



# Major Developments Panel

21 March 2012

# AAP Traffic Model

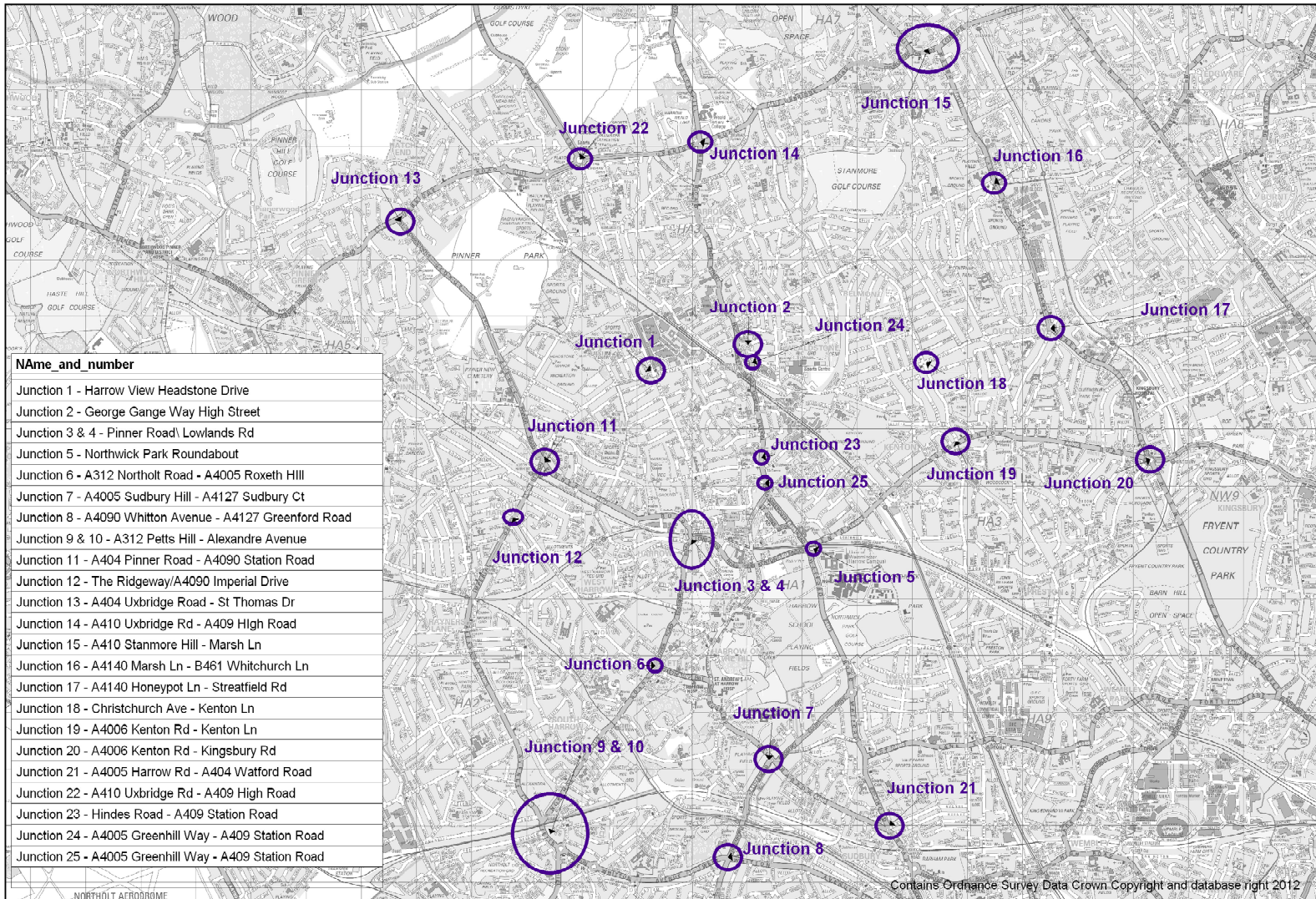
## Preliminary Findings

Hanif Islam  
Senior Professional – Transport Planning



1. Traffic appraisal of the AAP is being carried out using the SATURN based West London Highway Assignment Model (WeLHAM)
2. An area of approximately 2km around the AAP sites has been adopted for the study.
3. The focus is on 25 key junctions on the strategic road network.
4. This presentation summarises the findings of the modelling based on a preliminary estimate of trips from 24 sites.
5. Phase two of the study will take on board more detailed assumptions of development and begin identifying mitigation measures.

# Key Junctions





**2009 Base** – Extracted from WeLHAM and calibrated against Traffic Master Data

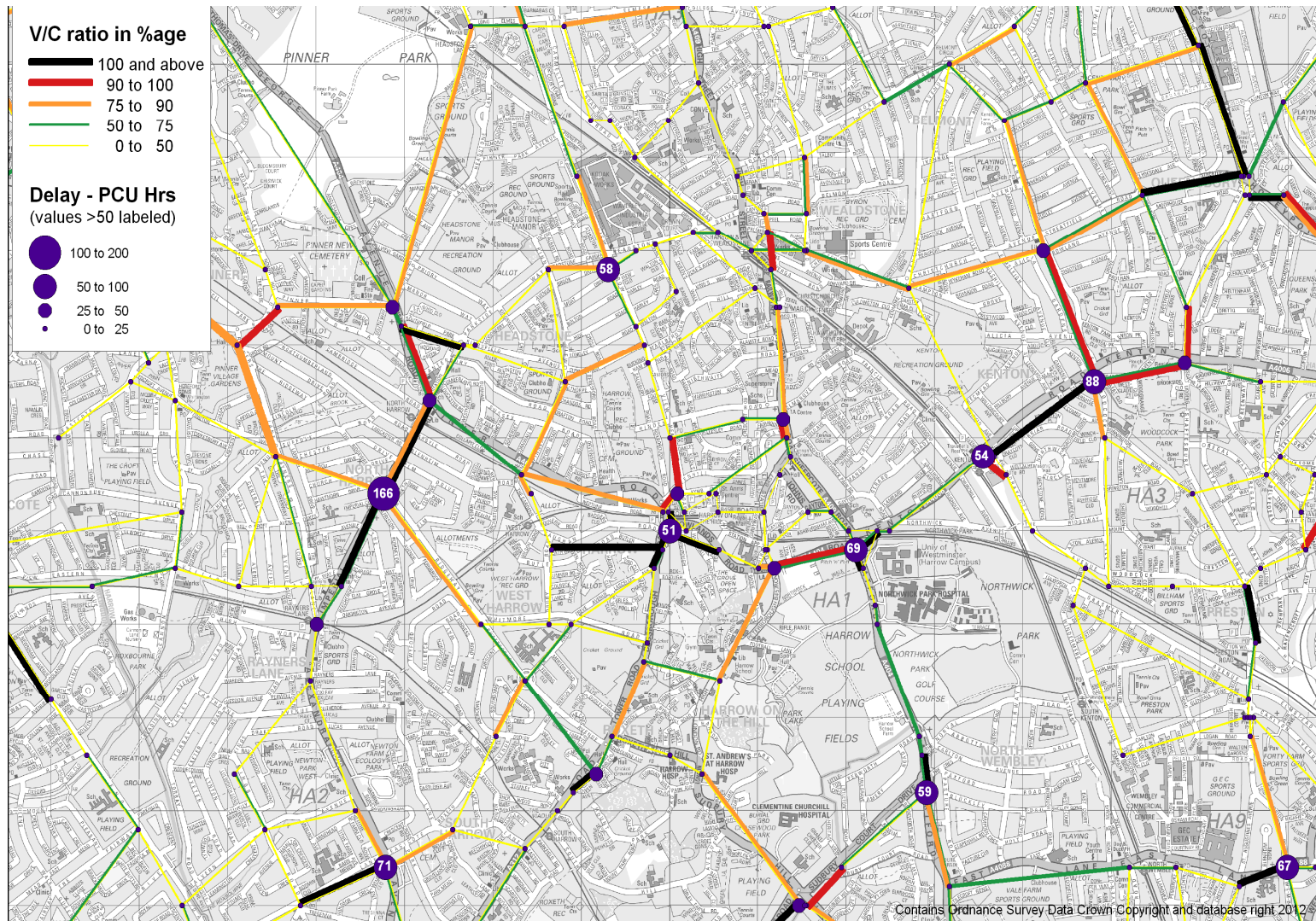
**2021 Base Minus** – Extracted from WeLHAM and includes background traffic growth assumptions + GLA planning assumptions **minus** traffic growth assumptions from AAP sites.

**2021 AAP Development** – 2021 Base Minus + AAP development trips

The key comparison to be made is between 2021 Base Minus and 2021 AAP Development.

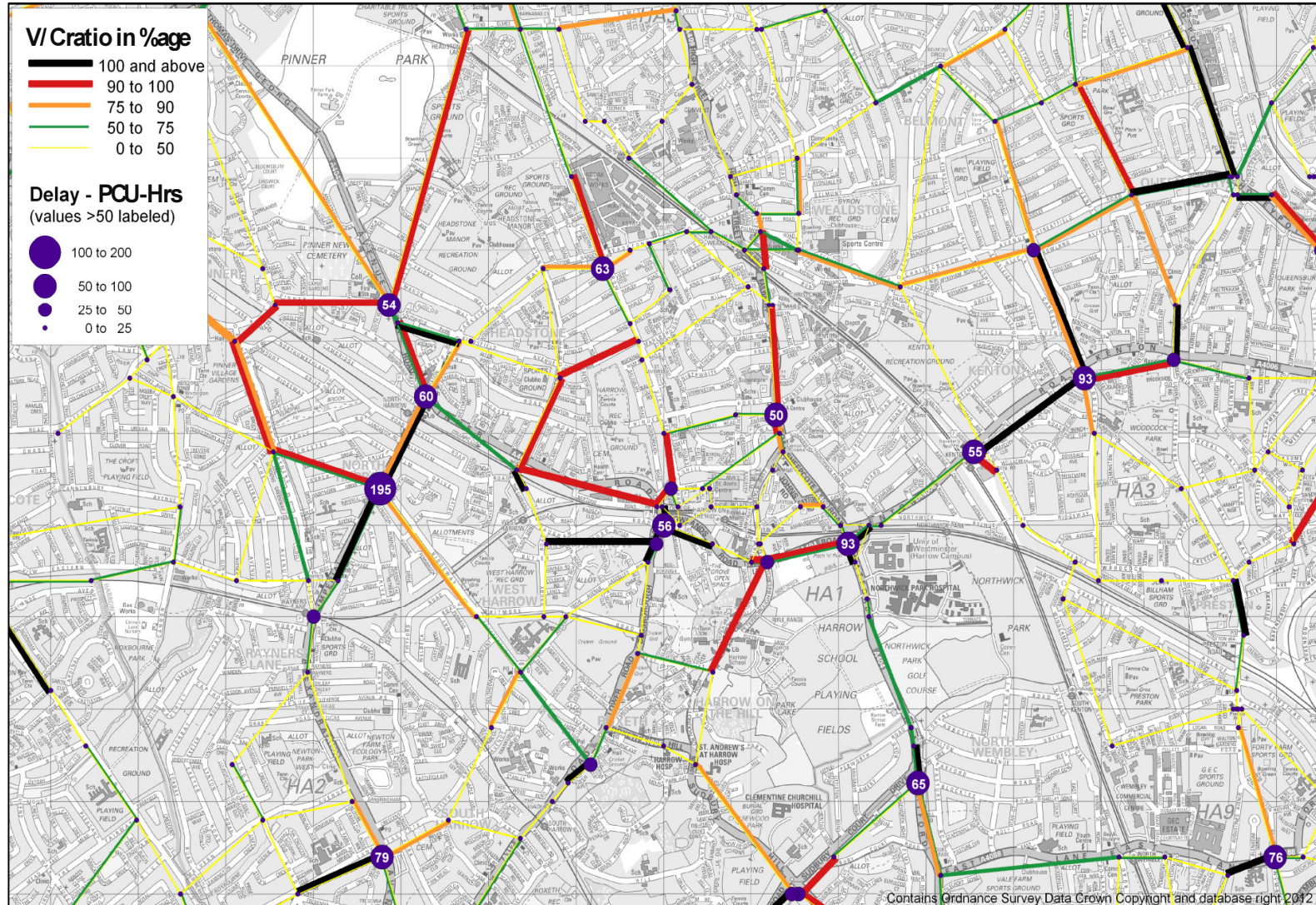
The highway network can be compared by assessing the increasing levels of congestion quantified by the traffic volume to capacity ratios (V/C).

# 2021 AM Base Minus Scenario



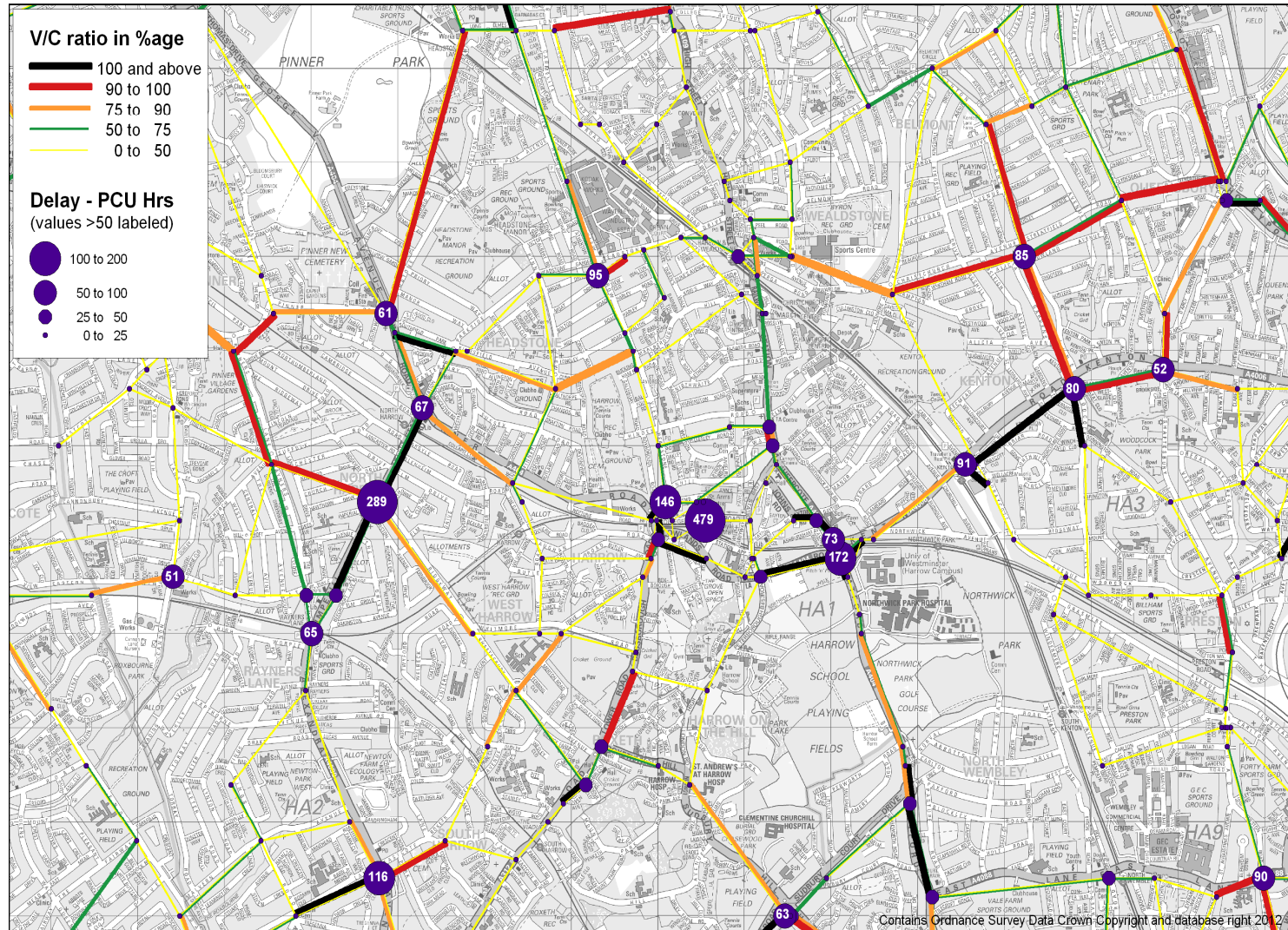


# 2021 AM AAP Development Scenario



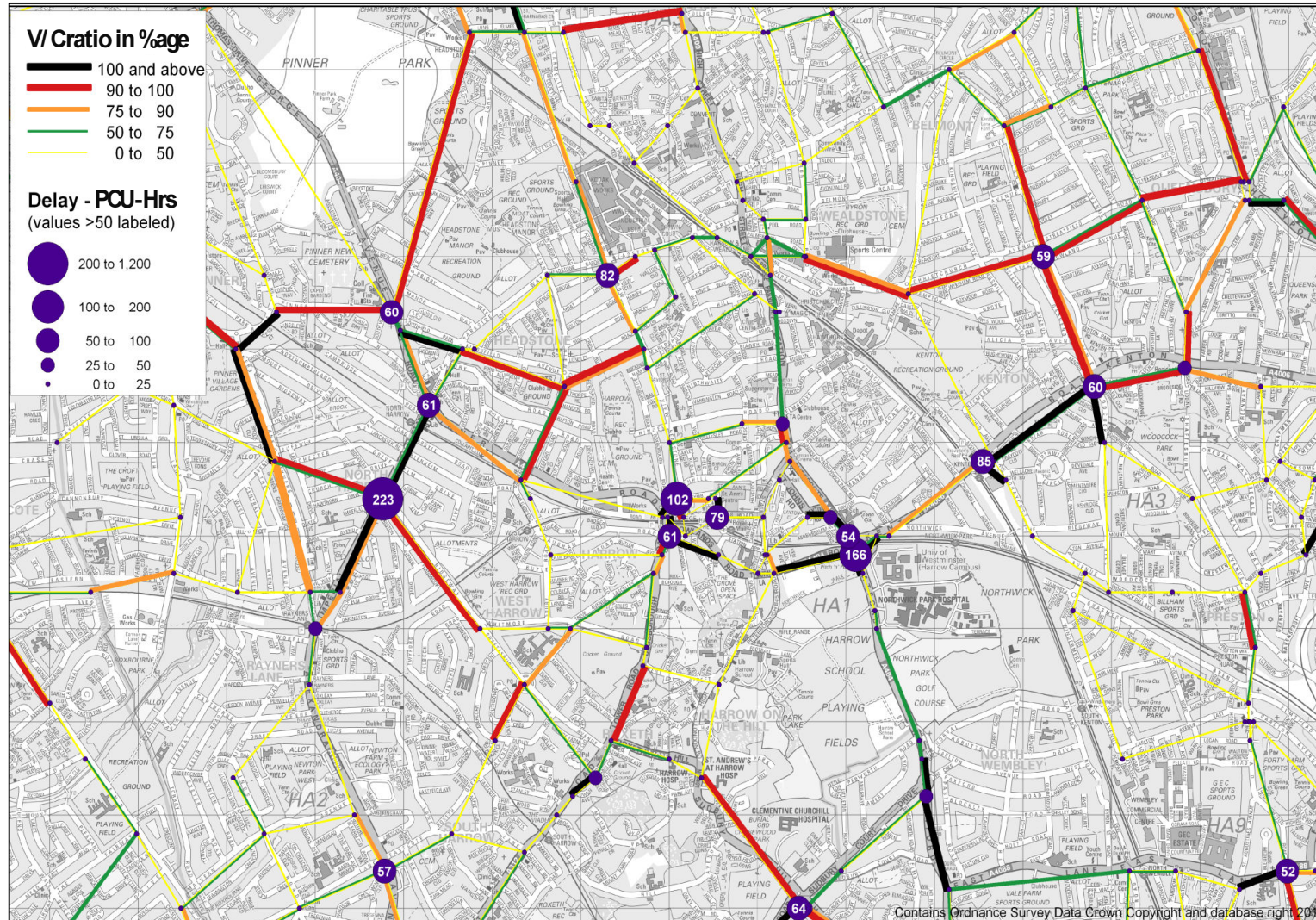


# 2021 PM Base Minus Scenario





# 2021 PM AAP Development Scenario



# Junction Performance Summary



ID	Junctions indicating current significant capacity issues
1	Harrow View Headstone Drive
3	Pinner Road -Lowlands Rd
5	Northwick Park Roundabout
7	A4005 Sudbury Hill - A4127 Sudbury Ct
8	A4090 Whitton Avenue - A4127 Greenford Road
12	A404 Rayners Lane - A4090 Station Road
17	A4140 Honeypot Lane - Streatfield Rd
20	A4006 Kenton Rd - Kingsbury Rd
21	A4005 Harrow Road – A404 Watford Road
23	Hindes Road – A409 Station Road

ID	2021 Junctions indicating significant capacity issues due to background growth
6	A312 Northolt Road - A4005 Roxeth Hill
24	A409 George Gange Way – Palmerston Road

ID	2021 Junctions indicating significant capacity issues due to AAP development
1	Harrow View Headstone Drive
3	Pinner Road -Lowlands Rd
7	A4005 Sudbury Hill - A4127 Sudbury Ct
8	A4090 Whitton Avenue - A4127 Greenford Road
9	A404 George V Ave - A4090 Imperial Dr
12	A404 Rayners Lane - A4090 Station Road
23	Hindes Road – A409 Station Road



# Average Network Speeds (km/h)



	<b>Scenario A</b>	<b>Scenario B (Test Scenario)</b>	<b>Scenario A</b>	<b>Scenario B (test scenario)</b>	<b>Percentage change</b>
<b>AM</b>	2009 Base year	2021 Base Minus	24.2	23.8	-1.6%
	2021 Base Minus	2021 AAP scenario	23.8	23.1	-3.0%
<b>PM</b>	2009 Base year	2021 Base Minus	23.3	23.4	0.3%
	2021 Base Minus	2021 AAP scenario	23.4	22.7	-3.1%

These were the findings from preliminary development assumptions.

The 2021 AAP development scenario was compared to a theoretical 2021 Base Minus scenario which includes background growth, GLA planning assumptions but no growth to AAP sites.

The AAP proposals add approximately an additional 1,620 trips in the morning and 2,400 trips in the evening peak.

Around seven junctions are significantly worse due to the AAP development proposals.

Network performance results show that there is about 3% drop in average network speed in both morning and evening peaks.



**END**

# Infrastructure Projects

Phil Greenwood  
Head of Major Projects





Harrow Town Centre; 17/3/12 photos & presentation by Husain Akhtar



# Public Realm Projects 2012/14





# Transport For London Urban Design London

David Rowe  
Esther Kurland

# Strategic sites update

Kodak

Lyon road

Schedule of Strategic sites



# Kodak Site

Update to MDP

March 2012

# Overview

- Outline planning application + ES
- 985 dwellings
- 36000 sq.m B class uses
- 5000 sq.m retail incl 4000 sq.m (gross) supermarket
- 200 student bedspaces
- Elderly persons housing
- Primary School (3 form)
- 10,000 sq.m Senior living and elderly care
- 1500 sq.m Community Space
- 2,800 sq.m Health Facility
- 1,150 Leisure/Gym
- 4.3 Ha green link
- 400 space multi storey car park
- Energy Centre

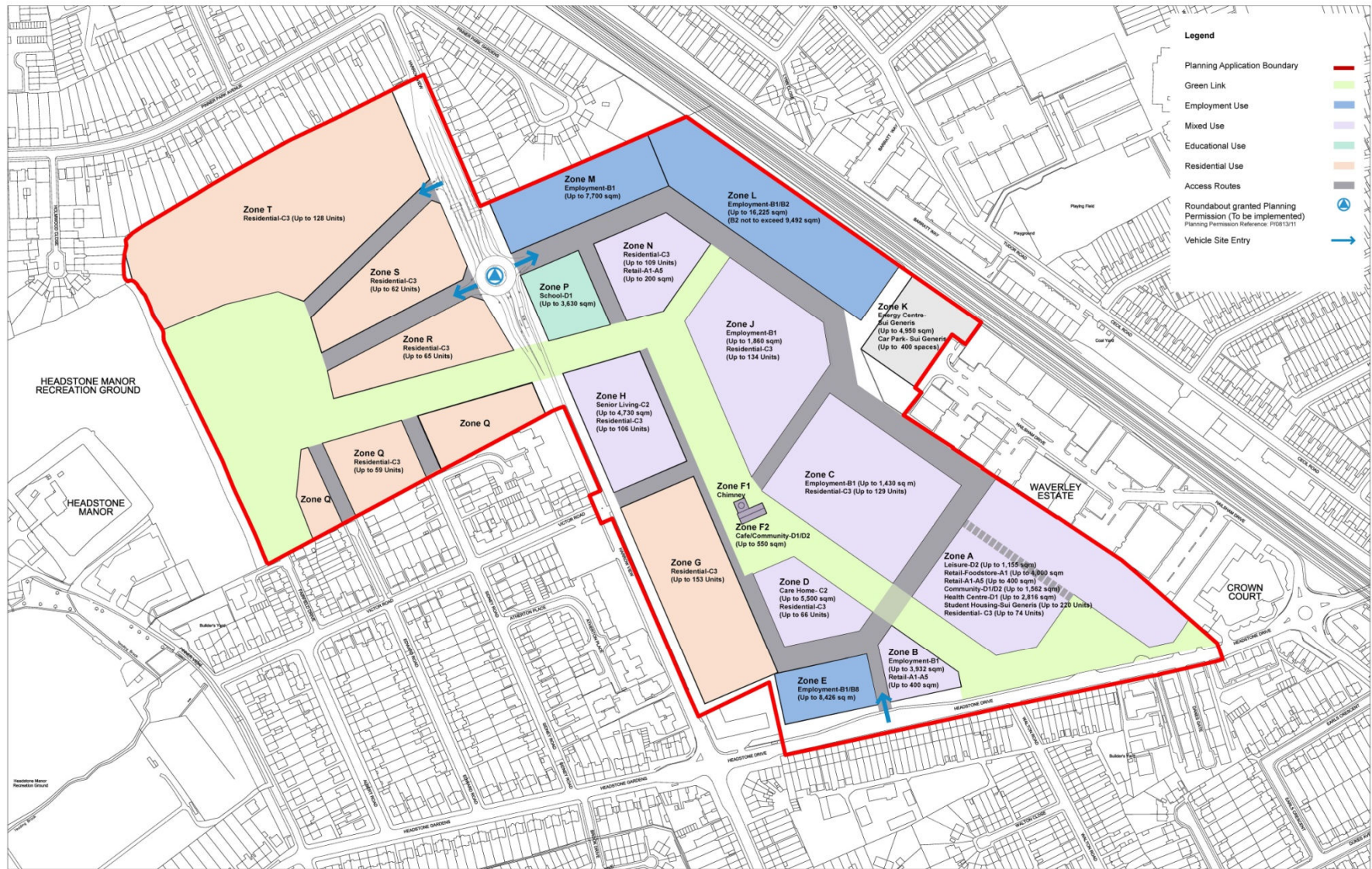


# Key revisions March 12

- Reduction of 1000 sq.m retail
- Addition of B2 general industrial uses
- Refinement of green link width
- Refined building heights in parameter plans
- Updated design guidelines

# Key Outstanding issues

- Master-plan configuration and parameters.
- Phasing
- Width and continuity of Green Link
- Suitability/delivery of employment outcomes
- Wealdstone and local shopping parades
- Transport impact assessment
- Playing pitches – Playing pitch strategy and S106
- Development viability/enabling argument
- School place provision and delivery
- Headstone Manor Access



PLANNING PERMISSION IS GRANTED SUBJECT TO THE CONDITIONS SET OUT IN THIS PLAN AND ANY OTHER CONDITIONS THAT MAY BE IMPOSED BY THE LOCAL AUTHORITY.  
 ALL DEVELOPMENT SHALL BE COMPLETED IN ACCORDANCE WITH THE CONDITIONS SET OUT IN THIS PLAN.  
 ANY DEVELOPMENT OF A DIFFERENT NATURE SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.  
 THIS PLAN IS VALID FOR 5 YEARS FROM THE DATE OF ISSUANCE.

### PARAMETER PLAN



BDP.

Project Name	Headstone Manor
Project Number	PP02030
Zoning and Land Use	1:1000 @ A3
Date	20.03.2012
Version	RV (00) AP103



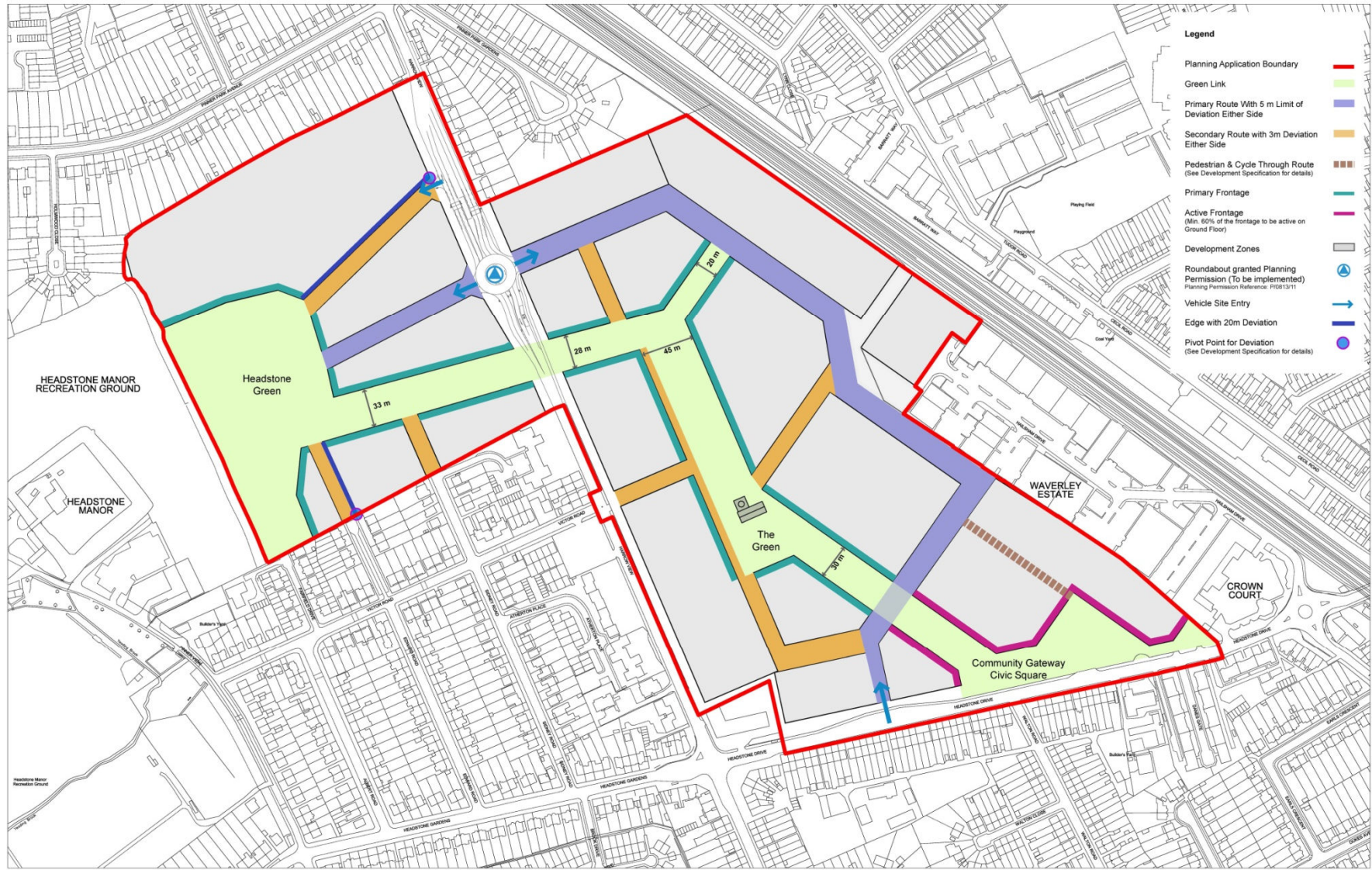




# Harrow View – Illustrative Masterplan March 2012







- Legend**
- Planning Application Boundary —
  - Green Link —
  - Primary Route With 5 m Limit of Deviation Either Side —
  - Secondary Route with 3m Deviation Either Side —
  - Pedestrian & Cycle Through Route (See Development Specification for details) —
  - Primary Frontage —
  - Active Frontage (Min. 50% of the frontage to be active on Ground Floor) —
  - Development Zones
  - Roundabout granted Planning Permission (To be implemented) Planning Permission Reference: P1081311 ⦿
  - Vehicle Site Entry ➔
  - Edge with 20m Deviation —
  - Pivot Point for Deviation (See Development Specification for details) ⦿

PLANNING PERMISSION IS GRANTED SUBJECT TO THE CONDITIONS SET OUT IN THIS PLAN AND THE DEVELOPMENT SPECIFICATION. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.

## PARAMETER PLAN



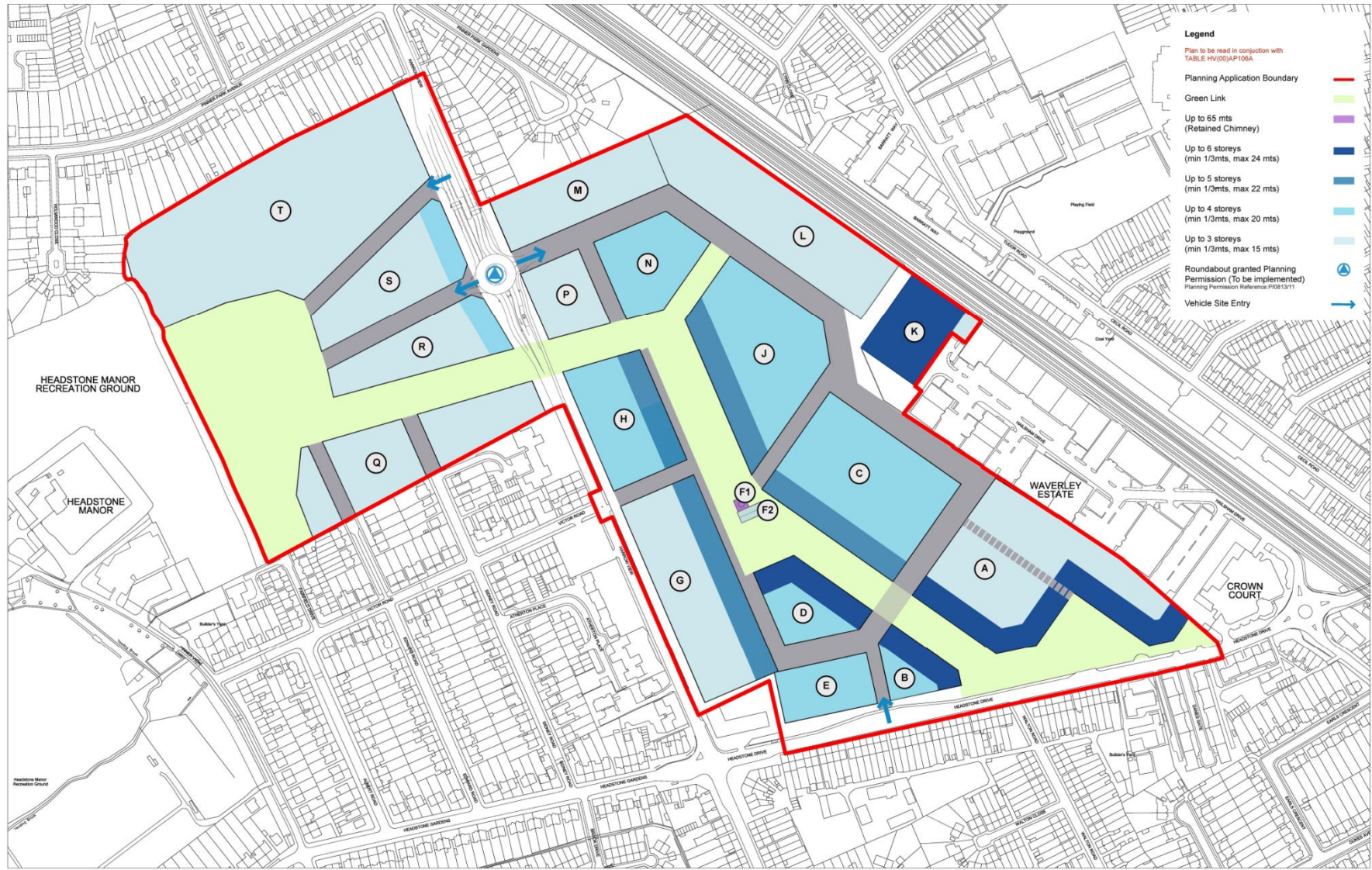
**BDP.**

Project Name	Headstone Manor
Project Reference	P1081311
Project Public Health Area	11000 (H)
Project Reference	01.03.2012
Project Reference	HV (00) AP101









- Legend**
- Plan to be read in conjunction with TABLE HV(00)AP108A
  - Planning Application Boundary —
  - Green Link —
  - Up to 65 mts (Retained Chimney) —
  - Up to 6 storeys (min 1/3mts, max 24 mts) —
  - Up to 5 storeys (min 1/3mts, max 22 mts) —
  - Up to 4 storeys (min 1/3mts, max 20 mts) —
  - Up to 3 storeys (min 1/3mts, max 15 mts) —
  - Roundabout granted Planning Permission (To be implemented) ⊙
  - Vehicle Site Entry →

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## PARAMETER PLAN



**BDP.**

Project Name	Headstone Manor
Project Number	10000000
Maximum Development Zone	1:1000 @ A2
Envelopes	
Date	08.02.2012
Reference	HV (00) AP108

### 3.15 Employment- Scenarios

Employment provision in the proposed development is envisioned as a highly flexible and futuristic zone, which should allow several configurations of employment units while being complementary to the other land uses on the site to create a sense of place.

This chapter discusses possible layouts of employment element and modular employment units in the proposed masterplan.

#### GENERIC GUIDELINES

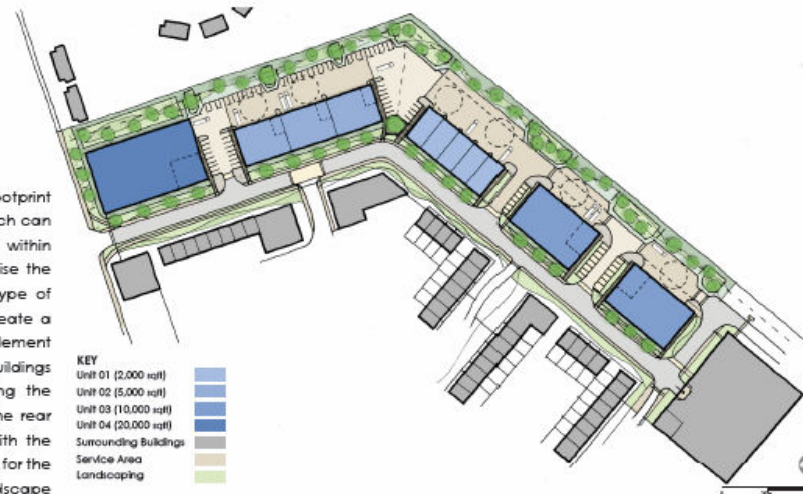
- Employment service areas should be orientated away from the residential areas, with a minimum 10 mts landscape buffer separating the development from the site boundary, and a minimum of 30m to adjacent properties within the proposed development
- Employment units along northern edge of Harrow View East site should have a visible presence at Harrow View
- Adequate turning space provided for lorries servicing the units
- Small groupings of perpendicular parking bays should be located adjacent to the access junctions, with additional parking provided adjacent to the landscape buffer and in the multi-storey car park

#### SCENARIO 1

The layout provides for units with footprint ranging from 2,000 sqft to 20,000 sqft which can be located with any desired orientation within the employment zone in order to maximise the efficiency of each unit based on the type of occupier. All the units are aligned to create a street edge, and will have their office element along the street with openings and buildings elements to avoid blank facades facing the residential units. The service area is to the rear of the units, along the site boundary with the railway, where the units act as noise buffer for the residential, which coupled with the landscape along the street can help create a good public realm.

#### SCENARIO 2

This layout explores provision of much larger units with footprint of 20,000 sqft - 35,000 sqft where the units can be further combined or split to create larger or smaller units as desired. Inclusion of three larger units combined with several smaller units is developed functionally to have common service access with the office elements along the street or clustered to create and address for the businesses and correlate with functions such as cafe/ networking areas. These public areas can help integrate the employment uses with the other land uses on the site by establishing a lively public realm.





**LIGHT INDUSTRIAL UNITS - MODULES**



**UNIT 01**

- 2,000 SQFT (200 SQ M)
- 5 X UNITS
- NO OFFICE SPACE
- 5 PARKING SPACES (TOTAL)
- TYPICAL DIMENSION:  
• 20M X 10M
- 6M-8M CLEARANCE

**GUIDELINES**

- Designated service area should be provided
- Parking should be provided adjacent to unit, in bays or along wall
- Sufficient landscape buffer should be provided to abutting routes
- Flexibility in unit layout should be achieved, allowing a number of arrangements, rotated through 90-degrees to respond to site conditions
- Offices within units should be located towards the street, with their windows creating a facade responsive to the scale of residential units across the street
- Architectural expression of these units should be complementary to the residential context



**UNIT 02**

- 5,000 SQFT (500 SQ M)
- 3 X UNITS
- 50 SQ M OFFICE SPACE (PER UNIT)
- 8 PARKING SPACES (TOTAL)
- TYPICAL DIMENSION:  
• 22M X 20M
- 8M-10M CLEARANCE

**GUIDELINES**

- Flexibility in arrangement of units, both laid-out in a row parallel or perpendicular to the primary frontage
- Variable unit height allows additional office space provided at 1st-Floor / Mezzanine to create wider tenure
- Differentiation should be made between office / reception entrance and the service bay
- Scope for architectural expression should be explored to create industrial architecture as discussed in Chapter 5 of this report
- Office element within the units should be located along the street to create desired animation



**UNIT 03**

- 10,000 SQFT (1,000M2)
- 2 X UNITS
- 100M2 OFFICE SPACE (PER UNIT)
- 11 PARKING SPACES (TOTAL)
- TYPICAL DIMENSION:  
• 40M X 25M
- 8M - 10M CLEARANCE

**GUIDELINES**

- Depth of larger units should accommodate a number of alternative unit sizes, creating maximum flexibility in the site layout and employment area
- Considerable length of frontage should be assigned to service, with parking provided directly adjacent to the office/reception area
- Increased unit height should be provided to allow greatest flexibility in the layout of 1st-floor office accommodation
- Office element should face the streets
- The street elevation should avoid having excessively large blank facade elements by providing windows and access to offices
- Provision of green roofs should be considered



**UNIT 04**

- 20,000 SQFT (2,000M2)
- 1 X UNITS
- 200M2 OFFICE SPACE (PER UNIT)
- 11 PARKING SPACES (TOTAL)
- TYPICAL DIMENSION:  
• 50M X 40M
- 10M - 12M CLEARANCE

**GUIDELINES**

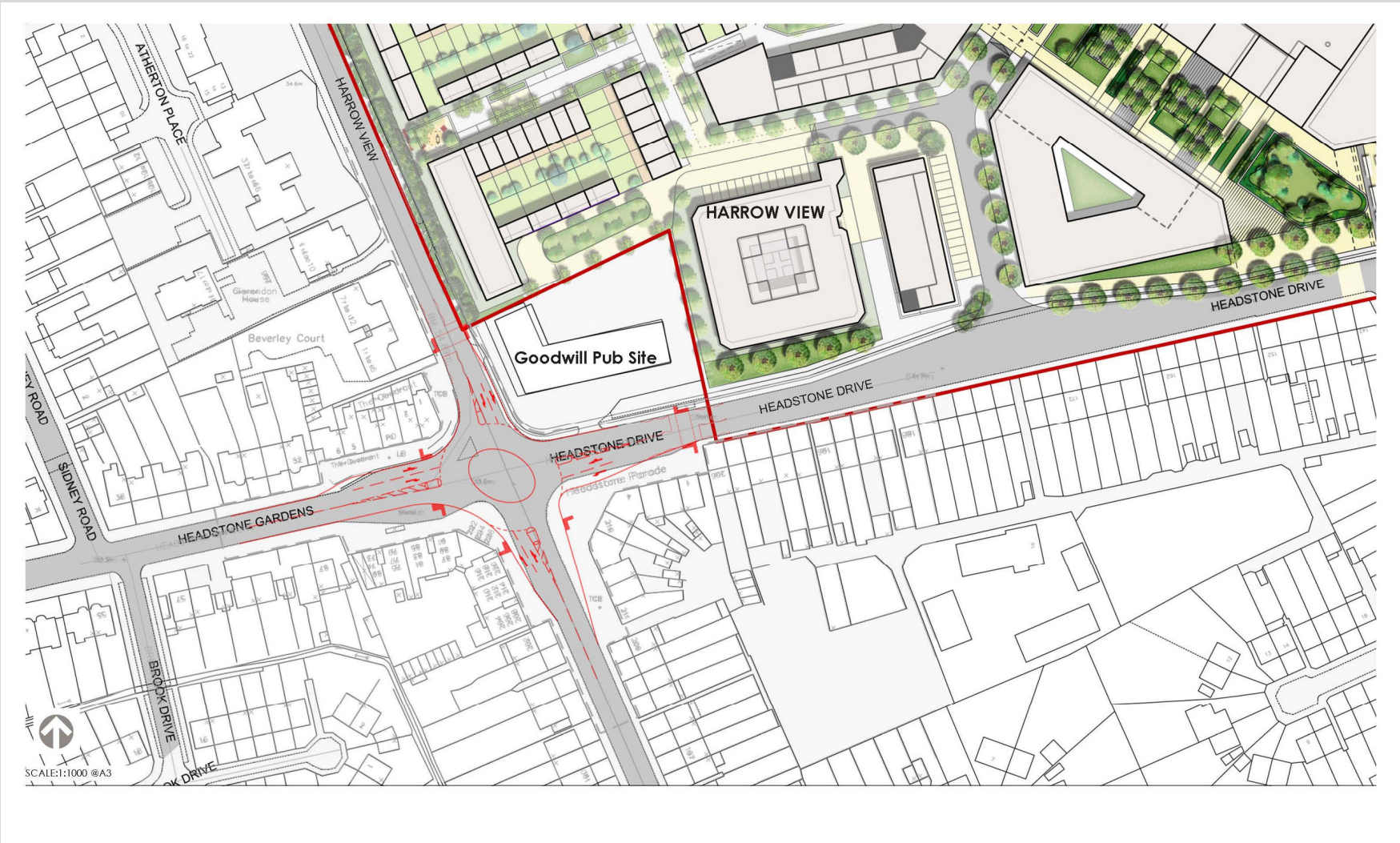
- Stand-alone unit should provide an appropriate landmark statement at site entrance, and should be treated individually with servicing focused towards one edge
- Service and office entrances should be split between frontages, segregating vehicle from lorry traffic
- Flexibility in the depth and size of the unit should be used to best suit the site and adjacent unit proportions
- Office element should be fronting the street, and be located one or both floors of the unit
- Provision of green roofs should be considered to make the scale of the structures conducive to a mixed use neighbourhood

# Existing Goodwill Junction



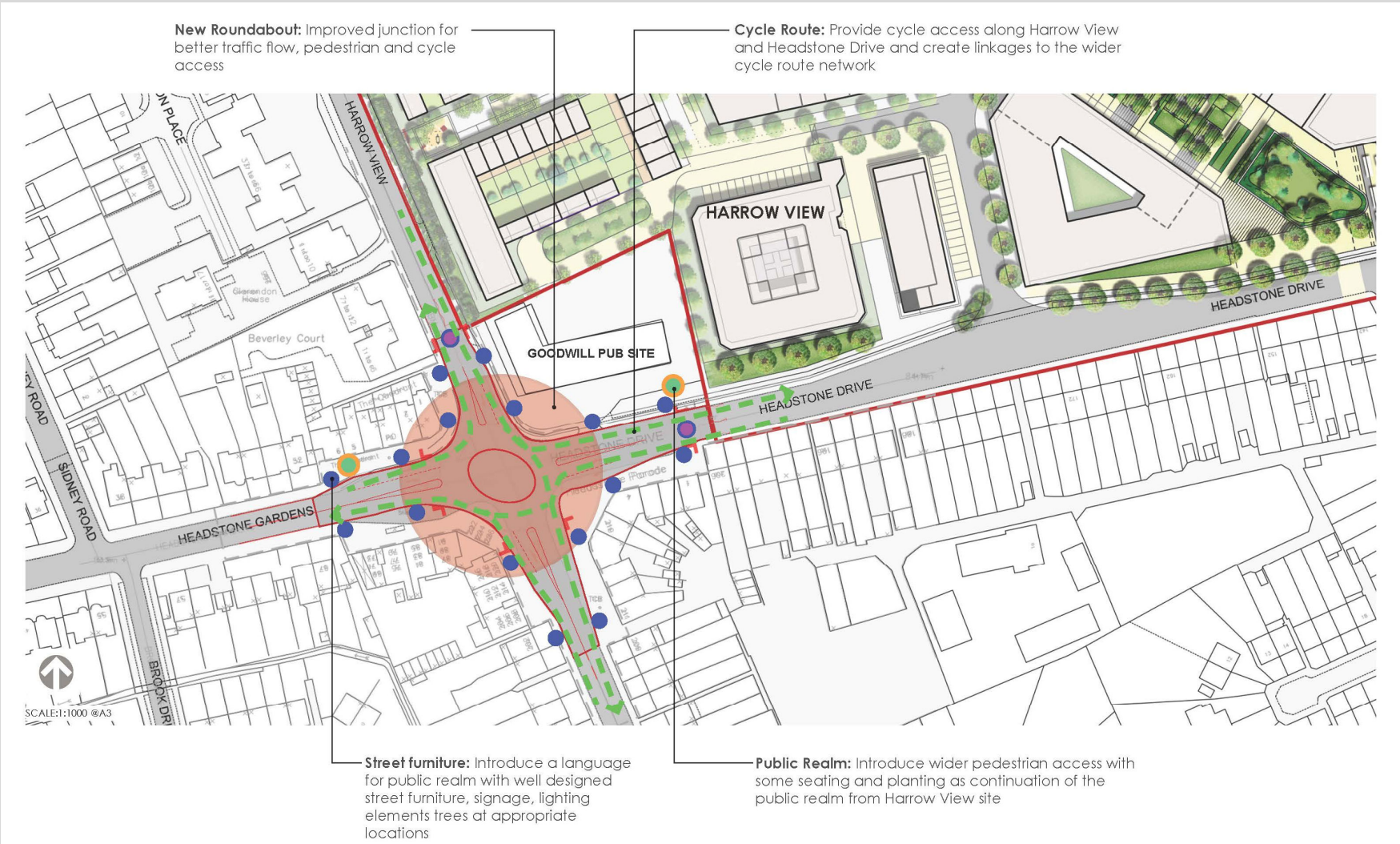


# Proposed Goodwill Junction



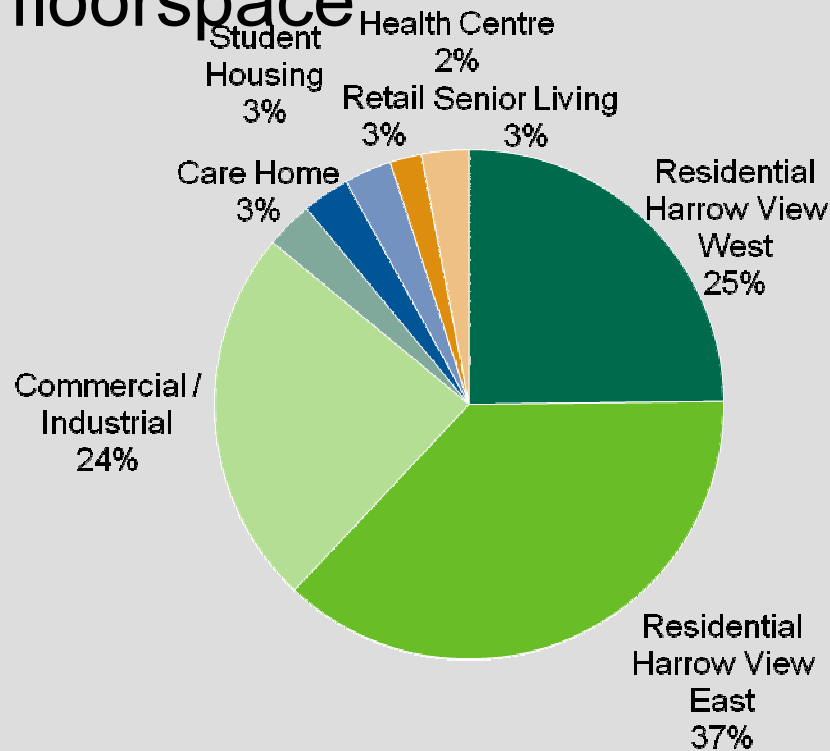


# Potential public realm improvements at Goodwill Junction

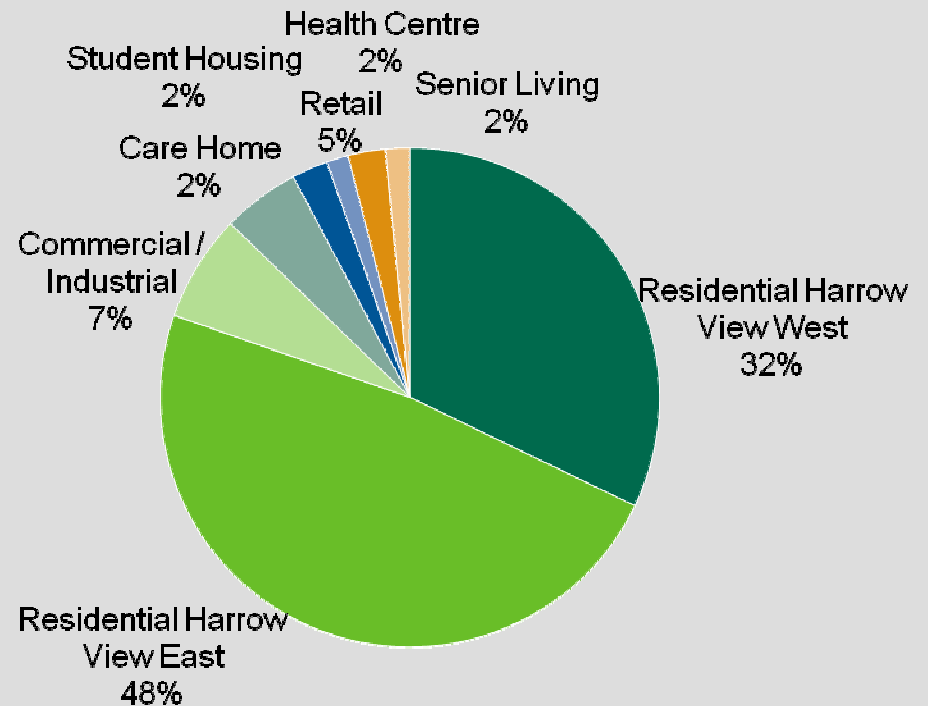


# Floorspace / Value Comparison

- Proportion by floorspace



- Proportion by value





# Coach Access to Headstone Manor

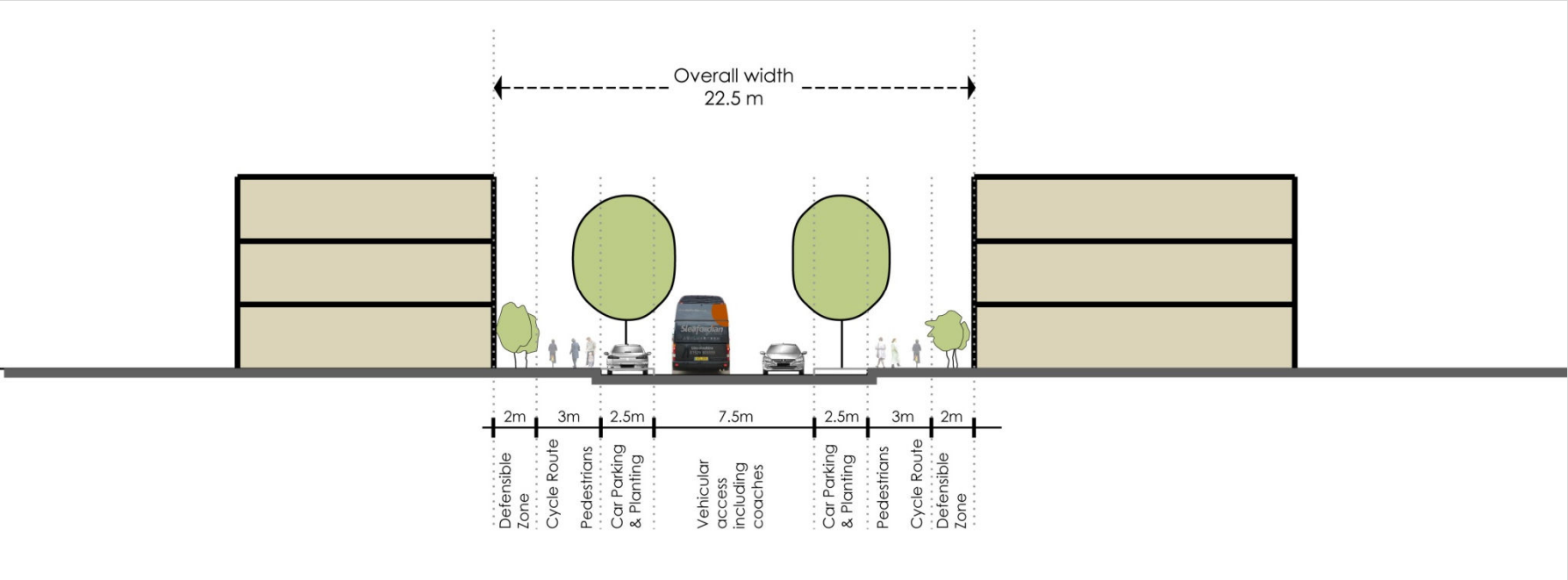




## Precedents of access routes through flood zones



# Coach Access to Headstone Manor – Section AA



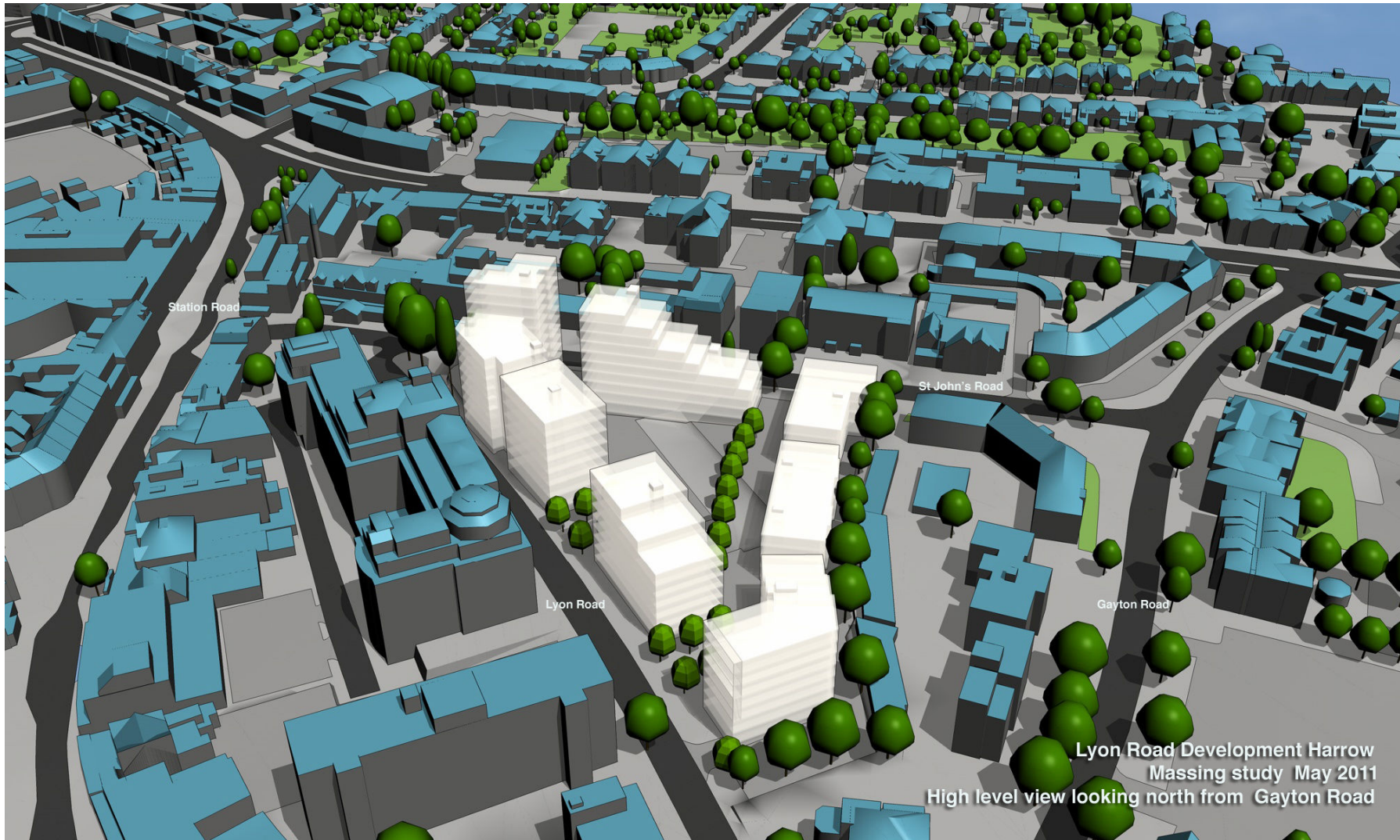
# Next steps

- Re-consultation WB 26 March
- Re-appraisal of submitted material.
- Provisional Special Ctte on 10 May subject to satisfactory resolution of outstanding matters



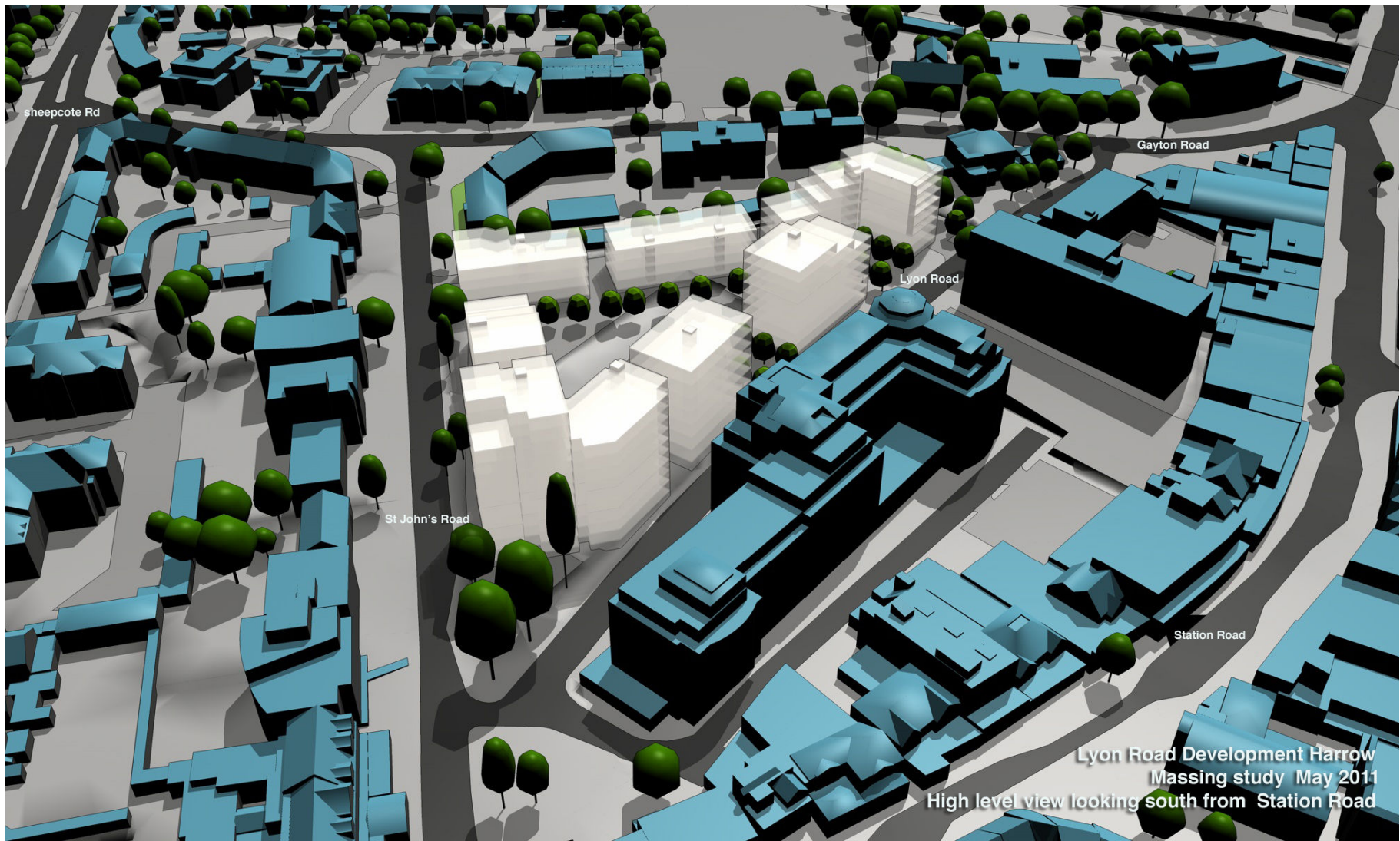
# Lyon Road Harrow

MDP March 2012



Lyon Road Development Harrow  
Massing study May 2011  
High level view looking north from Gayton Road





sheepcote Rd

Gayton Road

Lyon Road

St John's Road

Station Road

Lyon Road Development Harrow  
Massing study May 2011  
High level view looking south from Station Road

# Overview

- 287 [308] units (49 [85] affordable)
- 1,634 sq.m offices
- 1,702 Sq.m A1, A2, A3 and D1 floorspace
- 123 Parking spaces
- 1,618sq.m public open space
- New Public square 2833 sq.m
- CIL contribution circa £800K



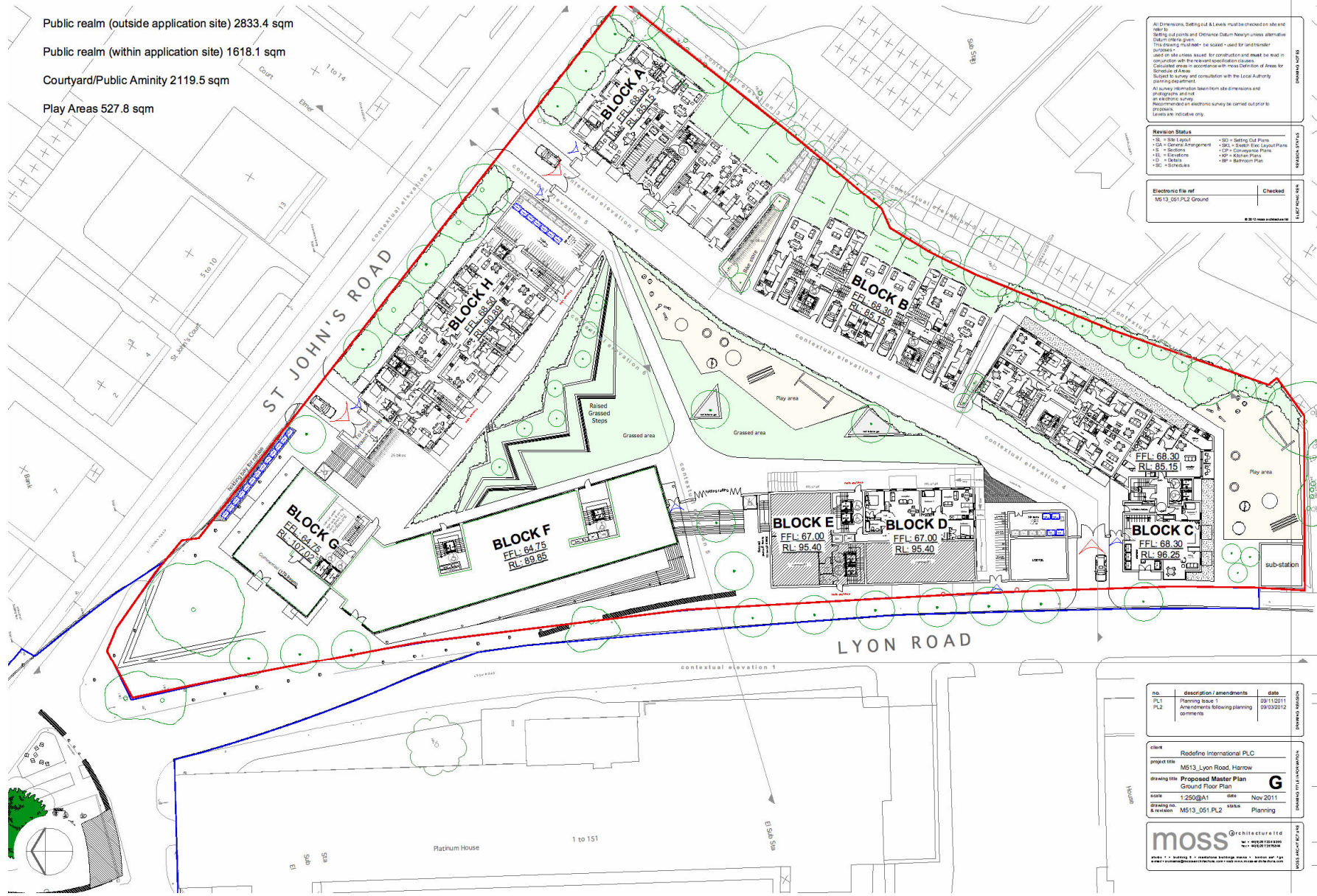
# Amendments March 12

- 2 floors removed from block F
- 1 floor removed from block H
- Balcony's removed/reduced from east elevation block A and C
- Elevations to tower revised
- Elevations to buildings refined/clarified

**LYON ROAD, HARROW**

**Planning Re-submission**

- Public realm (outside application site) 2833.4 sqm
- Public realm (within application site) 1618.1 sqm
- Courtyard/Public Amenity 2119.5 sqm
- Play Areas 527.8 sqm



All Dimensions, Setting out & Levels must be checked on site and held by Setting out points and Distance Datum Nevisy unless alternative Datum (where given). This drawing must not be used for land transfer purposes. Use of this drawing is subject to consultation and must be read in conjunction with the relevant specification clauses. Consultation with the relevant authorities and/or other relevant parties is advised. Subject to survey and consultation with the Local Authority planning department. All survey information based from site dimensions and photographs and not an electronic survey. Recommendations an electronic survey be carried out prior to proceeds. Levels are indicative only.

**Revision Status**

-S1- Site Layout	-S2- Setting Out Plans
-CA- General Arrangement	-S3- Section Line Layout Plans
-S- Sections	-CP- Conveyance Plans
-IS- Foundations	-AP- Access Plans
-D- Details	-BP- Bathroom Plans
-SC- Schedules	

**Electronic file ref**

MS13_051_PL2_Ground	Checked
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no.	description / amendments	date
PL1	Planning Issue 1	09/11/2011
PL2	Amendments following planning comments	09/03/2012

**client** Redefine International PLC

**project title** MS13 Lyon Road, Harrow

**drawing title** Proposed Master Plan Ground Floor Plan **G**

**scale** 1:250@A1 **date** Nov 2011

**drawing no. & revision** MS13\_051\_PL2 **status** Planning

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**Site Plan**





A1

Context Elevation to Lyon Road



Context Elevation to St. Johns Road





Lyon Road Contextual Section 5 - 1.200 @ A1

Context Section across the site

1  
 2  
 3  
 4  
 5  
 6  
 7  
 8  
 9  
 10  
 11  
 12  
 13  
 14  
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View from Byron Park (existing)





View from Byron Park (original submission)





View from Byron Park (resubmission)





View from Grove Park (existing)





View from Grove park (original submission)





View from Grove Park (resubmission)





View down Lyons Road (existing)





View down Lyons Road (original submission)





View down Lyons Road (resubmission)





View down St. John's Road (existing)





View down St. John's Road (original submission)





View down Lyons Road (resubmission)





View from Station Road  
(existing)





View from Station Road  
(resubmission)

# Next Steps

- Re-consultation on revised plans
- Drafting of Ctte report – (April 2012)
- Resolving S106 incl delivery of open space
- Extensive pre Ctte site visit



# Schedule of strategic sites