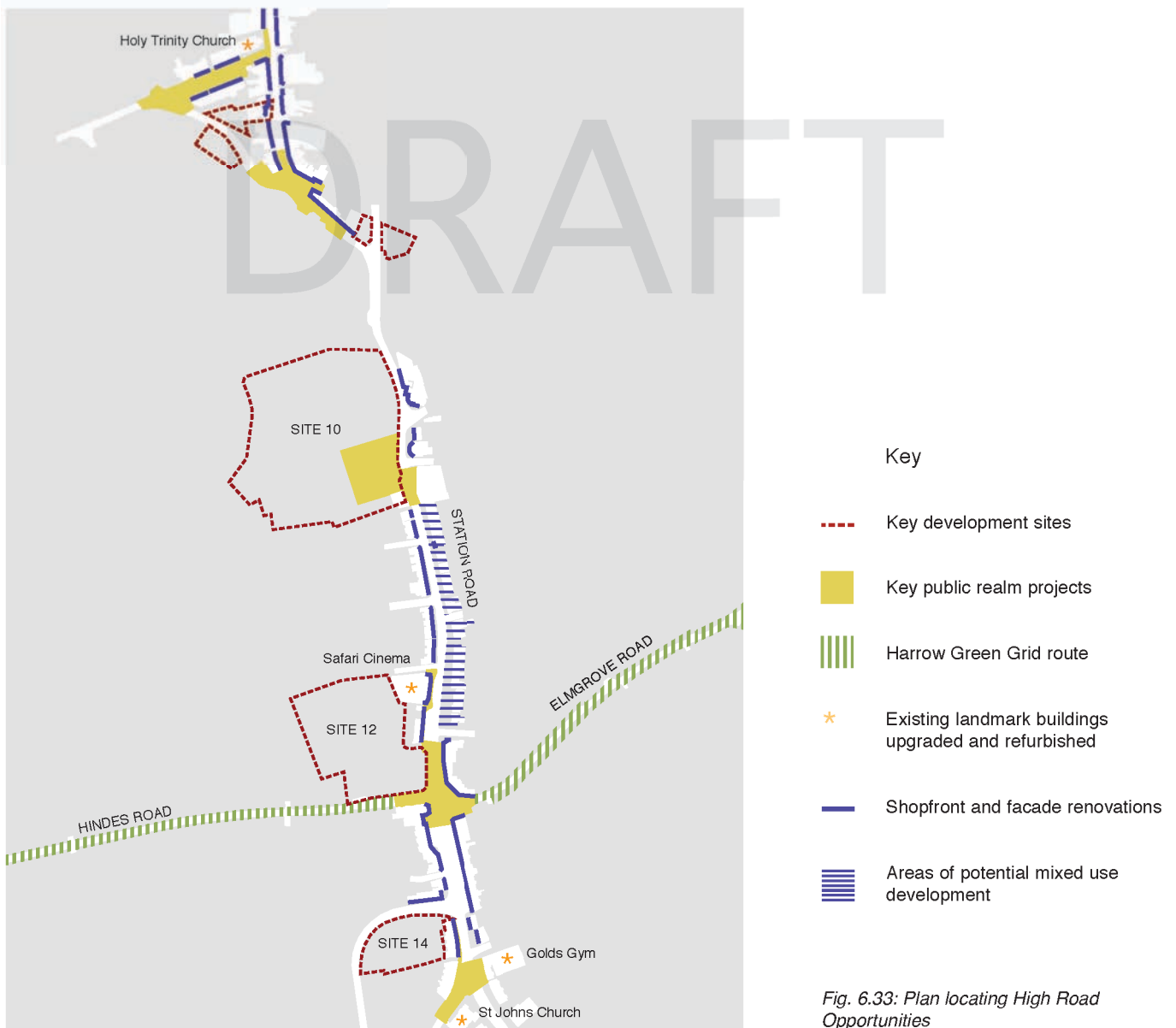


Fig. 6.33: Plan locating High Road Opportunities

- Leading land use** - Retention of predominantly retail, cafe and community on ground floor
- Supporting land use** - 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 the forecourt, 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

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.5.6
Site 12: Tesco



Fig. 6.34: Looking north west across existing site which is dominated by a large car park with the building set back away from the street edge against the edge of the site.

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

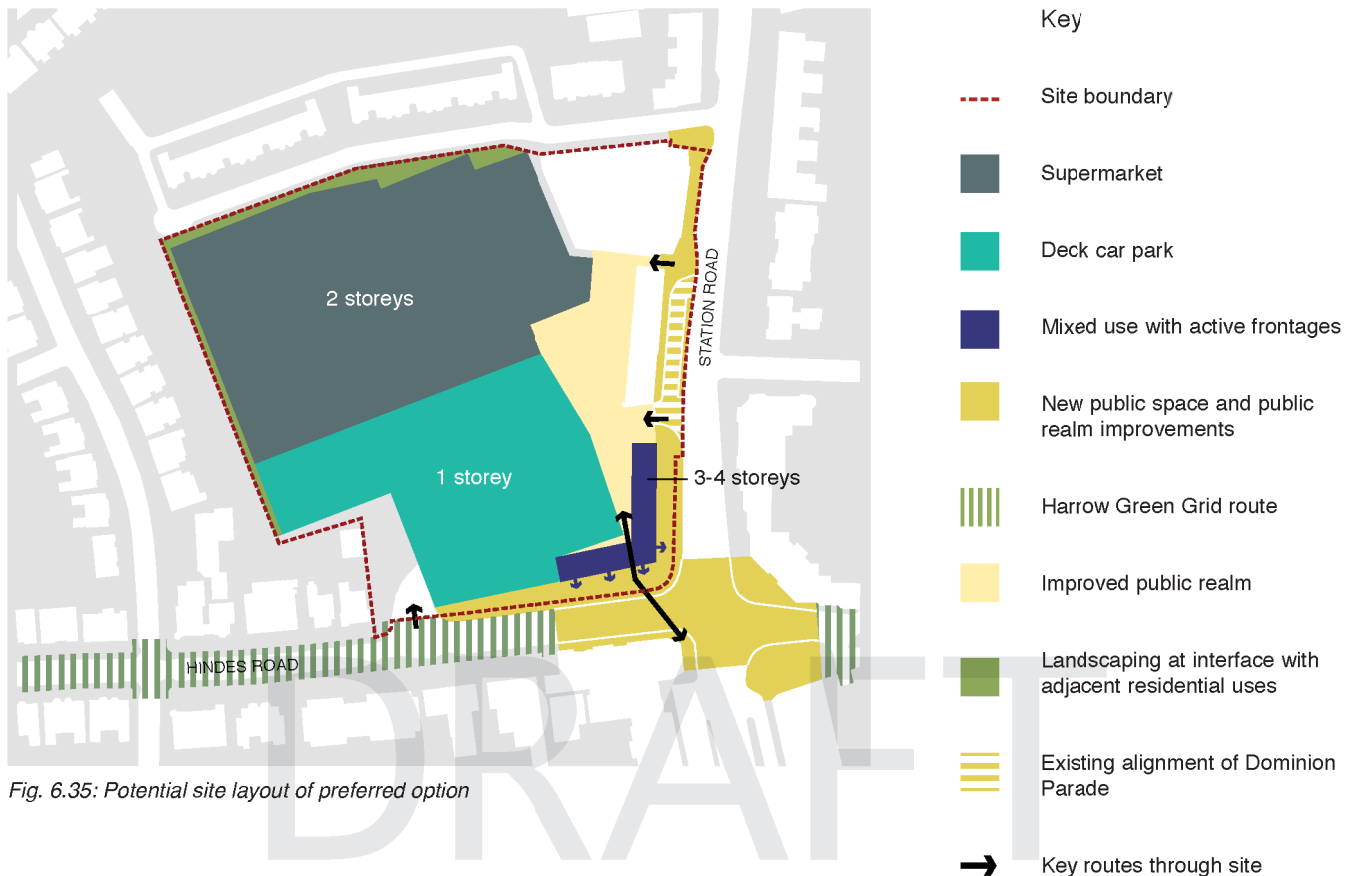


Fig. 6.35: Potential site layout of preferred option

Leading land use	- A1 Retail (net increase in convenience floorspace from 3,050m ² to 3,700m ² and 2,760m ² of net additional comparison retail floorspace)
Supporting land use	- 350m ² of A1-A3 Use Class Floorspace C3 Residential (capacity for a minimum of 14 residential units)
Minimum outputs	- 14 homes - 130 jobs
Site description	- 2.10 Ha site in private single ownership at the junction of Hindes Road and Station Road comprising a single storey (3,050m ² 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
Site constraints/dependencies	- None

SUB-AREA AND SITE SPECIFIC GUIDANCE

Design considerations

- Improved boundary treatment with neighbouring residential uses through planting and other appropriate screening
- New mixed use development to extend along the Station Road site boundary and at the corner of the eastern Hinds Road site boundary providing ground floor retail units with maximum two storey residential above.
- The existing roundabout on Hinds 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.
- 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.
- 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.
- 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.
- Car parking areas should be screened to give a positive urban presence to the street where visible.

Streetscene:

- 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 Hinds 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 Hinds 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 north-south and east-west walking desire lines along Station Road and Hinds Road.

Built form design:

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

**Site specific
infrastructure**

- Enlarge, refurbish and renew footpath along Station Road and Hindes Road
- Open space contribution for residential development

Delivery

- Planning application received
- Completion expected by 2013

DRAFT

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.5.7
Site 13: Greenhill Way car park north



Fig. 6.36: Existing site.

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 (capacity for a minimum of 35 residential units)
- C1 Hotel

Supporting land use

- None

Minimum outputs

- 35 homes
- 30 jobs

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 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 intensification area.

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
Completion expected by 2013
- Planning application granted for the hotel development on the eastern part of the site in June 2010
Completion expected by 2014

DRAFT

6.5.8

Site 14: Greenhill Way car park + Debenhams



Fig. 6.37: Looking south west across existing site; the Debenhams store forms a clear edge to the south with semi-detached residential properties across the road along the west of Greenhill Way.

Key site objectives

- Metropolitan town centre site providing the opportunity to reconnect to the High Street and Station Road as part of a phased development opportunity
- Gateway function within the Heart of Harrow, with new retail provision 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

DRAFT

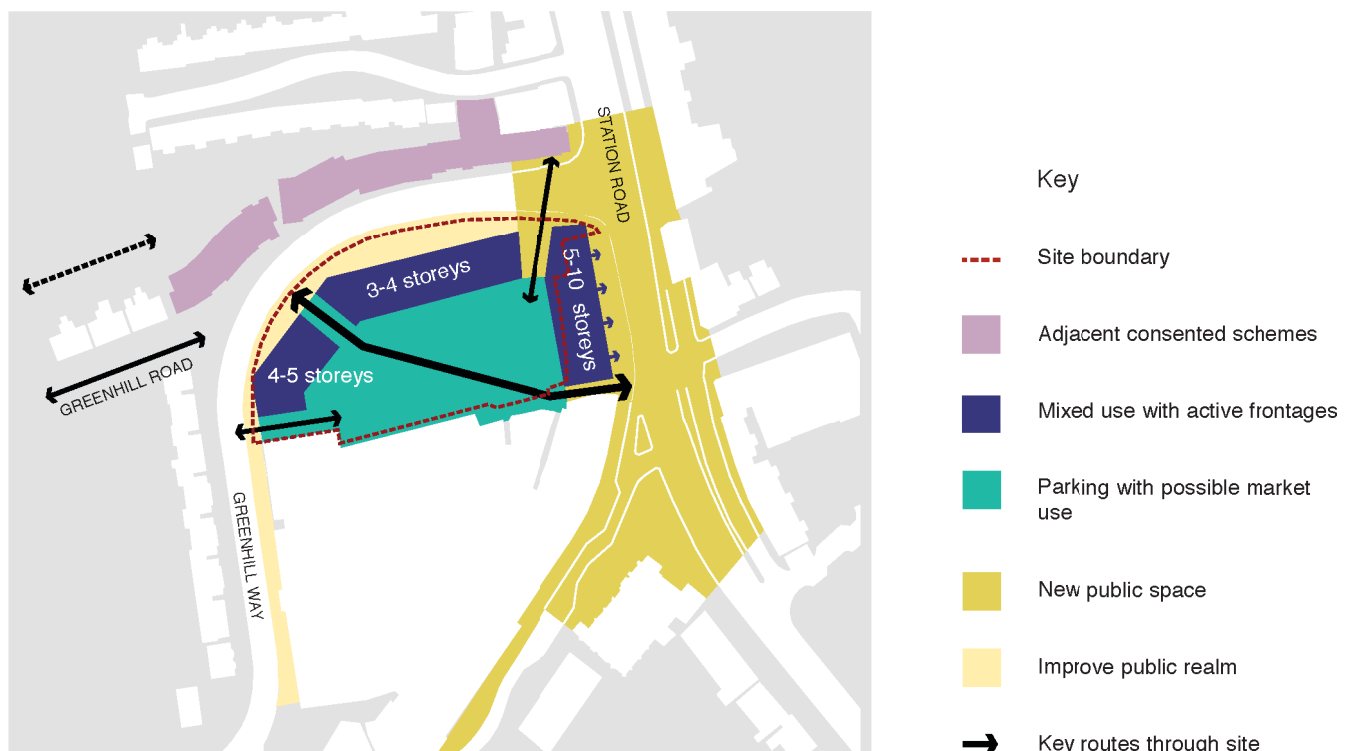


Fig. 6.38: Potential site arrangement of preferred option (car park only).

SUB-AREA AND SITE SPECIFIC GUIDANCE



Fig. 6.39: Farmer's market at Bemondsey Square in Southwark. The retained car park could accommodate market uses on specific days, as has previously been the case on this site.

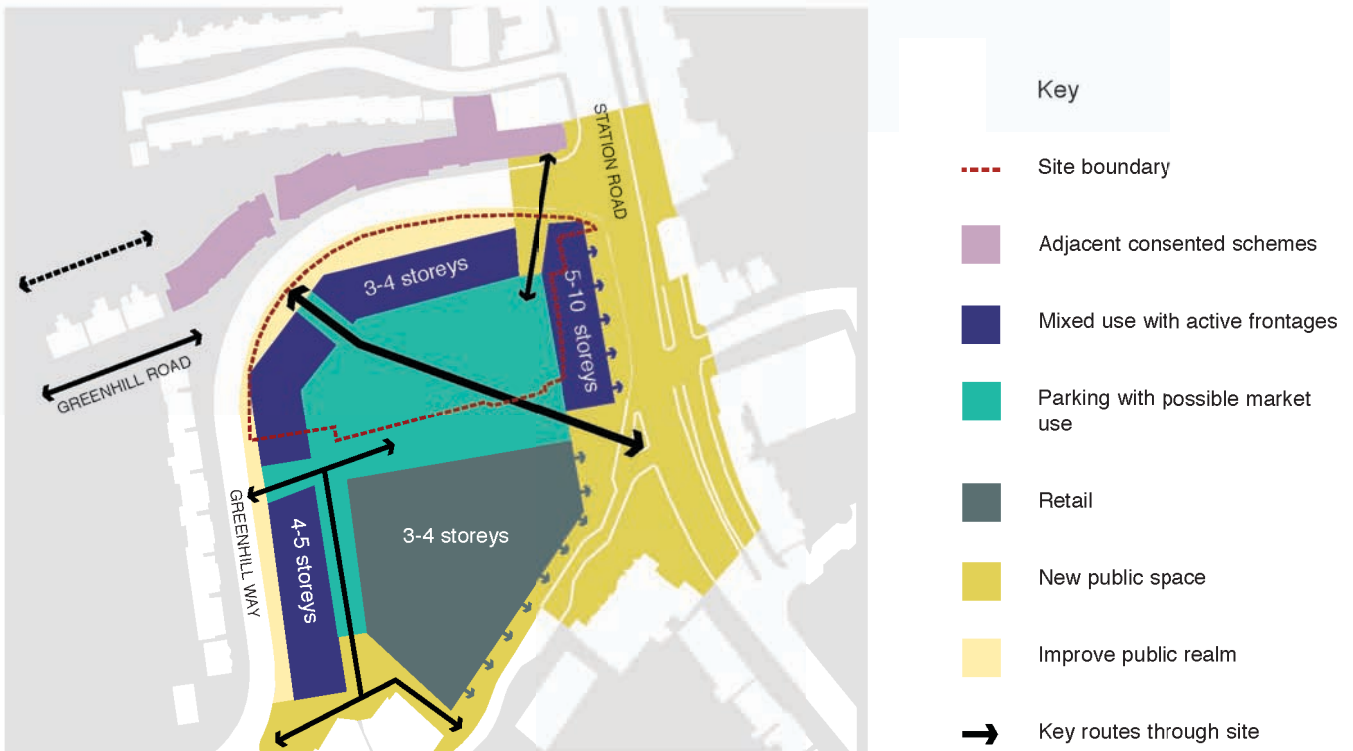


Fig. 6.40: Potential site arrangement of preferred option (comprehensive development of car park and Debenhams building).

Leading land use	- A1 – A3 Retail (net 2,880m ²)
Supporting land use	- C3 Residential (capacity for a minimum of 90 residential units) - D2 Community and Leisure
Minimum outputs	- 90 homes - 100 jobs
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
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 Harrow Town Centre. - Provide permeability through the site for pedestrians and cyclists moving through from the surrounding residential area to the Town Centre. - Consider temporary uses for the site, such as market or special events, to test the capacity of this site for social enhancement and urban integration. - Design new mixed use development at this site to work both with and without a redevelopment of the Debenhams site. - Mend and improve the 'High Street' frontage and support improved pedestrian permeability through the site. - Design straight building fronts to form a series of wider footways and public spaces at the site edges. - Make continuous active frontages at Station Road side. - Locate active corner uses at Greenhill Way.
Site specific infrastructure	- Car parking reprovision (likely to be multi storey) to serve the town centre - Public realm and public space provision to enable continued use for markets
Delivery	- Council to actively market the site and 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 to provide a new Debenhams store, providing permeability and access from Greenhill Way through to Station Road - Phasing of development is likely to be in the period 2016-2021

♥ Harrow Western Gateway



6.6

Sub-area: Harrow Western Gateway

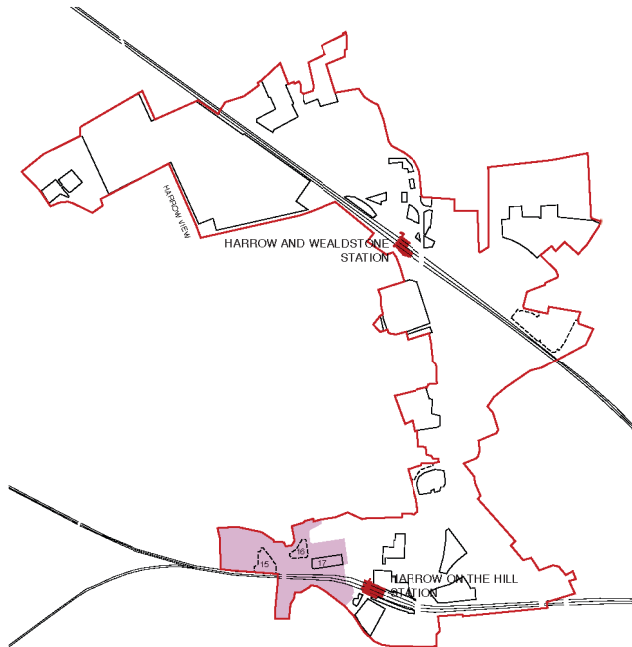


Fig. 6.41: Key development sites and the extent of Harrow Western Gateway sub area.

6.6.1

Key sites in this sub-area

- | | |
|----|-------------------|
| 15 | Neptune Point* |
| 16 | Bradstowe House* |
| 17 | College Road West |

* Denotes schemes currently under construction

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

6.6.2

The character of the sub-area

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

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.

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.

6.6.3

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

For many years this area of Harrow Town Centre has been undervalued as a town centre, 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 Pinner Road junction.

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.

Strategic Objectives:

- 435 houses
- 650 jobs
- Improvements to Pinner Road roundabout underpasses to encourage pedestrian and cyclists movement into Harrow Town Centre from the west
- Improvements to pedestrian environment along College Road to encourage pedestrian movement to the west when exiting Harrow on the Hill Station's northern exit

SUB-AREA AND SITE SPECIFIC
GUIDANCE

- Treatment/replacement of timber wall along railway edge on College Road southern footway with more dynamic 'human' edge
- Additional bus standing capacity in Kimberley Road



Fig. 6.42: Looking west along College Road with the infrastructure of railway, roads and flyover influencing the character of the sub area [place-holder for forthcoming photomontage].

6.6.4

Site 15: Neptune Point



Fig. 6.43: Artist's impression of completed scheme.

Key site objectives

- Consented mixed residential/retail development under construction
- Residential and employment numbers contribute to the Heart of Harrow housing and job targets
- Provide a new active and vibrant western edge to the town centre

Leading land use - C3 Residential & A1 Retail

Supporting land use - A3 Restaurants and Cafes
- Car parking

Minimum outputs - 146 homes
- 120 jobs

Site description - 146 flats provided via a number of tall blocks above 3,450sqm of retail supermarket (Morrisons)
- Site is to the south west of Pinner Road junction and includes proposals to improve the pedestrian access to the site via the roundabout underpass

Site constraints/dependencies - The design has been carried out in advance of the area masterplan, and has not been considered as part of the Area Action Plan.

Design considerations - Consider reviewing associated public realm and landscape design to help contribute positively to the wider environment

Site specific infrastructure - Open space contribution for residential development
- Off-site public realm improvements
- Customer car parking
- CHP to service main building uses on the site in accordance with London Plan policy

Delivery - Scheme is currently under construction and should be completed in 2012

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.6.5
Site 16: Bradstowe House



Fig. 6.44: Existing site.

Key site objectives

- Consented mixed residential/ retail development under construction (construction has stalled)
- Residential and employment numbers contribute to the Heart of Harrow housing and job targets

- Leading land use**
- C3 Residential
 - A1 / A3 Retail
 - D2 Leisure
 - B1 Office

- Supporting land use**
- A3 Restaurants and Cafes
 - Car parking

- Minimum outputs**
- 140 homes
 - 150 jobs

- Site description**
- Multi-storey development arranged in terraced blocks with finished height ranging from 2-10 storeys. Site is surrounded by busy roads on all sides.

- Site constraints/dependencies**
- The design has been carried out in advance of the area masterplan, and has not been considered as part of the Area Action Plan.
 - Leisure is currently not viable within building design
 - Protected local views

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

- 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 2013

DRAFT

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.6.6 Site 17: College Road west



Fig. 6.45: Existing site looking west along College Road.

Key site objectives

- To raise the quality and image of this end of the town centre
- Improve public access and public realm environment benefiting from existing southern aspect
- Provide active frontage to ground floor and improvements to frontages, including landscaping
- To strengthen the role of College Road as a public promenade that connects new and existing Harrow town centre building frontages together.

DRAFT

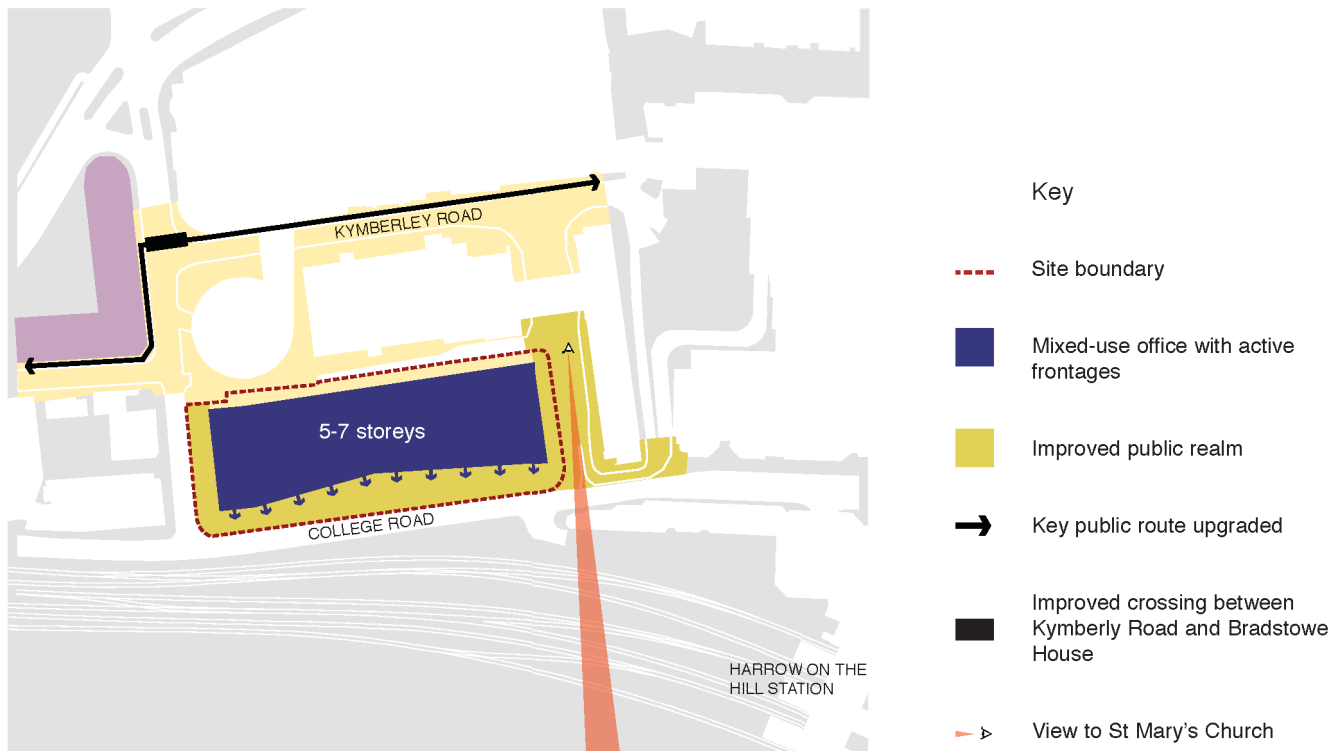


Fig. 6.46: Potential site layout of preferred option

Leading land use	- 6,000m ² of B1 Office - 2,000m ² of A1-A3 Retail
Supporting land use	- C3 Residential
Site description	- 0.52 Ha 3/4 storey offices on the northern side of College Road, to the west of Harrow on the Hill station
Minimum outputs	- 140 homes - 340 jobs
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	<ul style="list-style-type: none"> - 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, 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, in conjunction with the building design - 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
Site specific infrastructure	<ul style="list-style-type: none"> - Improved frontages on College Road and Kymberley Road - Public Art and lighting - Pedestrian and cycle links - Streetscape and road crossing improvements
Delivery	<ul style="list-style-type: none"> - 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, and 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.

♥ Harrow Town Centre



6.7

Sub-area: Harrow Town Centre



Fig. 6.47: Key development sites and the extent of Harrow Town Centre sub area

6.7.1

Key sites in this sub-area

18	Havelock Place
19	51 College Road
20	Harrow on the Hill carpark west
21	Lowlands Recreation Ground
22	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.

6.7.2

The character of the sub-area

Harrow town centre contains most of the Intensification Area'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 offers 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 fulfill expectations for the place itself.

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. The architecture and urban design of these important functions let the place down. The poor built quality defers to the older residential historic centre of Harrow on the Hill to the South. Nevertheless, developer interest remains strong, highlighting both opportunities and market confidence in the town centre.

College Road is currently not fulfilling its potential as a vibrant quarter. It offers an underwhelming pedestrian environment and poor permeability. The large development site at 31-51 College Road currently obstructs access and views towards Harrow on the Hill, across the railway.

In general, orientation and signage is poor, and there is little sense of that the sub area is a unified central core to the town centre. The large shopping malls in the area are inward-looking, making little contribution to the quality of place while creating barriers to comfortable pedestrian movement in the town centre. St Annes' 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.

6.7.3

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

The station and associated sites are facing substantial development opportunities which need to be handled with confidence to result in a reversal of the poor current character.

Harrow Town Centre will be revitalised as a town centre destination of choice, where a metropolitan role will thrive and where vibrant social and economic activity can thrive ay and night. Market

SUB-AREA AND SITE SPECIFIC GUIDANCE

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.

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.

Strategic Objectives:

- 445 houses
- 222 jobs
- Improvements to southern road edge to improve impression of existing service spaces, rubbish bins etc stored along here
- Better integration of Lowlands Recreation Ground with its context to increase use and contribution
- Improvements to College Road, building on success of Station Road improvements.
- Improvements to pedestrian areas around the edges of St George’s mall
- Improvements to St Anns Road including decluttering and making better provision for stalls, performance spaces and play opportunities for children
- Pedestrian link between College and St Anns Road via Havelock Place
- Shopfront improvements along College Road to improve impression of Town Centre
- Creation of high quality public spaces, associated with new development, inviting and making provision for inhabitation of the town centre



Fig. 6.48: Looking east along College Road from the northern entrance to Harrow on the Hill Station [place-holder for forthcoming photomontage].

6.7.4

Site 18: Havelock Place



Fig. 6.49: A modest entrance to Havelock Place from College Road could be created through the frontage here.

Key site objectives

- To re-connect the Metropolitan Town Centre from Station Road and St Annes' 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

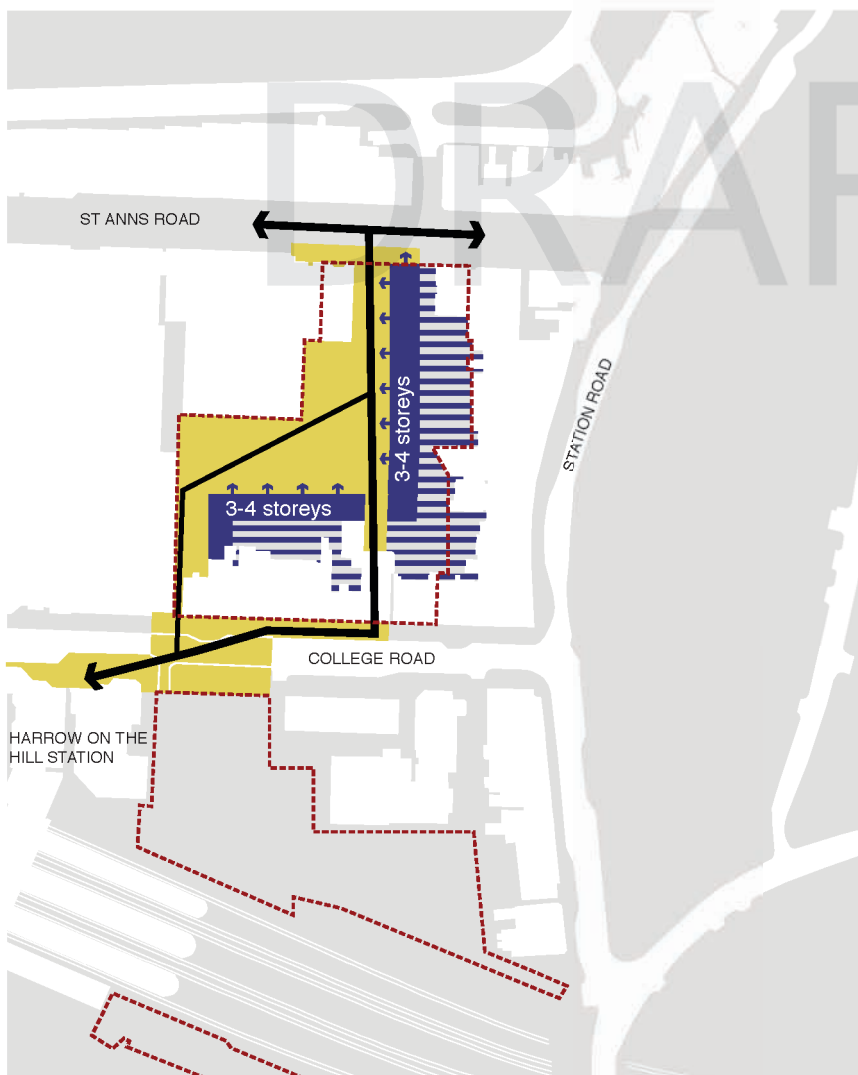


Fig. 6.50: Potential site layout of preferred option.



Fig. 6.49: Looking southward into existing site, currently as service yard serving properties along College, Station and St Anns Road.

Key

- - - Site boundary
- Mixed use with active frontages
- ▬ Rationalised service yards and access
- New public space
- ➔ Key pedestrian and cycle route through site

SUB-AREA AND SITE SPECIFIC GUIDANCE

- Leading land use**

 - Dual public space providing pedestrian and servicing access from College Road and St Anns 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

- Site description**

 - 0.57 Ha, backland site comprising service yards to the St Anns Centre and premises fronting Station Road and College Road, together with free standing fitness centre

- Site constraints/dependencies**

 - Multiple ownership and poor visual quality
 - Rear service access to frontage properties would need to be reprovided
 - Creation of this link between the two roads is dependent on the redevelopment of this site over time, with the long term aim of delivering a new public space and route at the heart of the town centre. Although a longer term strategy, the future of the town centre is dependant on improving the public realm network, access and visibility

- Design considerations**

 - Station Road units as well as other St Anns Road traders are serviced from this area and service arrangements would need to be reconfigured within this proposal
 - Need for acquisition of Station Road units to create comprehensive development opportunity
 - Consolidate and rationalise existing service areas and redevelopment of part of College Road frontage to secure a new pedestrian link to Station Road and St Anns Road

- Site specific infrastructure**

 - Establish new active retail frontages
 - Provide a new mixed street environment that responds to activity at building edges
 - Contributions to Harrow Town Centre Infrastructure
 - Contributions to IA infrastructure

- Delivery**

 - 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. Temporary access could be secured by pushing through one of the ground floor units on College Road but, in reality, the redevelopment of the St Anns service area will be needed to provide the catalyst to delivery of this proposal, in tandem with incremental gains to be secured as and when individual sites on Station Road and College Road come forward.
 - Phasing to be over the entire Plan period and even beyond. The Council could look at positive intervention once the St Anns service yard has been redeveloped and a number of individual sites have been delivered.

DRAFT

6.7.5 Site 19: 51 College Road



Fig. 6.51: The site (currently still with the old Post Office building in place) seen from College Road.

Key site objectives

- Revitalise a large derelict site 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
- Re-establish Harrow town centre as a destination of choice and quality
- Increase visual and physical permeability at this site
- Improve and increase views to St Mary's Church, connecting the town centre with Harrow Hill

SUB-AREA AND SITE SPECIFIC GUIDANCE

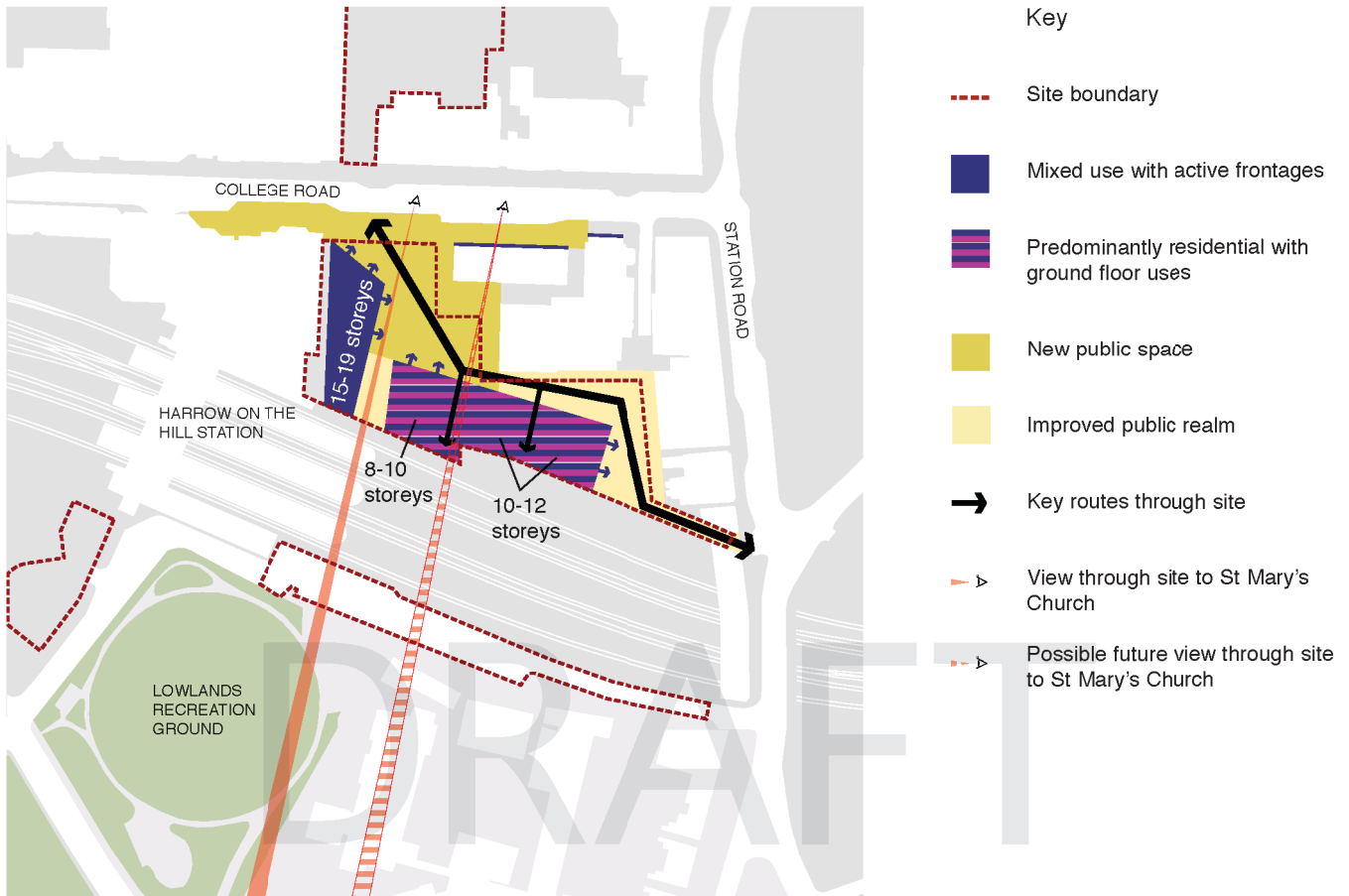


Fig. 6.52: Potential site layout of preferred option.

- Leading land use**
- C3 Residential (flats)
 - A1 Shops
 - D1 Non Residential Institutions - Civic/community

- Supporting land use**
- A3 Café and Restaurants
 - B1 Office

- Minimum outputs**
- 400 homes
 - 40 jobs

- Site description**
- 1.05 ha, vacant former post office and sorting office fronting College Road to the East of Harrow on the Hill station, extending back to the railway at the rear.

- Site constraints/dependencies**
- The site is impermeable, and offers limited opportunities for pedestrian and cycle access without substantial redesign of buildings
 - The site offers key views to St Mary's Church

Site constraints/ dependencies (cont'd)

- Adjoining buildings provide a range of constraints in terms of limited active frontage and rights of light
- Limited road frontage
- Adjacent to busy railway

Design considerations

- The principle of a tall building on this site has been accepted by the Planning Inspector.
- Exemplar design is required to ensure the development makes a significant positive contribution to the Harrow skyline and is a highly visibility asset both within and across the Heart of Harrow
- Opportunity to radically improve physical and visual permeability; enabling new views between; including views of St Mary's Church must be explored and secured
- Improve character and use of College Road via carefully placed active ground floor uses along the College Road frontage.
- Deliver legible, comfortable and attractive routes through and around the site that engage with the streets around, including College Road and Station Road.
- Provide confidently scaled buildings that relate to and engage with all parts of the site and surrounds. It is important that the buildings strike a careful material and formal balance between being special and visible, whilst being inclusive of the surrounding buildings and spaces
- 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.
- Provide civic/community uses within the site to enhance the Metropolitan status of Harrow town centre

Site specific infrastructure

- Community facility – new Harrow central library
- Public open space
- Upper level amenity area

Delivery

- The site is owned by Dandara, who had an appeal upheld. A revised planning application is anticipated and Council is in the early stages of pre-application discussions regarding the new proposal.
- Assuming the planning permission is made and granted in 2012, completion of development on the site is expected in 2014/15

6.7.6
Site 20: Harrow-on-the-Hill car park west



Fig. 6.53: Existing site looking north toward Harrow on the Hill station's southern entrance.

Key site objectives

- Turn site into a positive urban asset adjacent to Lowlands Park
- Provide active frontage to Station Approach and Lowlands Park
- Use residential uses to provide overlooking and provide positive enclosure to the Park and Station Approach.

Leading land use	- C3 Residential (flats)
Supporting land use	- A3 Café/restaurant at ground floor - B1 Office
Minimum outputs	- 45 homes - 14 jobs
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	- Public reliance on private transport and parking facilities - Access to be retained to LUL operational facilities to the north west - Adjoins Conservation Area and Metropolitan Open Land
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 new taller development at 51 College Road. - 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.

6.7.7
Site 21: Lowlands Recreation Ground



Fig. 6.54: Existing site viewed from southern exit/entrance to Harrow on the Hill station.

Key site objectives

- Establishing the south side of the railway as a highlight for Harrow
- Increased use of and better access to this key town centre green space
- 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.



Fig. 6.55: Sketch of Lowlands recreation ground showing improved connectivity with Harrow-on-the-Hill Station, improved entrances, new diagonal paths and raised tree canopies to improve accessibility

- Leading land use** - Recreation, open green space
- Supporting land use** - Outdoor performance space and 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**
- Part of the Roxborough Park and the Grove Conservation Area
 - Allocated as Metropolitan Open Space
 - Poor access from Station exit
 - 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

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.7.8
Site 22: Harrow-on-the-Hill car park



Fig. 2.56: Existing site looking east from Harrow on the Hill southern exit.

Key site objectives

- 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
- Provide a more positive urban character at the southern side of the railway

Leading land use - B1 Office

Supporting land use - D1 Non Residential Institutions
- Car park

Minimum outputs - 87 jobs

Site description - 0.29 Ha ground level car park abutting southern edge of railway line, adjacent to Lowlands Recreation Ground

Site constraints/dependencies

- Adjoins Conservation Area and Metropolitan Open Land
- Vehicle access arrangements including turning circles etc need to be achieved within physically constrained site
- Building adjacent to railway line will have restrictions/implications

Design considerations

- Redesign existing car park linear strip as a covered area, 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

DRAFT

- 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 re-provision

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.

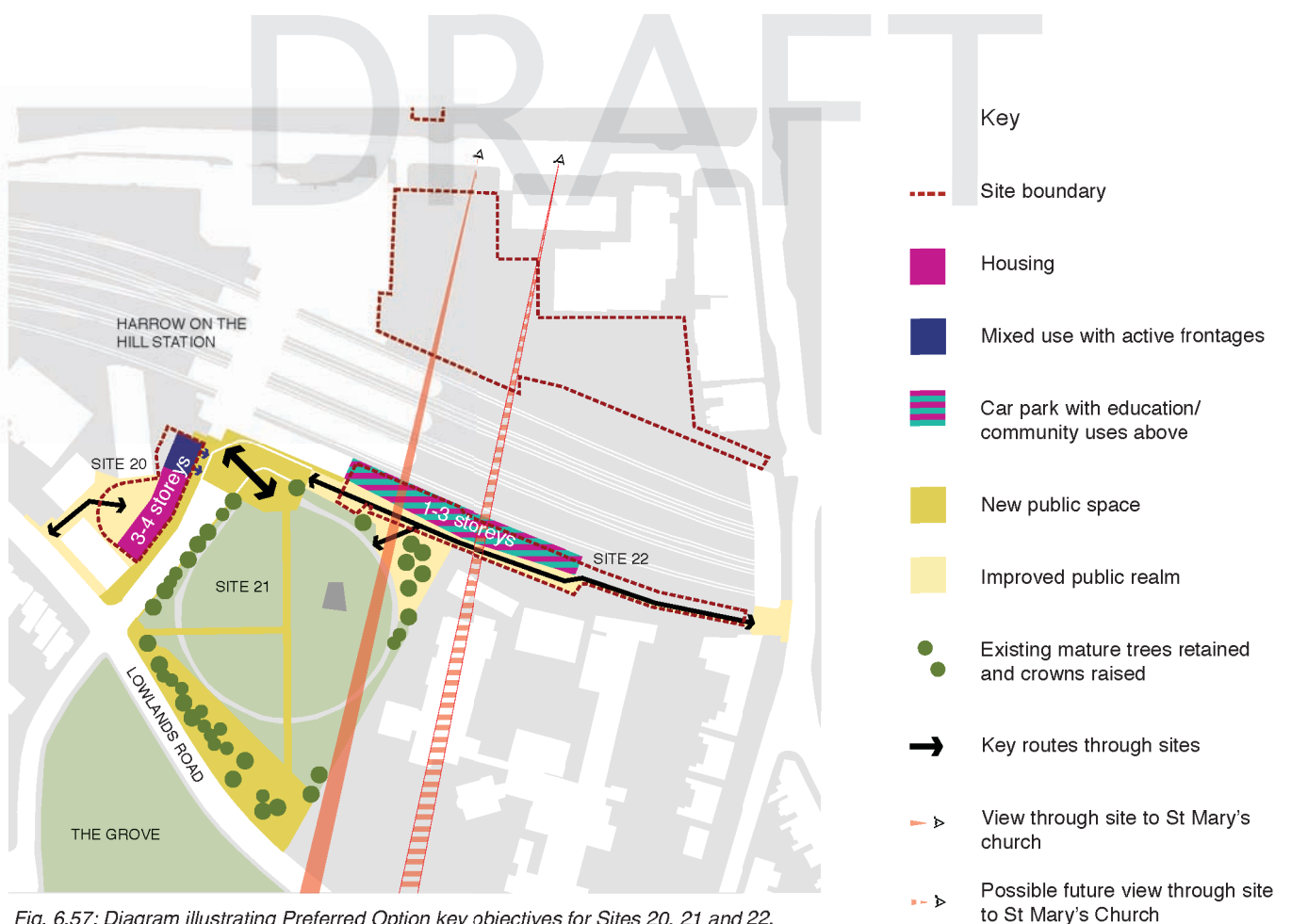


Fig. 6.57: Diagram illustrating Preferred Option key objectives for Sites 20, 21 and 22.

♥ Harrow Town Centre East



6.8

Sub-area: Harrow Town Centre East

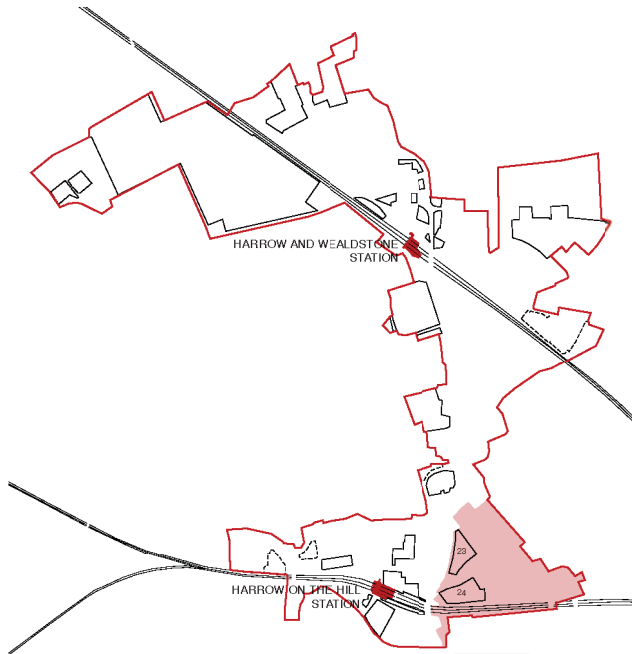


Fig. 6.58: Key development sites and the extent of Harrow Town Centre East sub area

6.8.1

Key sites in this sub-area

23	Lyon Road
24	Gayton Road

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

6.8.2

The character of the sub-area

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.

The range of building types, from 19th century to 1960's modern office buildings, indicates a varied urban character which is distinct and historically rich, although quality varies also.

6.8.3

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

There are two major development site opportunities within the sub area; Gayton and Lyon Road, both with key roles to play in supporting activities of the Town Centre. The sub area offers broader opportunities for development if sites such as the pub and its generous though underused environs are 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 both.

Strategic Objectives:

- 683 houses
- 269 jobs

Urban realm improvements:

- Improvements to existing modest pedestrian link from Station Road to Lyon
- New high quality public space to complement existing, newly created space at junction of Lyon and St John's Road

Infrastructure:

- Community facility – health centre

SUB-AREA AND SITE SPECIFIC
GUIDANCE



Fig. 6.59: Looking south east along St John's Road gives a good indication of the overall character of the sub area - medium rise buildings with a mix of residential and other uses in a leafy green setting [placeholder for forthcoming photomontage].

6.8.4

Site 23: Lyon Road



Fig. 6.60: Existing site seen looking south east from the pedestrianised space linking Lyon Road with Station Road.

Key site objectives

- Positive contribution to the local residential area, in terms of quality and character
- Making a new relationship between the Metropolitan Centre and this residential area; directly via Station Road
- Enhancement to the urban environment in terms of material presence, attractive streetscape, and good routes, access and permeability.
- Delivery of high quality residential and community uses

SUB-AREA AND SITE SPECIFIC GUIDANCE

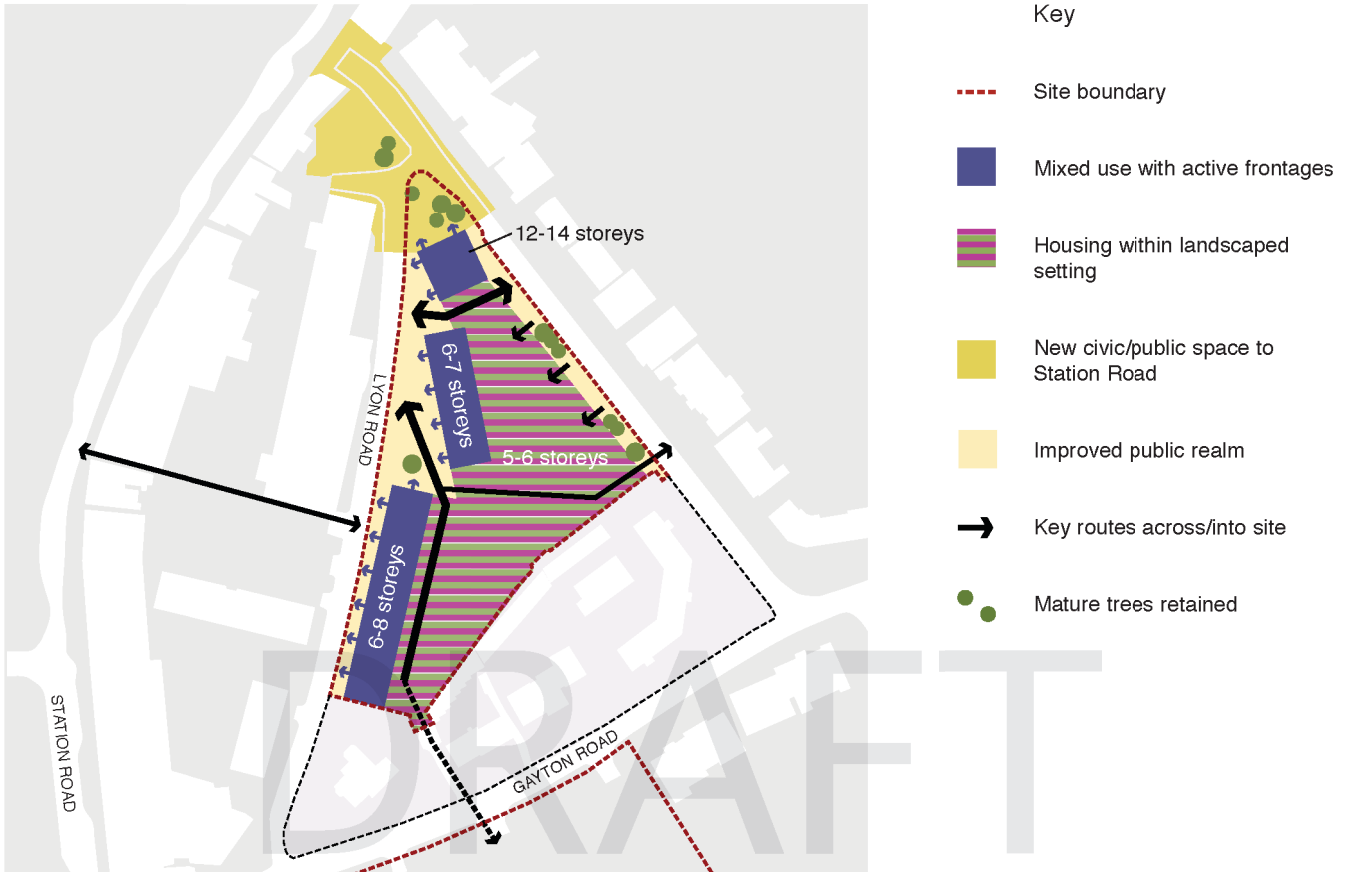


Fig. 6.61: Potential site layout of preferred option

- Leading land use**
 - B1 Office
 - C3 Residential (flats)
- Supporting land use**
 - Shops, cafe, community uses/health facility, public realm
- Minimum outputs**
 - 300 homes
 - 180 jobs
- Site description**
 - 1.32 Ha, vacant of former major office site fronting Lyon Road and St Johns Road, to the east of the town centre commercial core
- Site constraints/dependencies**
 - Edge of centre site, with poor pedestrian links to Station Road and College Road
 - Significant change in levels from south to north and east to west
 - Mature trees (with TPO) on Lyon Road and St Johns Road frontage

Design considerations

- Residential scaled environment adjacent to Metropolitan town centre requires careful handling of scale and massing of new buildings
- Pedestrian and cycle visibility and accessibility is poor
- Provide a new integrated and generous public realm between Station Road and St Johns Road. It is important that the northernmost building relates directly to Station Road.
- 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.
- 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.
- Use brick to relate to the surrounding existing residential buildings.
- Apply a building arrangement and massing which locates taller buildings to Lyon Road/St Johns Road.
- 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

- Contributions to Harrow Town Centre Infrastructure
- Contributions to IA infrastructure

Delivery

- A planning application for the redevelopment of the whole site has recently been lodged.
- Subject to grant of permission, the scheme is likely to be completed in 2012/13

SUB-AREA AND SITE SPECIFIC GUIDANCE

6.8.5

Site 24: Gayton Road



Fig. 82: Existing site looking north toward adjacent medium rise residential block.

Key site objectives

- Positive contribution to the local residential area, in terms of quality and character
- Making a new relationship between the Metropolitan Centre and this residential area
- Enhancement to the urban environment in terms of material presence, attractive streetscape, and good routes, access and permeability
- Delivery of high quality residential and community uses

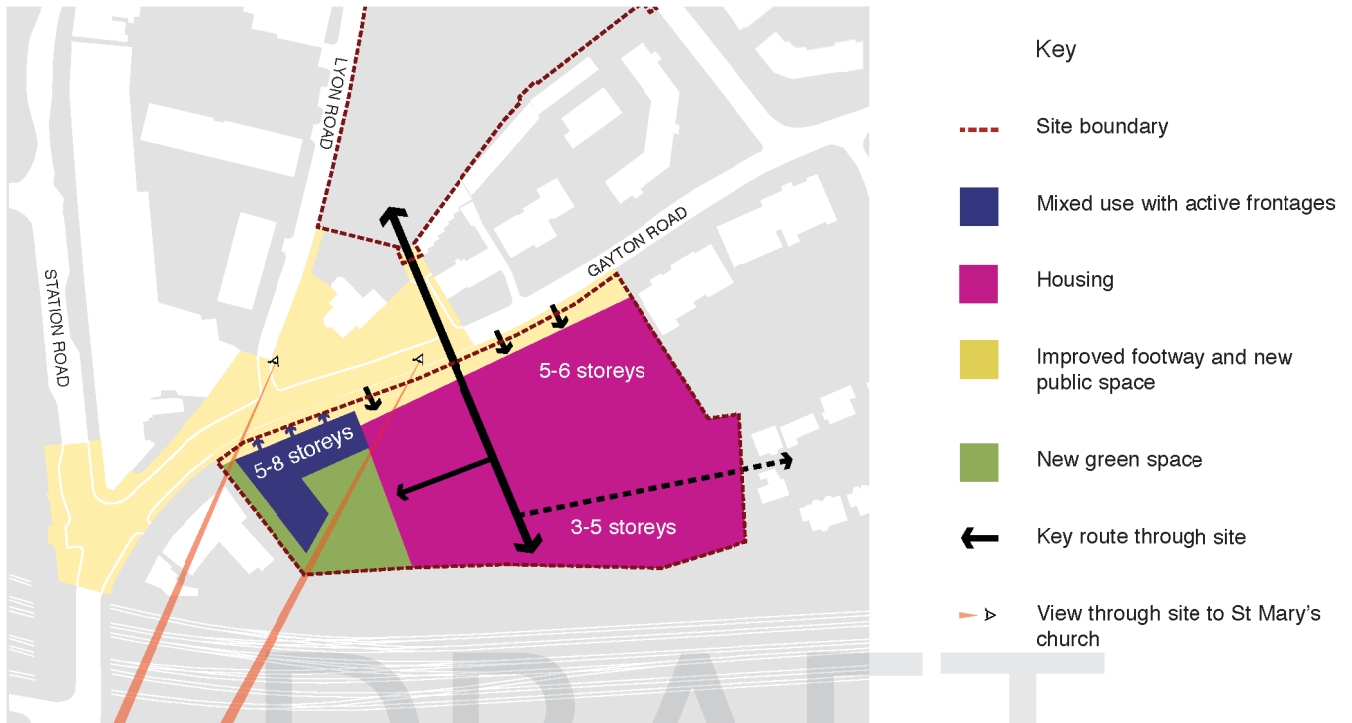


Fig. 83: Potential site layout of preferred option

Leading land use - C3 Residential (houses and flats)

Supporting land use - Community/Civic use
- B1 Office

Minimum outputs - 350 homes
- 30 jobs

Site description - 1.20 ha former library, long stay public car park and single story block of 9 flats

Site constraints/dependencies

- Complex site in terms of different urban characters from residential, to railway to High Street
- Proximity of railway
- Comprehensive redevelopment will require acquisition of the residential block
- Retention of car park will limit development potential on the site
- 2 storey housing adjoins south east corner of the site

SUB-AREA AND SITE SPECIFIC GUIDANCE

Design considerations

- Design this site to tie in with urban grain, routes, material and massing proposed at Lyon Road, and existing adjacent sites.
- Create routes through site to tie in with adjacent roads.
- Provide substantially improved public realm, green space and streetscape at Gayton Road and new routes within site
- 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.
- Retain existing view through the site to Harrow on the Hill and St Mary’s Church spire
- 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
- Design buildings in brick to accord with the local material context.
- 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
- Remove car parking and relocate within town centre in conjunction with improved pedestrian and cycle links.
- 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 applications 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



6.9

Outputs across the sub-areas

6.9.1

Quantums to be delivered in each sub-area

Sub-area:	Homes:	Jobs:
Wealdstone West	- 1,150 min / 1,300 max	1,400 min / 2,000 max
Wealdstone Central	- 160 min / 200 max	250 min / 300 max
Wealdstone East	- 160 min / 180 max	120 min / 150 max
Station Road	- 420 min / 500 max	400 min / 500 max
Harrow Western Gateway	- 275 min / 325 max	350 min / 450 max
Harrow Town Centre	- 400 min / 450 max	210 min / 300 max
Harrow Town Centre East	- 400 min / 600 max	650 min / 700 max
Total	- 2,965 min / 3,555 max	3,380 min / 4,400 max

DRAFT



Delivery and implementation

7.1

Infrastructure delivery strategy

7.1.1

Purpose

The purpose of this section of the AAP is to demonstrate the practicality and deliverability of infrastructure agenda for the Heart of Harrow Intensification Area.

The infrastructure agenda developed for the Intensification Area includes movement, public realm, social infrastructure and energy components. The focus is on components that will be used by the public rather.

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 Intensification Area 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.

7.1.2

Key Projects

The following key projects have been identified. These are central to the vision for the Heart of Harrow Intensification Area 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 bridge from Kodak site to heart of Wealdstone
- 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

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.

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 Intensification Area Vision.

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 in to its delivery phase.

7.1.3

Costs and Funding

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.

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.

These amounts can also be placed in the context of more than £500,000 of private investment that can be expected as housing and commercial development is delivered in the Intensification Area.

DELIVERY AND IMPLEMENTATION

7.1.4 Key Infrastructure Delivery Findings

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.

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. This will be primarily residential development based given relatively low commercial values. Any increased contribution for Affordable Housing will reduce this amount.

It can also be expected that external funding will be made available as part of on going budgeting by Transport for London, and the UK Highways Agency, Department of Health and Department for Education. A proposed requirement for £20 to 22m to 2026 has been identified.

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 should be considered.

7.1.5 Key Findings

The Heart of Harrow Intensification Area 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 other high cost items.

Infrastructure delivery costs identified are considered to be proportionate to the scale of residential and commercial development identified. The AAP Issues and Options Report 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.

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	Developer Contributions
	Pedestrian Bridge			Wealdstone	3	TfL	LB Harrow
	Wayfinding Signage	Wayfinding Signage	Wayfinding Signage	Intensification Area	1, 2	LB Harrow	Developer Contributions
		George Gange Way	Greenhill Way		1, 2	LB Harrow	Developer Contributions
		Crossing upgrade	Crossing upgrade	Intensification Area	1	TfL	Developer Contributions
Highways	New Kodak Access	Station Road Upgrade		Intensification Area	1, 2	TfL	Developer Contributions
	Ellen Web Underpass / Junction			Intensification Area	1, 2	Developer Contributions	LB Harrow
		Milton Road Realignment		Station Road	2	Developer Contributions	LB Harrow
	Junction Improvements	Junction Improvements	Junction Improvements	Intensification Area	1, 2	DOT	Developer Contributions
	Roundabout Signals	Roundabout Signals	Roundabout Signals	Borough wide	1, 2, 3	DOT	
	Signal Upgrade	Signal Upgrade	Signal Upgrade	Borough wide	1, 2, 3	TfL	
	Electric Vehicle Charging Points				1, 2, 3	TfL	Developer Contributions
	Car Club Parking				1, 2, 3		Developer
Smart Travel Plus		Smart Travel Plus	Smart Travel Plus	Borough wide	1, 2, 3	TfL	
Public Realm							
Public Links, Open Spaces, Squares	Green Link at Kodak	Civic Site Public Link	Lowlands Recreation Ground	Intensification Area	1, 2, 3	Developer Contributions	LB Harrow
			Havelock Place	Town Centre	2, 3	Developer Contributions	
Pedestrian Upgrades	Ellen Web Underpass	Greenhill Way	Pinner Roundabout Ped Subways	Intensification Area	1	Developer Contributions	TfL
Lights, Furniture, Paving	Headstone Drive	Station Road	College Road	Intensification Area	1, 2, 3	Developer Contributions	TfL
Street Trees	Ellen Web Drive			Wealdstone	1, 2	Developer Contributions	TfL
	Headstone Drive	Station Road	TBD	Intensification Area	1, 2	LB Harrow	Developer Contributions
Social							
Primary School	Kodak Site			Wealdstone	2, 3	DfE	Developer Contributions
Secondary School	Teachers Centre Site			Borough wide	1, 2	DfE	Developer Contributions
Library			TBD	Borough wide	1	LB Harrow	Developer Contributions
Health Clinic			Lyon Road	Town Centre	1	Dept of Health	Developer Contributions
Leisure Complex	Leisure Centre Site			Borough wide	2, 3	LB Harrow	Developer Contributions
Energy							
CHP Network	CHP Network	CHP Network	CHP Network	Intensification Area	1, 2, 3	Developer Contributions	

Fig. 7.1: Intensification Area infrastructure schedule



Retail, Employment and Other Planning Designations

This chapter highlights proposed changes to retail and employment designations in the Intensification Area. All other existing retail and employment designations are proposed to remain, as shown on Harrow's Proposals 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 Proposals Map.

8.1

Retail Designations

8.1.1

Harrow Metropolitan Centre

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 PPS4 requirements to identify the major comparison retail destinations in town centres. There are no proposed changes to the Primary Shopping Frontages.

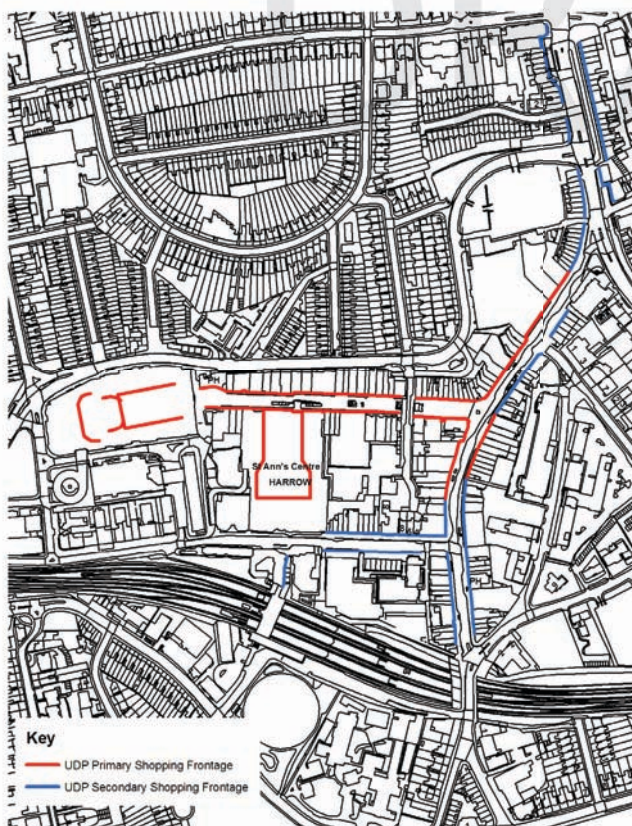


Fig. 8.1: Existing Frontages in Harrow town centre

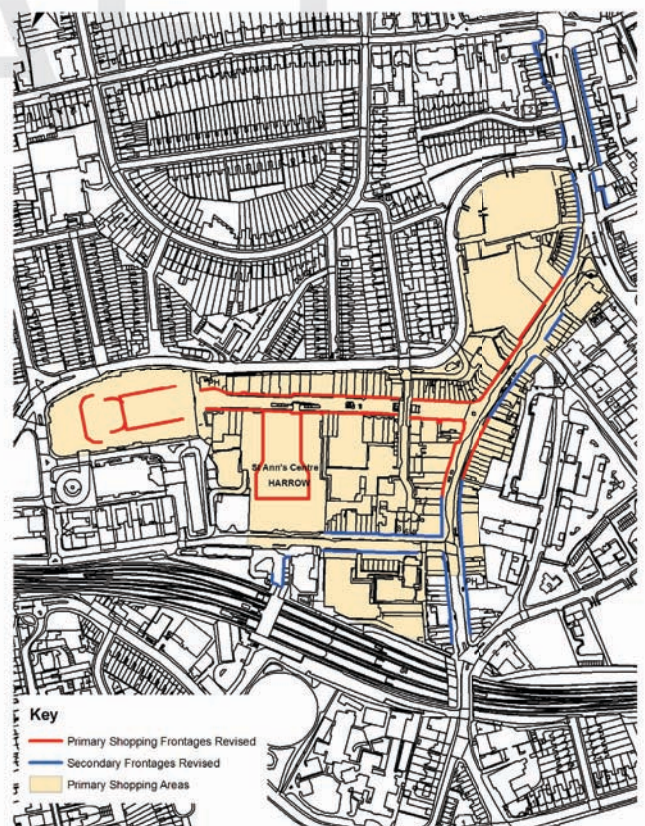


Fig. 8.2: Proposed Frontages and New Primary Shopping Area in Harrow Town Centre

RETAIL, EMPLOYMENT AND OTHER PLANNING DESIGNATIONS

8.1.2 Harrow Metropolitan Centre Boundary

The Council propose to amend Harrow Metropolitan town centre boundary as follows:

- Extend to the south west to include the Neptune Point development, which will include a significant amount of comparison floorspace and so it is appropriate to be included in a 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.

DRAFT

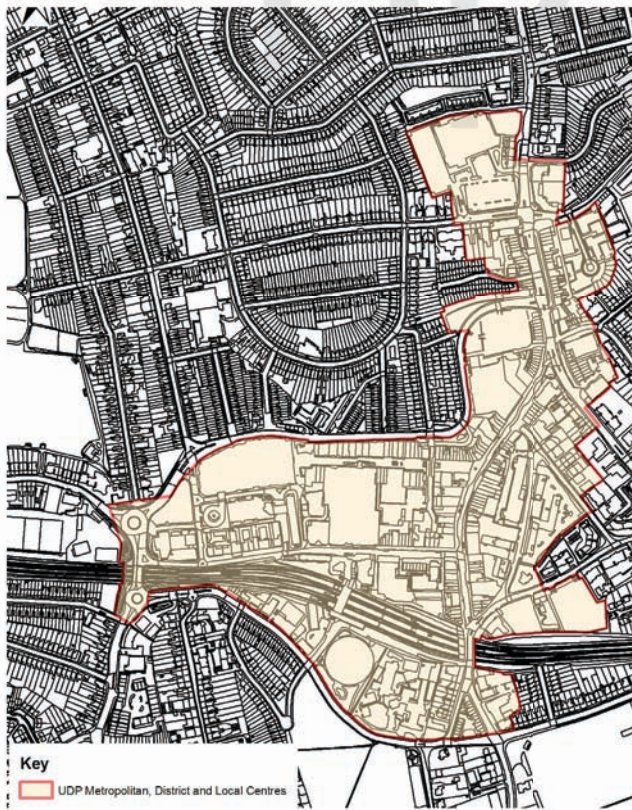


Fig. 8.3: Existing Harrow Metropolitan Town Centre Boundary

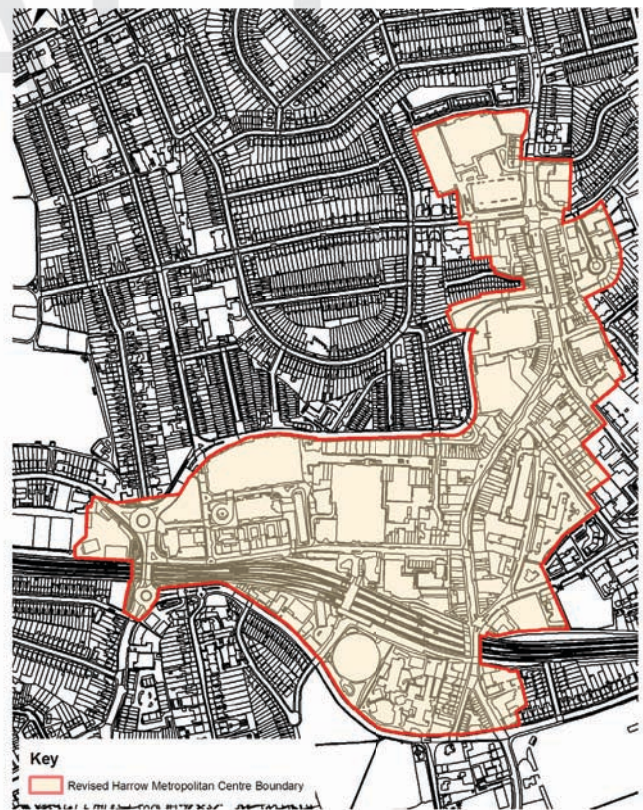


Fig. 8.4: Revised Harrow Metropolitan Centre Boundary

8.1.3

Wealdstone District Centre Retail Designations

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 PPS4 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.

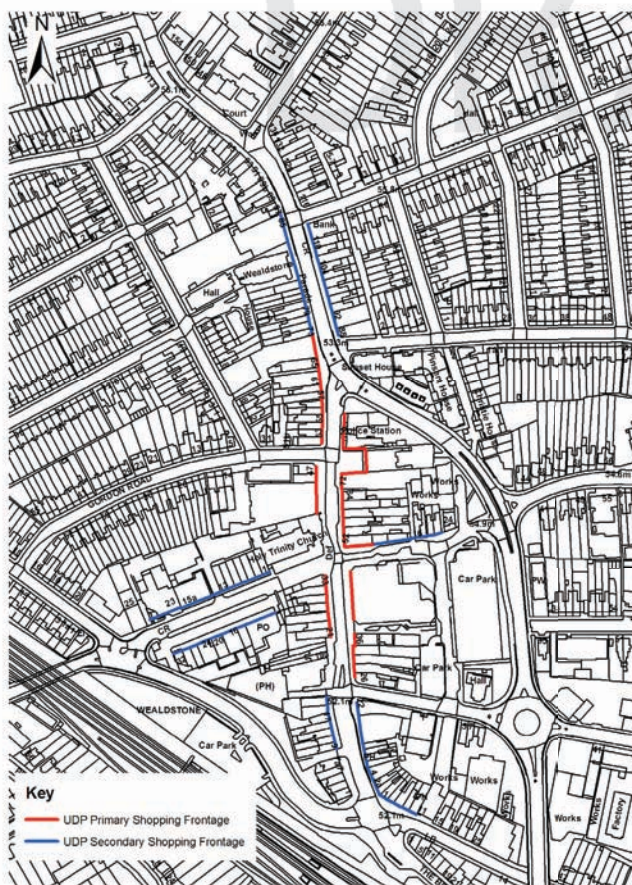


Fig. 8.5: Existing Frontages Wealdstone

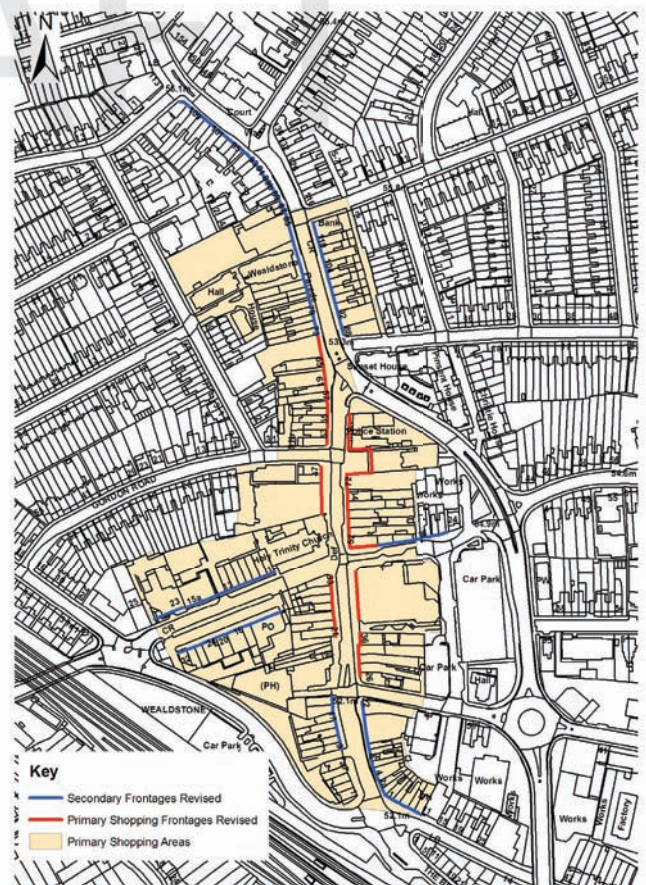


Fig. 8.6: Proposed Frontages and New Primary Shopping Area in Wealdstone Town

RETAIL, EMPLOYMENT AND OTHER PLANNING DESIGNATIONS

8.1.4 Proposed Neighbourhood Parades

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 (in the intensification area) to which detailed development management policies will apply. Neighbourhood parades outside the intensification area will be allocated in the Site Allocations DPD.

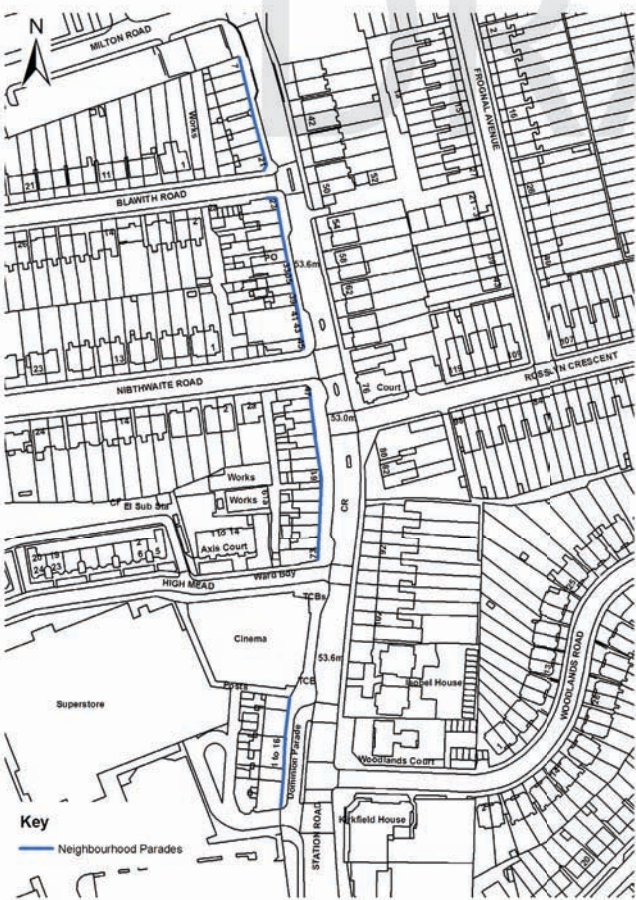


Fig. 8.7: Station Road Neighbourhood Parades.

8.2 Employment Use Designations

8.2.1 Former British Rail Goods Yard, Cecil Road, Wealdstone

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 proposals map. To safeguard its continued use for business purposes, this Area Action Plan now allocates the Goods Yard site as a business use area.



Fig. 8.8: Former British Rail Goods Yard, Cecil Road, Wealdstone.

DRAFT