

HARROW AND WEALDSTONE



Opportunity Area Tall Buildings Study Part 1

February 2024



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CHAPTER 1

INTRODUCTION

1.1 PURPOSE OF THE PROJECT

OVERVIEW

Intensification means delivering new homes and jobs in places that are well served by existing infrastructure, gradually increasing densities of urban areas. This is good for the environment as it makes better use of existing land, reducing the pressure on urban expansion; allows the introduction of climate mitigation and adaptation measures into neighbourhoods; improves affordability by reducing costs of extending infrastructure and services; boosts local communities and economic resilience by supporting existing shops and services; and improves health and well-being through encouraging walking and cycling.

Harrow and Wealdstone town centres are within the Borough of Harrow's Opportunity Area (OA), an area which has been identified as being able to support the growth required to meet housing need, and which can benefit from further investment.

The London Plan (2021) Policy D9 sets out the need for local authorities to plan for tall buildings. It emphasises the role of tall buildings in both optimising density and contributing positively to local character. The policy requires local authorities to define what tall is within in a local context, and identify locations where tall buildings may be an appropriate form of development.

WHY IS A TALL BUILDING STUDY BEING PREPARED?

The Harrow and Wealdstone Tall Building Strategy has been prepared to guide future developments in the Opportunity Area. It directly supports the emerging Local Plan by providing further guidance for prospective tall buildings on key sites.

The Harrow and Wealdstone Tall Building Strategy reflects the Council's commitment to managing good growth by coordinating existing and future planning applications within a wider area to enhance the local townscape, invest in the borough and strengthen the Opportunity Area. Additionally, it helps to guide sustainable development by encouraging development in areas where intensification through higher densities can be sustainably achieved in relation to the environment, services and infrastructure already in the area.

HOW IS THIS STRATEGY BEING PREPARED?

Baseline - a review of local policy including the Harrow Borough Characterisation and Tall Buildings study, and a more detailed analysis of the Opportunity Area. The baseline takes account of development coming forward that are under construction and that have extant permissions but have not yet started.

Methodology - the methodology utilised for this study follows the London Plan policy and London Plan Guidance on Tall Building studies. The methodology is explored in depth in subsequent chapters.

Townscape principles - derived from the initial baseline analysis and evidence base review along with Council officers.

Engagement - regular meetings with Council officers to test and review guidance.

Who has been involved?

The strategy has been prepared by Allies and Morrison Urban Practitioners in direct collaboration with officers at Harrow Borough Council.

What weight will the Harrow and Wealdstone tall building study carry in the planning process?

The Harrow and Wealdstone Tall Building Strategy will be treated as material evidence to underpin relevant policy within the new local plan, and is a material consideration in the determination of planning applications.

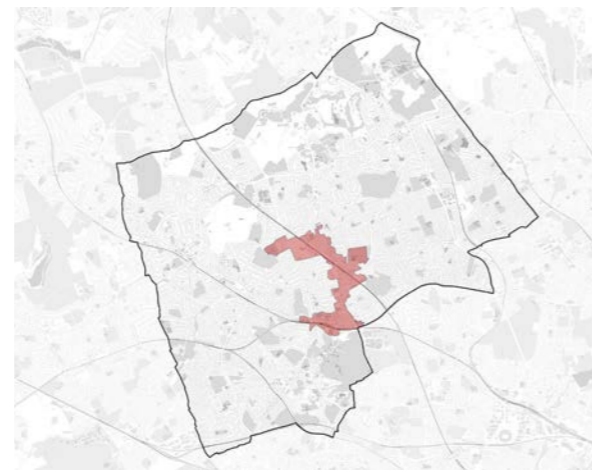


Fig 1.1 The Opportunity Area within Harrow Borough



1.2 WHAT IS A TALL BUILDING?

A tall building is a building which is substantially higher than its surrounding context. Policy D9 in The London Plan defines a tall building as "the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey" (GLA, 2021, p. 138).

However the true definition of a tall building can differ from place to place dependent on the setting and character of that area.

In the Harrow and Wealdstone Opportunity Area, the definition of a tall building is 7 storeys or 21m measured from the ground level to the top of the building.

As a tall building is substantially taller than its surrounding built environment, a tall building may alter and affect the skyline and the character of the area. It is therefore important to understand an area and its character. In the Harrow and Wealdstone Opportunity Area, the character varies and so it is vital to conduct thorough analysis of smaller areas to ensure that any development which includes a tall building is considerate to the surroundings and any sensitivities.

Similarly, some areas may have greater potential for tall buildings due to their size and setting and be an opportunity to positively change the character of a place.

The method for measuring the heights of buildings is detailed in Part 3.

Top: the upper floors and roof-top mechanical or telecommunications equipment and amenity space. Designed to make a positive contribution to the quality and character of the skyline. Public amenities should be freely accessible.

Middle: floors between the top and base will have an important effect on how much sky is visible from surrounding street and buildings. They will also affect wind flow, privacy, sunlight and shadowing.

Base: the lower storeys, which should frame the public realm and streetscape, articulate entrances, and help create an attractive and lively public realm.

Fig 1.2 A tall building should consist of three main parts. The drawings below represent this structure in two typologies; a point block (top) and a mansion block (bottom).

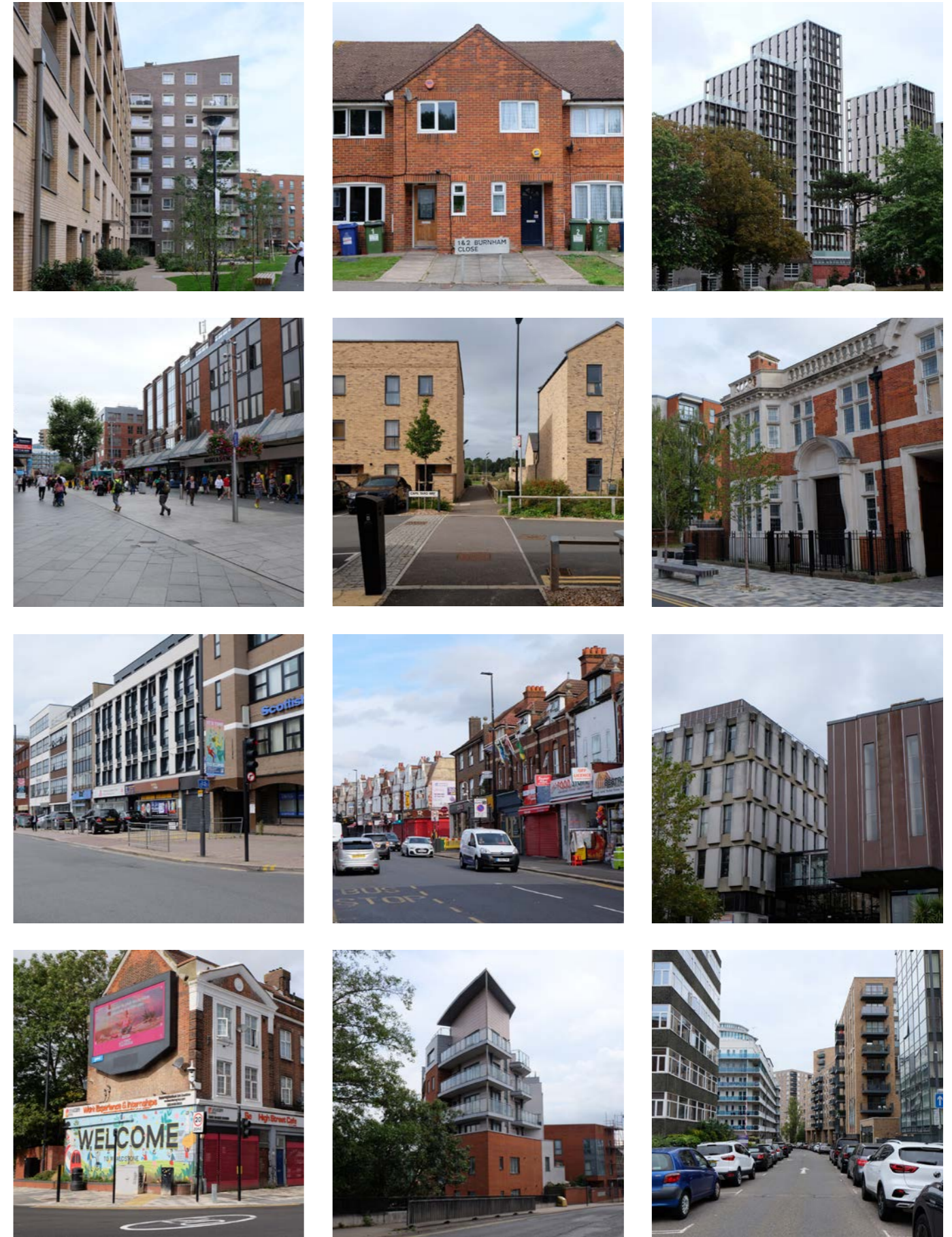
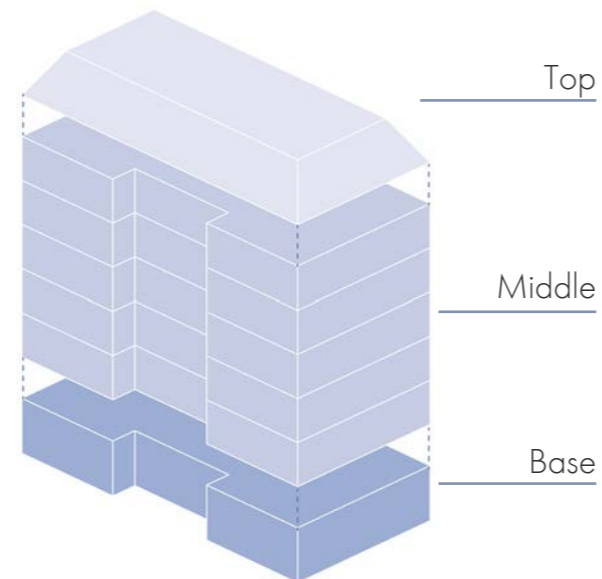
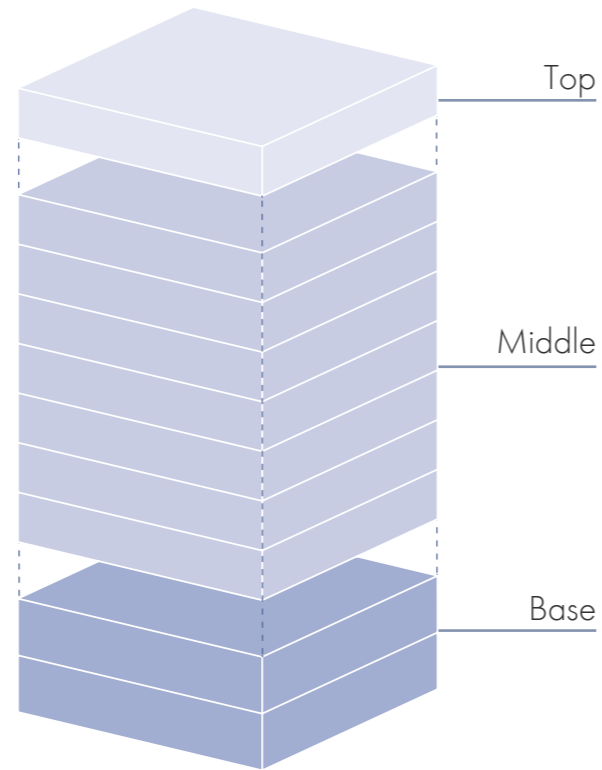


Fig 1.3 Existing context in Harrow and Wealdstone Opportunity Area

1.3 OVERARCHING METHODOLOGY

The proposals within the tall buildings study have been informed by various strands of research and analysis of the policy, development pipeline and townscape context of the Harrow and Wealdstone Opportunity Area (OA). These include:

- The national, London and borough policy context regarding the provision of tall buildings, and townscape and operational policies that influence the appropriateness of tall buildings (chapter 1).
- Baseline analysis considering the physical, environmental and social context of the OA and the surrounding neighbourhoods (chapter 2).
- Analysis of average prevailing heights in and immediately around the OA including mean, median and weighted median. This has been reviewed at building, block and sub-area levels (chapter 3).
- Layered analysis of seven suitability and seven sensitivity criteria for tall buildings, with a composite plan showing overall appropriateness - a top-down analytical approach from GIS layers. Alongside this, a more detailed townscape assessment of the areas identified as appropriate through the sensitivity and suitability testing - a bottom-up approach (chapter 4)
- Key sites identified as critical to the OA's townscape character, having transformative potential, and/or likely to come forward in the short-medium term were tested with high-level example schemes to assess their potential impact on the surrounding area (appendix)

These strands each informed the areas identified as suitable for tall building zones (chapter 4) and the appropriate ranges and maximum heights for the tall buildings within those zones (chapter 5).

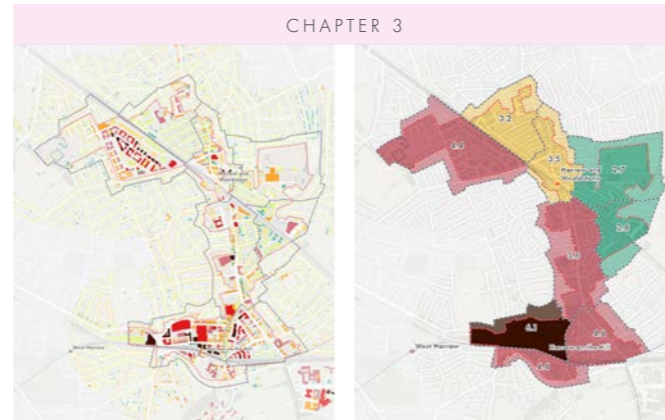


Fig 1.4 Prevailing heights analysis

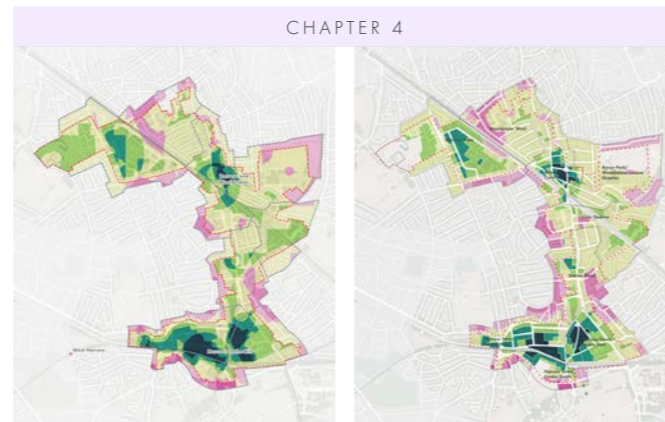


Fig 1.5 Sensitivity and suitability criteria

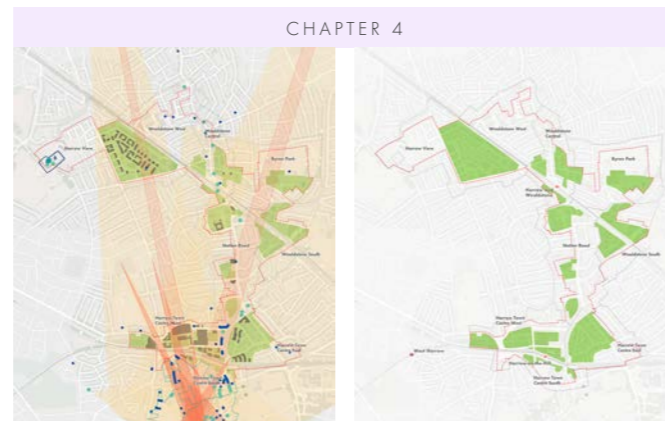


Fig 1.6 Appropriate areas tested against local and strategic views

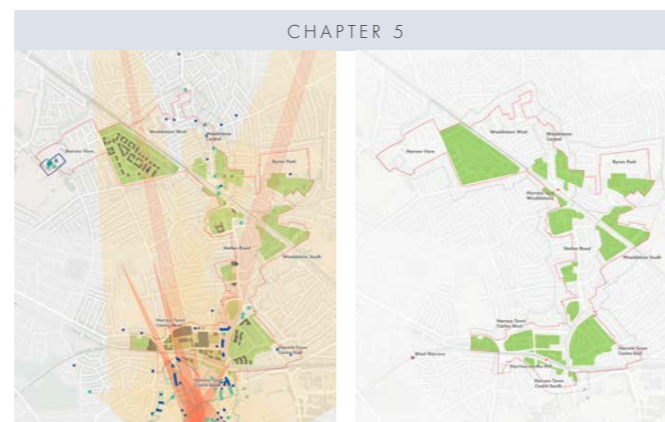
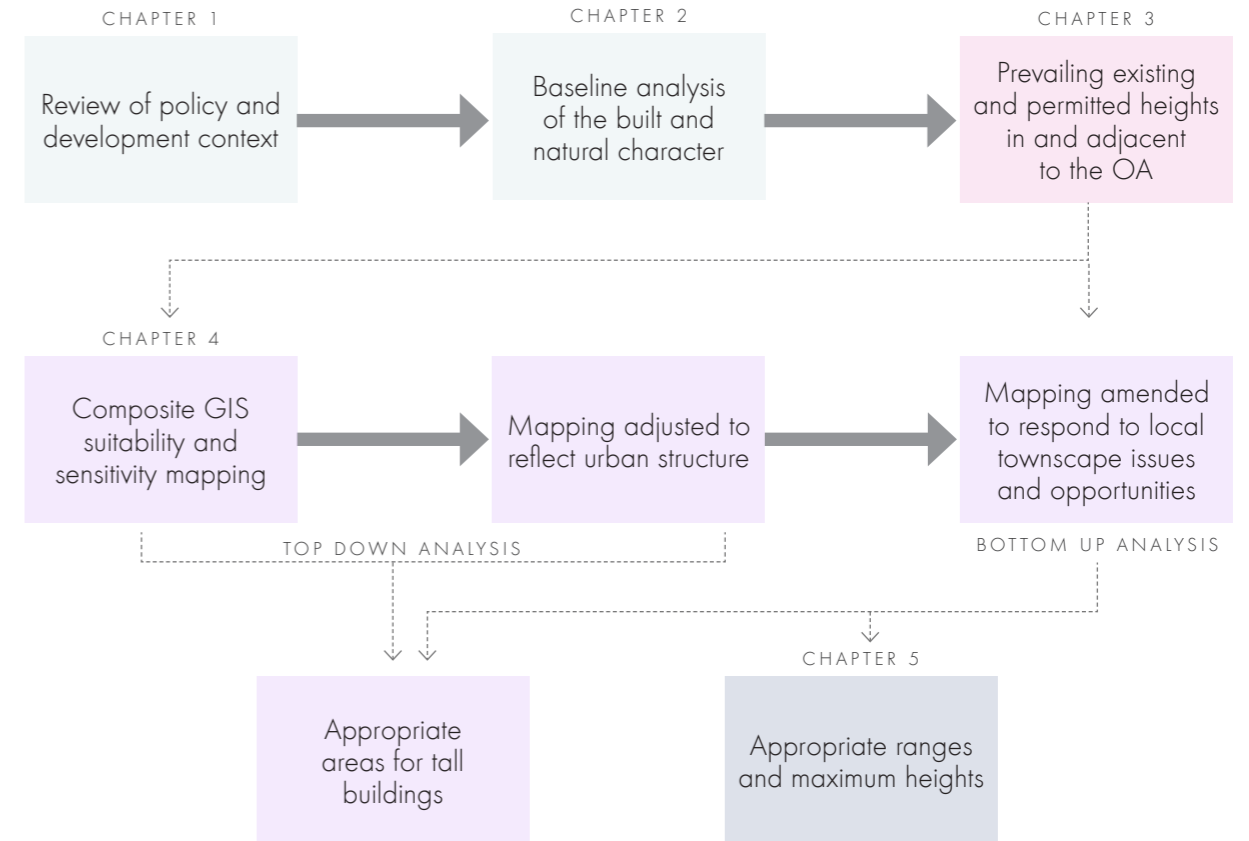


Fig 1.7 Appropriate maximum heights within tall building zones - policy diagram and more granular spatial guidance



1.4 METHODOLOGY

In order to begin developing a Tall Building Study for Harrow and Wealdstone OA, a review of existing and emerging policy and development context is necessary.

Over the following pages, the review will include:

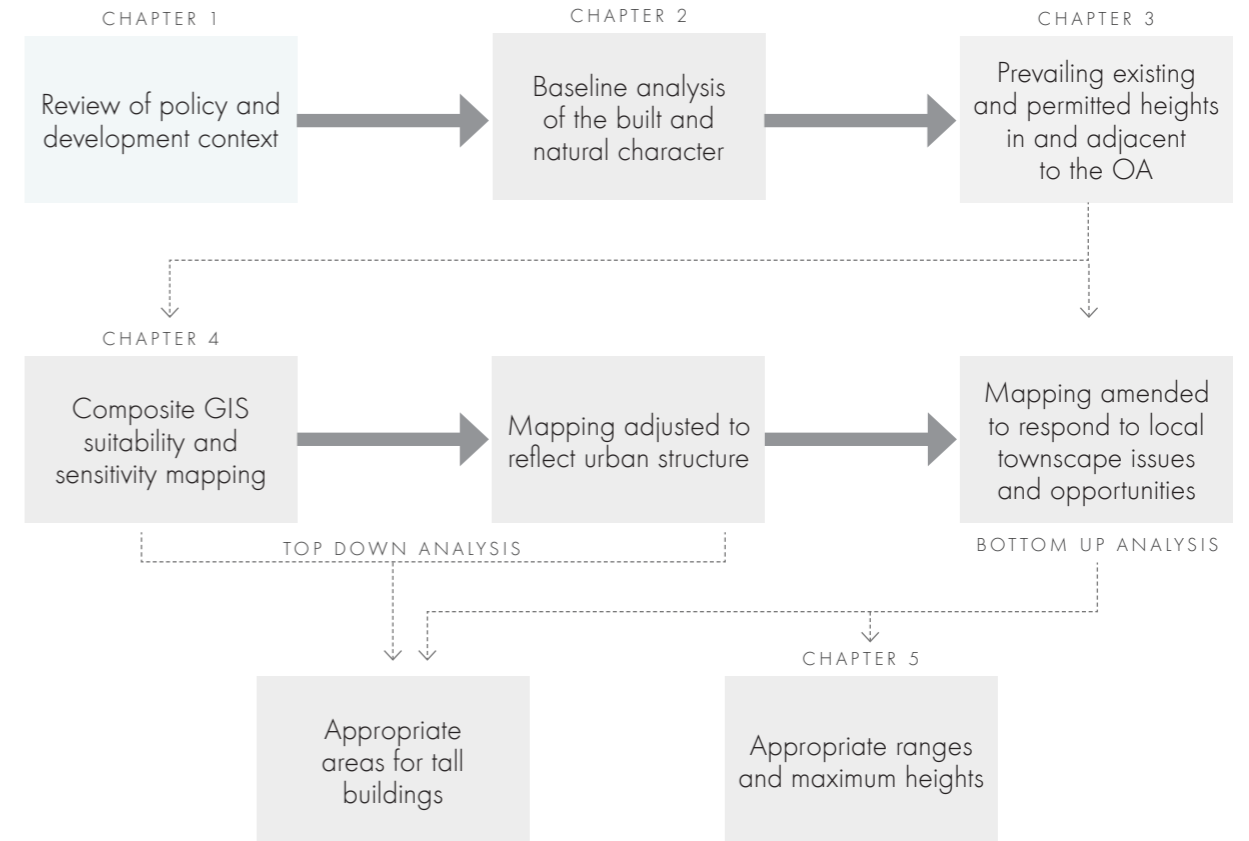
- National planning and policy context: National Planning Policy, National Planning Policy Framework (2023), National Design Guide, National Model Design Code, Planning Policy Guidance
- Regional planning policy: The London Plan (2021), London Plan Guidance (2023)
- Local Planning Policy: Harrow Core Strategy (2012), Development Management Policies Local Plan (2013), Harrow Tall Buildings SPD (2023), Harrow and Wealdstone Area Action Plan (2013), Harrow and Wealdstone Opportunity Area (2016) as well as the emerging Local Plan (2021-2041)
- Development context, including recent developments and the planning pipeline

OVERVIEW

Harrow and Wealdstone is identified in the Mayor's London Plan as an Opportunity Area (OA) with potential for 5,000 new homes and 1,000 new jobs by 2041. The OA was designated 2016 and is part of the Highspeed 2/Thameslink Growth Corridor.

The current development plan for the area is the Harrow and Wealdstone Area Action Plan (2013). This details the approach for managing development within this area of intensification. It was adopted in 2013 and is supported by area-wide policies within the Harrow Development Management Local Plan (2013). LB Harrow are working on the preparation of a new local plan, looking to undertake public consultation this year (2024).

Since the publication of these plans and the area's designation as a OA, a new National Planning Policy Framework (NPPF, 2023) and a new London Plan (2021) have been published, the latter with significantly new policy and guidance on tall buildings in London. External factors including Brexit, the Covid 19 Pandemic and resulting changes in working patterns, revised Permitted Development rights and post Grenfell changes in building safety requirements have all impacted on the context within which new development is conceived, designed and delivered.



1.5 PLANNING AND POLICY CONTEXT

NATIONAL PLANNING POLICY

The government has stated that good design should be more integral to both plan-making and decisions on development proposals. As such, significant weight should be given to development which reflects local design policies and government guidance on design. This takes into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or helps raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NATIONAL PLANNING POLICY FRAMEWORK (2023)

In 2023, the Government published a revised National Planning Policy Framework (NPPF), which set out the government's planning policies for England. Whilst the NPPF does not provide any specific policies or guidance on tall buildings, it does set out a number of new design and planning principles that are relevant to building design, building heights and the development of tall buildings.

Achieving well-designed places

Chapter 12 states that it is important to plan positively to achieve high quality and inclusive design and that local authorities should develop robust and comprehensive policies that set out the quality of development that will be expected in their area. These should be based on a clear vision for the future of the area and upon a detailed evaluation of the characteristics that define it.

Appropriate densities

The NPPF also requires efficient use of land and appropriate densities and states:

- "Planning policies and decision should support development that makes efficient use of land, taking into account the desirability of maintaining an area's prevailing character and setting..., or of promoting regeneration and change" (p. 122)
- "Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decision avoid homes being built at low densities, and ensure that development make optimal use of the potential of each site...plans should contain policies to optimise the use of land in their area".

Urban-design led approach

The NPPF promotes an urban design-led approach to planning that requires buildings to respond to the location in which they are located rather than prescribing specific architectural styles. It states that local plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable; and that design policies should be

developed with local communities so they reflect local aspirations, and are grounded in an area's defining characteristics.

Paragraph 130 states that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.



Fig 1.8 National Planning Policy Framework (NPPF)

NATIONAL DESIGN GUIDE (NDG) AND NATIONAL MODEL DESIGN CODE (NMDC)

In addition to the NPPF the government has published the NDG and NMDC which help demonstrate what good design means in practice. The NMDC identifies 10 characteristics that should shape and influence well-designed places.

The NPPF states that any local plan policies, design guides or codes must be consistent with principles set out in the NDG and NMDC. Such design codes and guides can be prepared at an area-wide, neighbourhood or site specific scale and carry weight in design-making. These should be produced as either part of a plan or supplementary planning documents.

The NDG makes more direct reference to tall buildings than the NPPF. It states:

“Well-designed tall buildings play a positive urban design role in the built form. They act as landmarks, emphasising important places and making a positive contribution to views and the skyline” (p. 70).

“Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration. This includes their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character” (p. 71).

The NMDC coding process guide, provides direct guidance for designing tall buildings. It states that: 'in many areas codes will need to make provision for taller buildings. Some city area types may include limited restrictions on height. However, in most area types codes can either indicate zones where taller buildings can be considered or indicate the circumstances where exceptions to the height coding might be considered'

Part B.2.iii 'Height' in the NMDC provides specific guidance on designing Tall Buildings. It highlights that a “tall building for the purpose of the code would be any structure that exceeded the general height guidance for a particular area type. Tools that can assist with this include:

- Accessibility measures such as distances and travel times to key facilities, including public transport stops or hubs;
- Characterisation studies and design strategies, dealing with issues such as urban form, historic character, building typologies, prevailing sunlight and daylight levels, green infrastructure, amenity space and quality of external spaces at ground level.

The guidance puts weight on the Local Plan, stating that the location of the building should be part of the Local Plan, and would take into account the following principles:



Fig 1.9 Top: National Model Design Code NMDC), Bottom: National Design Guide (NDG)

PLANNING POLICY GUIDANCE (PPG)

The NPPF is further supported by Planning Policy Guidance. These guidance notes provide more details on how policies and framework principles should be implemented.

There are a number of guidance notes which provide further detail on the appropriateness of tall buildings.

Effective use of land

This PPG specifies that a range of considerations should be taken into account in establishing appropriate densities on a site or in a particular area. It states the following tools can assist with this:

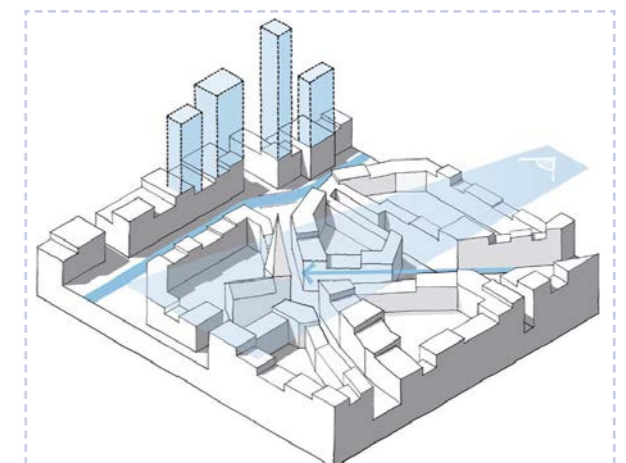
- Accessibility measures such as distances and travel times to key facilities, including public transport stops or hubs (and taking into consideration service capacity and frequencies and destinations served);
- Characterisation studies and design strategies, dealing with issues such as urban form, historic character, building typologies, prevailing sunlight and daylight levels, green infrastructure and amenity space;
- Environmental and infrastructure assessments, such as the capacity of services and presence of environmental risks (e.g. flood risks or overheating), and the opportunities to address these; and
- Assessments of market or site viability.

Fire safety and high-rise residential buildings

Following the Grenfell Tower fire on 14 June 2017 the government commissioned the Independent Review of Building Regulations and Fire Safety. The report highlighted the need to transform the fire and building safety regime and implemented

Planning gateway one to help ensure that applicants and decision -makers consider planning issues relevant to fire safety. It brings forward thinking on fire safety matters as they relate to land use planning to the earliest possible stage in the development process and result in better schemes which fully integrate thinking on fire safety.

Buildings that contain two or more dwellings and that meet the height condition of 18m or more in height, or 7 or more storeys, are subject to Planning gateway one.



Tall Building Principles

- Topography
- Characterisation studies and heritage assets
- Local historic character and conservation areas
- Transport accessibility
- Identified long views and sky lines to be protected
- Sensitive local views, vistas and gateways

Fig 1.10 Illustration from the National Model Design Guide, which supports the Tall Building Principles

1.6 REGIONAL PLANNING POLICY

LONDON PLAN (2021)

The London Plan has specific policy relating to buildings heights and specifically tall buildings. The relating policy has undergone some changes in recent years, and the 2021 revision of the London Plan includes specific policy (D9) on tall buildings.

Policy D9 of the London Plan (2021) requires boroughs to:

"Based on local context, Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey" (GLA, 2021, p. 138).

Policy D9 has three principal requirements:

- Define what is meant by 'tall'
- Define 'appropriate' locations
- Define maximum heights in appropriate locations

Defining what is meant by 'tall'

The Plan should define what is 'tall' in specific locations. To define 'what is meant by tall', the policy states:

- "The definition should identify the height at which a building becomes substantially taller than its surroundings, and causes a significant change to the skyline."
- Height should be considered in the context of the height of the wider area.
- As a starting point, D9 states that 'tall' should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey

Defining 'appropriate' locations

The Plan should determine if there are locations where tall buildings may be an appropriate form of development in principle using assessment of potential visual and cumulative impacts.

Defining maximum heights

In these potentially appropriate locations the Plan should determine the maximum height that could be acceptable (para 3.9.2 (2)).

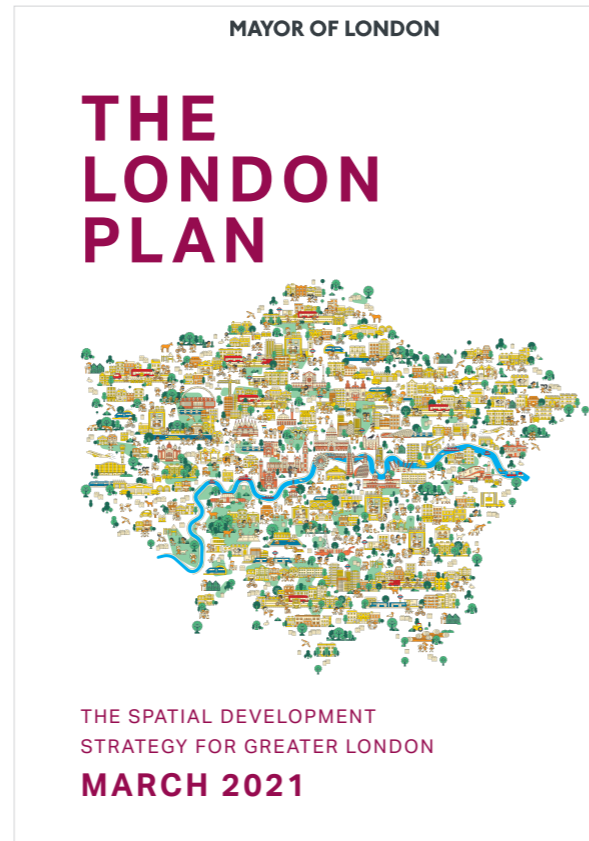


Fig 1.11 The London Plan

The London Plan highlights a number of impacts which development proposals should address including:

Visual impacts: including views, spatial hierarchy, legibility and way finding, architectural quality and materials, heritage assets and their settings, glare and light pollution.

Functional impacts: including internal and external design, safety and quality, servicing, maintenance and management, capabilities of the transport network, economic activity, interference with aviation, navigation and telecommunications.

Environmental impacts: including wind, daylight, sunlight, temperature, air movement, noise

Cumulative impacts: this includes the cumulative visual, functional and environmental impacts of tall building

LONDON PLAN GUIDANCE (2023)

The London Plan Guidance (LPG) offers some more guidance on 'what is tall?' It states that the following must be taken into account:

- Cross-borough/boundary implications of tall building strategies should be considered
- Sensitive areas should be discounted from the outset. A suitability scoping exercise should be carried out for remaining areas
- In large areas of extensive change, the threshold for what constitutes a tall building should relate to the evolving (not just the existing) context

The LPG sets out steps for assessing appropriate sites for tall buildings:

- Sensitivity screening assessment
- Alignment with area-wide aspirations
- Suitability scoping exercise
- Define locations and heights

The guidance acknowledges that a change in character relating to heights could be considered. It states that "the height of a new development should be sensitive to the prevailing heights in the area, although there may be opportunities for a transition in height on appropriate sites"

It also contains guidance around maximum heights versus appropriate height, stating: "Where limited evidence on an absolute maximum height has been gathered, boroughs may choose to define an 'appropriate' rather than maximum height"

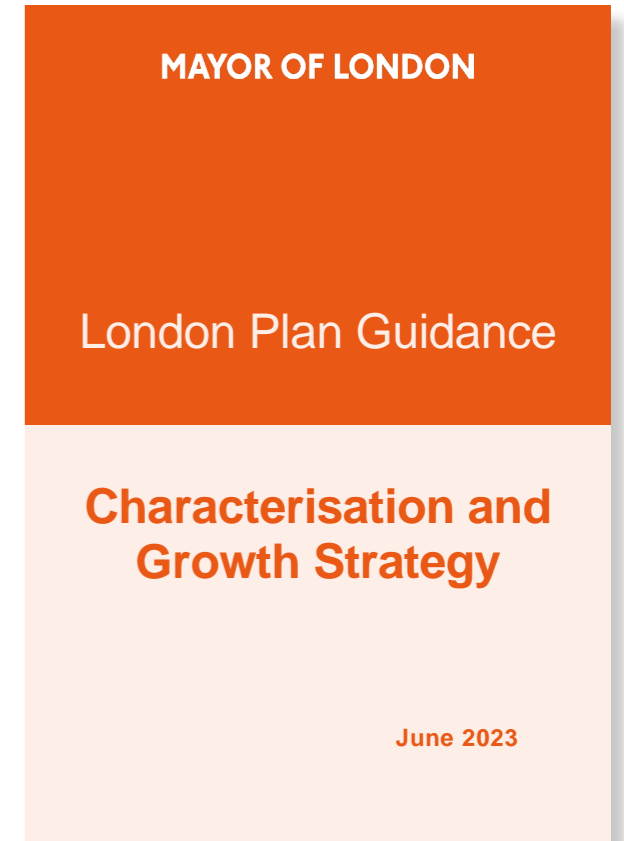


Fig 1.12 London Plan Guidance

1.7 LOCAL PLANNING POLICY

HARROW CORE STRATEGY (2012)

Harrow Core Strategy relates to the Harrow and Wealdstone Area Action Plan (2013) and the Opportunity Area (OA). In this context, it clearly sets out broad aims in relation to new development which may include taller buildings.

Core Policy CS3 states that St Mary's Church is recognised as an important landmark and 'identified views of the Church will be safeguarded from inappropriate development by management of building heights.'

Core Policy CS2 on Harrow and Wealdstone states that in relation to tall, landmark buildings 'particular attention will be had to identified views, the opportunity to open up new views and vistas from within the intensifications area, the setting of Harrow on the Hill Area of Special Character and heritage assets.'

HARROW DEVELOPMENT MANAGEMENT POLICIES LOCAL PLAN (2013)

Currently, the Harrow Development Management Policies Local Plan (2013) does not contain specific policy in relation to tall buildings. However there are some policies which give guidance on new development that reference heights.

Policy DM1 sets out design and layout considerations and requires all development to achieve a high standard of design and layout. It goes on to state that assessment of the design and layout will have regard to "the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers" (HDMPLP, 2013, p. 8). It also outlines how development must relate to "the context provided by neighbouring buildings and the local character and pattern of development" (HDMPLP, 2013, p. 9).

Policy DM3 relates to protected views and vistas and states that "The protected views identified in Schedule 3 will be safeguarded in accordance with the Harrow Views Assessment (2012) and the London Views Management Framework" (HDMPLP, 2013, p. 13). It further states that "Development within a landmark viewing corridor (shown in red) should not exceed the specified threshold height unless it would comprise world class architecture or display outstanding qualities either of which would result in an enhancement to the protected view" (HDMPLP, 2013, p. 13). The policy guidance expands this by saying "The topography of the Borough and the prevailing building heights across Harrow's suburban districts are such that views and glimpses of these features can be enjoyed as part of the experience of moving through, or living within, the Borough" (HDMPLP, 2013, p. 14).

Policy DM7 on heritage assets outlines that the impact of proposals affecting heritage assets will be assessed having regard to "relevant issues of design, appearance and character including proportion, scale, height, massing, bulk, alignment, materials, historic fabric, use, features, location, relationship with adjacent assets, setting, layout, plan form and landscaping" (HDMPLP, 2013, p. 21).

HARROW AND WEALDSTONE AREA ACTION PLAN (2013)

The Area Action Plan (AAP) provides detailed implementation policies, including tall buildings, building heights and site allocations.

HARROW AND WEALDSTONE OPPORTUNITY AREA (2016)

Opportunity Areas (OAs) are designated through the London Plan and are noted as areas where growth is directed. These areas are subject to significant change. The Harrow and Wealdstone OA represents where growth has been strategically directed over the local plan period. The area has already seen significant change since the designation, and a number of taller buildings and larger developments have been completed or are in construction, including Harrow Square and Eastman Village.

The OA sets out ambitions for a minimum of 5,000 new homes and 1,000 new jobs between 2019 and 2041 and is part of the Highspeed 2/ Thameslink Growth Corridor.

Since 2016, 2,492 homes have been completed since the designation of the Harrow and Wealdstone OA. Of which, 1,125 homes have been completed since 2019.

HARROW TALL BUILDINGS SPD (2023)

This SPD looks at Harrow Borough as a whole and identifies design objectives and principles for contextually tall buildings. The SPD does not apply to the Harrow and Wealdstone Opportunity Area.

EMERGING LOCAL PLAN (2021-2041)

Harrow Borough Council is currently in the process of updating its Local Plan. The draft Local Plan will go to Reg 18 Consultation in February-March 2024, with the new plan estimated to be adopted in late 2025.

Within the emerging Local Plan, Strategic Policy 3: Meeting Harrow's Housing Need, states that the council will support the delivery of a minimum of 7,500 homes within the Harrow and Wealdstone Opportunity Area.

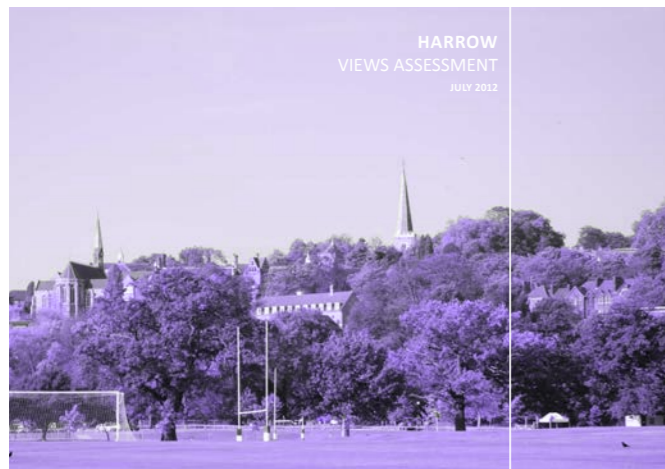


Fig 1.13 Harrow Views Assessment July 2012



Fig 1.14 Harrow Adopted Local Plan

HARROW CHARACTERISATION AND TALL BUILDINGS STUDY (2021)

The Harrow Characterisation and Tall Buildings Study (2021) provides "an understanding of the particular attributes which make the borough of Harrow what it is today, and draws out the identity of each neighbourhood within the borough" as well as outlining "a character-led tall buildings approach - in terms of how they are defined, their potential location and how they should be delivered" (p. 1).

The study outlines the role of mid-rise and tall buildings in the Opportunity Area (OA), stating three key factors to examine: summarising characteristics and key considerations; spatial objectives and opportunities that growth should address; and the suitable scale and building types in this setting. These are as follows:

Characteristics and key considerations

- Contains the Borough's two largest town centres, its civic centre and its main industrial estates
- Both town centres are linear and mixed-use, surrounded by a large residential hinterland
- Mostly mid-rise buildings with heterogenous styles / forms of development surrounded by terraced streets
- Lack of investment in the existing office building stock and associated amenities

Spatial objectives and opportunities

- Improve the image and function of both centres as well as their station environs
- Intensify existing employment and residential uses through targeted repair of the urban fabric with high density and potentially tall buildings
- Create a transition in density and uses between the town centres and surrounding residential neighbourhoods
- Numerous large opportunity sites, particularly on car parks off Station Road
- Consider existing and recent development so new schemes can help to bring harmony to the heterogeneous environment
- Consider block lengths in addition to heights, to provide appropriate scale and massing.

Suitable scale and building types

- Diminutive towers, perimeter blocks ranging from tall to mid-rise, contemporary mid-rise mansion blocks

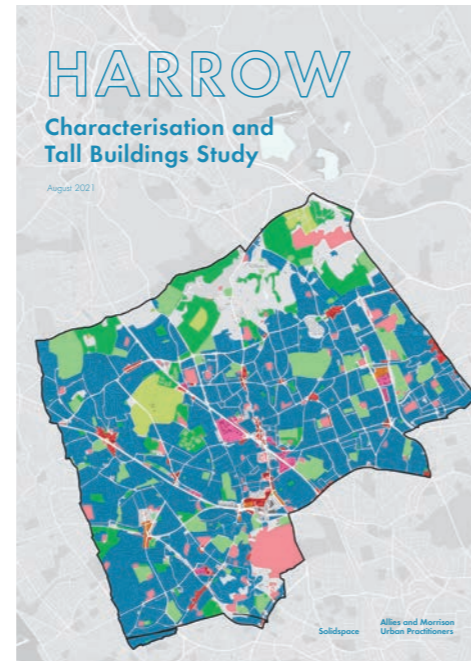


Fig 1.15 Harrow Characterisation and Tall Buildings Study

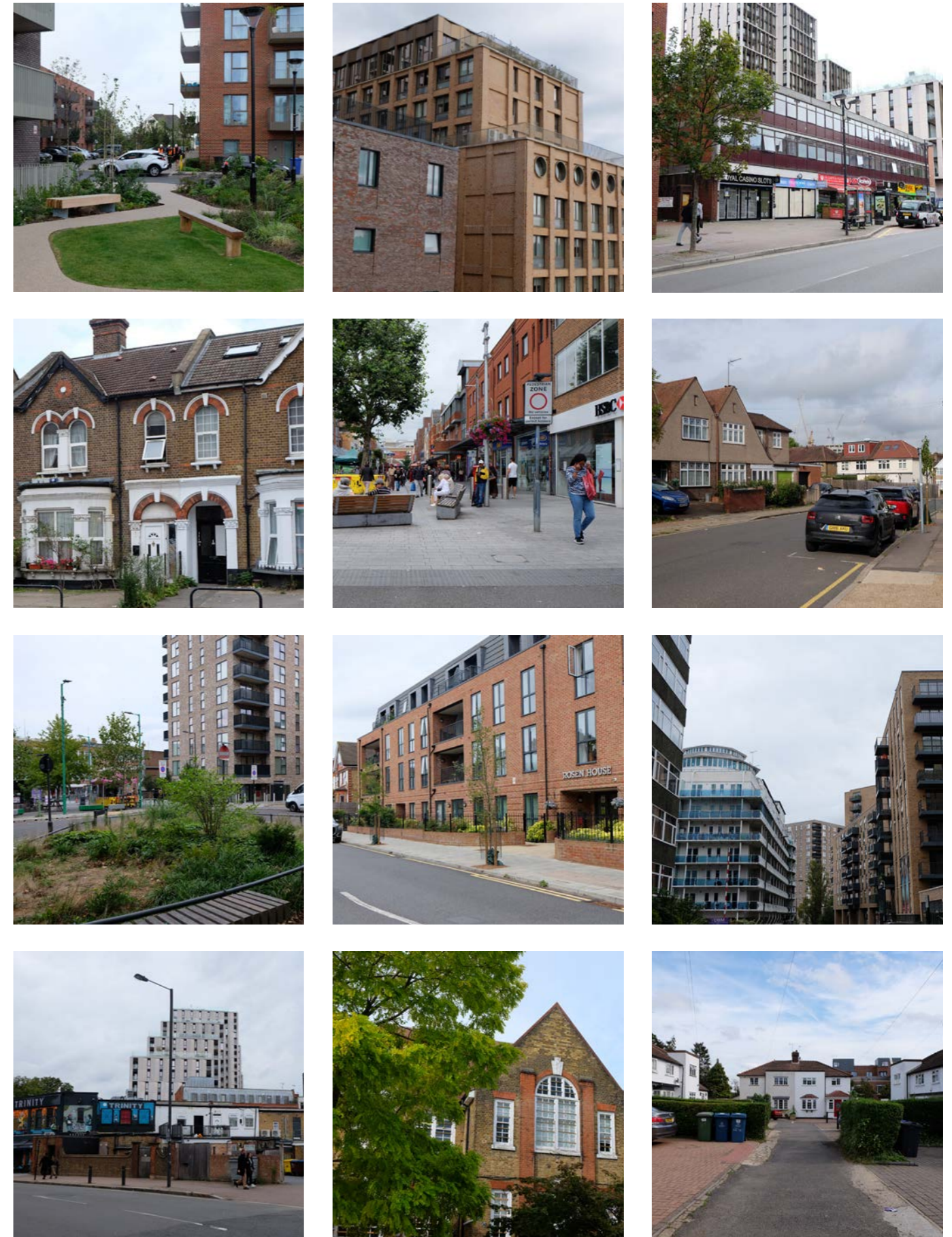


Fig 1.16 Existing character in Harrow and Wealdstone Opportunity Area

1.8 DEVELOPMENT CONTEXT

Harrow and Wealdstone Opportunity Area has seen much of Harrow Borough's growth in recent years, with several larger scale developments that include tall buildings.

1. Eastman Village

Formerly the Kodak film factory site, Harrow View West and Eastman Village sit either side of Harrow View; a road leading to Harrow Town Centre. Harrow View West does not include tall buildings. The sites sit to the north of the OA, close to Wealdstone Town Centre.

Eastman Village is a large site which is partly completed. It is a high density residential-led scheme with heights between 3 and 18 storeys. In total it will deliver 2,036 homes with communal gardens (40% affordable) and a new public park. The scheme is currently in the final Phase 3 of construction and is due to be completed by late 2025. Blocks vary between two and 14 storeys.

The finished scheme will also provide a gym, supermarket, primary school, and other commercial and office spaces.

2. The Lexicon

Completed in 2019, The Lexicon consists of 230 one to three bedroom homes in six Mansion Block style buildings ranging between four and 10 storeys. They include small communal gardens, and a new public play area.

The development mediates between the town centre and surrounding area with a 5-11 storey scheme that has strong frontage to the main road with double height entrances and attractive landscaping. A good example of mid-scale high density to achieve density without towers.

3. Lyon Square

Completed in 2019, and consisting of 310 one to three bedroom flats, with 2970sqm commercial floor space. The buildings vary between 6 and 14 storeys.

The scheme consists of 7 separate buildings of varying forms, composed of both mansion and linear blocks. It successfully creates a consistent yet diverse articulation of the street elevation.



Fig 1.17 Eastman Village



Fig 1.18 The Lexicon



Fig 1.19 Lyon Square

4. Harrow Square

Completed in 2019, Harrow Square sits in a prominent location to the north of Harrow-on-the-Hill train station. It is a high density mixed use scheme that includes the creation of a new central public space for the town centre. It consists of blocks ranging from 8 to 20 storeys, and contains 318 apartments, commercial space and a new library.

The stepped roofline and articulated facade is broadly successful in creating variation but the bulk and mass is challenging and could have benefited from being broken down further at ground level.

The public space has some challenges surrounding micro-climate, causing it to be sometimes unpleasant to use due to wind turbulence. This is caused by the height and form of the building and its orientation to the prevailing wind direction.

The scheme was originally rejected by Harrow Borough Council in 2011, but later accepted by the Secretary of State subject to 'world-class architectural design' being achieved.

5. Harrow One

Completed in 2020, consisting of 203 studio to two bedroom apartments in two buildings, 11 and 17 storeys in height. It is an articulated building which responds well to the high density development on Lyon Road.

6. Harrow and Wealdstone Heights

Harrow and Wealdstone Heights is located on the Palmerstone Road roundabout in Wealdstone and was completed in 2022. It consists of 187 residential units across five buildings, and its heights range between 9 and 17 storeys, rising either side of the roundabout and the flyover. The scheme also provides commercial and community spaces. The scheme was called in by the Mayor of London in January 2017, before being granted planning permissions in March 2017.

Although in a sustainable location - within close proximity to the station - the height and bulk of these blocks could have responded more sensitively to their surrounding low-rise context, such as rising in a more stepped manner.



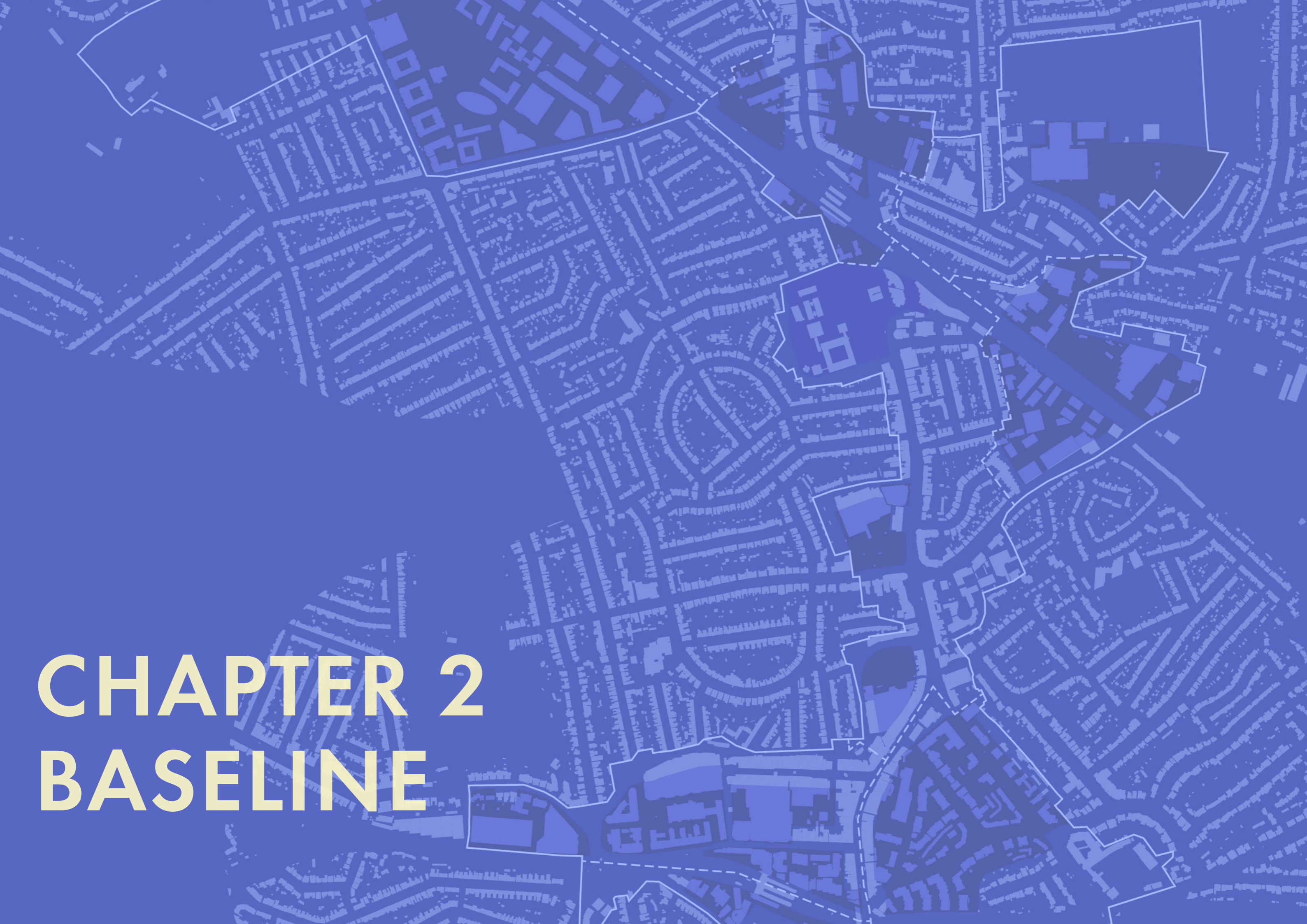
Fig 1.20 Harrow Square



Fig 1.21 Harrow One



Fig 1.22 Harrow and Wealdstone Heights



CHAPTER 2

BASELINE

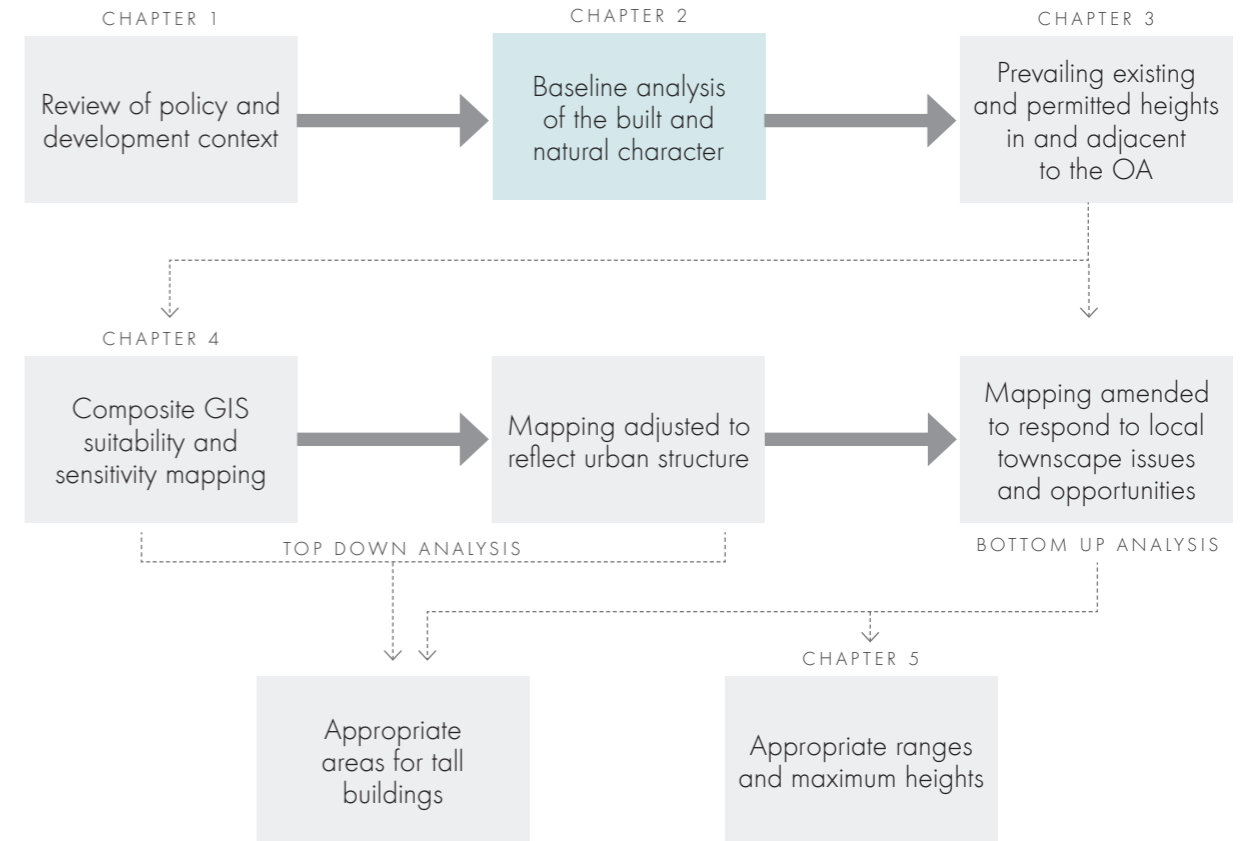
2.1 METHODOLOGY

Appraising the Opportunity Area's character

Before moving onto to assess key considerations relating to tall buildings, it is valuable to first undertake baseline townscape and urban design to explore and appreciate the character of the Opportunity Area and its surrounding neighbourhoods.

Over the following pages, key mapping for the OA explores:

- An overview of the location and character of the Opportunity Area.
- Identification of centres within the OA and their role and status.
- A review of heritage within and close to the OA
- A review of density in the OA, as measured by the number of dwellings per hectare (DPH) and by the floor area ration (FAR), which identifies the volume of space as it related to building footprints, with a greater number of storeys providing a higher FAR.
- An overview of building heights across the OA and an assessment of where low rise buildings currently dominate.
- Local and strategic views across and within the OA, including the core view cone and the setting for the view.
- Aviation safeguarding zones relating to activities at RAF Northolt to the west of the OA.
- Identifying areas of industry and business use within and around the OA.
- Accessibility to and from areas within the OA, covering major transport hubs as stations, PTAL levels, CTAL levels and the route hierarchy within the OA.
- The natural character of the OA, including green spaces across the area, topography and potential flood issues.



2.2 LOCATION AND CHARACTER

The opportunity area is located in the centre of the Borough of Harrow in north west London. This area comprises a core spine of the Station Road corridor, linking the two metropolitan centre Harrow and Wealdstone. The opportunity area is at the heart of growth in the borough and outside of this area there is a sharply contrasting built character of low scale, compact Victorian terraces, low density to the high density, tall mixed use schemes.

Road and rail infrastructure is prevalent in the area, with the railway line creating severance between areas at points.

Looking more broadly, key characteristics can be identified between Harrow in the south of the Opportunity Area, and Wealdstone to the north.

Harrow

Distinctiveness

- Recent development at Gayton Road and Leyton Road has an effective transition in scale between new 8 storey and existing 5 storey mansion blocks than existing town centre edge condition
- Contrast between high density, bulky town centre development and low density, low scale suburban neighbourhoods

Wealdstone

Distinctiveness

- More urban in character, with grand Victorian villas and compact Victorian urban terraces common
- Historic spine road with tight grain fronting Wealdstone High Street, with step up in scale and 'muscular' massing that addresses the street
- Grade II Listed Harrow and Wealdstone Station with clock tower is a prominent heritage asset and local landmark
- Higher residential densities achieved at recent developments including Harrow View East and West

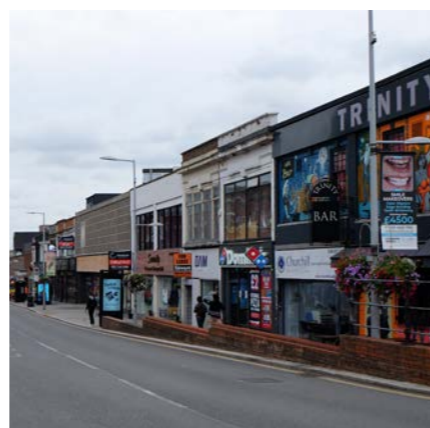
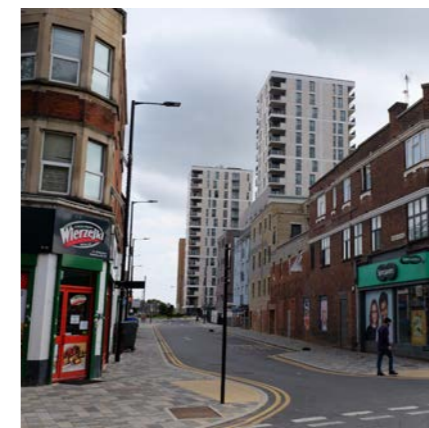
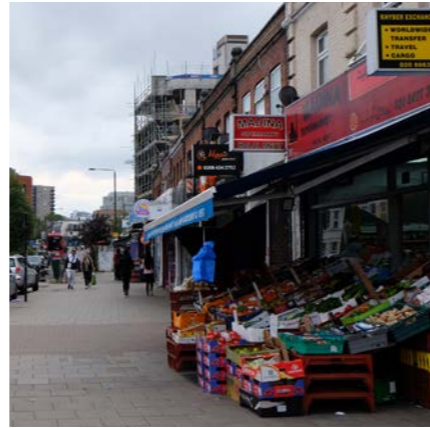


Fig 2.1 Variations in the local townscape

2.3 BUILT CHARACTER

Centres

The Opportunity Area has two town centres identified in the Local Plan. Both centres are mixed use and have major transport hubs, including London Underground stations. The centres are both surrounded by a large residential hinterland. The Local Plan and London Plan identifies Harrow town centre as a Metropolitan Centre, however, the Local Plan notes that it has not kept pace with the growth experienced by neighbouring centres. Wealdstone town centre is identified by the Local Plan and London Plan as a District Centre. It has been identified

by officers as needing investment to ensure that the town centre maintains its viability. Both town centres include a number of opportunity sites where intensification would be suitable including the potential for tall buildings.

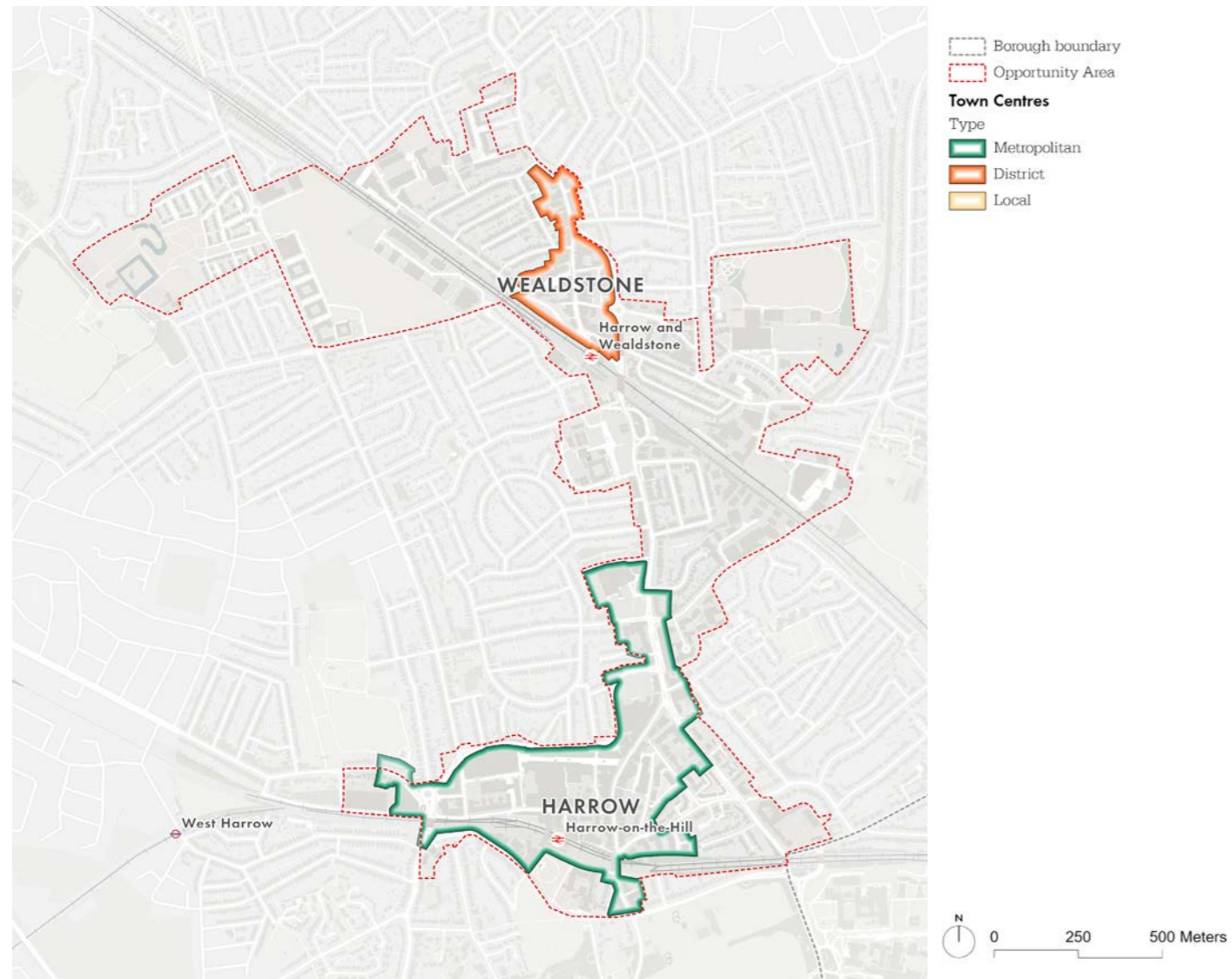


Fig 2.2 Centres

Heritage

The Opportunity Area presents a number of opportunities for character-led growth by making best use of its heritage assets. Growth and development should focus on enhancing setting of heritage assets through public realm and landscape and responsive development that better frames and compliments assets. There are 15 Listed Buildings within the OA, including the Grade I listed Headstone Manor in the North West of the study area, and a cluster of Grade II listed assets in Wealdstone including Harrow and Wealdstone station. As well as this, there are

a number of locally listed assets which are of local significance, which includes Byron Recreation Ground skateboard park and 329 -347 Station Road.

The edge of the Opportunity Area sits within the Roxborough Park and The Grove Conservation Area. The Conservation Area extends beyond the OA, and although they are not part of the OA, Harrow School and St Mary's Church spire can be seen widely from the Opportunity Area due to their position on the top Harrow Hill.

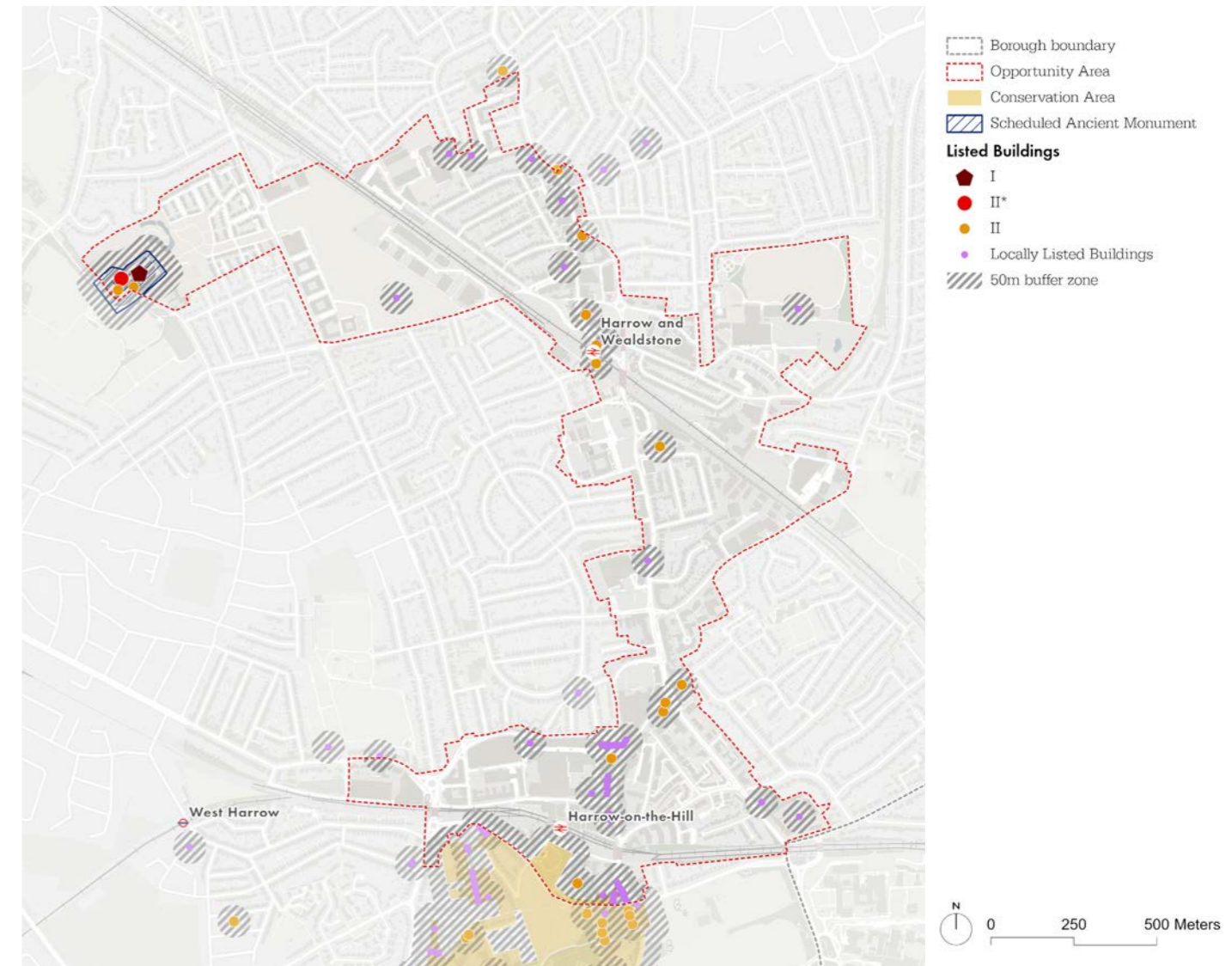


Fig 2.3 Heritage

Density

Density is measured in dwellings per hectare (DPH). It measures the number of homes within a given area. This plan shows how currently, density is focused in the south of the OA, with the highest DPH focused around the new developments of Lyon Square and The Lexicon, where there are one to three bedroom flats in blocks reaching up to 14 storeys. Eastman Village in the north west of the OA will see an uplift in DPH once development is completed. The large site comprises 2,000 one to three bedroom homes on a 23 hectare site, so is set to deliver circa 87 DPH.

DPH is a useful marker for understanding intensity of development. Nevertheless, it is important to look at density measured in DPH in conjunction with other measures. In isolation, it can encourage particular building forms over other, in ways that may not fully address the range of local housing needs. For example, an apartment building containing one person studios will deliver significantly more DPH, but fewer bed spaces per hectare than a terrace of family-sized townhouses, in the same space. It is therefore important to consider how housing needs, local character, design and appropriate building forms relate to the density measures being used.

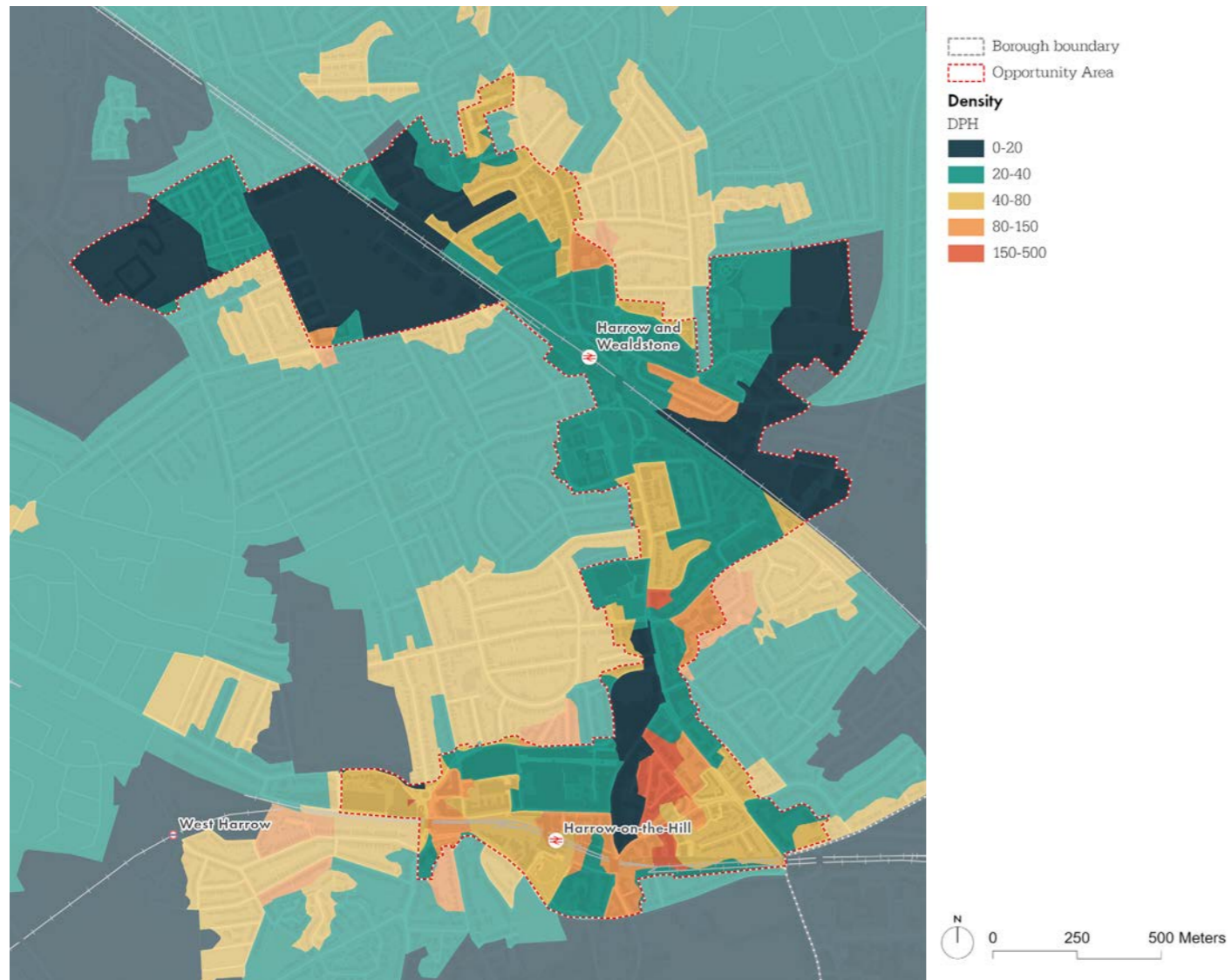


Fig 2.4 Density

Floor Area Ratio

The Floor Area Ratio (FAR) is a way of measuring density. This metric presents a more complete reflection of density compared to dwellings per hectare (DPH) as it does not take into consideration building type or use. Therefore, areas with a high FAR do not necessarily represent a high population or housing density. Low density is considered between 0.0-0.4, moderate density between 0.4 and 1.0 and higher density >1.0. A higher FAR means that there is a higher density of buildings, by height and/or massing. It is the ratio of a building's total floor area to the size

of the land upon which it is built. A FAR of 2 means that a building covers the two times the equivalent of the whole area of the plot, e.g. two storeys over the whole plot, four storeys over half the plot, eight storeys over a quarter of the plot etc.

The Opportunity Area has a mixed FAR, with the highest density located to the south in Harrow Town Centre. The north east parts of the OA are far less dense indicating more open space and/or gardens in many of the Victorian terraces.

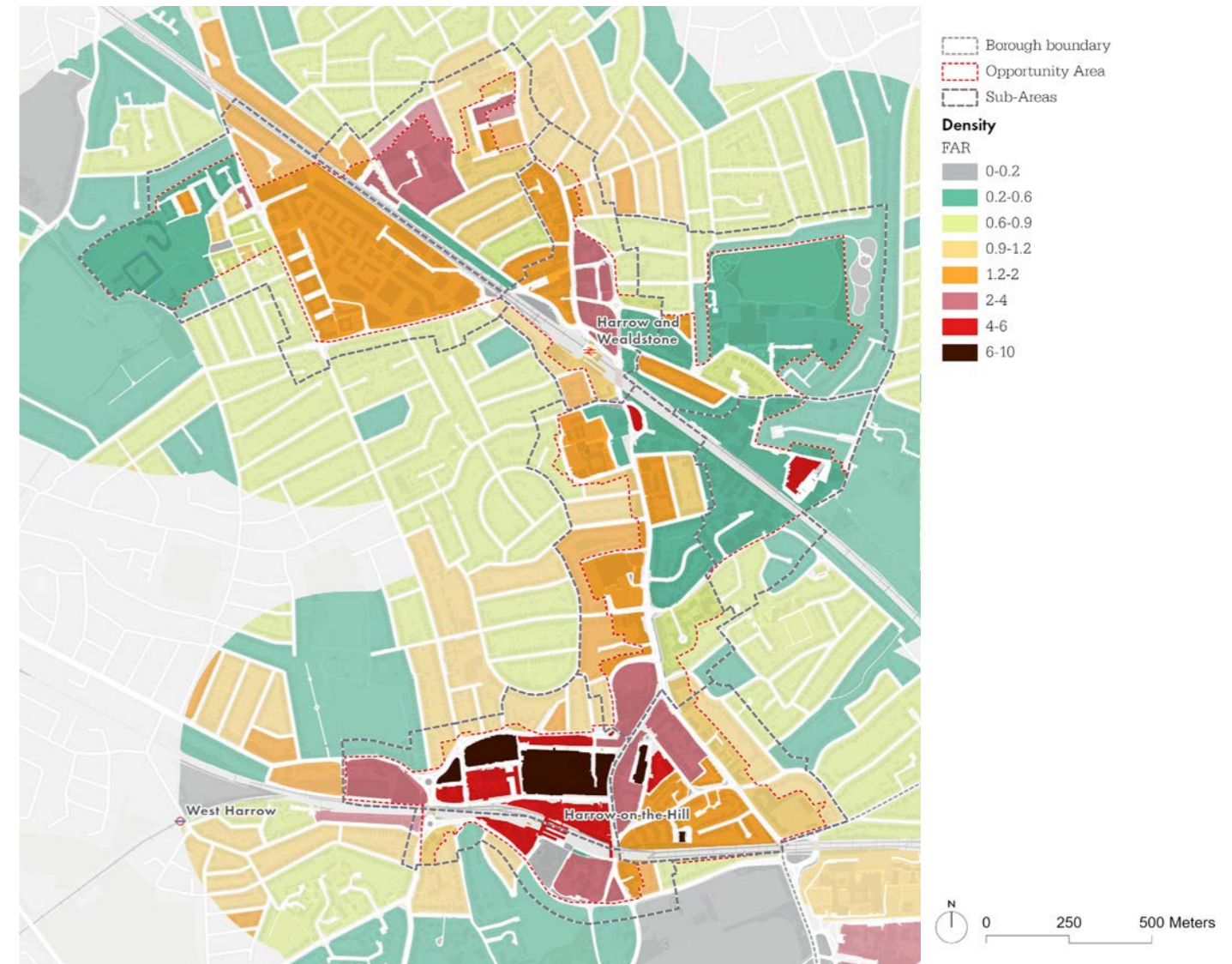


Fig 2.5 Floor Area Ratio

Building heights

An assessment of the OA's existing building heights shows where taller buildings are currently located, making it clearer to identify clusters of height. It gives an indication of area's character and predominant heights, helping to give an understanding of where tall buildings over 6 storeys may have a significant impact and potentially change the character. From the plan it can be seen that much of the OA is less than 3 storeys. Height is currently clustered southwards, in Harrow Town Centre, indicating that tall buildings could have less of a character altering effect here.

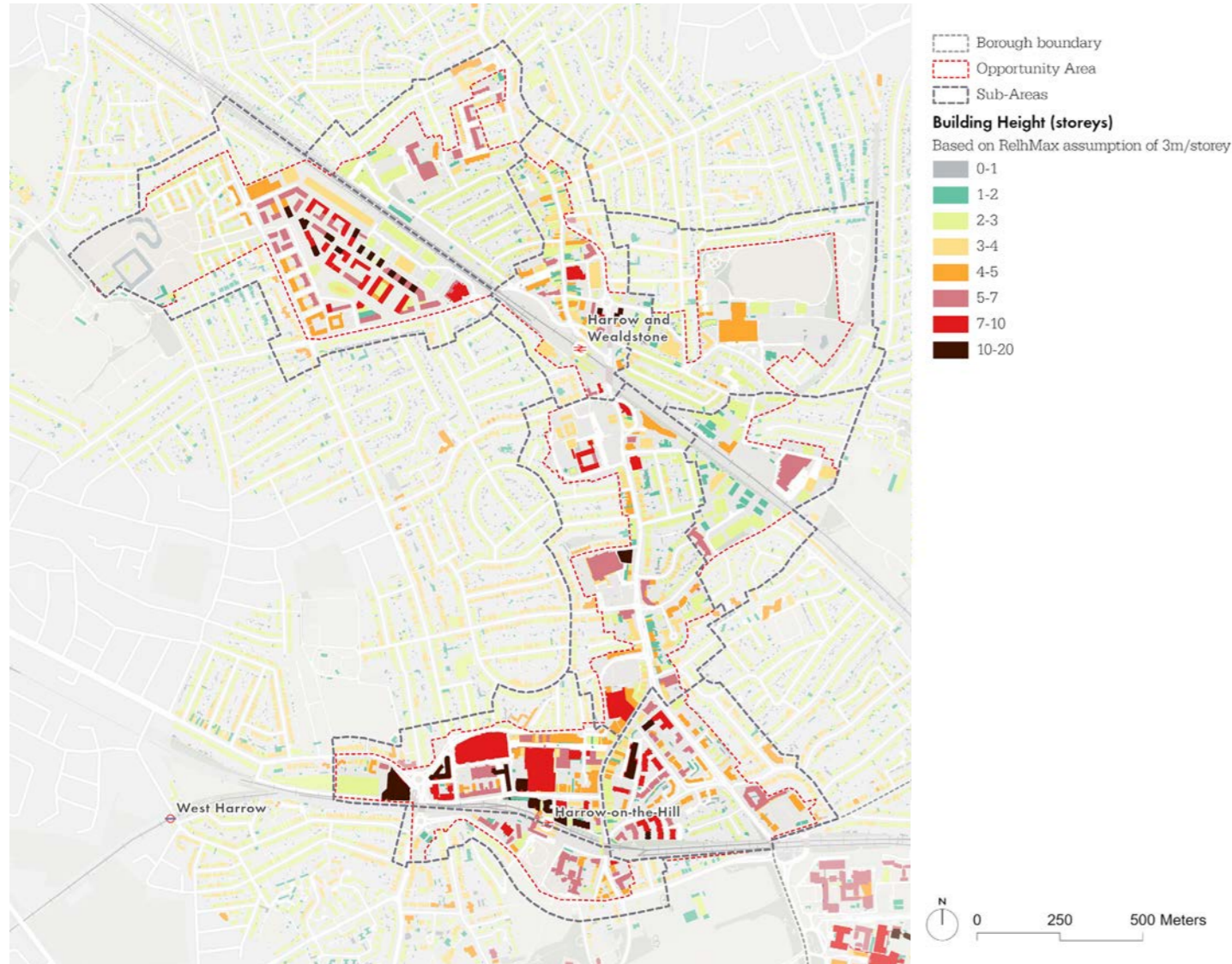


Fig 2.6 Building heights

Low-rise buildings

This plan shows the low rise buildings between one and two storeys, and areas that are within 50m of a low building. 50m was chosen as a buffer as this is the distance in which a tall building could have an impact on amenity of a low building. This shows that much of the OA is currently low rise, and that a tall building must be carefully designed so as to not impact these low buildings.

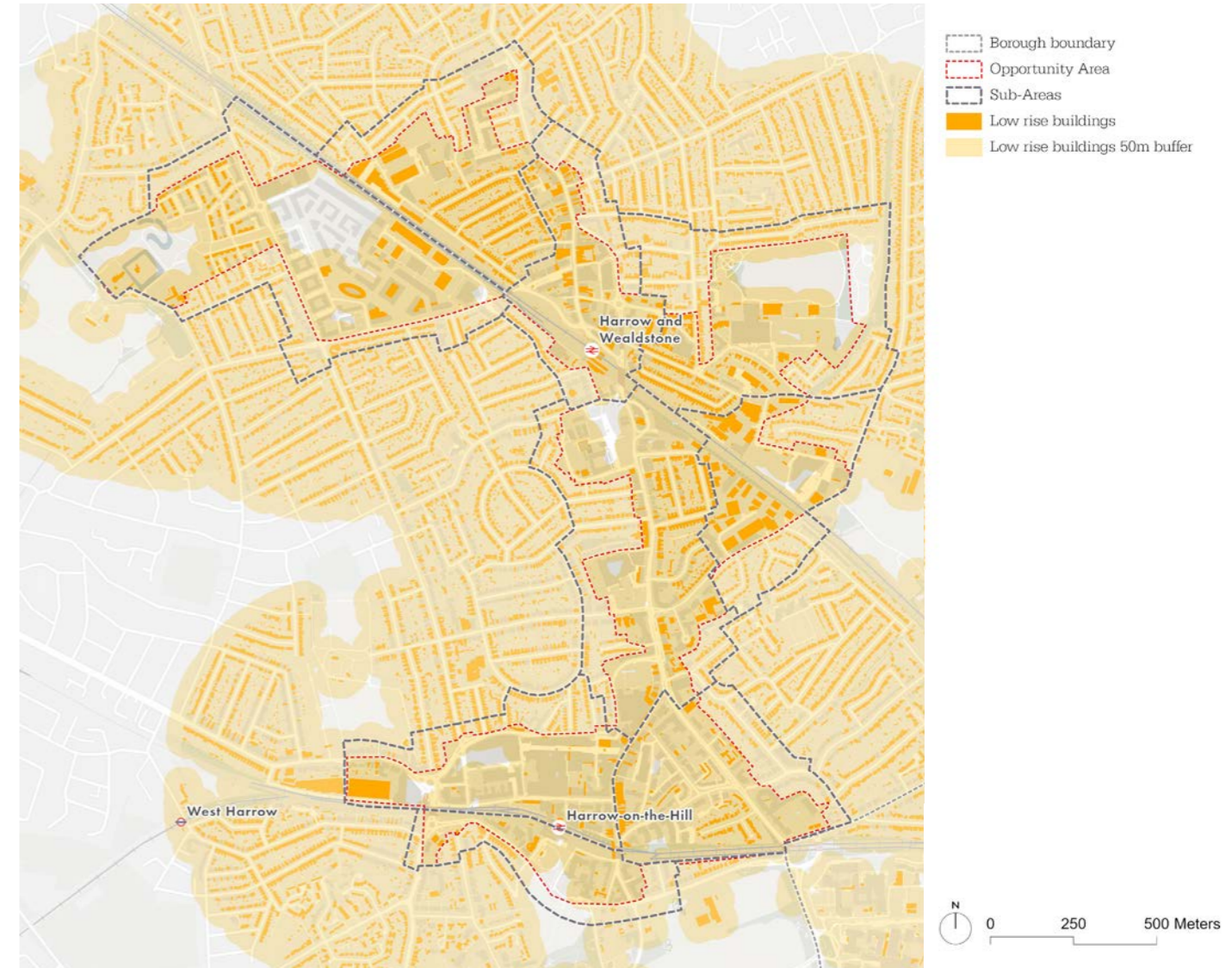


Fig 2.7 Low-rise buildings

Views

A number of protected views are identified in Schedule 4 of the Harrow Unitary Development Plan (UDP) and in the 2012 Harrow Views Assessment. A number of protected views traverse the Harrow and Wealdstone OA and will have an impact on future development. These sensitivities are explored further in the next section, but affect height and location of tall buildings in relation to interruption of skyline and horizon, competing views, and protection of heritage assets.

It is important to note that the Local Plan review currently being undertaken by the London Borough of Harrow will review the existing protected views as required by the London Plan 2021.

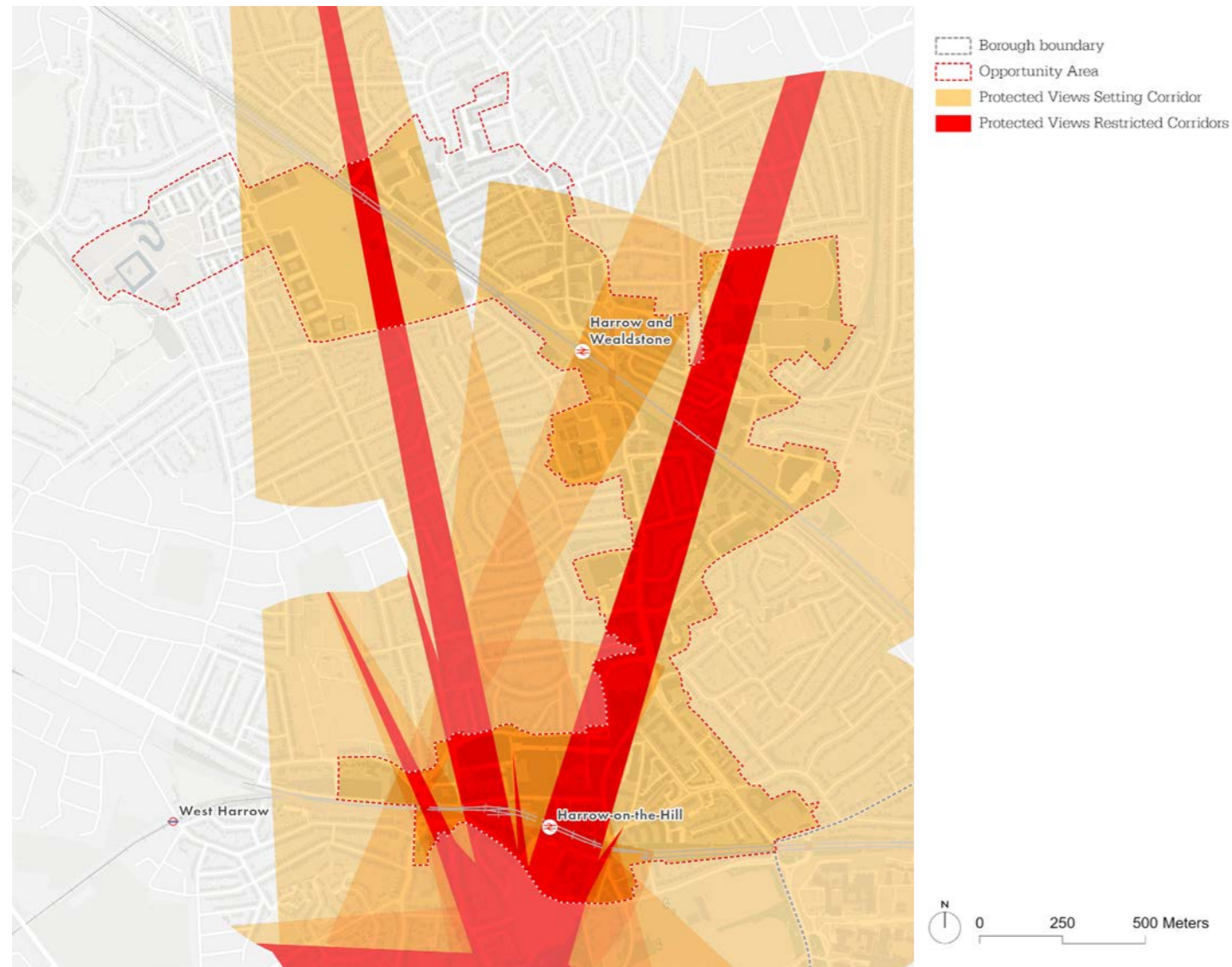


Fig 2.8 Views

Aviation Zone

Some southern parts of the Harrow and Wealdstone Opportunity Area are impacted by restrictions from the RAF Northolt Safety Zone.

Buildings that are below this height, but that require cranes for construction that exceed the outlined heights are also subject to consultation.

The map outlines the safety zones and the requirements for consultation. Most significant are the yellow, green and red areas in Harrow Town Centre East, West and South, which are affected by lower height restrictions and could impact plans for taller buildings, or their construction.

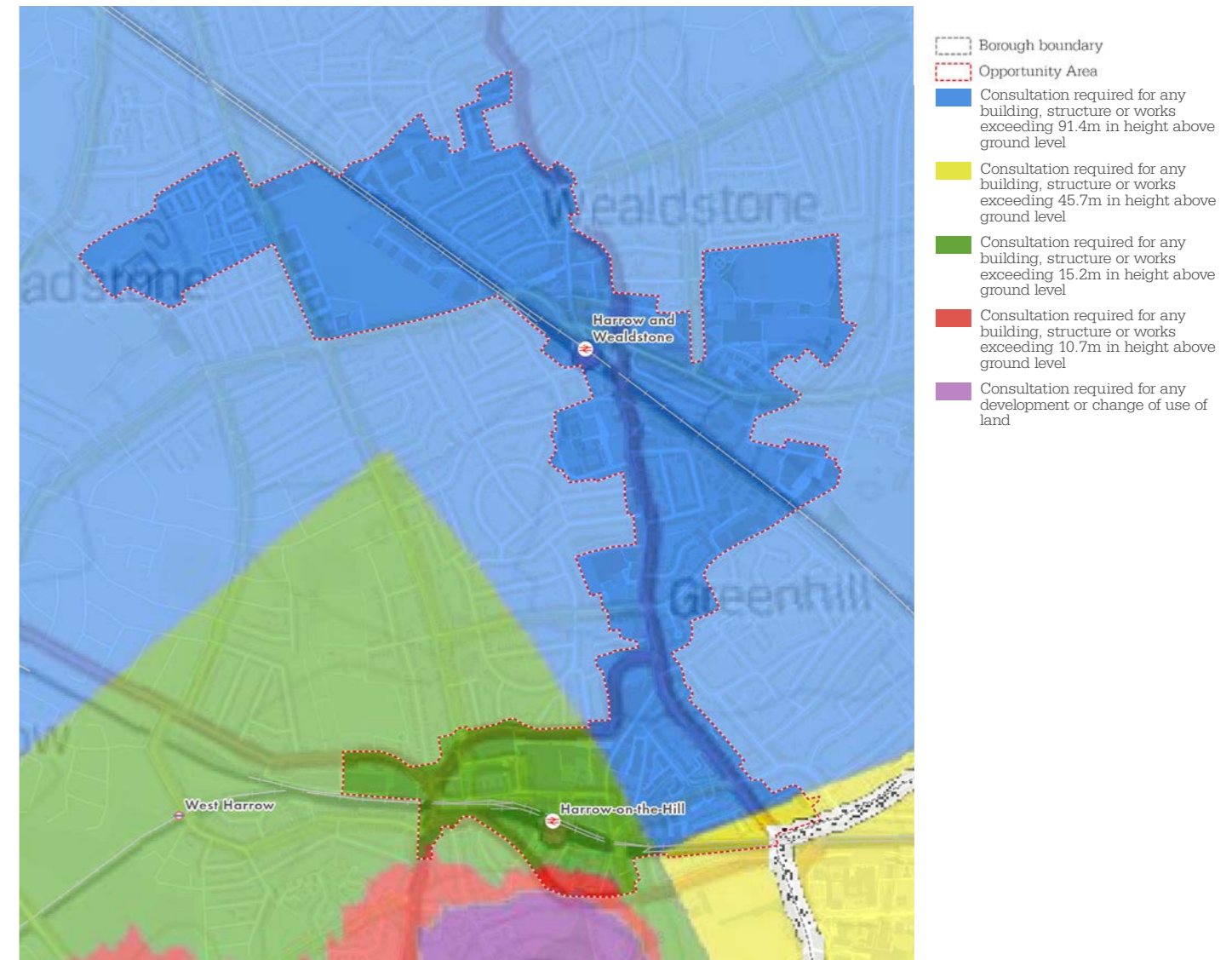


Fig 2.9 Aviation Zone

Industrial and Business Use Areas

Industrial and Business Use Areas are industrial and business use estates that form the central component of the Borough's land supply for non-residential development outside of town centres and have historically been safeguarded to meet local economic needs on previously-developed land.

The map below shows the location of these sites. Policy DM 31 in the Local Plan Development Management Policies supports proposals for the intensification, renewal and modernisation of existing

industrial floor space. The council will also support proposals for enabling-led mixed use developments where this is necessary to facilitate the intensification and renewal of these areas. On some of these sites, this has already taken place, such as on Palmerston Road next to Harrow and Wealdstone Station, where an eight storey co-living building with co-working space was opened in 2022, replacing three storey college.

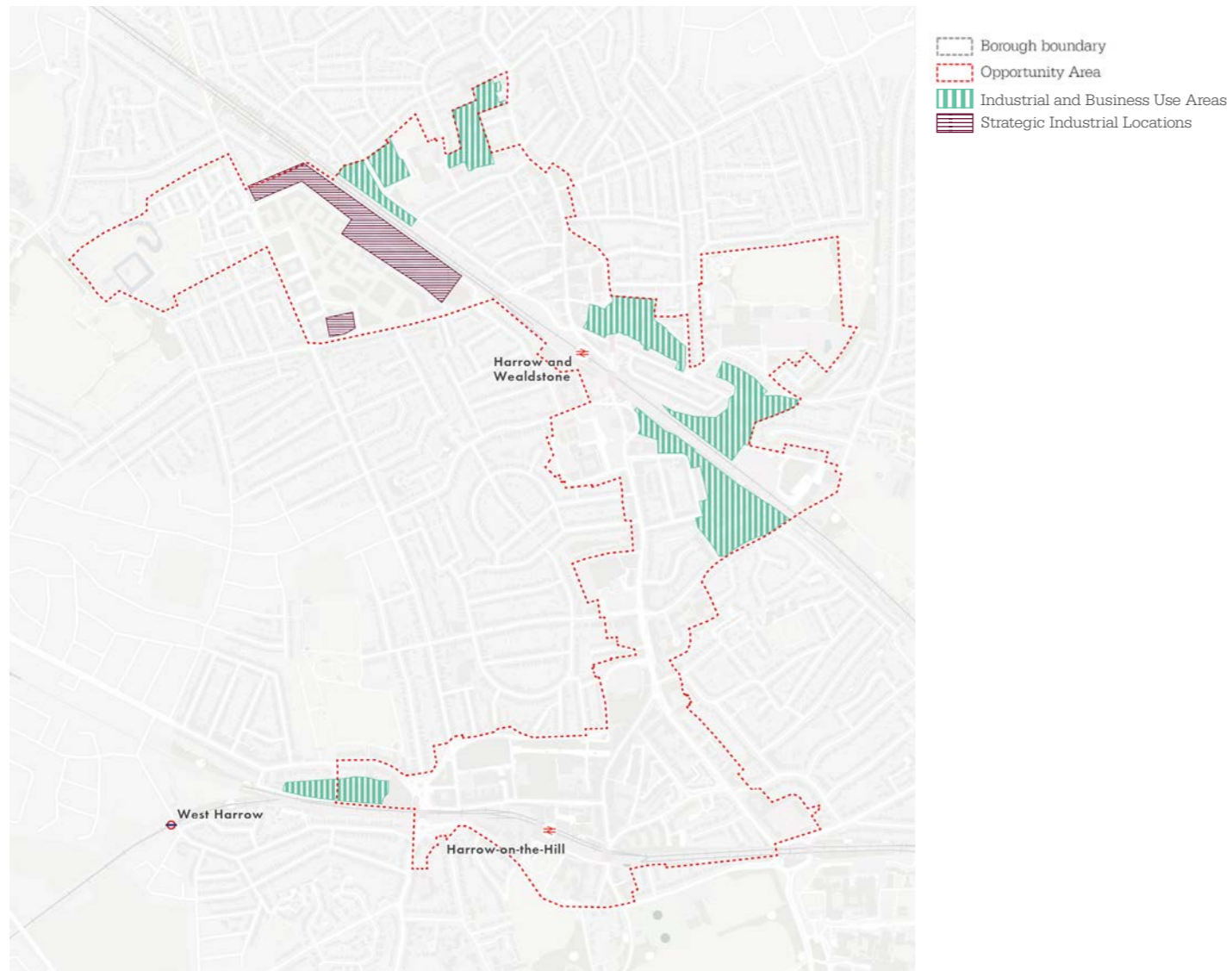


Fig 2.10 Industry and Business Use Areas



2.4 TRANSPORT AND MOVEMENT

Public Transport Accessibility Level

Public Transport Accessibility Level (PTAL) is a measure of connectivity by public transport. PTAL ranges from zero to six, with the highest value representing the best connectivity. A location will have higher PTAL if it:

- is a short walking distance to the nearest stations or stops
- waiting times at the nearest stations or shops are short
- more services pass the nearest stations or stops
- there are major rail station nearby
- any combination of the above

PTAL ratings from 4 are generally seen as having good transport accessibility and may indicate a sustainable location for development, due there likely being less of a reliance on cars for transportation. In the OA, the highest PTAL is in the southern part around

Harrow on the Hill train station. This indicates that in this area, public transport services are frequent and reliable, whilst also being a comfortable walkable distance. Some areas in the OA, such as in the Harrow View and eastern sub-areas, have a PTAL rating of 1b or 2. This indicates that these areas may not be as suitable for development as the southern areas.

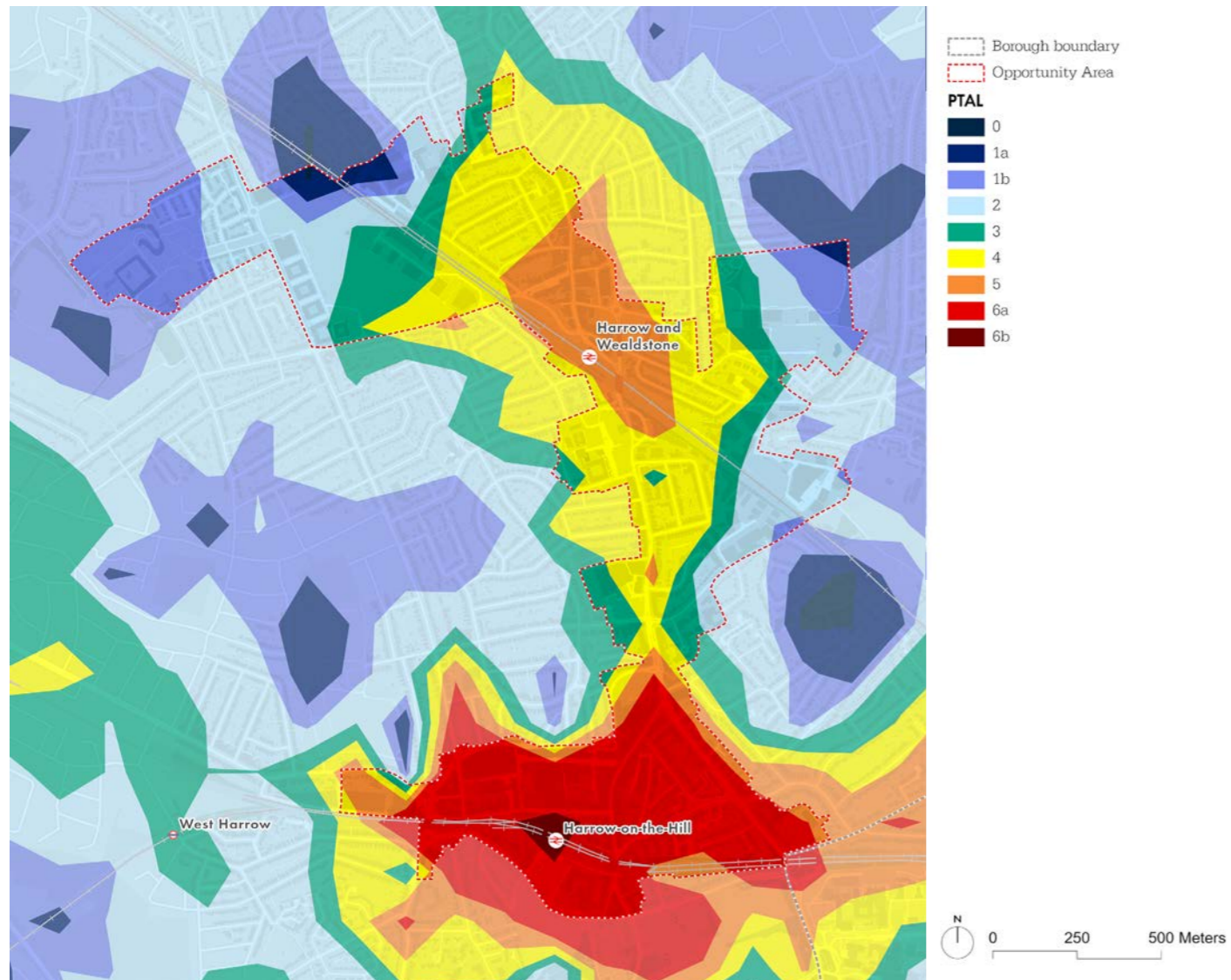


Fig 2.11 PTAL

Transport

The OA has two train stations. Harrow and Wealdstone station is served by the Overground and Bakerloo Line as well as Southern and West Midlands Railway. Harrow-on-the-Hill is served by the Metropolitan Line and Chiltern Railway. The isochrones indicate a 200m and 400m walking distance to the stations. These are comfortable walking distances to the stations and so may indicate areas in which intensification and higher density of development is most sustainable.



Fig 2.12 Transport

Cycling Transport Accessibility Level

Cycling Transport Accessibility Level (CTAL) provides mapped data on proximity of bus and train services that fall outside of the higher PTAL rating 4-6b. The yellow squares indicate 100m intervals, from which train stations and bus stops are a comfortable cycling distance. As most of the OA is a comfortable walking distance to a train station or bus stop, PTAL is less significant.

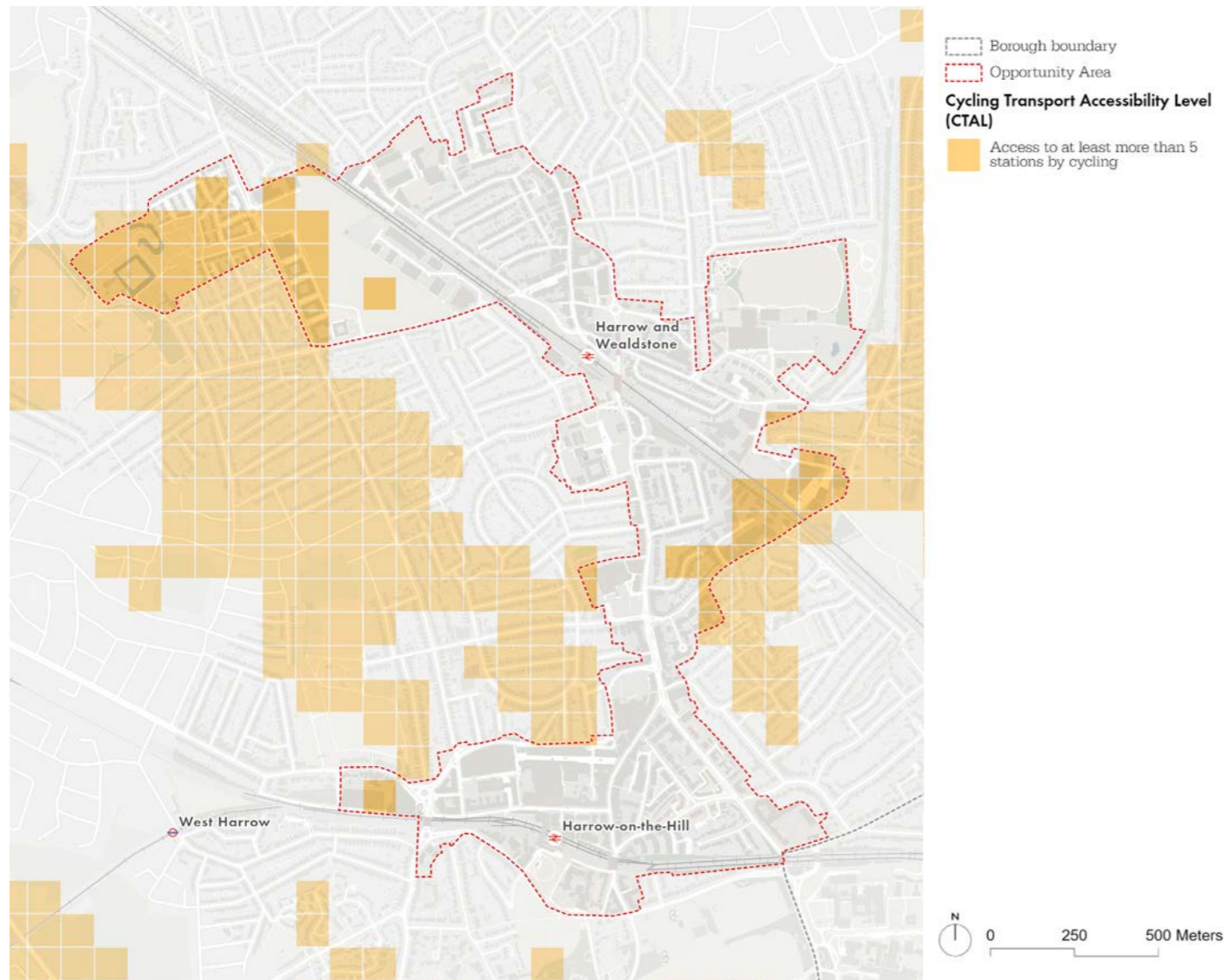


Fig 2.13 CTAL

Route hierarchy

This plan shows the main routes through the OA. Station Road is an A road and is the main travel corridor between the two town centres. Despite this, it is small and local in character. It is a single carriage way with one or two lanes of traffic travelling in each direction with a bus lane in some sections.

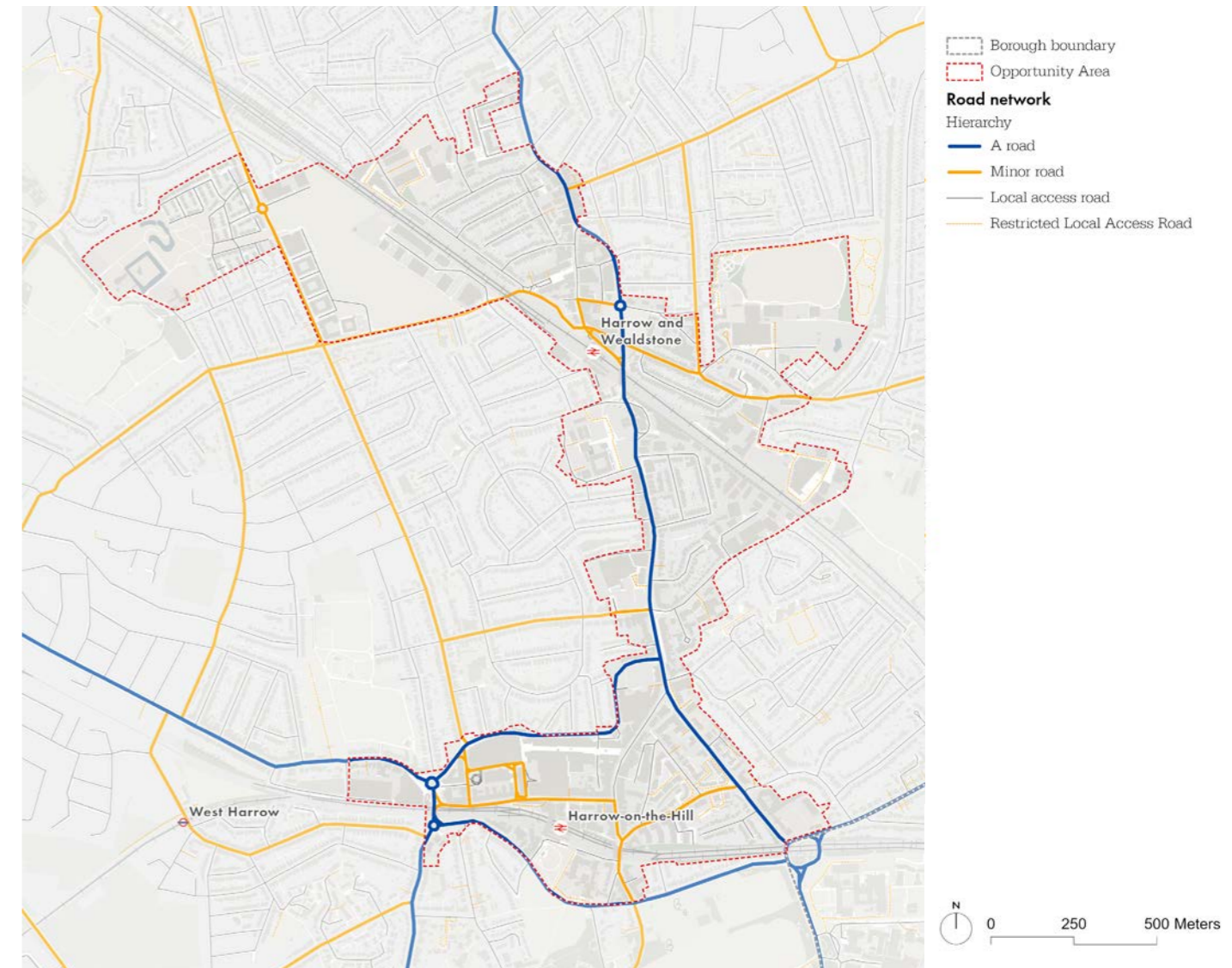


Fig 2.14 Route hierarchy

2.5 NATURAL CHARACTER

Topography

The OA has a highly varying topography which must be considered when identifying appropriate locations for tall buildings. The area has a difference of 20m and varies between 55m and 75m AOD (above ordnance datum). The lowest parts are to the north, whilst the highest part of the OA is in the south, up to Harrow Hill; a key topographical feature which can be seen widely from around the OA. Harrow Hill rises to 125m AOD and is home to St Mary's Church, with its spire rising above the tree line.

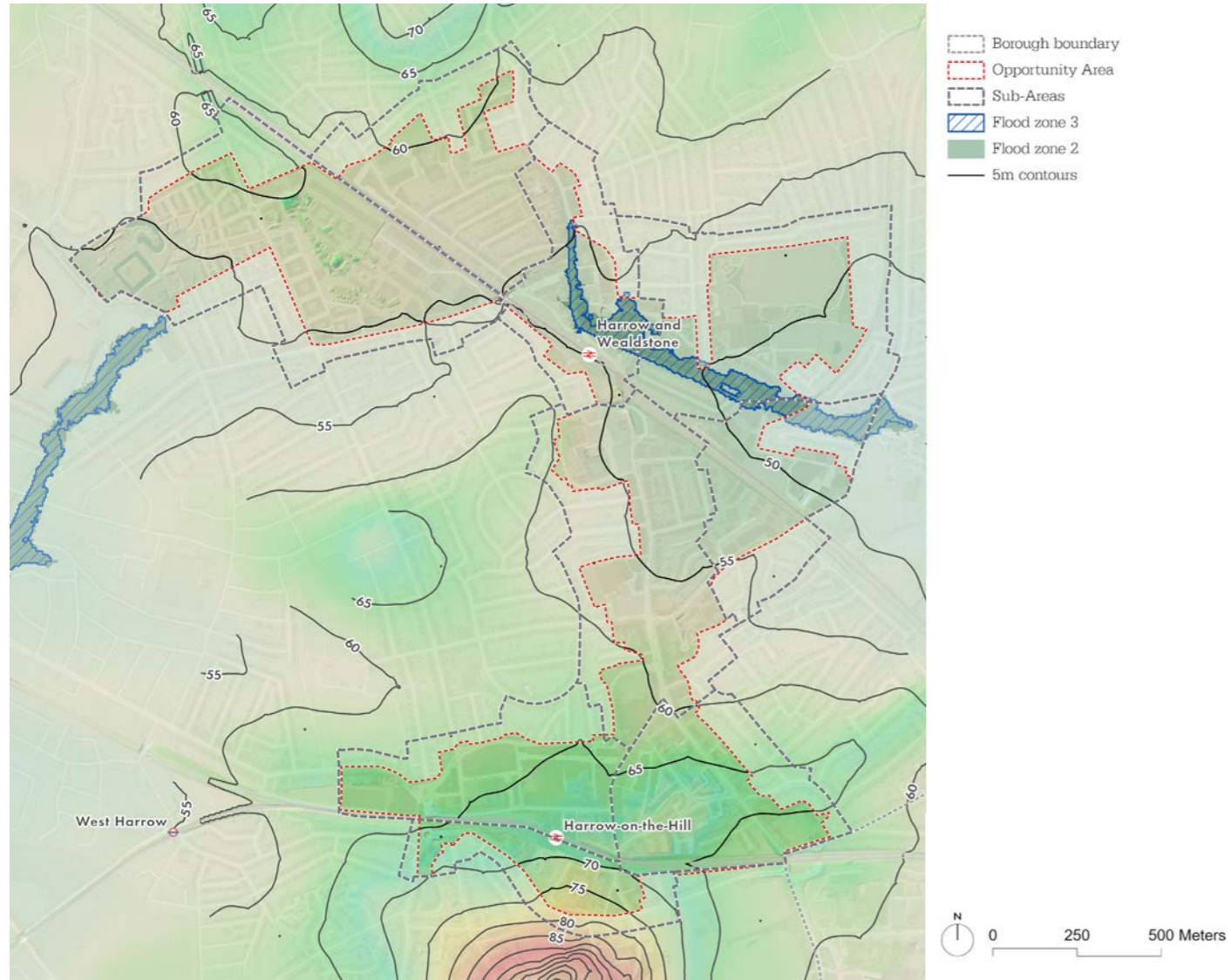


Fig 2.15 Topography

Green spaces

The biggest open green space in the Opportunity Area is Byron Park in the east. By Harrow-on-the-Hill station, the Lowlands Recreation Ground is protected Metropolitan Open Land (MOL). MOL are areas of strategically important open space, which is of metropolitan significance in terms of openness, leisure, recreation and nature conservation. These areas serve a similar level of protection as the Green Belt.

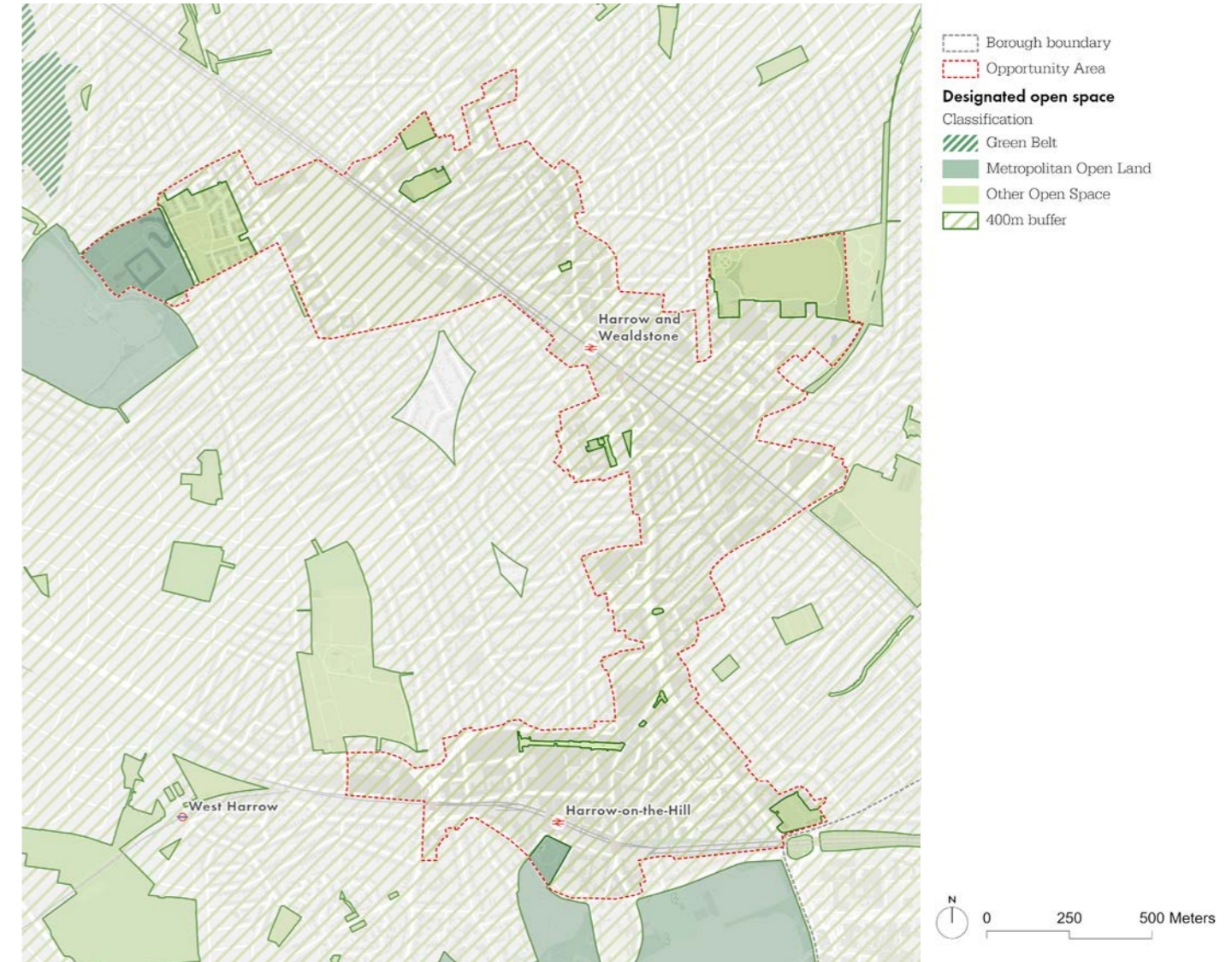


Fig 2.16 Green spaces



CHAPTER 3

DEFINING TALL BUILDINGS

3.1 METHODOLOGY

Methodology for defining tall buildings in Harrow and Wealdstone OA

Under Policy D9, the London Plan requires development plans to define what is considered a tall building. This definition must cover all parts of the Borough but may vary for different locations. This chapter presents analysis of the existing pattern and distribution of building heights and density across the borough. This includes analysis of prevailing building heights and degree of variation within defined areas of the borough. These areas are defined by the boundaries the aforementioned sub-areas.

Defining sub-areas

Within the Opportunity Area, nine sub-areas have been defined. These are based on the Area Action Plan from 2013 and have been adjusted to reflect newer and emerging development in the last decade. The sub-areas are character-led, meaning that they have been defined by analysing the character of the area as a whole and understanding where this character changes within the OA. In this study the sub-areas are used to analyse certain areas in greater detail and understand the relationship between different character areas and how they are affected by tall buildings.

Defining tall

The London Plan policy D9 states that the height of tall buildings “should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey” (GLA, 2021, p. 138). Development of new buildings predominantly measure 3 metres per storey and therefore the policy suggests the definition of tall should not be less than 6 or 7 storeys, as 18m from the ground to the floor level of the uppermost storey would equal 21m to the top of the building. These definitions therefore suggest that including the upper most storey, the definition of tall is 7 storeys or more. Policy D9 goes on to state that “Tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline” (GLA, 2021, p. 142).

In addition to this, this study and guidance does not include rooftop equipment within the identified height limits. Guidance and policy on incorporating rooftop equipment is provided in design guidance and wider design policies within the Development Plan. This includes consideration of AOD and understanding of

the impact that rooftop equipment will have on views and vistas. In particular, short range views where development of tall buildings with rooftop equipment will need to be carefully assessed.

Measuring prevailing building heights

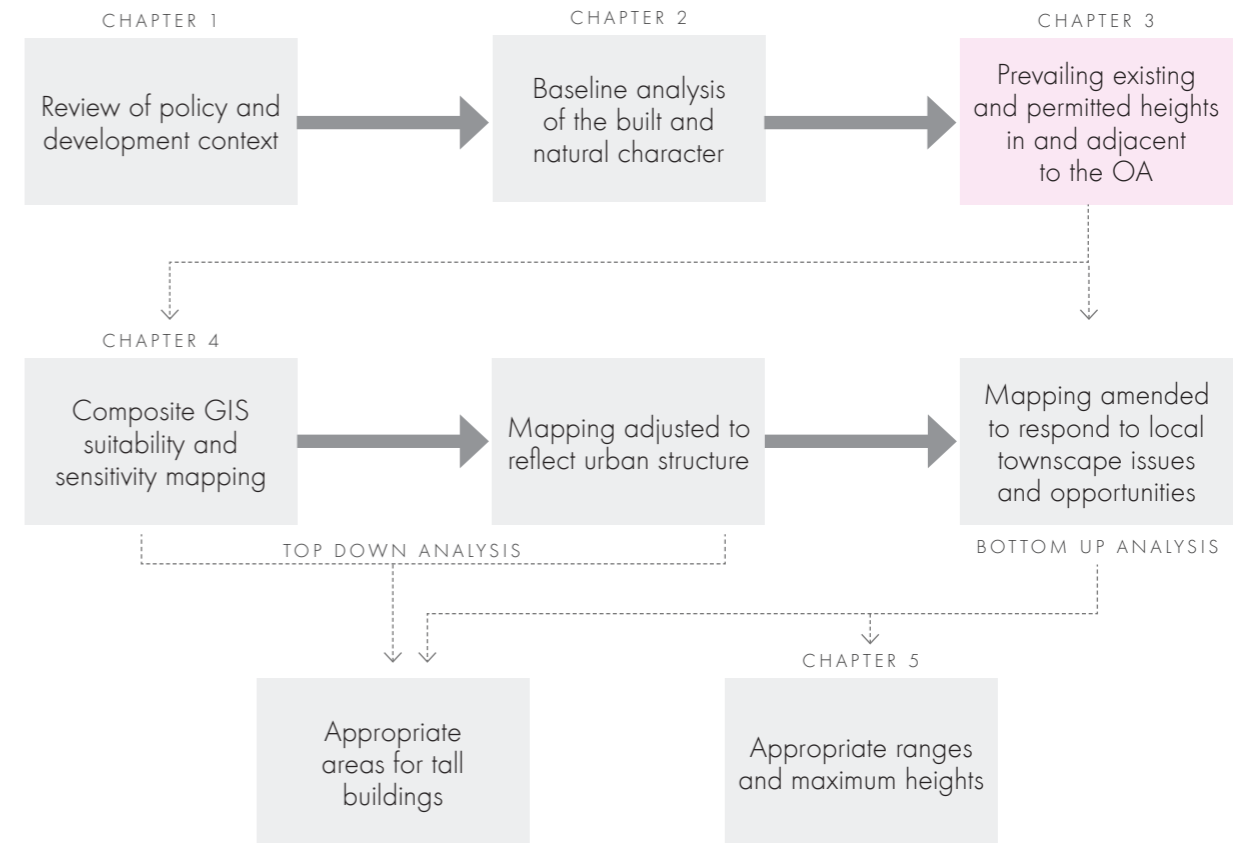
Measuring the prevailing height of existing buildings makes it possible to identify appropriate height ranges and maximum heights for future buildings. As Policy D9 is context-led and defines tall as being 'the height at which a building becomes substantially taller than its surroundings' it is vital to understand and measure existing surrounding context.

For this study, building height data has been taken from the Ordnance Survey and Harrow Council's own GIS data sets. From this, prevailing heights have been calculated using a variety of statistical methods (mean, median and weighted median) and compared to better understand and represent height variations across the Opportunity Area.

The mean height represents the average height of all buildings within an area. One or two outliers (unusually tall buildings) may skew the average height of an area upwards and so the median (the middle value in set of all buildings in an area when organised from lowest to highest) has also been used. This eliminates the effect of outliers and is more representative of the central tendency when the distribution of building heights in an area is irregular.

The 'weighted median' has been the preferred method of analysis because it takes account of both the height as well of the size of building footprints in an area. This is important because larger buildings inevitably have a greater impact on our perception of the local townscape than smaller ones. A more detailed description of the methodology for measuring heights is given on the following spread.

The full range of existing building heights (including outliers) have been measured at a sub-area level (see Fig 3.5, 3.6 and 3.8). Given the relative similarity in weighted median heights of existing buildings across all sub-areas - and the fact that all of these are below the London Plan minimum - the definition of a tall building in the Harrow and Wealdstone Opportunity Area is 7 storeys or 21m measured from the ground level to the top of the building, excluding roof top equipment.



3.2 HOW IS HEIGHT MEASURED?

The diagram below shows how height is measured within this study. In defining a tall building, both storeys and metres above ground level have been used. Metres above ground level is used as it recognises that storey heights vary between building uses. For example, a six storey building could vary between 18m and 21m.

The definition provides a minimum height for a tall building. Residential floor-to-floor storey heights are typically lower than those of non-residential uses. Nationally described space standards for dwellings requires them to have 2.5m floor-to-ceiling height. An assumption of 0.5m between ceiling and floors has been made based on recent developments in Harrow. This gives a storey height of 3m.

The final habitable storey can sometimes be within the roof area, for example, as a mansard or dormer roof. This would typically be classed as a full height storey. Uninhabited roof space which is pitched or shallow may be classed as half a storey, this could include roofs that have been extended with dormer or velux windows.

The total height of a building can be measured in two ways. This depends on what point on a building you measure to. Absolute Height Max (AbsHMax) is a measurement of the absolute height of the tallest point on a building, which could include structures

such as chimneys, plant housing and machinery. It is measured from the Absolute Height Minimum (AbsHMin), which represents the lowest height of the intersection of the external building walls and the underlying ground surface. The AbsHMax may cause issues when translating a building height from meters into storeys as a four storey building with a pitched (but uninhabited) roof and additional structure could be read as five, or even six, storeys. Alternatively, a building can be measuring using Absolute Height 2 (AbsH2). This is a calculated value which aims to represent the lowest point where the roof intersects the alignment of the external vertical walls. This measurement gives a more accurate picture of the number of storeys, however it doesn't give a true picture of the height of buildings, particularly if working in meters. This would potentially discount landmarks such as churches with tall spires, for example.

The relative building height values are generated from the differences between the absolute elevation values. The relative heights can be used in isolation to provide a third dimension to buildings. The Maximum Relative Height (RelHMax) is the derived value from the calculation of AbsHMax, minus the AbsHMin.

This study utilises RelHMax to measure building heights and prevailing heights, which excludes rooftop equipment, such as chimneys.

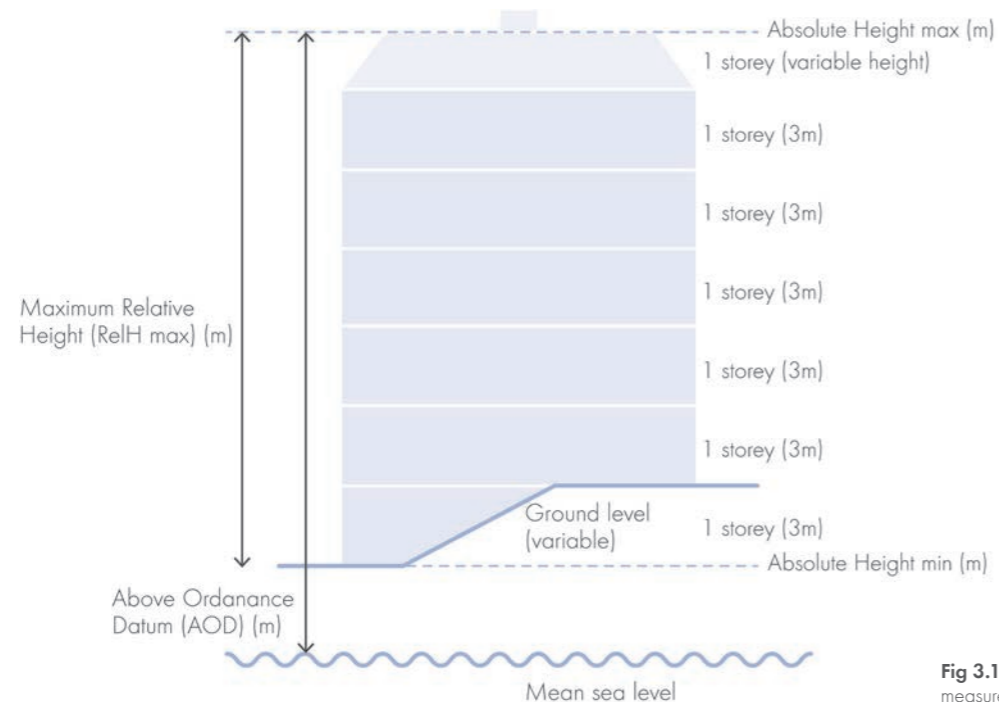


Fig 3.1 Measurements used to measure building heights



3.3 DEFINING THE SUB-AREAS

Central to achieving good design and minimising the impact of Tall Buildings is a thorough understanding of the existing neighbourhoods and character areas in the borough, and subsequently the local sensitivity in each of these areas.

The sub-areas have been defined using the following methods:

1. Assessment of the 2013 Area Action Plan sub-areas
2. Review of recently completed construction and sites in construction in terms of character, uses and heights
3. Baseline analysis of built environment, uses, movement networks, open spaces, heights and architectural character.
4. Adjusting existing sub-area boundaries based on steps 1-3.
5. Minor adjustments following workshops with Harrow Borough officers.

Harrow View

Defined by the new development taking place at Eastman Village (former Kodak Site), this area is undergoing significant changes through new development with increased heights and a change from its industrial past. It is mixed in character, especially as it includes the Grade I listed Headstone Manor to the west.

Wealdstone West

Largely residential in use, this area includes a regular street layout of two storey Victorian terraces with long gardens. There are also several schools in the area.

Wealdstone Central

The centre of Wealdstone is mixed in character with a more coarse urban grain as it transitions out of the terraces of Wealdstone West. The area has seen significant change in recent years with tall residential development on Palmerstone Road reaching 17 storeys. This area also includes Harrow & Wealdstone station.

Byron Park

Defined by the large park at its core, this sub-area also includes Harrow Leisure Centre and Wealdstone Cemetery. The area also includes some light industrial units and larger two storey terraces with front and

back gardens on Christchurch Avenue.

Wealdstone South

Straddling the railway line, this sub-area is mainly industrial in use and includes the recycling centre and Royal Mail sorting office.

Station Road

The main corridor between the two town centres. This area is defined by its road corridor and includes some areas of potential significant change including the former Civic Campus, the Tesco site, and Greenhill Way Car Park site. Much of the development in this sub-area is three storeys.

Harrow Town Centre West

Dominated by large buildings filling their plots, this area contains St Ann's and St George's shopping centre, defined by their massing and scale. New development at Harrow Square includes a 21 storey building and sets a new height range for the area. This area also includes Harrow-on-the-Hill station.

Harrow Town Centre South

The southern exit of Harrow-on-the-Hill station meets a plot of Metropolitan Open Land and sits up against the Roxborough Park and The Grove Conservation Area. This narrow sub-area transitions from town centre to a greener setting and includes Harrow College and some three storey semi-detached houses.

Harrow Town Centre East

New development on Lyon Road and Gayton Road has increased heights in this area, with a significant amount of 6-8 storey mansion block style apartments featuring large semi-private courtyards.

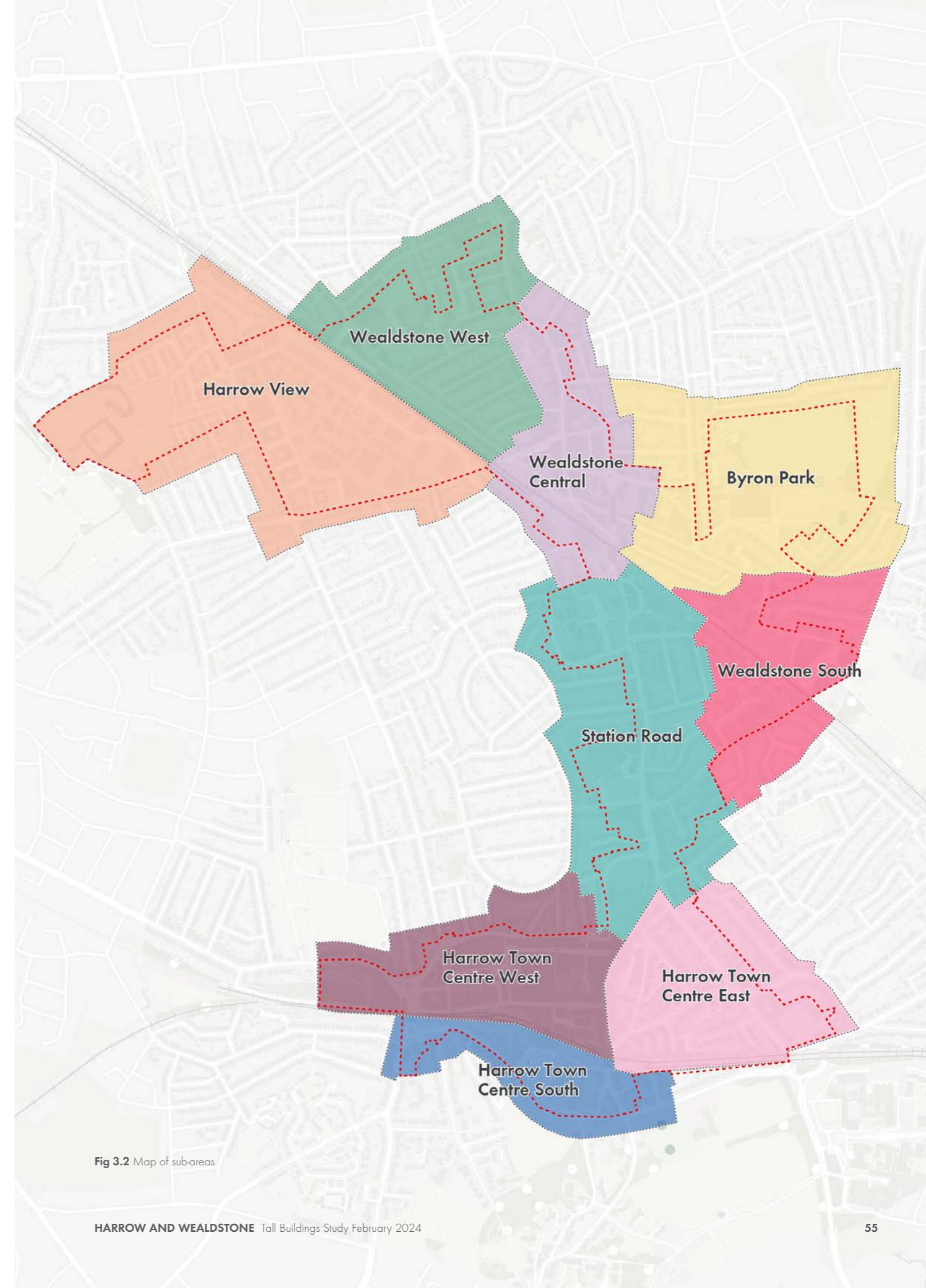


Fig 3.2 Map of sub-areas

3.4 WHAT IS TALL ACROSS THE OPPORTUNITY AREA?

UNDERSTANDING PREVAILING HEIGHTS

A context-based definition

London Plan (2021) policy D9 requires a context-based definition of tall. To arrive at this definition, a methodology has been prepared that quantifies local context using prevailing heights. Indeed, this methodology also allows a context-based definition of mid-rise, which defines a more nuanced scope for what scale of building may be suitable in different locations.

Prevailing heights have been calculated at the sub-area level which are based on character or emerging character. In order to reflect the inherently inexact and overlapping nature of neighbourhoods and their boundaries, the methodology applies a buffer to each boundary. This approach avoids overly arbitrary 'hard' boundaries whilst accommodating peripheral buildings to be factored into calculations. This approach accurately reflects the context and character of different parts of the opportunity area, therefore forming a sound basis from which to extrapolate and calculate a contextual definition of tall, in accordance with London Plan (2021) policy D9. The buffers are shown in a lighter shade than the corresponding colours within the Opportunity Area. The buildings heights within the buffer areas are taken into consideration when calculating the average building heights.

GIS mapping of building OS building height data has been used to generate information on the prevailing (median) height within each area. Existing building

heights have been calculated using Ordnance Survey (OS) RelHMax (relative height maximum) height data; that is the height of the highest point of the building, which could include structures such as chimneys and plant structures.

Assessing prevailing heights is an averaging exercise prevailing heights are an assessment of typical building height in any given area. In some locations it might be useful to use a way of calculating prevailing heights which takes account of the footprint of buildings. That is, if there are buildings with large footprints, the influence these buildings make to the process of establishing prevailing heights is proportionate to their footprint size. We refer to this way of assessing building heights as being 'weighted'.

The calculation for assessing weighted prevailing heights is as follows:

$$\frac{\text{sum } [(Number \text{ of floors}) * (\text{Area of footprint})]}{\text{Sum of building footprints}}$$

This equation reflects the visual impact of the building when viewed on the ground as it ensures that heights of buildings with larger floor areas are given more weight.

It is important to note that buildings lower than 2.5m were excluded from the analysis to ensure structures such as garden sheds, outbuildings and garages – not habitable structures – are excluded from the assessments to ensure that don't skew the results of the building height and prevailing height assessments.

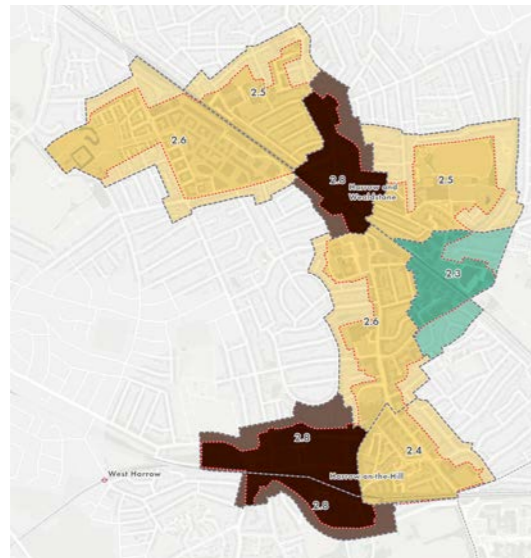


Fig 3.3 Plan showing the mean heights by sub area

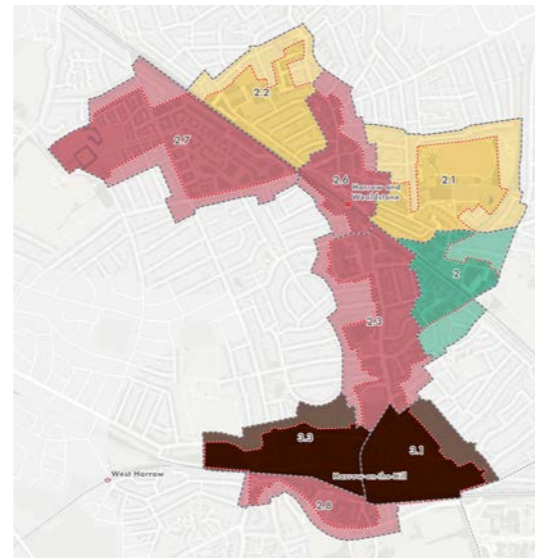


Fig 3.4 Plan showing the median heights by sub area

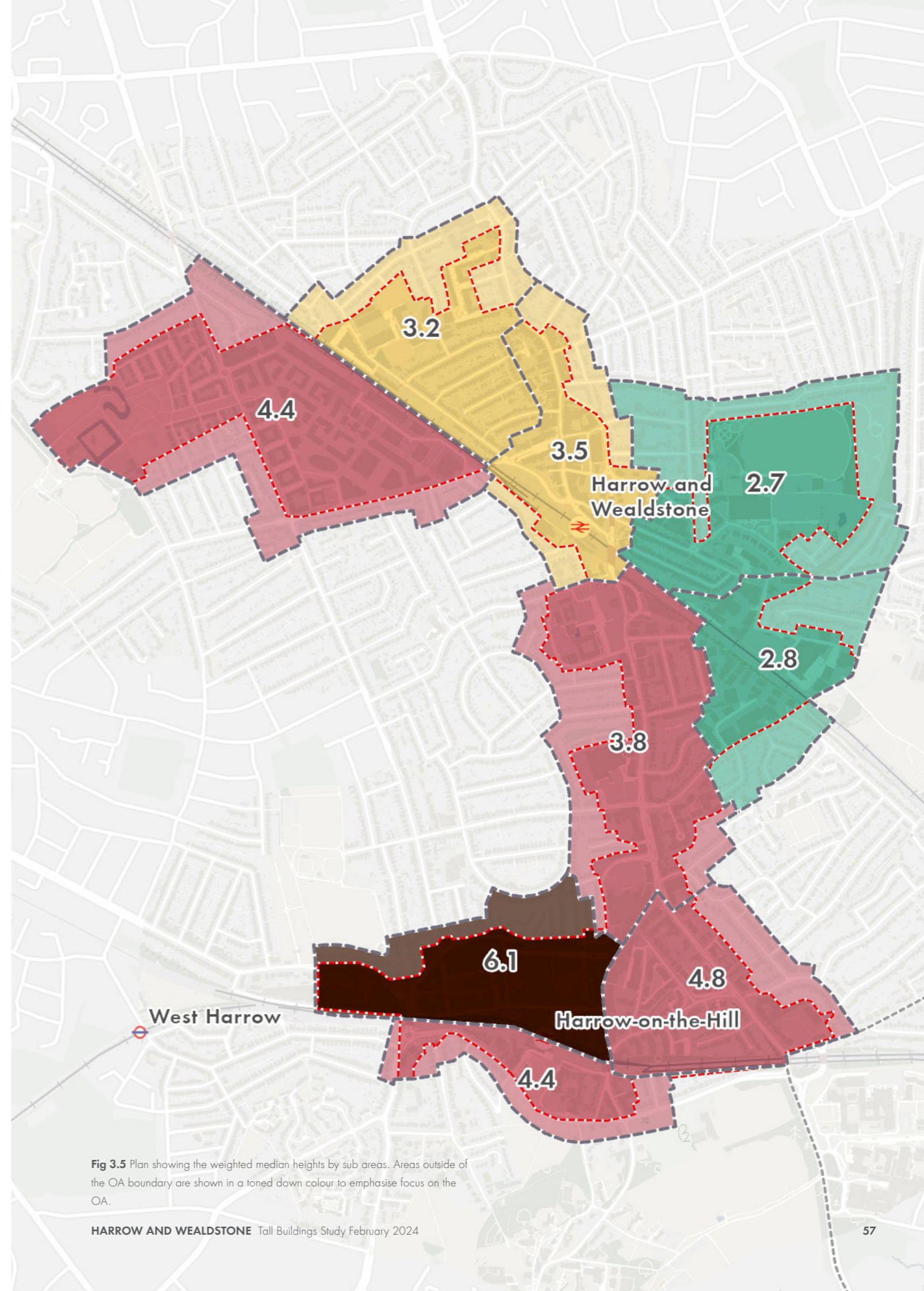


Fig 3.5 Plan showing the weighted median heights by sub areas. Areas outside of the OA boundary are shown in a toned down colour to emphasise focus on the OA.

Urban blocks with weighted storeys

This map takes a more granular view of storey heights across discrete urban blocks. The map highlights the concentration of taller buildings around the two centres, particularly Harrow and as well as greater height along the central spine of the A409. The map also indicates a greater heights within the Opportunity Area in contrast to the predominantly 2-3 storey neighbourhoods beyond. The edges of the OA may be more sensitive to tall buildings due to adjacency to lower heights. This 'cliff edge' may indicate where low to mid-rise buildings may be appropriate by offering more gradual transitions in height.

Height variance

It is important to assess how much variance in building height there is within each neighbourhood to understand the likely prominence of a tall building within an area. Height variance is calculated by standard deviation, a measure of dispersion which shows how close or far from the mean data you are. Therefore, areas with little standard deviation show consistencies in building heights, areas with a larger standard deviation show greater variation from the average building height.

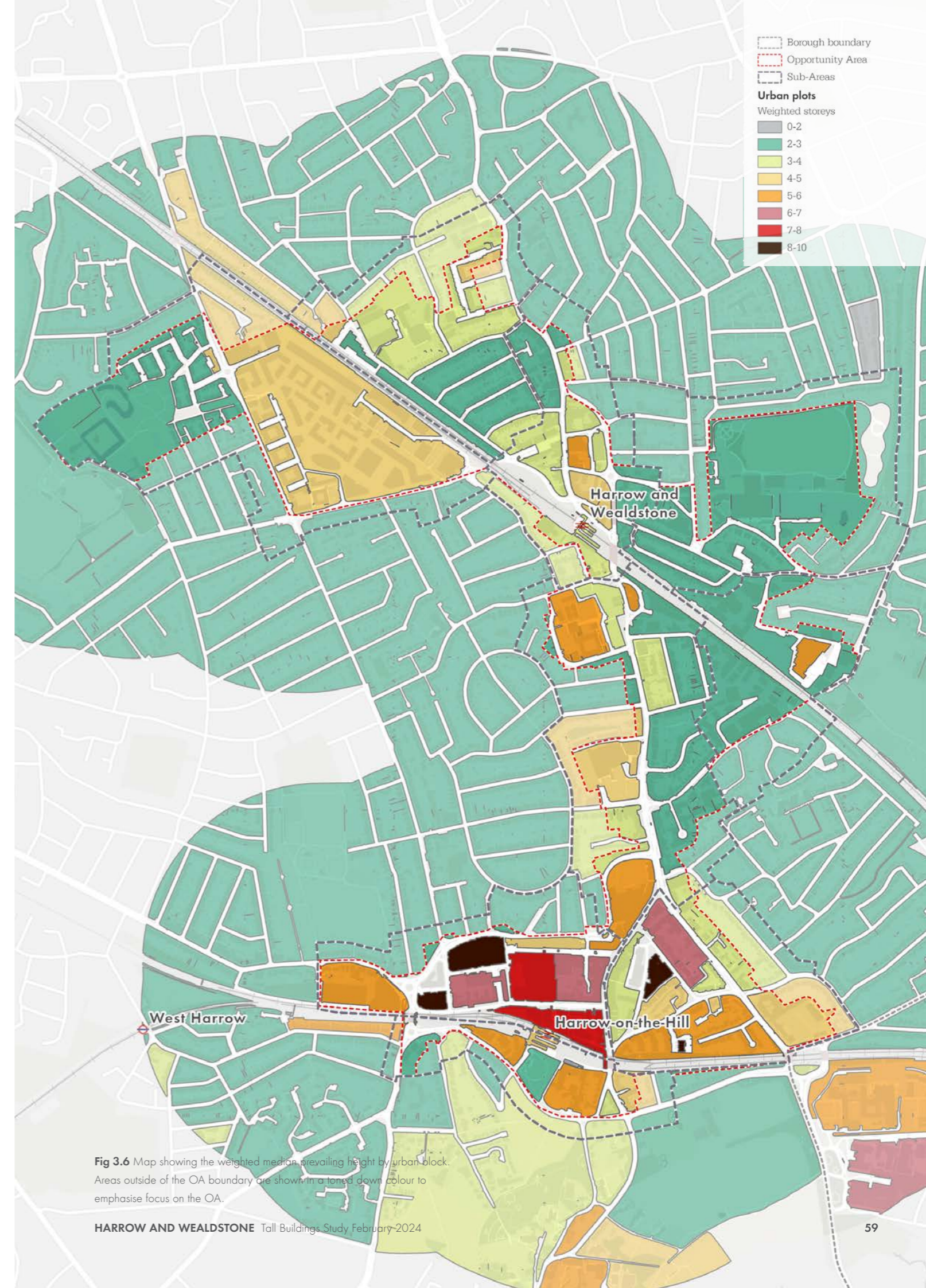


Fig 3.6 Map showing the weighted median prevailing height by urban block. Areas outside of the OA boundary are shown in a toned down colour to emphasise focus on the OA.

BOX PLOT ANALYSIS

The study looks at the interquartile range of building heights on a sub-area basis, showing the range of heights between the 25% tallest and 25% lowest buildings (represented by the boxes on the diagram). The box plot analysis diagram also shows the outlier buildings (represented by the dots on the diagram); showing the tallest buildings in the sub-areas that do not fit within the middle two quartiles, and clearly showing their height and quantity in comparison to the average building height. The box-plot diagram visually demonstrates and determines a value for prevailing building heights in all neighbourhoods and highlights the extent to which building heights vary within each sub-area. The data used to produce this graph comes from VuCity with some manual additions for new developments where required. It uses the assumption that 1 storey height approximately equals 3 metres.

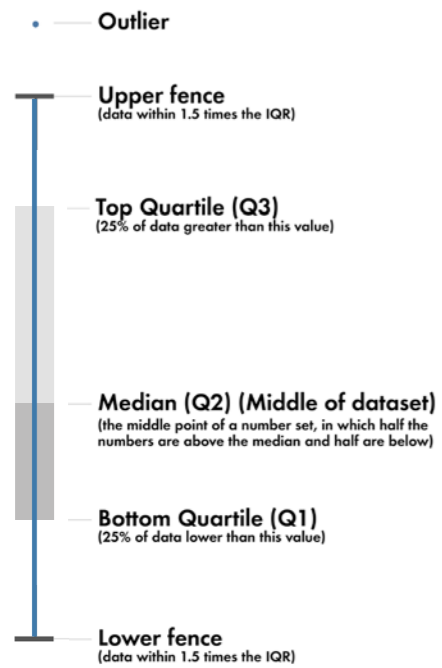


Fig 3.7 Key illustrating the interquartile range and how taking a median reading can nullify the impact of anomalous individual tall buildings - visually represented as a dots on the chart.

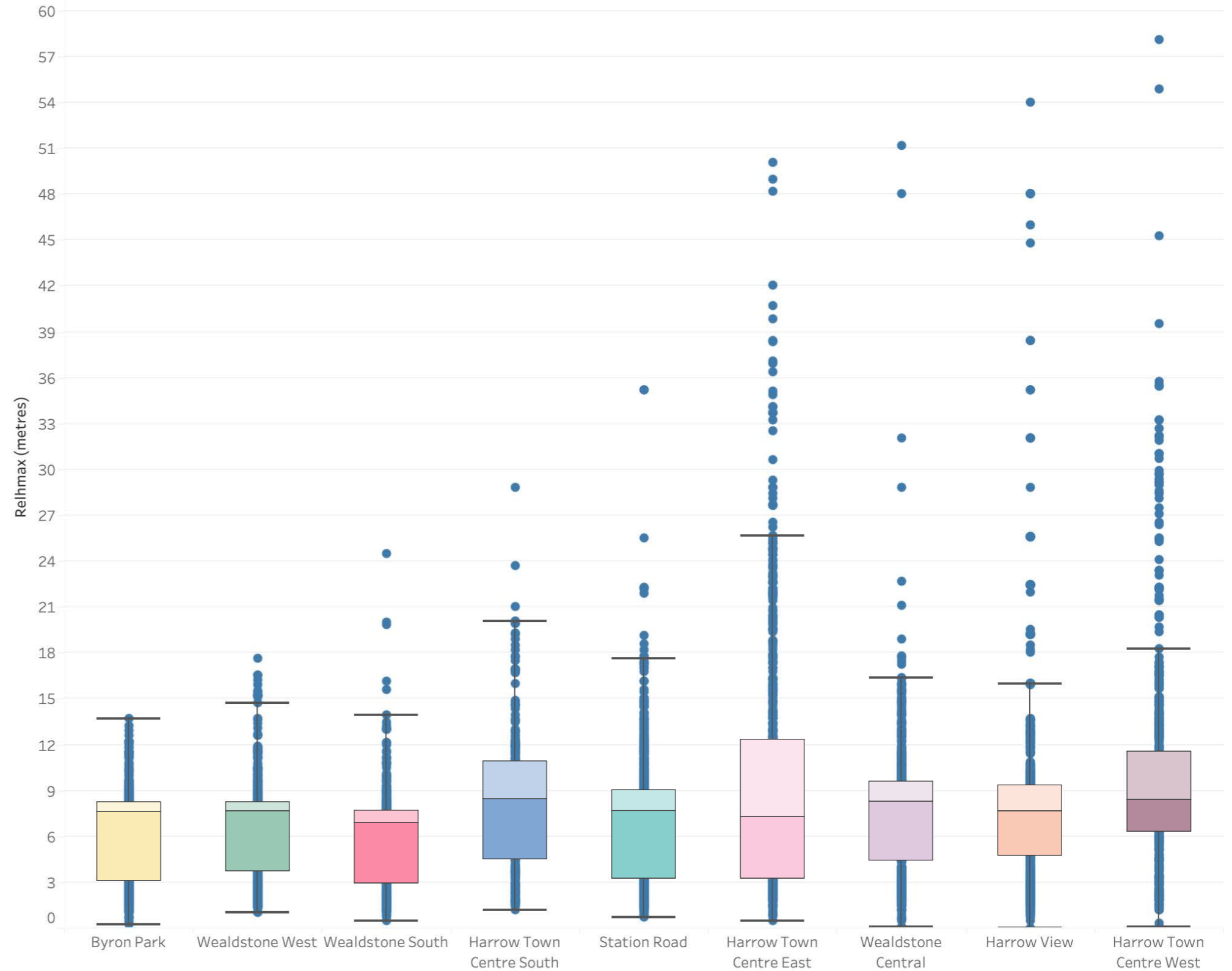


Fig 3.8 Graph showing box plot analysis for the Harrow and Wealdstone Opportunity Area by sub area

3.5 DEFINING TALL ACROSS THE SUB-AREAS

HARROW VIEW

- The weighted median height in this sub-area is 4.4 storeys, or 13.2m tall to the top of the building
- The mean height is 2.6 storeys, or 7.8m tall to the top of the building
- The median height is 2.2 storeys, or 6.6m tall to the top of the building
- Headstone Manor and its surrounding green space brings the area's weighted median prevailing height down, whilst Eastman Village development boost the prevailing heights, with one block reaching 18 storeys
- This is an area of change within Harrow and Wealdstone, and as such, emerging development is taller than previous industrial buildings.
- The iconic factory chimney has been retained and restored
- Height is focused around the central area of Eastman Village, which lies to the east of Harrow View and north of Headstone Drive



Fig 3.10 Map of building height in Harrow View



Fig 3.9 Local typologies and features characteristic to Harrow View

WEALDSTONE WEST

- The weighted median height in this sub-area is 3.2 storeys, or 9.6m tall to the top of the building
- The mean height is 2.5 storeys, or 7.5m tall to the top of the building
- The median height is 2.2 storeys, or 6.6m tall to the top of the building
- The area is characterised by low-rise terraced housing between 2 and 3 storeys
- Maximum height is currently 5 storeys at Artisan Place residential development
- Whitefriars School and Salvatorian College push the median weighted building height higher due to their large FAR and buildings from 2 to 4 storeys
- Height is focused towards the north of the sub-area, where the schools are located



Fig 3.12 Map of building height in Wealdstone West



Fig 3.11 Local typologies and features characteristic to Wealdstone West

WEALDSTONE CENTRAL

- The weighted median heights in this sub-area is 3.5 storeys, or 10.5m tall to the top of the building
- The mean height is 2.8 storeys, or 8.4m tall to the top of the building
- The median height is 2.6 storeys, or 7.8m tall to the top of the building
- The town centre is relatively low rise, with the majority of the buildings under 5 storeys
- New development at Harrow and Wealdstone Heights on Palmerston Road reaches 17 storeys, pushing up the prevailing heights on a relatively small footprint
- This new development has changed the character of the area
- Larger buildings with a high FAR include Wealdstone Library, which reaches 7 storeys
- Wealdstone Central sub-area has sensitive edges due to low-rise terraced housing being located on all edges, especially on the north west and south east edges



Fig 3.14 Map of building height in Wealdstone Central

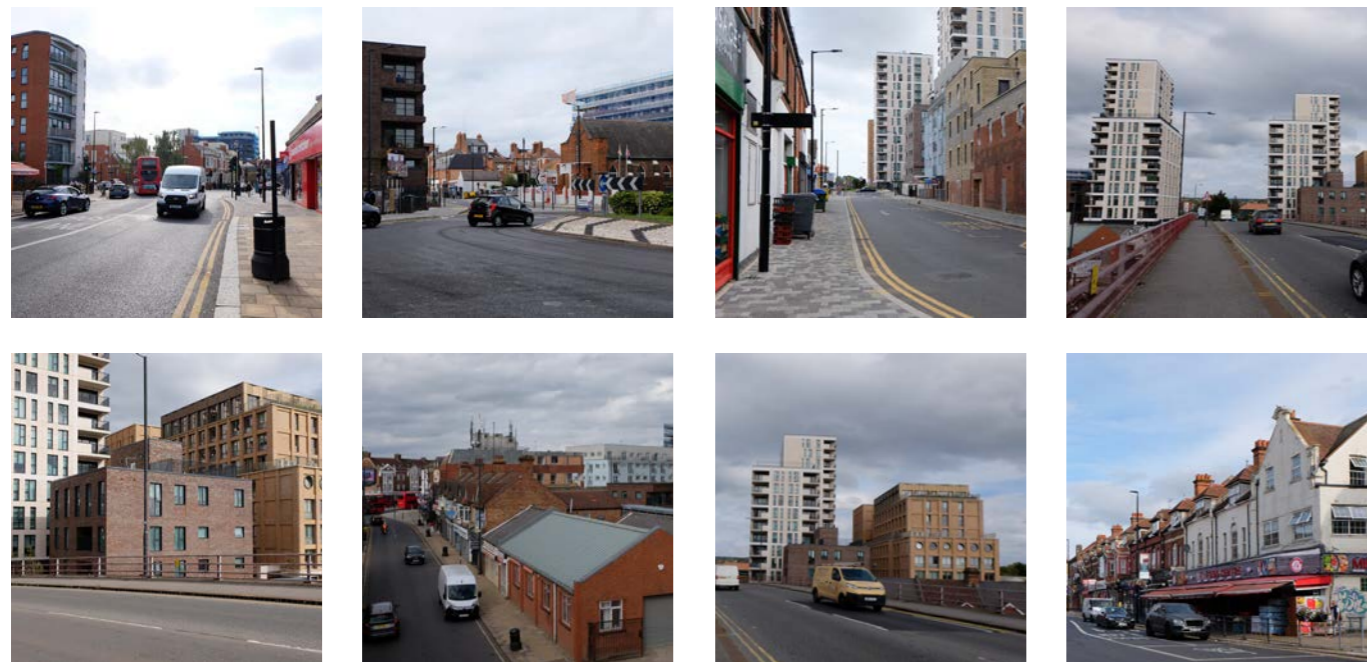


Fig 3.13 Local typologies and features characteristic to Wealdstone Central

BYRON PARK

- The weighted median height in this sub-area is 2.7 storeys, or 8.1m tall to the top of the building, and is the lowest in the OA
- The mean height is 2.5 storeys, or 7.5m tall to the top of the building
- The median height is 2.1 storeys, or 6.3m tall to the top of the building
- The prevailing building heights are 2 to 3 storeys, largely as a result of the low-rise leisure centre buildings and car parks, which also have a low FAR
- The sub-area also includes low-rise terraced housing to the south west
- This sub-area does not currently have any taller buildings and is predominately surrounded by buildings of less than 3 storeys tall; mostly in the form of terraced houses



Fig 3.16 Map of building height in Byron Park

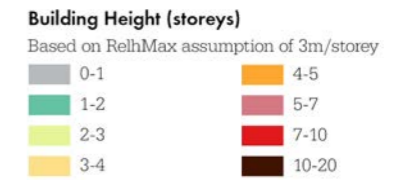


Fig 3.15 Local typologies and features characteristic to Byron Park

WEALDSTONE SOUTH

- The weighted median height in this sub-area is 2.8 storeys, or 8.4m tall to the top of the building
- The mean height is 2.3 storeys, or 6.9m tall to the top of the building
- The median height is 2.0 storeys, or 6m tall to the top of the building
- Wealdstone South has some of the lowest lying ground in the sub area, between 50-55m AOD
- The Elms new residential housing on Elmgrove Road reaches 5 storeys.
- Harrow Council Depot is a relatively new development which adds significant heights to the area at 5 storeys, plus plant structures on the roof
- The rest of the sub area is predominantly very low-rise, of residential properties ranging between 1 and 3 storeys



Fig 3.18 Map of building height in Wealdstone South

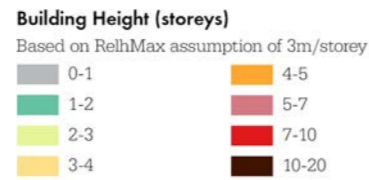


Fig 3.17 Local typologies and features characteristic to Wealdstone South

STATION ROAD

- The sub-area's prevailing weighted storey height is 3.8, or 11.4m tall to the top of the building
- The mean height is 2.6 storeys, or 7.8m tall to the top of the building
- The median height is 2 storeys, or 6m tall to the top of the building
- Station Road is situated on lower lying ground than most of the opportunity area, between 50-60m above sea level, rising towards the south meaning that taller buildings may be more visually impactful in the south
- Currently, the prevailing height along Station Road, and within the sub area, is low to mid-rise, characterised by shopping parades of 2 to 3.5 storeys, suburban terraces of 2 to 2.5 storeys and a small number of larger block buildings of 4 to 7 storeys.
- Generally, height is focused on the western side of Station Road
- The taller key buildings, with a higher FAR, include the Harrow Civic Centre (6 storeys), the Harrow Central Mosque & Masood Islamic Centre (5 storeys, plus a spire), the residential block fronting Marlborough Hill (7 storeys) and the Debenhams buildings (6 storeys)
- The Safari Cinema redevelopment will reach 11 storeys when complete and will represent a significant height increase along Station Road
- The Station Road sub-area has sensitive edges due to it being surrounded by low-rise residential terraced housing



Fig 3.20 Map of building height in Station Road

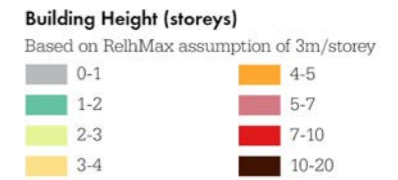


Fig 3.19 Local typologies and features characteristic to Station Road

HARROW TOWN CENTRE EAST

- The weighted median height in this sub-area is 4.8 storeys, or 14.4m tall to the top of the building
- The mean height is 2.4 storeys, or 7.2m tall to the top of the building
- The median height is 3.1 storeys, or 9.3m tall to the top of the building
- The topography and ground level range between 60 and 70m AOD, meaning that it is on higher ground than much of the OA.
- In the eastern side of the sub-area, towards Harrow Town Centre, the height of buildings increases significantly except from Station Road, which retains a low-rise character along its length
- Newer residential buildings on Gayton Road and Lyon Road, range between 5 and 16 storeys, in mansion block and linear block typologies



Fig 3.22 Map of building height in Harrow Town Centre East

Building Height (storeys)

Based on RelhMax assumption of 3m/storey

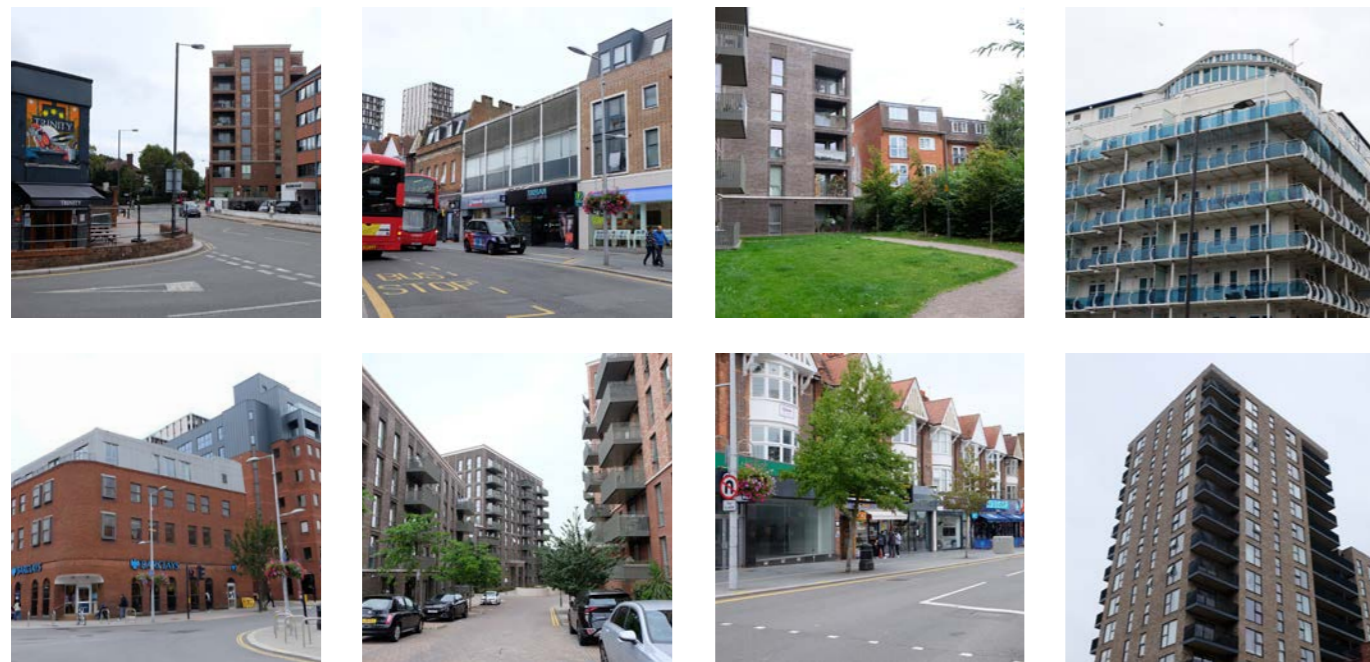


Fig 3.21 Local typologies and features characteristic to Harrow Town Centre East

HARROW TOWN CENTRE SOUTH

- The weighted median height in this sub-area is 4.4 storeys, or 13.2m tall to the top of the building
- The mean height is 2.8 storeys, or 8.4m tall to the top of the building
- The median height is 2.8 storeys, or 8.4m tall to the top of the building
- The ground level in this sub-area is the highest in the OA, at roughly 70-75m AOD, this means that buildings will appear tallest here
- This sub-area sits south of Harrow-on-the-Hill train station and the railway line
- The sub-area includes Lowlands Recreation Ground, which is protected Metropolitan Open Space, and sits partially within the Roxborough Park and The Grove Conservation Area. As such it marks a greener transition and lies in close proximity to the historic Harrow School and its abundance of surrounding green spaces
- The sub-area contains some taller buildings of up to 7 storeys with a high FAR, mainly made up of Harrow College and other non-residential buildings
- The area contains only a few streets of terraced houses, which are common across the rest of the OA. Residential dwellings are mainly flats, and a small quantity of larger detached and semi-detached homes



Fig 3.24 Map of building height in Harrow Town Centre South

Building Height (storeys)

Based on RelhMax assumption of 3m/storey



Fig 3.23 Local typologies and features characteristic to Harrow Town Centre South

HARROW TOWN CENTRE WEST

- The weighted median height in this sub-area is 6.1 storeys, or 18.3m tall to the top of the building, which is the tallest in the OA
- The mean height is 2.8 storeys, or 8.4m tall to the top of the building
- The median height is 3.3 storeys, or 9.9m tall to the top of the building
- The topography and ground level range significantly between 60 and 70m AOD, rising in the south towards Harrow-on-the-Hill. This means that buildings will appear taller in the south
- There are a significant number of buildings with heights between 7 and 21 storeys in the sub-area, some of which, including St Ann's Shopping Centre and St George's Shopping Centre, have a high FAR
- The blocks and building footprints in this sub-area are significantly larger than in the rest of the OA
- New development by Harrow-on-the-Hill train station, Harrow Square, reaches 21 storeys and this is the tallest building in Harrow



Fig 3.26 Map of building height in Harrow Town Centre West

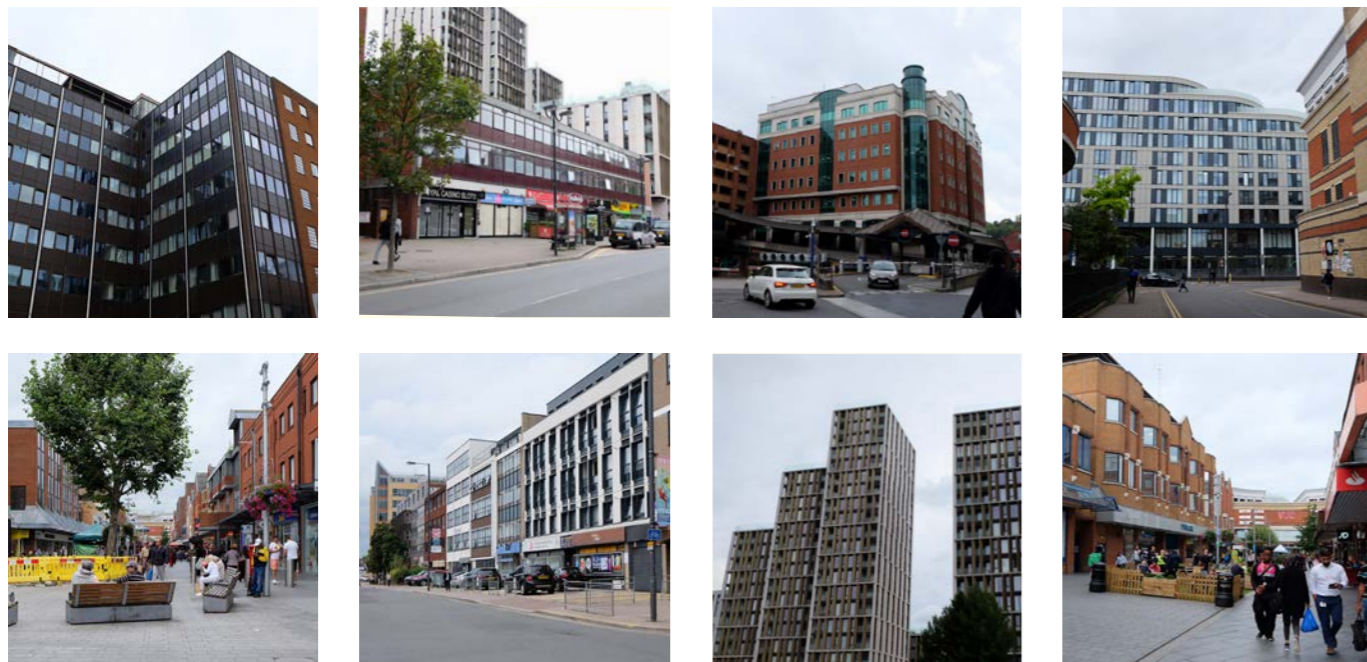


Fig 3.25 Local typologies and features characteristic to Harrow Town Centre West



3.6 SUMMARY OF PREVAILING HEIGHTS ACROSS THE OA

THE DEFINITION OF TALL ACROSS THE OPPORTUNITY AREA

The table below summarises the prevailing heights in each of the sub-areas using a number of statistical methodologies, and sets them alongside the definition of tall across the OA.

Using weighted median heights, Harrow Town Centre West is identified as the sub-area with the highest prevailing heights, with 6.1 storeys. On the other end of the scale, Byron Park and Wealdstone South are the sub-areas with the lowest prevailing heights, both with areas under 3 storeys. These areas may be more sensitive to tall buildings much above 7 storeys, as this already provides a significant uplift in height compared to the majority of buildings in the sub-area.

Although the individual sub-areas have been analysed, the study takes a coordinated and OA-wide approach to defining tall. Policy D9 outlines that the definition of tall “should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey” (GLA, 2021, p. 138). Development of new buildings predominantly measure 3 metres per storey and therefore the policy suggests the definition of tall should not be less than 6 or 7 storeys, as 18m from the ground to the floor level

of the uppermost storey would equal 21m to the top of the building. Given this, and the subtle variations of what are generally low prevailing heights across all sub-areas, the definition of tall for the entire OA is 7 storeys, or 21 metres to the top of the building, excluding rooftop paraphernalia.

This definition of tall reflects the fact that Harrow is an outer London Borough with a predominantly low-rise character, yet it is also the case that a significant proportion of the OA has been identified as suitable for tall buildings above this threshold (see page 101, 111 and 113). However, this does not necessarily permit these areas for the development of tall buildings, as some, but not all, buildings could be tall in these areas. All new development will be subject to consideration against the wider development plan and alongside detailed townscape studies, a thorough development management process, consideration of the tall building principles and compliance with the Local Plan.

The next chapter will set out tall building zones by determining appropriate locations for tall buildings within the OA.

Sub area	Mean height		Median height		Weighted median height		Definition of tall	
	storeys	metres	storeys	metres	storeys	metres	storeys	metres
Harrow View	2.6	7.8	2.7	8.1	4.4	13.2	7	21
Wealdstone West	2.5	7.5	2.2	6.6	3.2	9.6	7	21
Wealdstone Central	2.8	8.4	2.6	7.8	3.5	10.5	7	21
Byron Park	2.5	7.5	2.1	6.3	2.7	8.1	7	21
Wealdstone South	2.3	6.9	2.0	6	2.8	8.4	7	21
Station Road	2.6	7.8	2.3	6.9	3.8	11.4	7	21
Harrow Town Centre East	2.4	7.2	3.1	9.3	4.8	14.4	7	21
Harrow Town Centre South	2.8	8.4	2.8	8.4	4.4	13.2	7	21
Harrow Town Centre West	2.8	8.4	3.3	9.9	6.1	18.3	7	21

Fig 3.27 Detailed breakdown of mean, median and weighted median prevailing heights as well as the definition of tall by sub-area

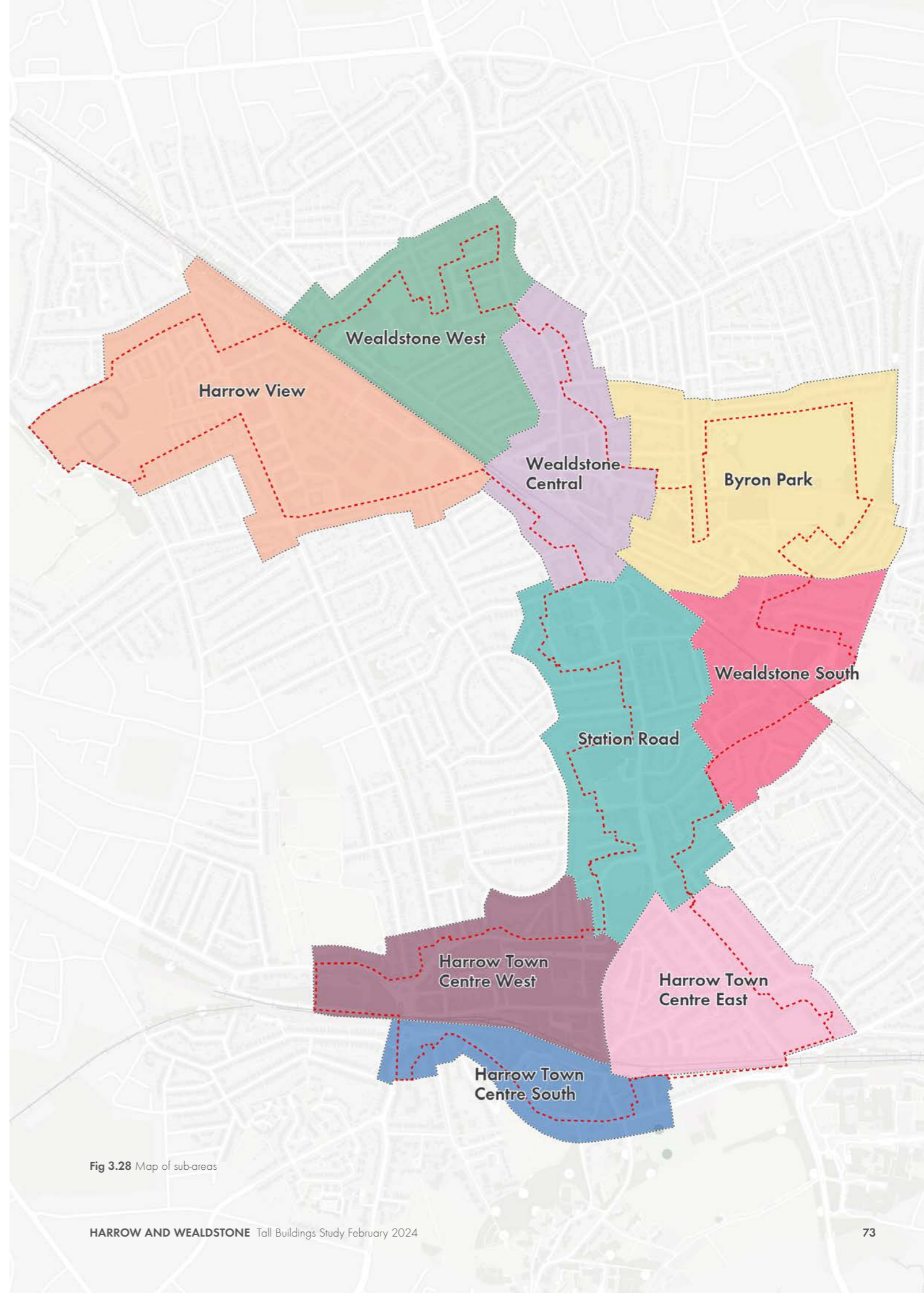
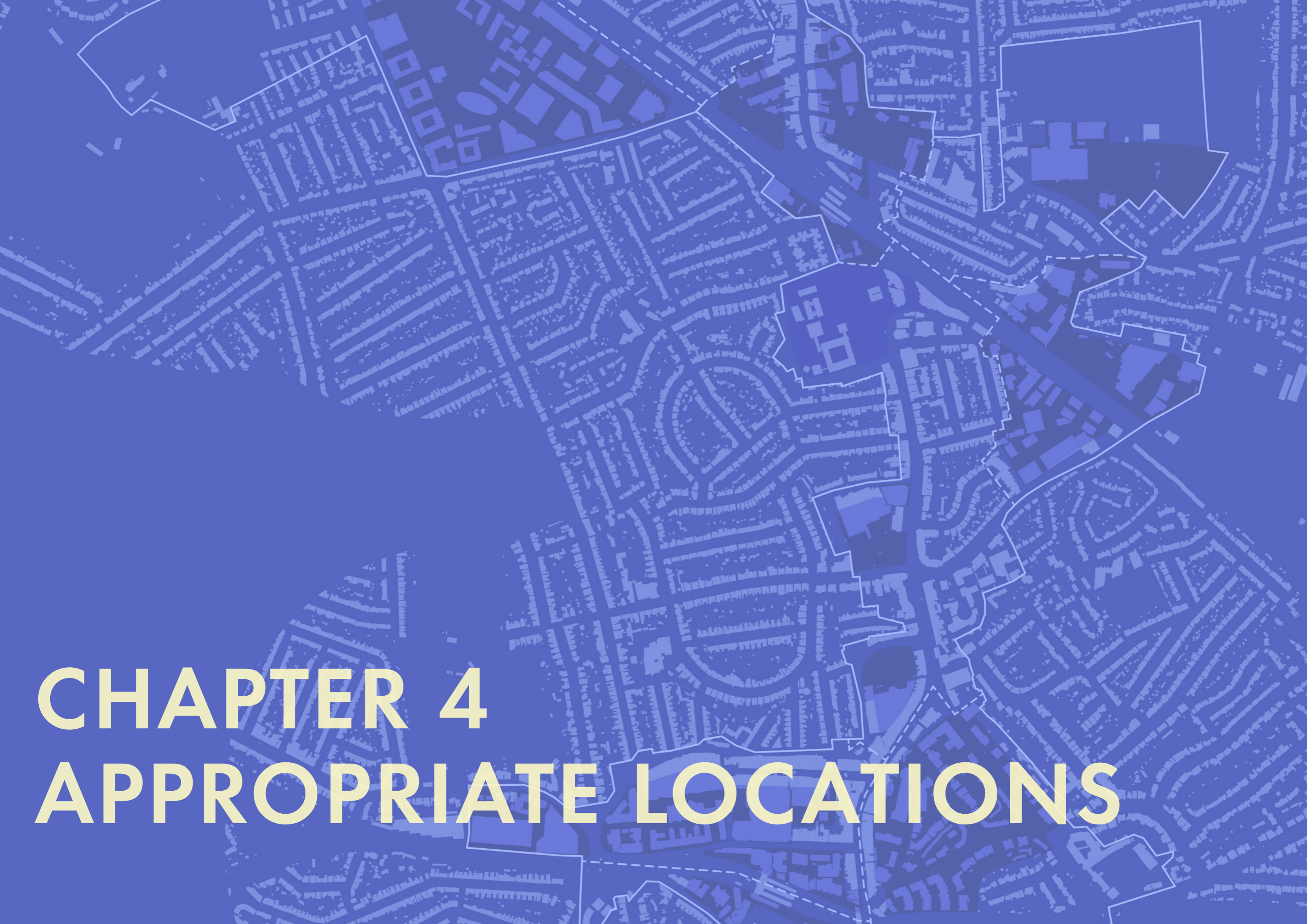


Fig 3.28 Map of sub-areas



CHAPTER 4

APPROPRIATE LOCATIONS

4.1 METHODOLOGY

Understanding where tall buildings may be an appropriate form of development

Having defined what is considered a tall building for different sub areas, the methodology progresses to address an additional requirement of the London Plan (2021) policy D9. In accordance with the policy, the study is tasked with identifying locations where tall buildings may be an appropriate form of development.

In order to address this, the methodology casts appropriateness as the meeting and consideration of two assessments - sensitivity and suitability. Over the next few pages these two assessments use a range of locally-specific criteria to begin visualising the areas where tall buildings could be considered an appropriate form of development.

Determining if and where tall buildings may be appropriate

There are 6 stages which should be undertaken in order to determine if and where tall buildings may be appropriate. These stages are as follows:

1. Assess the sensitivity of the area based on agreed criteria via GIS mapping
2. Assess the suitability of the area based on agreed criteria via GIS mapping
3. Layer these data sets to establish summary suitability and summary sensitivity plans
4. Develop a composite plan that balances the suitability and sensitivity of the area
5. Review and adjust this plan so that it reflects the urban structure of the area rather than strategic mapping
6. Appraise the immediate townscape context and adjust the plan to reflect this, which may result in some areas expanding and some areas decreasing.

Sensitivity criteria tested

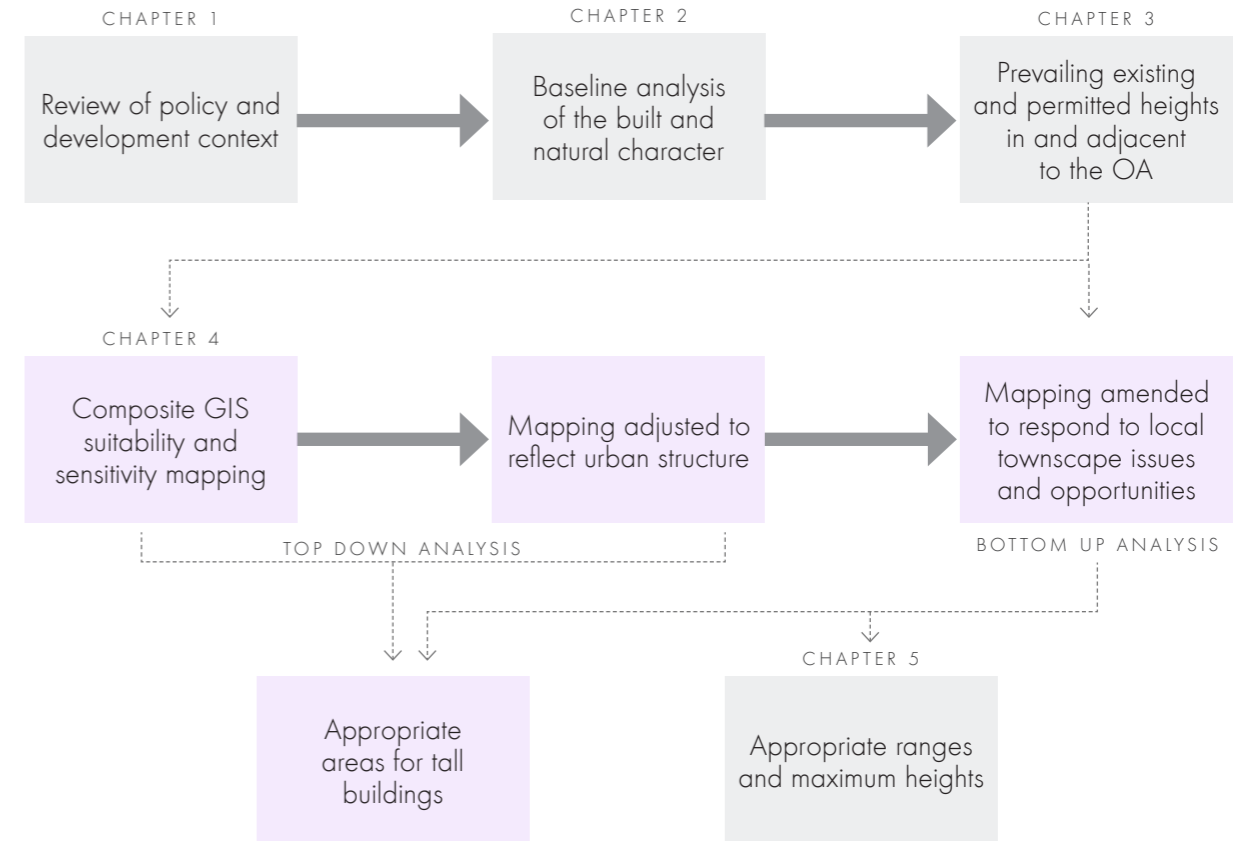
- Conservation Areas (60m bufer)
- Statutory listed buildings (60m buffer)
- Locally listed buildings (40m buffer)
- Heritage at Risk (50m buffer)
- Consistent low prevailing heights (50m buffer)
- Local views and landmarks
- Safeguarded air space

Suitability criteria tested

- Within the Opportunity Area (all)
- Within town or local centre
- Accessibility to public transport (PTAL 4-6)
- Accessibility to cycle infrastructure where public transport infrastructure is lower (CTAL)
- Proximity to a train stations (200m buffer)
- Proximity to green space ≥ 2 ha (400m buffer)
- Adjacency to tall buildings (≥ 8 storeys)

Townscape considerations

- Adjacent building heights and relationships
- Topography of site and immediate surrounds
- Immediate heritage context
- Local view corridors
- Gateways, nodes and landmark relationships
- Relationship with streets and open spaces
Ratio of height to street width
- Micro-climate issues: daylight and wind
- Likely uses and related typologies
Physical site constraints and building regs
- Transformational character potential



4.2 SENSITIVITY

Sensitivity to tall buildings development

This section presents the seven key criteria which are combined and analysed to provide an overview of the relative sensitivity of tall buildings for different parts of the OA, as follows:

1. Conservation Areas (40m buffer)
2. Statutory listed buildings (60m buffer)
3. Locally listed buildings (40m buffer)
4. Heritage at Risk (50m buffer)
5. Consistent low prevailing heights (50m buffer)
6. Local views and landmarks
7. Safeguarded air space

Criteria 1 to 6 are all associated with the protection and enhancement of Harrow's historic environment, which forms a fundamental part of the local, regional and national planning framework. This includes Core Strategy (2012) strategic objective 1 and policy CS1: objective 18; policies HC1 and HC3 of the London Plan (2021); and chapter 16 of the National Planning Policy Framework (2023). Criteria 7 is relevant as the safeguarded air space of RAF Northolt forms a part of the statutory consultation process for new tall buildings development in Harrow. Criteria 6 considers the character of the area and acknowledges sensitivity of overshadowing and amenity of low buildings alongside taller buildings.

This approach draws together key considerations that may be negatively impacted by the impacts of new tall buildings on any given site. The sensitivity plans have been layered on top of one another to create a composite 'heat map' plan, indicating areas of sensitivity for tall building development, with the darkest areas considered most sensitive due to the layering of multiple attributes.



Fig 4.1 Lowland Recreation Ground within the Harrow-on-the-Hill Conservation Area



Fig 4.2 Grade II listed Wealdstone Police Station

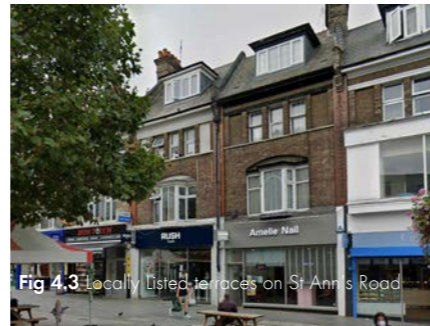


Fig 4.3 Locally listed terraces on St Ann's Road

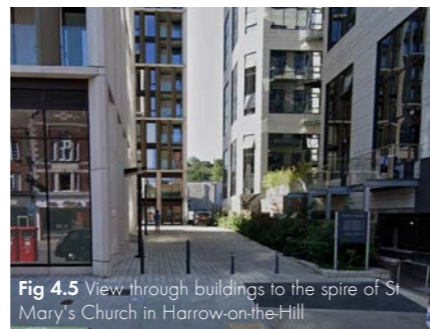


Fig 4.5 View through buildings to the spire of St Mary's Church in Harrow-on-the-Hill

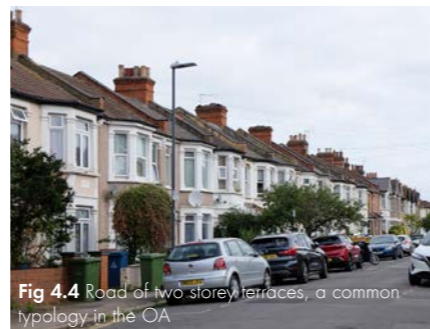


Fig 4.4 Road of two storey terraces, a common typology in the OA

1. Conservation Areas

Conservation areas are a well-established designation employed by Local Planning authorities to manage areas of special architectural or historic interest. The historic environment is a vital part of creating a sense of place; not only do local people value the historic environment and historic assets, they often add financial value to the property.

Conservation Areas can also be potentially suitable areas for mid-rise or contextually tall buildings, they are not mutually exclusive attributes. However, proposals for tall buildings need to ensure that Conservation Areas and other historic assets continue to be preserved and enhanced. Site-specific analysis will be required to determine the potential impact of new tall building proposals on such heritage assets, in the form of a Townscape and Visual Impact Assessment and/or Landscape and Visual Impact Assessment.

It is not only the designated heritage asset itself which is of importance but also their setting. For this reason a 60 metre buffer has been applied to Harrow's Conservation Areas, having been agreed in consultation with Harrow Conservation Officers. This buffer does not represent or define what constitutes the maximum extent of 'setting' but seeks to take into account immediate setting in this strategic, borough-wide assessment.

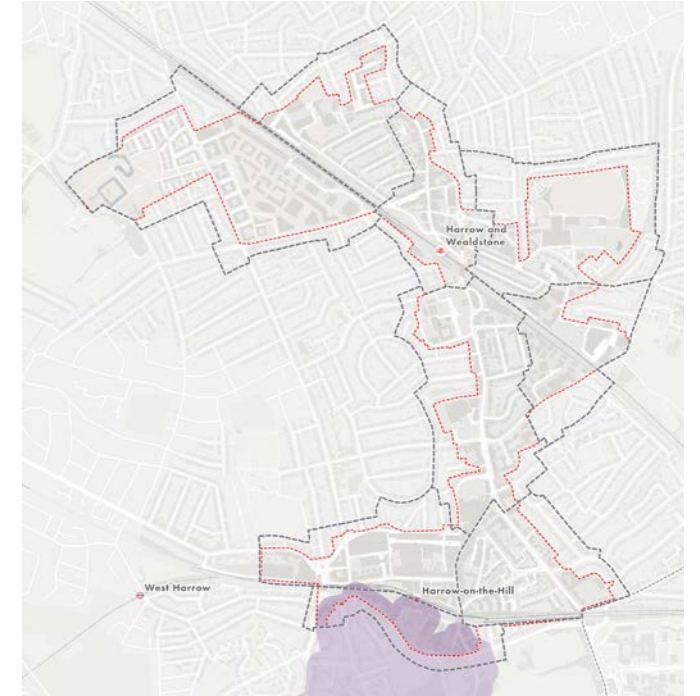


Fig 4.6 Planning showing conservation areas with a 60m buffer

2 and 3. Statutory listed buildings and locally listed buildings

Special regard needs to be had to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Preservation in this context means not harming the interest in the building, as opposed to keeping it utterly unchanged. Site-specific analysis will be required to determine the potential impact of new tall building proposals on such heritage assets.

The OA contains a number of statutory Listed Buildings including Grade II Listed Wealdstone Police Station, Harrow and Wealdstone Station building, and former Magistrates Court on Rosslyn Crescent. These are listed due to their architectural and historic significance and value.

In addition to Statutory Listed Buildings, the OA also contains some Locally Listed Buildings. Locally Listed buildings are of importance to the area for their local interest and positive contribution to the townscape. They are not offered the same protection as statutorily listed buildings, however they are protected locally by planning policy. Locally Listed Buildings include historic terraces on St Ann's Road and Station Road, and the Safari Cinema.

In a similar approach to Conservation Areas, the methodology applies a 60 and 40 metre buffer to statutory and locally listed building respectively. This approach seeks to incorporate the value of setting into this strategic assessment. The Harrow-on-the-Hill Conservation Area mainly incorporates Harrow School, however, it extends to Lowlands Recreation Ground and so the Harrow Town Centre South sub-area is subject to sensitivities relating to this.

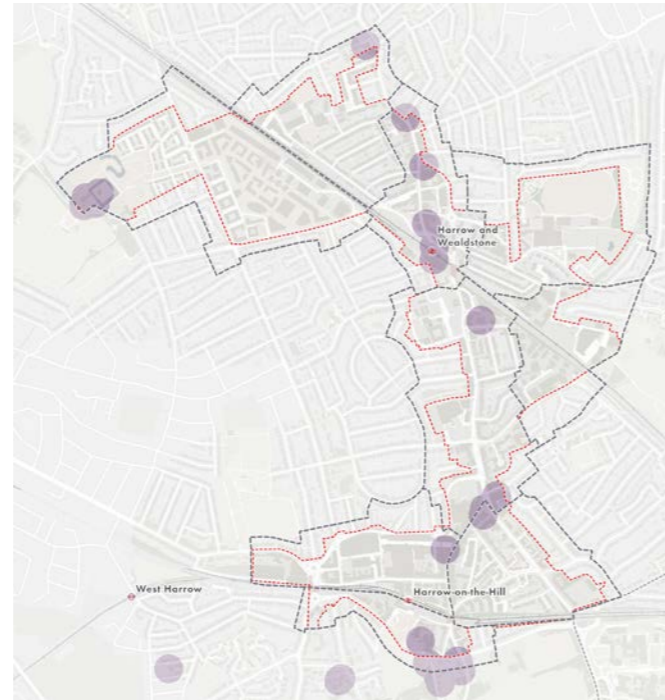


Fig 4.8 Plan showing areas of statutory listed buildings with a 60m buffer

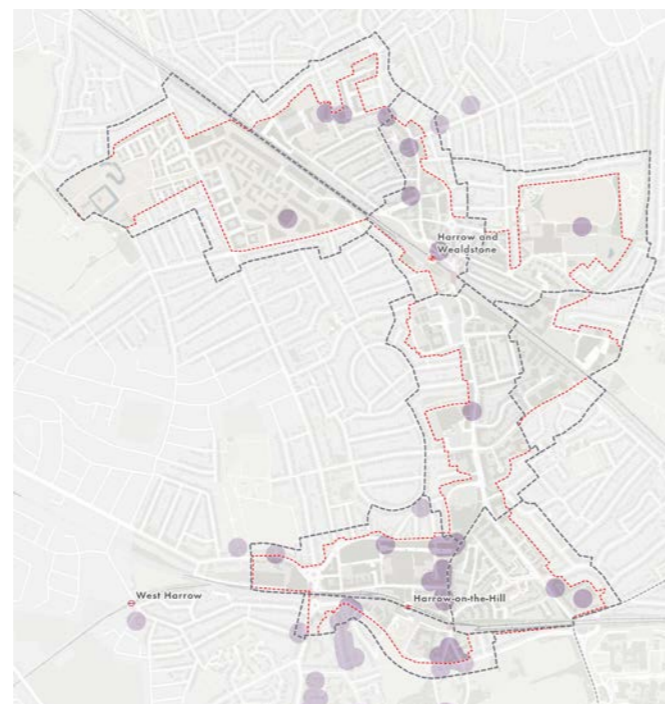


Fig 4.7 Plan showing areas of locally listed buildings with a 40m buffer

4. Heritage at Risk

Heritage Land is defined as open land of historic value, including sites listed on the Register of Historic Parks and Gardens of special historic interest in England. Their open space character means developments from far away, inside and outside of the borough, could still negatively impact on their historic setting - they are therefore considered sensitive. Heritage at Risk (HAR) identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. This is applied with a 50m buffer agreed with the heritage officers at Harrow Borough Council. The only identified asset at risk is the Wealdstone Police Station within the Wealdstone Central sub area.



Fig 4.9 Plan showing heritage at risk with a 50m buffer

5. Consistent low prevailing heights

It is helpful to distinguish between areas characterised by low scale buildings and those characterised by greater variety of mid-rise and tall buildings. Whilst not an absolute restriction on the introduction of tall buildings, areas with consistently low (3 storey) prevailing heights - such as traditional urban or suburban neighbourhoods - generally benefit from a harmonious scale and datum that unifies their character, even if often comprising a combination of different building types.

This layer, which includes a 50m buffer around areas with consistently low prevailing heights, is helpful to understand where the introduction of a tall building could disrupt the continuity of an area, but is not in itself a reason to refuse development. A finer level of analysis will be needed to understand the relative sensitivity or opportunity a tall building could contribute towards any given location.

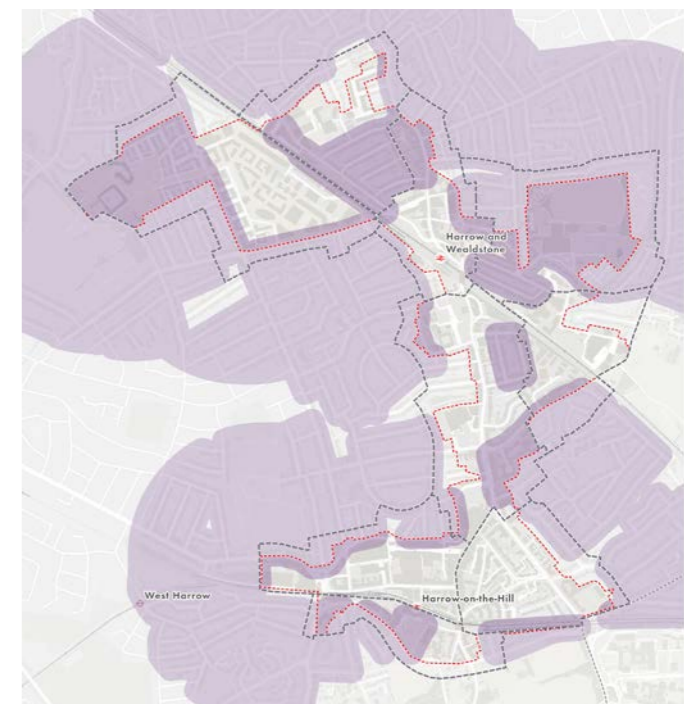


Fig 4.10 Plan showing areas of consistent low prevailing heights with a 50m buffer

6. Views and landmarks

A number of protected views are identified in the 2012 Harrow Views Assessment.

Several protected views traverse the Harrow and Wealdstone Opportunity Area and impact future development as follows:

- Development that exceeds the threshold height of a landmark viewing corridor (shown in red in the Views Assessment) should be refused.
- Development in the wider setting consultation area (shown in yellow in the Views Assessment) should form an attractive element in its own right and preserve or enhance the viewer's ability to recognise and to appreciate the strategically important landmark. It should not cause a canyon effect around the landmark viewing corridor.
- Development in the foreground of the wider setting consultation area should not detract from the prominence of the landmark.
- Development in the foreground and middle ground of a designated view should not be overly intrusive, unsightly or prominent to the detriment of the view.
- Development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole.
- This Tall Buildings Strategy has taken account of above parameters and provides guidance for how future developments can make a positive contribution to the characteristics and composition of the protected views and their landmark elements and wider townscape.

It is important to note that the GLA are working to revise the London Views Management Framework (2012) SPG, which may have implications on future assessments. All development will be subject to further detailed views assessment.

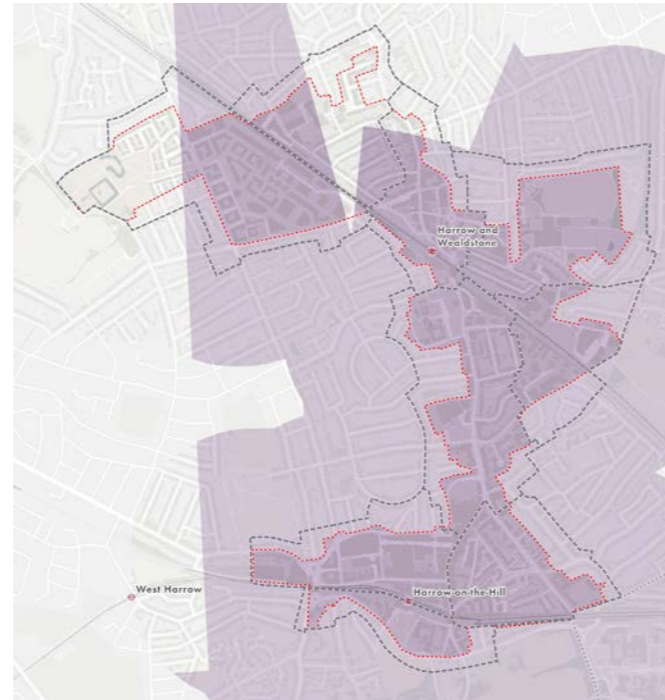


Fig 4.11 Plan showing the protected views and their view corridors

7. Safeguarded air space

Some southern parts of the Harrow and Wealdstone Opportunity Area are impacted by restrictions from the RAF Northolt Safety Zone. The impacts vary across different sub-areas and are outlined in detail in chapter 5.

The southernmost edge of the Opportunity Area (along the A404) is classified as purple within the RAF Northolt Safety Zone. This means that consultation with the Ministry of Defence (MoD) is required for any development or change of use of land in the area.

A small area between the Lowlands Recreation Ground and Grove Hill Road in the Harrow Town Centre South sub-area is classified as red within the RAF Northolt Safety Zone meaning that consultation with the MoD is required for any building, structure or works exceeding 10.7m in height above ground level.

The majority of the Harrow Town Centre South and West sub-areas (and a small portion of the Harrow Town Centre East sub-areas) are classified as green within the RAF Northolt Safety Zone meaning that consultation with the MoD is required for any building, structure or works exceeding 15.2m in height above ground level.

These three restrictions are shown on the plan opposite as shaded in purple.

The remaining majority of the Opportunity Area is classified as blue within the RAF Northolt Safety Zone meaning that much of it is unaffected by change of land use or height restrictions. Consultation in these blue areas is only required for developments that exceed 91.4m. This area is not covered by the purple shading on the plan opposite.

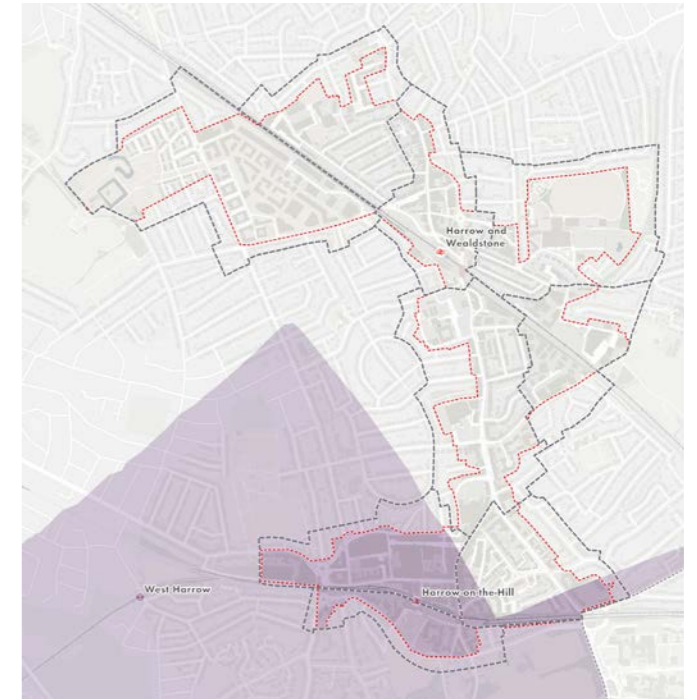


Fig 4.12 Plan showing areas of safeguarded air space

Composite sensitivity heat map

This composite heat map shows all of the sensitivity criteria overlaid suggesting the areas that may be most sensitive and least sensitive to tall building developments.

What does it mean if a location is sensitive to tall building development?

These locations are sensitive to tall building development for a number of reasons, typically regarding the setting of heritage assets or the potential for overbearing visual prominence. Tall buildings are discouraged here and proposals should maintain general consistency with prevailing heights.

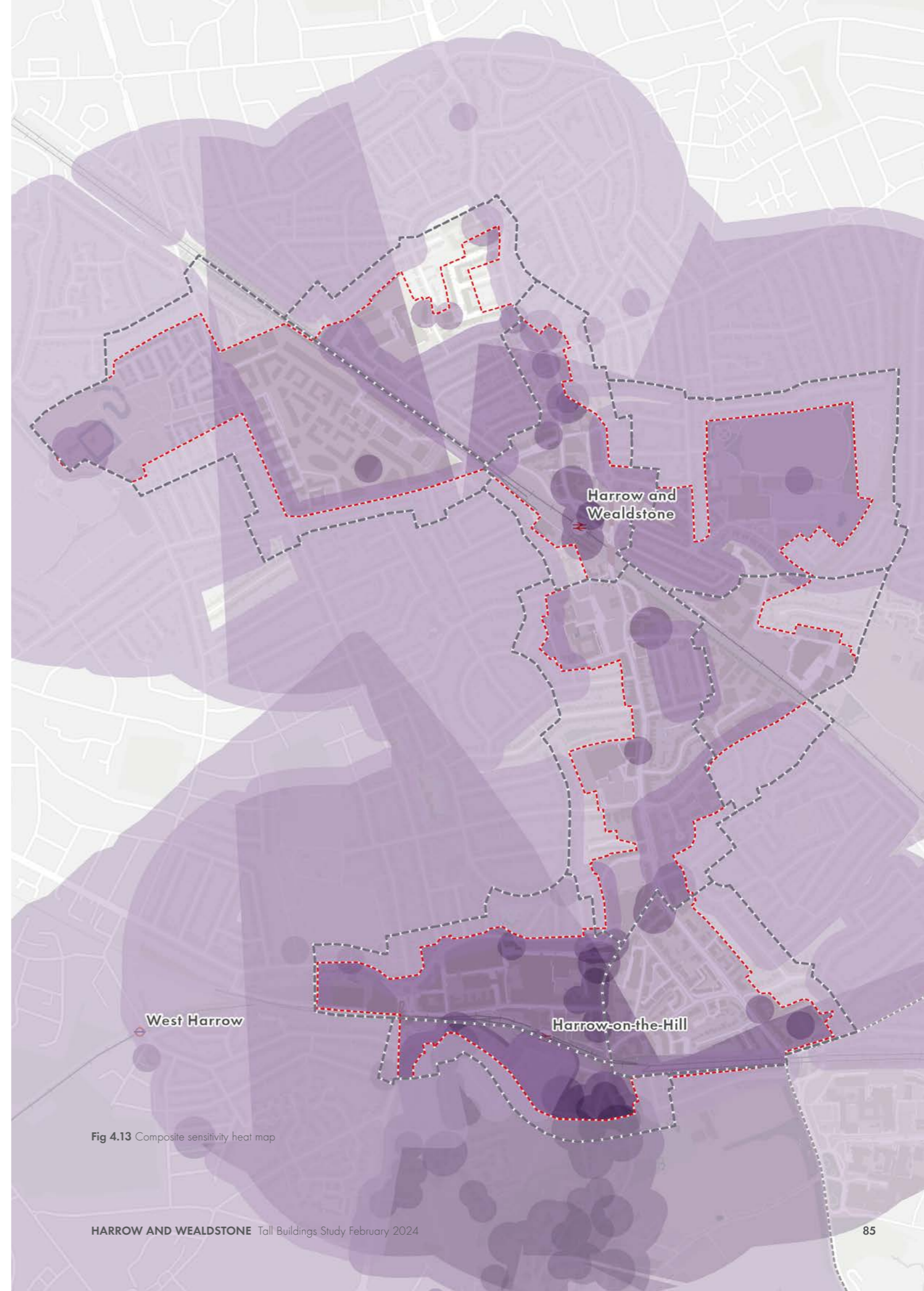


Fig 4.13 Composite sensitivity heat map

Composite sensitivity map with counted layers

The composite plan shows all the suitability analysis layered over each other, and shows a count of the data layers.

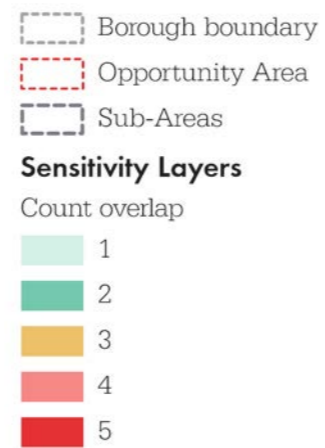


Fig 4.14 Composite sensitivity map with layers

4.3 SUITABILITY

Suitability to tall buildings development

This section presents seven criteria which are combined and analysed to provide an overview of the relative suitability of tall buildings for different parts of the OA, as follows:

1. Within the Opportunity Area (all)
2. Within town or local centre
3. Accessibility to public transport (PTAL 4-6)
4. Accessibility to cycle infrastructure where public transport infrastructure is lower (CTAL)
5. Proximity to a train stations (200m buffer)
6. Proximity to green space ≥ 2 ha (400m buffer)
7. Adjacency to tall buildings (≥ 8 storeys)

Criteria 1 to 6 are all associated with sustainable development by concentrating growth in locations with access to services, amenities and infrastructure, (such as a shops, green space and public transport) and enhancing the vitality and viability of town centres by concentrating growth there. This approach is underpinned by Core Strategy (2012) strategic objectives and policy CS1; London Plan (2021) policies D2, G4, H1, SD6, T2; and National Planning Policy Framework (2021) chapters 2, 5, 7 and 9.

Criteria 7 is concerned with the role tall buildings can play in contributing to strategic and local regeneration objectives, through their role in introducing a vibrant mix of uses, increased densities and positive impact on design and local character. This is underpinned by Core Strategy policies CS1 and CS2; London Plan (2021) policies SD1, SD10 and D1; and National Planning Policy Framework (2023) chapters 6 and 11.

1. Within the Opportunity Area

The whole study area is defined and designated as an Opportunity Area (OA). OAs are identified as significant regional locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Taking maximum advantage of these sites being unlocked means delivering significant volumes of high quality, high density development including strategic housing growth



Fig 4.15 Plan showing the Opportunity Area

2. Within town or local centre

In addition to public transport accessibility, the NPPF also recognises the importance of commercial and shopping centres as locations best suited to making the optimum use of land. The OA contains two town centres; Harrow and Wealdstone; each with their own character. Town centres represent mixed use, urban environments with a range of shops and services provided, making them amongst the most sustainable locations for higher density development and therefore the most suitable for tall buildings.

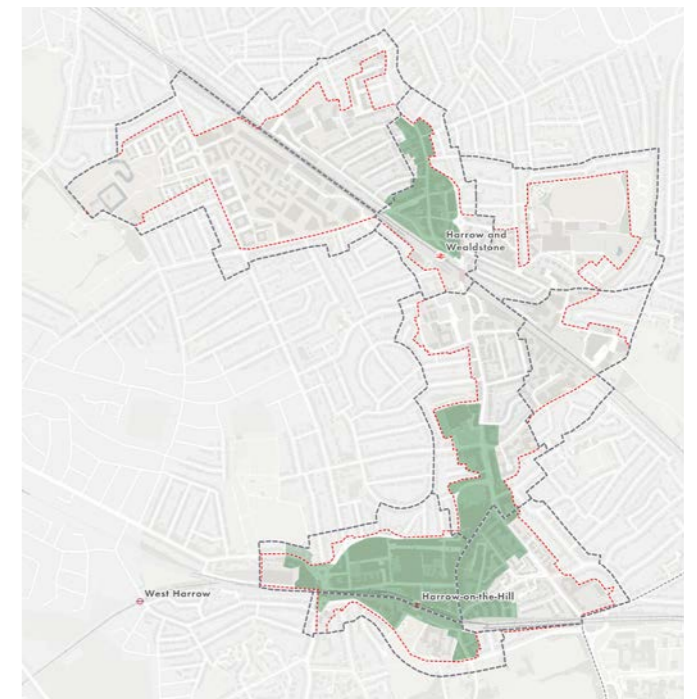


Fig 4.16 Plan showing areas within town and local centres

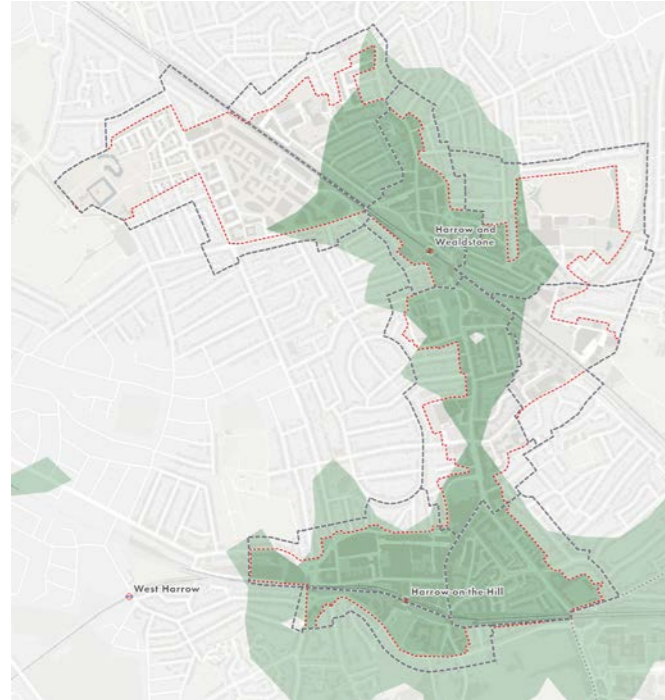


Fig 4.17 Plan showing accessibility to public transport (PTAL 4-6)

3. Accessibility to public transport (PTAL 4-6)

One of the most important factors in determining a site's relative suitability for a tall building. This is underpinned by the requirement set out in the NPPF (2023) to make the optimum use of land, especially where there is an existing shortage of land for meeting identified needs, as there is across the capital. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (NPPF 2023, paragraph 109). The assessment here is that areas with a PTAL rating of 3 or more are considered to be areas most suited to potential tall buildings.

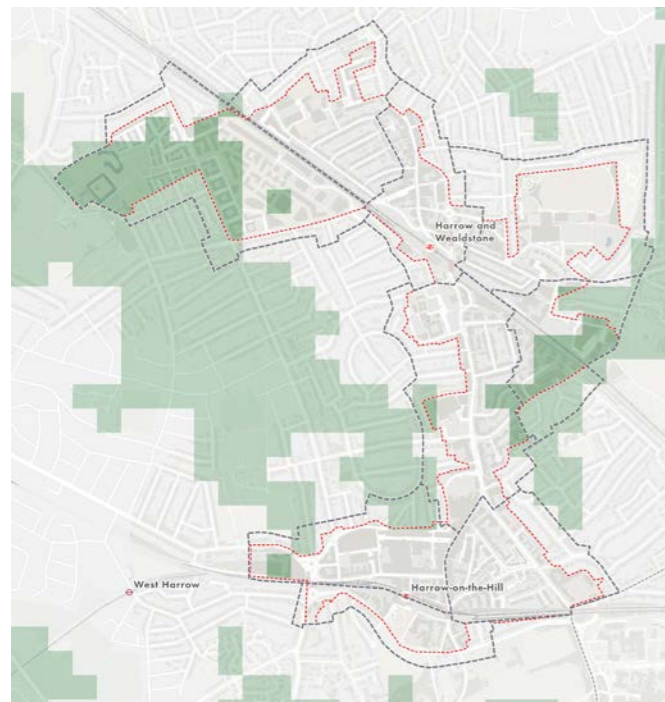


Fig 4.18 Plan showing areas that are accessible to cycle infrastructure where public transport infrastructure is lower (CTAL)

4. Accessibility to cycle infrastructure where public transport infrastructure is lower (CTAL)

Sustainable movement should be a key factor in future growth. Areas that have good existing cycle infrastructure should be a factor in considering different parts of the OA as appropriate for high densities, which could include tall buildings. This CTAL data was provided by the Greater London Authority. CTAL shows areas that are within a five minute cycle to a train station and excludes areas covered by PTAL rating of 4-6.

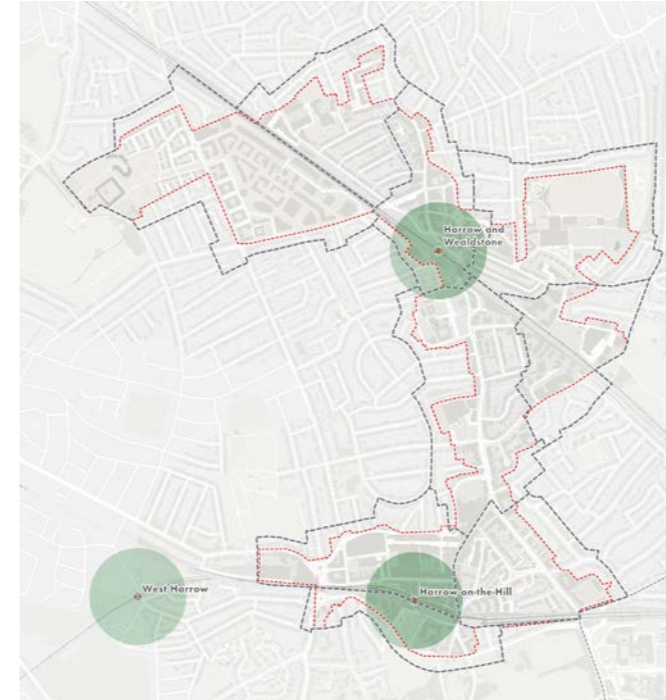


Fig 4.19 Plan showing areas within 200m of train stations

5. Proximity to train stations

Train stations are increasingly being revisited in terms of their land use efficiency, design and mix of uses. Highly accessible locations, they have frequent trains into and out of central London and major transport interchanges. Generally designed in the 20th century and in need of investment, train stations can often feel peripheral to neighbourhoods and under used throughout much of the day and evening. They often represent opportunities for intensification through strategic redevelopment, which could include tall buildings for both their role in placemaking and land use efficiency. Here, the study looks at a 200m buffer around train stations.

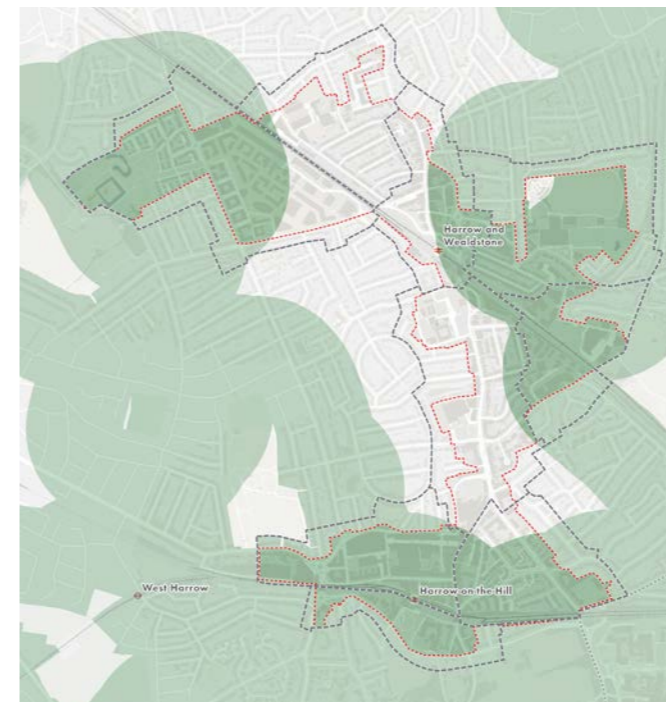


Fig 4.20 Plan showing areas with access to open space of at least 2 hectares within 400m

6. Proximity to green space ≥2 hectares

Good access to open space is a key criterion for the suitability of tall buildings, and ideally everyone should have access to a 2ha or larger green space within 400m of their homes as outlined in policy G4 of the London Plan (2021). Where this isn't the case, development should be encouraged to create new open space. Existing spaces should be enhanced to provide a range of benefits for Londoners.

Open spaces have been filtered and isolated to focus on publicly accessible open spaces for recreation, excluding designations such as cemeteries, golf courses or private school playing fields.

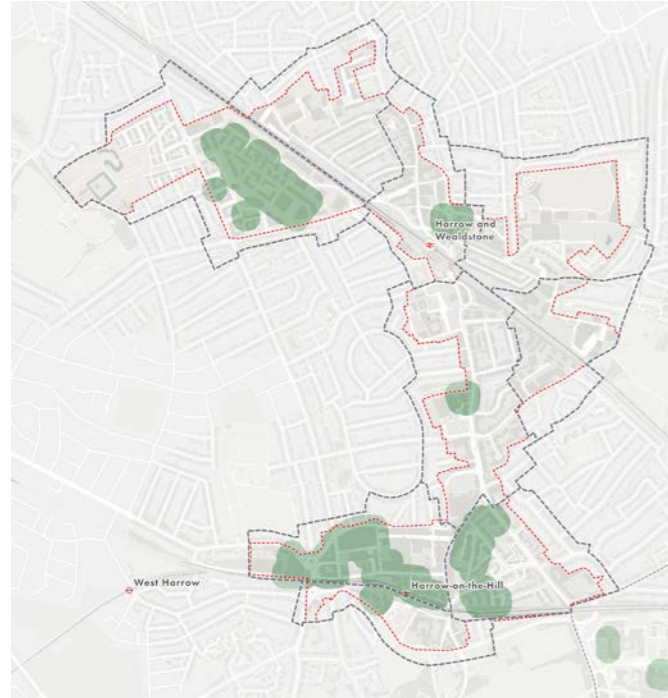


Fig 4.21 Plan showing areas adjacent to tall buildings

7. Adjacency to tall buildings (≥28 storeys)

Areas that already have tall buildings in them may lend themselves more to having more tall buildings, creating a cluster of tall elements within the OA. The London Plan supports this where it may improve the legibility of an area, by emphasising a point of civic or visual significance, and also by ensuring the skyline is cohesive.



Composite suitability heat map

This composite heat map shows all of the suitability criteria overlaid suggesting the areas that may be most suitable and least suitable to tall building developments.

What does it mean if a location is suitable to tall building development?

Proposals for tall buildings in these locations will be considered providing they are responsive to their surroundings and demonstrate exceptional design. Proposals must consider their immediate and local character, townscape and socioeconomic context. Proposals must contribute to Good Growth and represent sustainable development in every aspect. They must also be in accordance with relevant policies with the wider development plan.

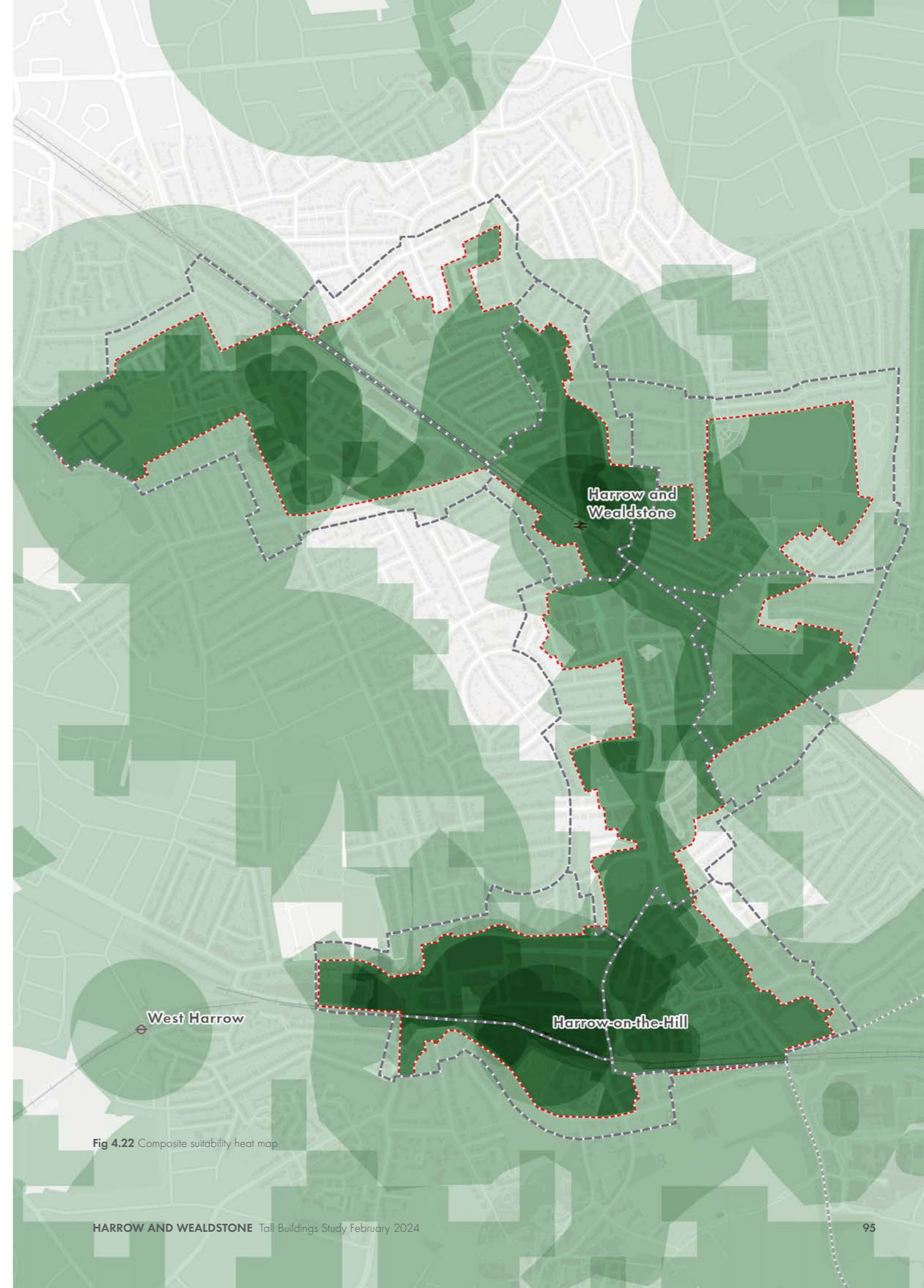


Fig 4.22 Composite suitability heat map

Composite suitability map showing overlaps

The composite map superimposes all of the suitability analysis to produce a heatmap showing the overlap and number of suitability layers that affect different parts of the Opportunity Area. Unsurprisingly, both local centres appear as the most suitable areas with the number of overlaps ranging between 4-6 layers.

Harrow View, Station Road, Harrow Town Centre East and the industrial estates in Wealdstone South also score relatively high in terms of suitability with the number of overlaps ranging between 3-4 layers.

The remainder of the Opportunity Area also appears suitable, although not to the same degree with the number of overlaps ranging between 1-2 layers.

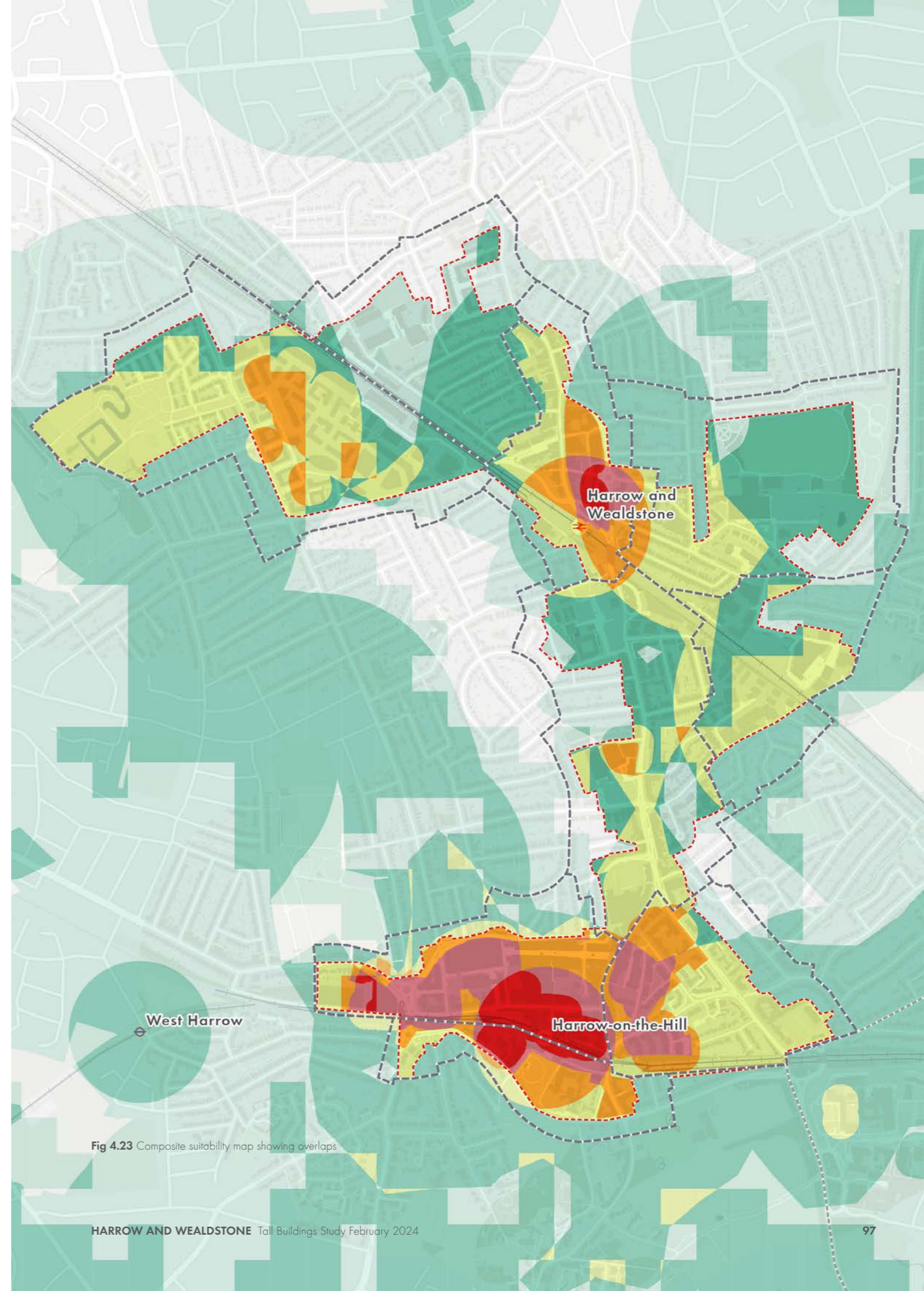
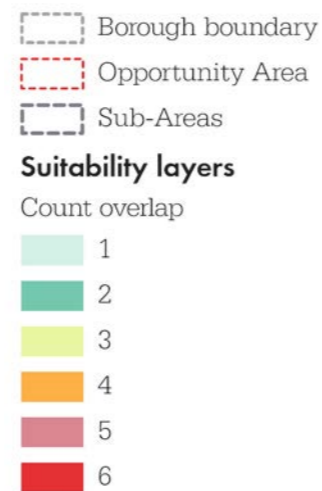


Fig 4.23 Composite suitability map showing overlaps

4.4 APPROPRIATE LOCATIONS FOR HEIGHT

Relative composite suitability map

Having established the baseline suitability for tall buildings across the Opportunity Area, the next step is to determine the relative suitability of different areas by factoring their performance against both suitability and sensitivity criteria.

Following this, the subsequent step is to adjust the areas with the greatest degree of suitability so that they reflect the physical reality on the ground.

To highlight this shift from data-led baseline mapping to human judgement, the colour scheme from the previous composite suitability map has been adjusted to a new colour spectrum from dark pink (unsuitable) to dark green (more suitable).

The map on the adjacent page is the result of manually adjusting the boundaries of the suitable areas to align with existing streets, natural features (such as parks), man-made features (such as railways) and property boundaries. This is to avoid random geometries and therefore incoherent guidance that does not accurately reflect or align with what actually exists across the Opportunity Area.

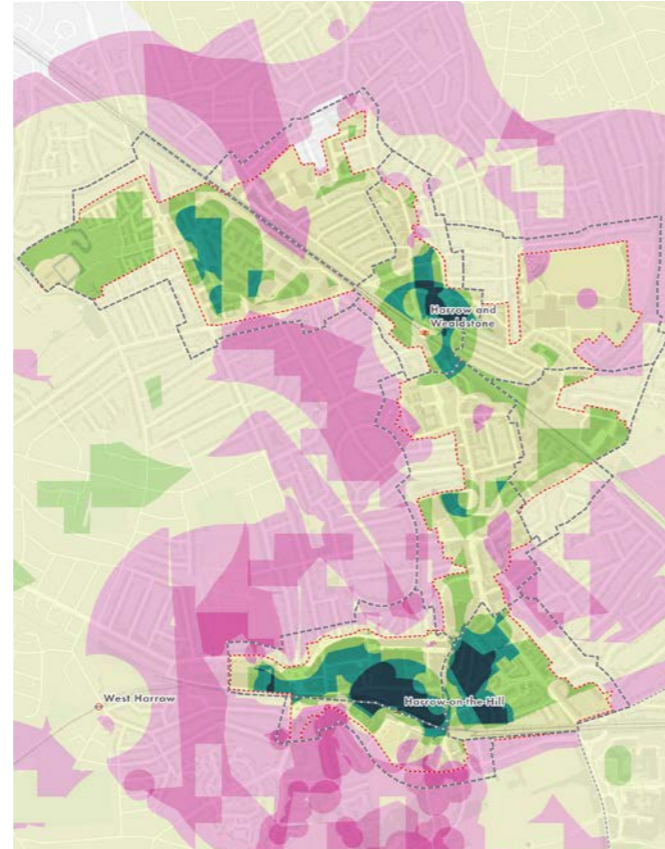


Fig 4.24 Composite suitability heat map showing overlaps in new colour scheme

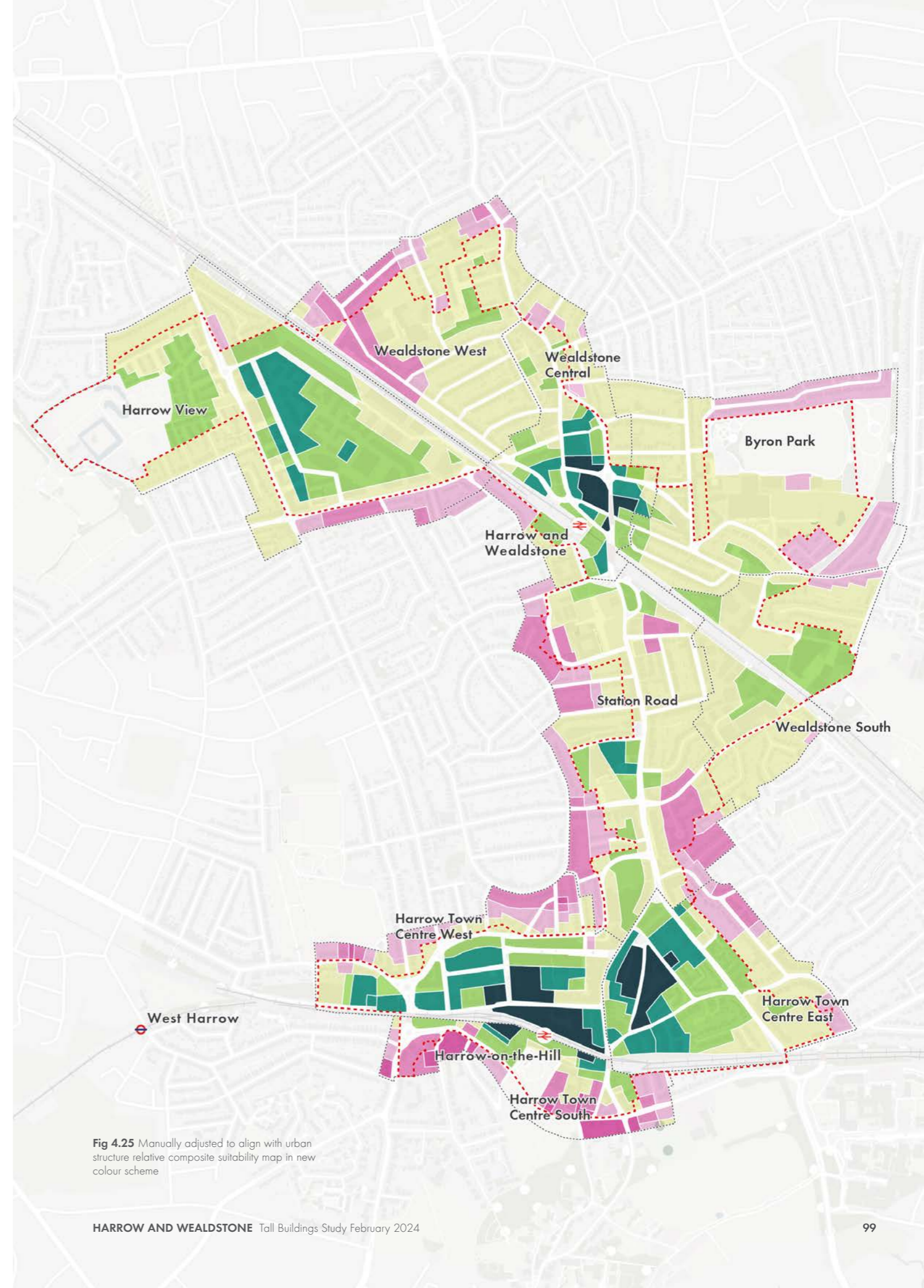


Fig 4.25 Manually adjusted to align with urban structure relative composite suitability map in new colour scheme

Tall building zones

Building on the previous consolidated composite plan, the next step in the process of identifying appropriate locations for tall buildings is to take account of the local townscape (i.e. place specific constraints such as topography, protected views and heritage assets) as well as a review of the suitable areas in terms of the wider planning context (e.g. the Local Plan, opportunity sites, consented schemes and council-owned land that may have a more transformative, character-changing potential).

All of these considerations contribute to the final consolidated composite plan shown in Fig 4.26. It is important to note that this map has been amended from the map shown in Fig. 4.25 as it has been informed by site-specific testing of key opportunity sites via of 3D modelling in VUCITY (for more detail please see 'Overarching Methodology' on page 10).

Once the most suitable areas were established, these were flattened into a single colour and all other information was removed for clarity to produce the Tall building zones map showing all areas considered appropriate for tall buildings within the Opportunity Area.

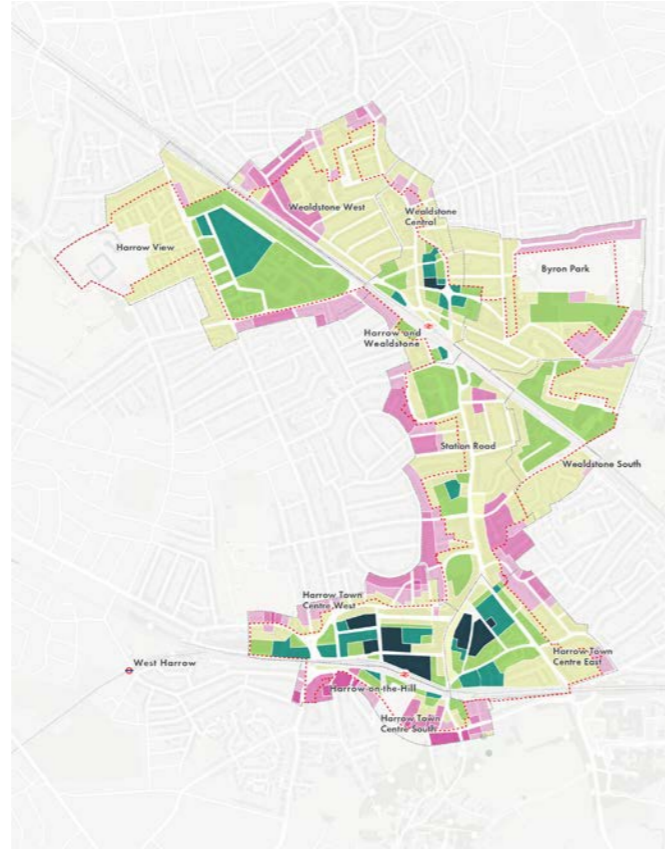


Fig 4.26 Final consolidated composite plan

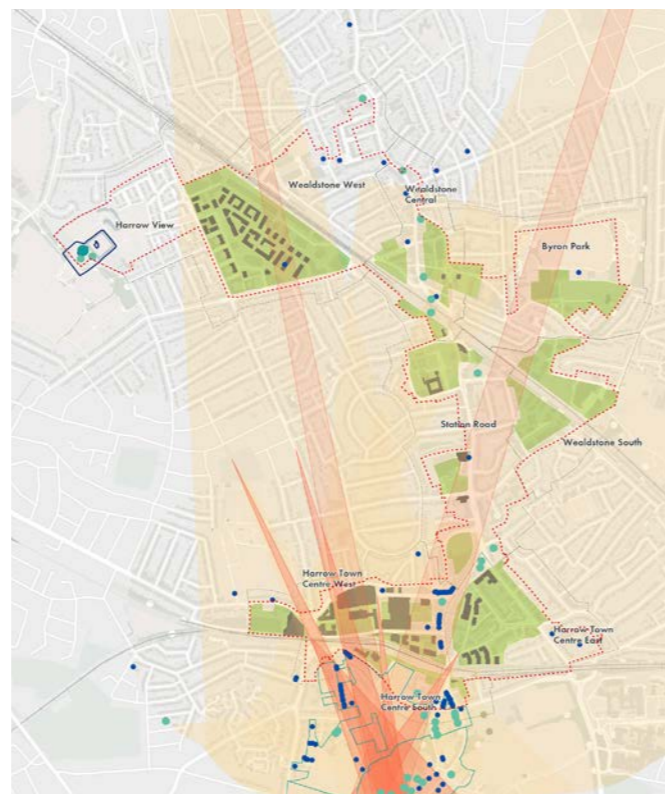
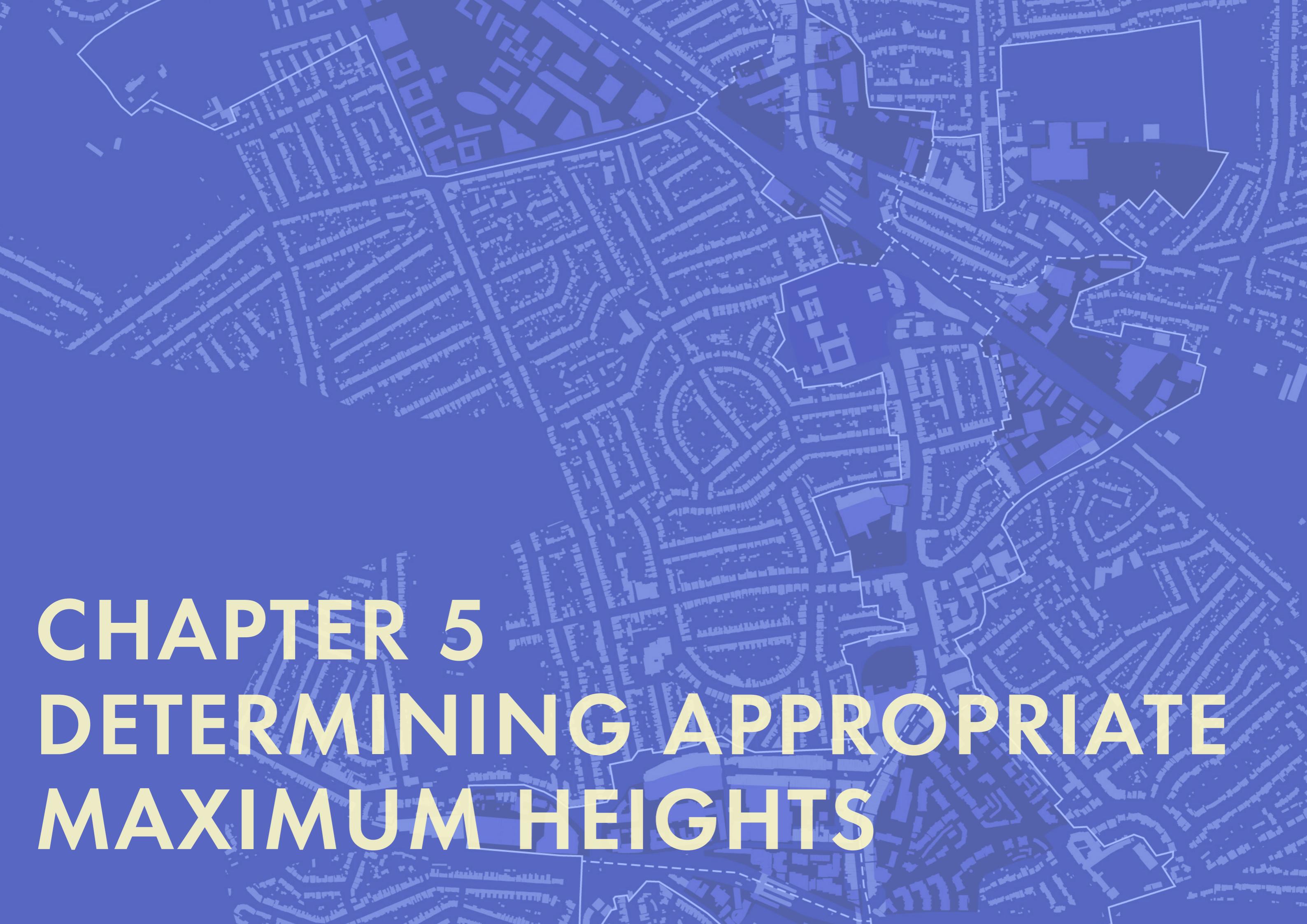


Fig 4.27 Townscape constraints overlaid onto tall building zones

- Harrow and Wealdstone OA
- Conservation Area
- Scheduled Ancient Monument
- Grade II* building
- Grade II listed building
- Locally listed building
- Protected views setting corridor
- Protected views restricted corridor
- Existing buildings above relative tall building threshold
- Appropriate locations for tall buildings



Fig 4.28 Tall building zones showing all areas considered appropriate for tall buildings.



CHAPTER 5 DETERMINING APPROPRIATE MAXIMUM HEIGHTS

5.1 METHODOLOGY

Having established the definition and appropriate locations for tall buildings within the Harrow and Wealdstone Opportunity Area, the next step is to determine the maximum range of appropriate heights for future buildings. In order to do this, research and analysis undertaken during the study has been reviewed and assessed.

Building on the conclusions from the previous stages

The key messages from the baseline analysis in chapter 2, including the townscape, movement and natural environment indicators have been taken into account.

The prevailing heights and character of each sub-area explored in chapter 3 have been reviewed, with greater consideration being given to individual heights at the block and building scale rather than the overall sub-area. This has included an appreciation of both the existing and evolving building heights.

Specific constraints and opportunities have been explored, with strategic and local protected views interrogated in greater detail and consideration of strategic, protected views from neighbouring boroughs.

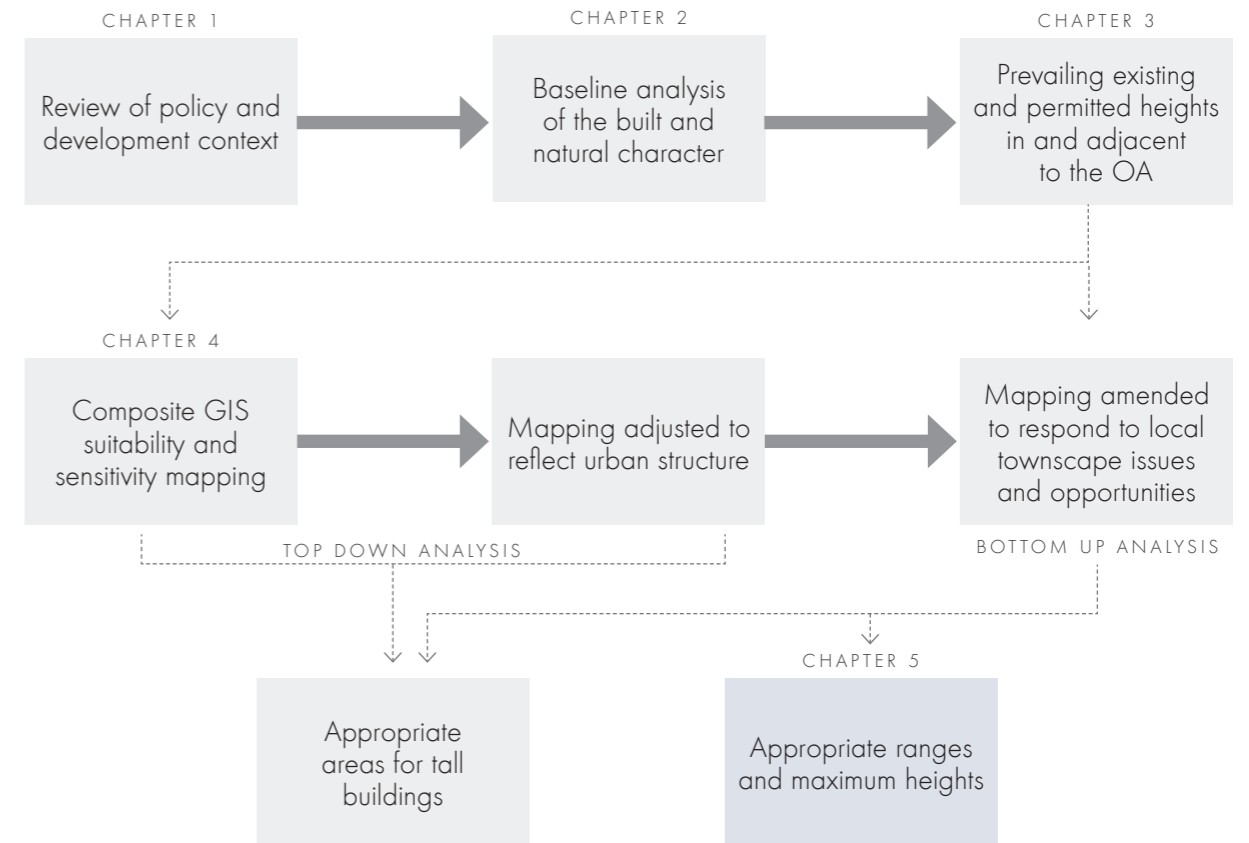
The townscape considerations identified in stage 4 to help refine the areas identified as appropriate for tall buildings have also been reviewed in helping to determine the appropriate maximum heights within each tall building zone. These are included again for reference to the right.

Finally, the site work testing high-level example schemes for sites considered to be critical to the OA's townscape character, have transformative potential, and/or be likely to come forward in the short-medium term has also informed the identification of appropriate maximum heights within each tall building zone.

The physical constraints of sites relating to building regulations such as fire safety have understandably not been included as part of the analysis as land ownership and potential site consolidation cannot be fully understood. However, it is acknowledged that this may impact suggested heights within tall building zones at the scheme design stage.

Townscape considerations

- Adjacent building heights and relationships between these and the tall building zone
- The topography of site and its immediate surrounds that may have an impact on how heights are 'read' from surrounding streets
- The immediate heritage context of the area
- Local view corridors, taking account of their setting but focus on the core viewing cone
- Gateways, nodes and landmark relationships, which in tandem with height can aid in legibility
- The immediate relationship with streets and open spaces and the ratio of height to street width
- Micro-climate issues including potential daylight and wind tunnel impacts, though detailed schemes would need to demonstrate this more fully
- The likely uses and associated typologies that may inform scale and massing
- The transformational character potential of larger, self-contained sites



5.2 PROTECTED VIEWS

Protected views within Harrow

A number of protected views are identified in the 2012 Harrow Views Assessment. The 2012 views assessment underpins Policy DM3 of the Harrow Council Development Management Policies, with the protected views set out in [Schedule 3 of the document \(p. 111\)](#). These protected views traverse the Harrow and Wealdstone Opportunity Area and impact future development:

Protected views within an urban setting

- Harrow View
- Roxborough Road Bridge
- St. Ann's Road
- Gayton Road

Protected medium-range views from open space

- Capital Ring, Harrow School Playing Fields
- Harrow Recreation Ground
- West Harrow Recreation Ground

Protected long-range views from open space

- The Grove
- Capital Ring, Football Lane
- Old Redding
- Stanmore Country Park Extension, Wood Farm

This Tall Buildings Strategy has taken account of above parameters and provides guidance for how future developments can make a positive contribution to the characteristics and composition of the protected views and their landmark elements and wider townscape.

As previously mentioned in Part 4, the Greater London Authority (GLA) are working to revise the London Views Management Framework (2012) SPG, which many have implications on future assessments. All development will be subject to further detailed views assessment and any amendments made in line with the GLA revisions. Any revisions made to the protected views will be set out in the new Local Plan.

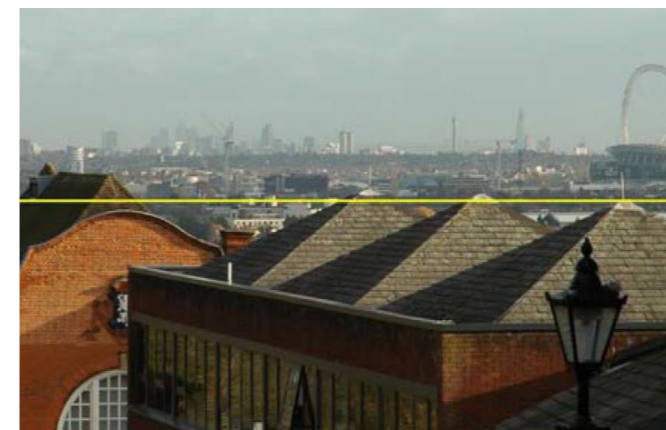
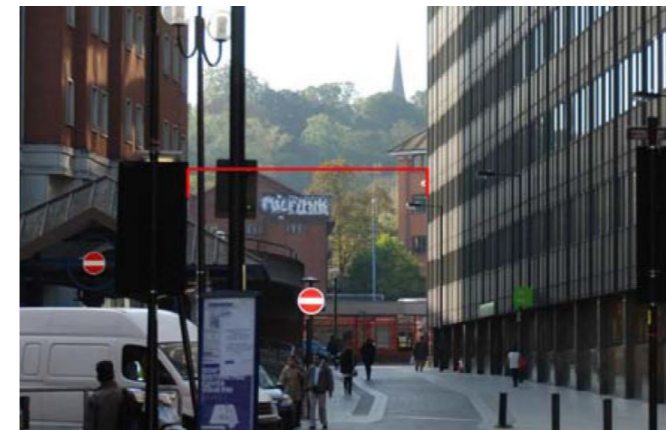
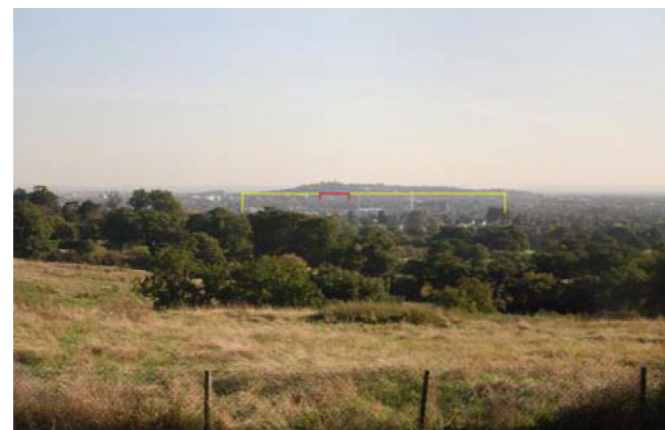


Fig 5.1 Protected views across the Opportunity Area

5.3 OTHER RESTRICTIONS ON HEIGHT

Protected views beyond Harrow

Currently, none of the viewing places, vistas or landmarks identified in Policy HC3 of the London Plan and the London Views Management Framework (LVMF 2012) are located within Harrow. Therefore the Borough is currently unaffected by LVMF restrictions. This is subject to change dependent on the LVMF review in 2024 and any future changes must be accounted for.

Of the four London Boroughs that neighbour Harrow (Barnet, Brent, Ealing and Hillingdon), two locally important views from Barnet extend to Harrow:

- From Mill Field towards Harrow-on-the-Hill. Mill Field offers an elevated vantage point with views to the east and south east. The domed roof of the University of London Observatory is prominent in the foreground whilst the arch of Wembley Stadium is the most striking of the major landmarks.
- From Golders Hill Park towards Harrow-on-the-Hill. Golders Hill park affords a view towards Harrow-on-the-Hill, although with trees in full leaf this is restricted. The trees also mask the significant number of taller buildings in the valley floor around Brent Cross and the southern part of Edgware Road.

And, one strategic view extends from Brent towards Harrow from Northwick Park to Harrow-on-the-Hill. However, none of these views extend as far as the Harrow and Wealdstone Opportunity Area or bear a discernible impact on developments here.

Beyond London, Harrow is bordered by Hertsmere Borough Council, Three Rivers District Council and Watford Borough Council. The Harrow and Wealdstone Opportunity Area bears no discernible impacts from these jurisdictions in terms of views.

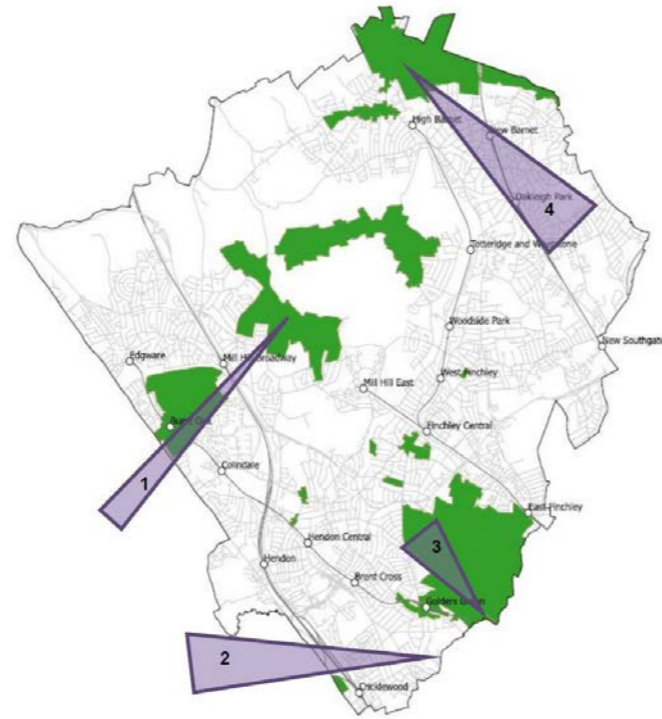


Fig 5.2 Locally important views 1 and 2 from the Barnet Tall Buildings Update 2019 extend into Harrow

RAF Northolt Safety Zone

- Some southern parts of the Harrow and Wealdstone Opportunity Area are impacted by restrictions from the RAF Northolt Safety Zone. The impacts vary across different sub-areas.
- The southernmost edge of the Opportunity Area (along the A404) is classified as purple within the RAF Northolt Safety Zone. This means that consultation with the Ministry of Defense (MoD) is required for any development or change of use of land in the area.
- A small area between the Lowlands Recreation Ground and Grove Hill Road in the Harrow Town Centre South sub-area is classified as red within the RAF Northolt Safety Zone meaning that consultation with the MoD is required for any building, structure or works exceeding 10.7m in height above ground level.
- The majority of the Harrow Town Centre South and West sub-areas (and a small portion of the Harrow Town Centre East sub-areas) are classified as green within the RAF Northolt Safety Zone meaning that consultation with the MoD is required for any building, structure or works exceeding 15.2m in height above ground level.
- The remaining majority of the Opportunity Area is classified as blue within the RAF Northolt Safety Zone meaning that consultation is required for any building, structure or works exceeding 91.4m in height above ground level.

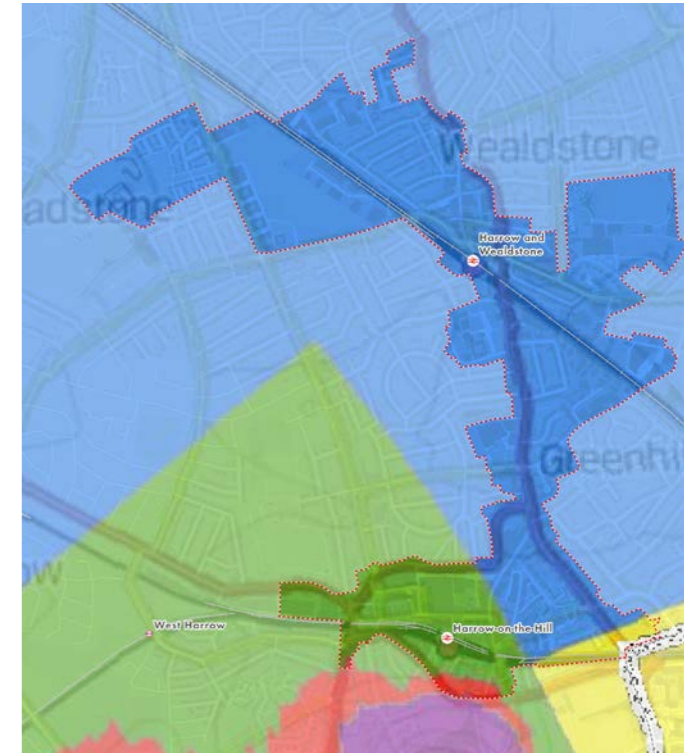


Fig 5.3 RAF Northolt Safety Zone

5.4 TALL BUILDING ZONES

The adjacent tall building zones plan is intended to guide the height of future developments across the town centres and opportunity area. This plan indicates general areas where tall buildings may be appropriate - subject to meeting all requirements of the Harrow Borough Development Management Policies Local Plan.

A more detailed version of this plan follows in the next section, which responds in more detail to townscape considerations. The general and more detailed tall building zones plans should be read in conjunction with one another.

Areas that are appropriate for tall buildings have been classified into one of four zones to provide further detail on the maximum appropriate heights that may be proposed within each of these zones. The four categories are:

- up to 8 storeys
- up to 12 storeys
- up to 15 storeys
- up to 18 storeys

It is expected that some, but not all, future buildings should be tall within these zones. Of these tall buildings, only a minority should reach the maximum appropriate height indicated.

The topography of the Opportunity Area varies greatly. It is therefore essential that, on top of the tall building zones, proposals take into account the AOD of a site in relation to the surroundings and views. This is because a building on a higher ground level is likely to appear taller than one of the same height on lower ground level.

Proposals for tall buildings outside the tall building zones will be resisted. Areas that are not appropriate for tall buildings have been highlighted in coral.

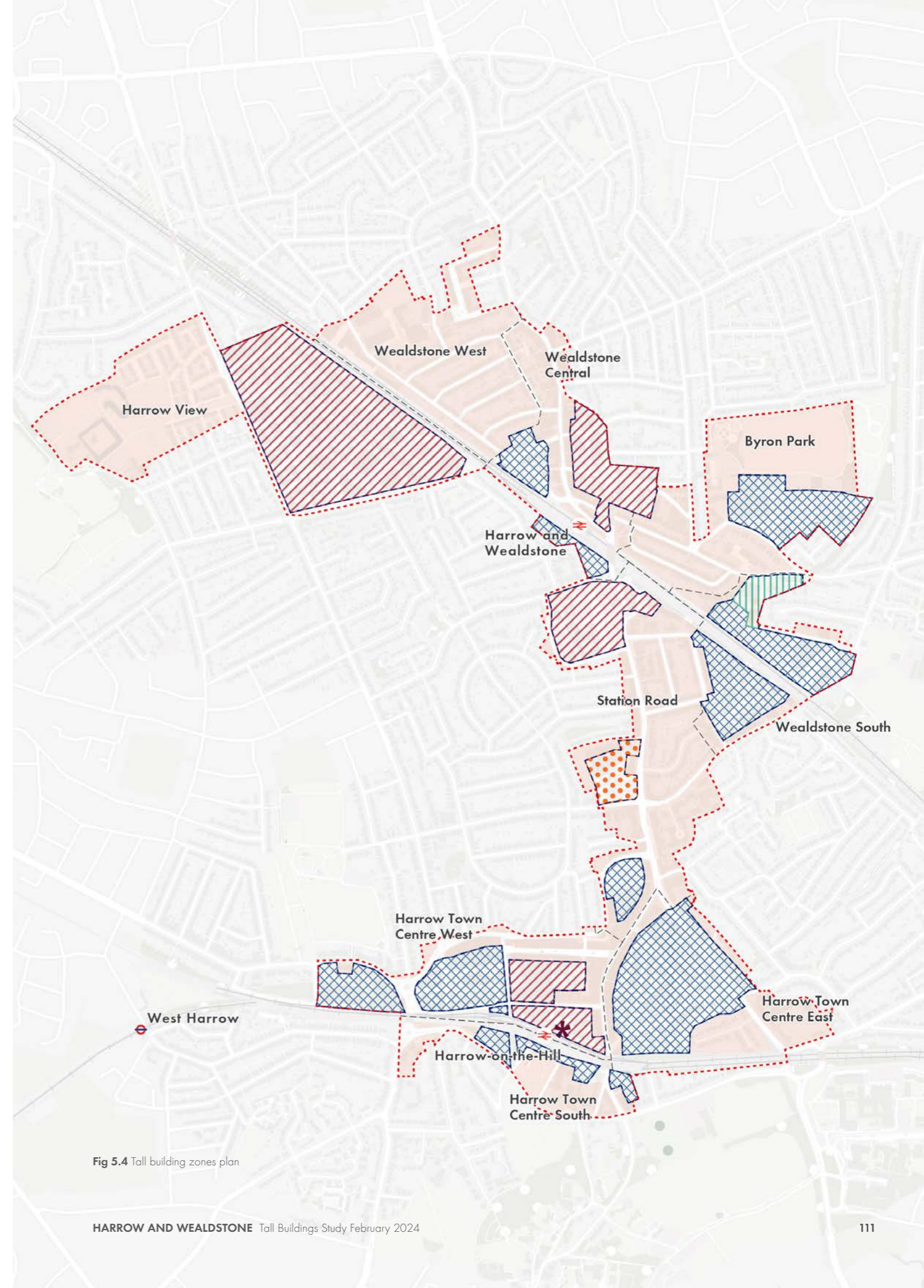
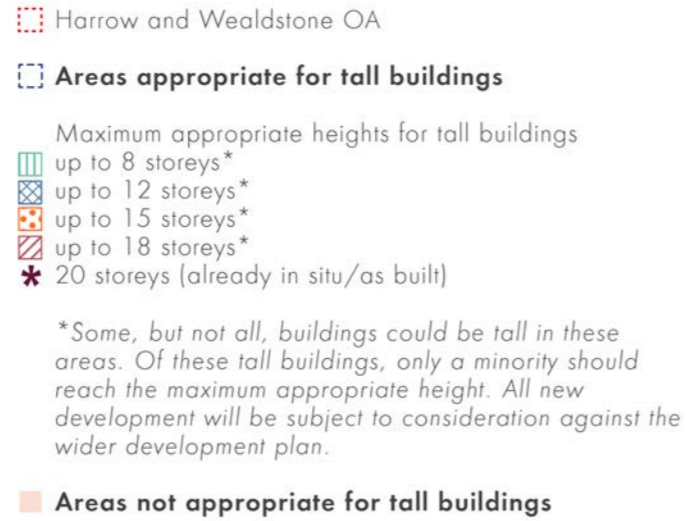


Fig 5.4 Tall building zones plan

Detailed tall building zone guidance

The adjacent plan is intended to support the tall building zones plan by:

- Subdividing the areas appropriate for tall buildings into discrete, sub-zones providing more specific guidance on height limits
- Providing greater clarity for applicants and Council officers either preparing or reviewing tall building proposals.
- Showing indicative locations for taller elements within each zone.
- Showing the indicative direction of height increases within each zone.
- Providing additional guidance for tall buildings up to 7 storeys, primarily at the outer edges of sub-areas and key opportunity sites.
- Indicating where height limits have already been reached by existing buildings, for example 20 storeys

The general and more detailed tall building zones plans should be read in conjunction with one another.

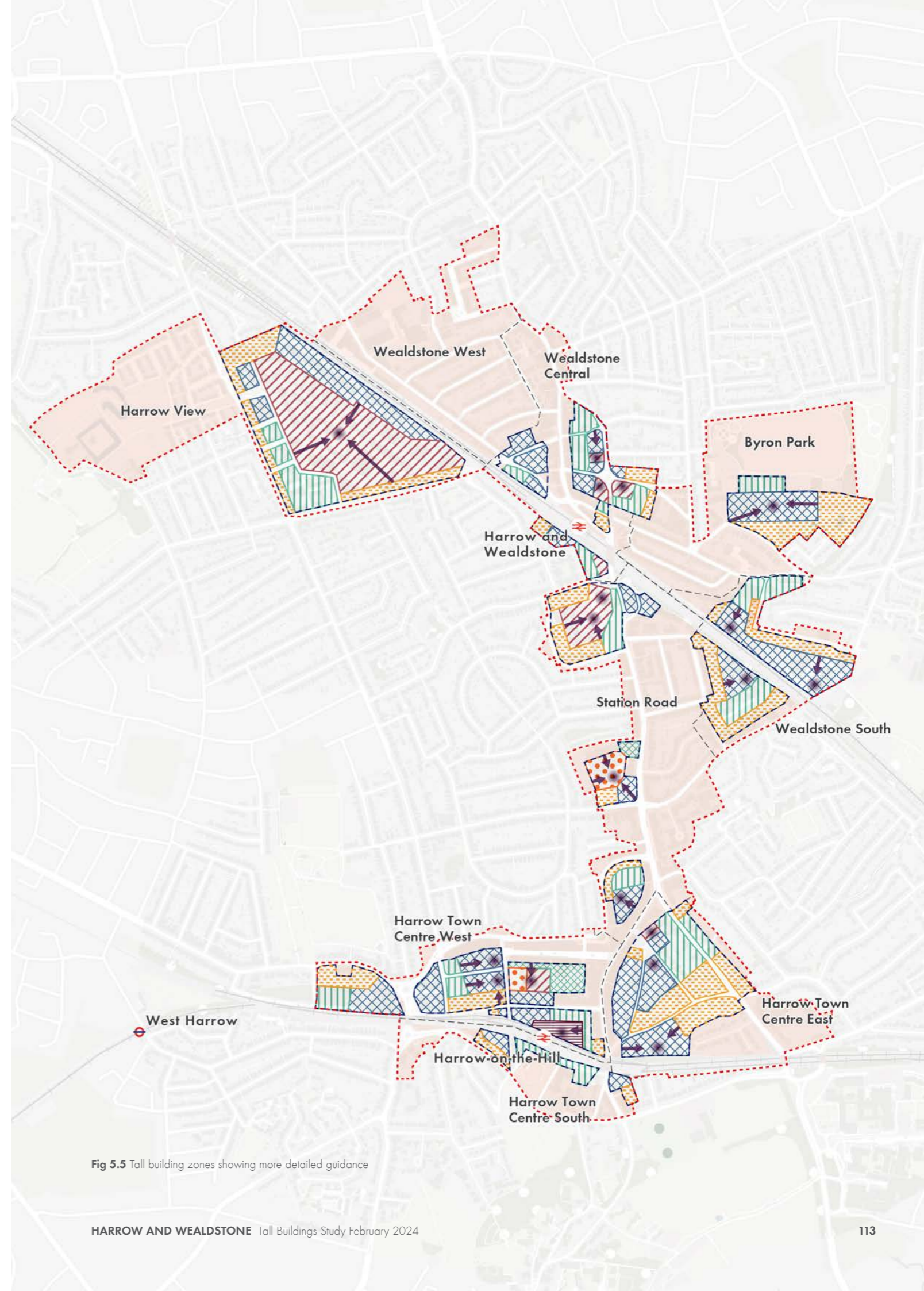


Fig 5.5 Tall building zones showing more detailed guidance

5.5 THE ROLE OF TALL BUILDINGS IN THE OPPORTUNITY AREA

1

Retain the human scale of Wealdstone High Street, Station Road and St Anns Road

Townscape Principles

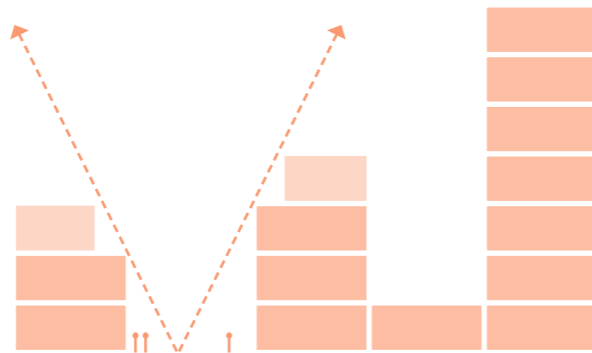
Five key principles for the development of tall buildings in the Harrow and Wealdstone Opportunity Area have been identified. Applicants will need to demonstrate how they have addressed these principles.

Tall buildings must be of the highest architectural quality and reflect the existing character of both Harrow and Wealdstone. Tall buildings must deliver exemplary design quality given their future prominence in the townscape and wider views setting. They must complement the existing context without being a pastiche. Whilst some buildings may not be listed, they should still be conserved and enhanced if their heritage and character positively contributes to the townscape. All applicants should also refer to the principles and any future guidance set out within any emerging Harrow Town Centre Masterplan, as well as Harrow Council's Residential Design Guide SPD (2010) (or any superseding guidance), and Harrow Characterisation and Tall Building Study (2021).

Tall buildings must contribute to achieving the Council's goal of reaching net zero by 2030, including both the production and consumption of emissions. Therefore, retrofit and refurbishment of existing buildings must be explored before the development of new buildings is considered. If and when it is decided to proceed with new development, tall buildings must be designed to the highest scores for Energy Performance Certificate (EPC). This must include considering the impact tall buildings have on micro-climates, such as daylight and wind. All applicants should also refer to the principles and guidance set out in Harrow Council's Climate and Nature Strategy (2023-2030).

All applicants, including those with sites which are not specifically identified in the Harrow Local Plan, should be in accordance with the Harrow Town Centre Masterplan or associated guidance.

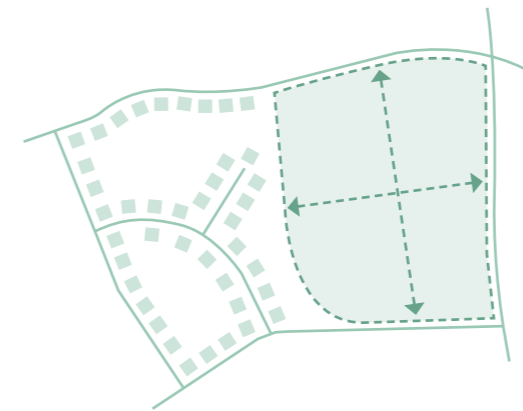
- Along the pedestrian St Anns Road in Harrow Town Centre the street itself is not the place for the tallest elements. Height must be stepped back to prevent overshadowing and dwarfing of the relatively narrow shopping street and key public realm asset.
- Tall buildings must appropriately respond to the consistently low-rise and historic shopping parades along Wealdstone High Street and Station Road, retaining their character and protecting these historic assets.
- Building heights in these locations, which provide direct frontage to the Wealdstone High Street and Station Road, are not appropriate for tall buildings (i.e. buildings above 7 storeys).it
- Taller elements could be permitted in locations which are set back from this main thoroughfare, delivered with a mediating shoulder height.



2

Consider the character-changing potential of large sites

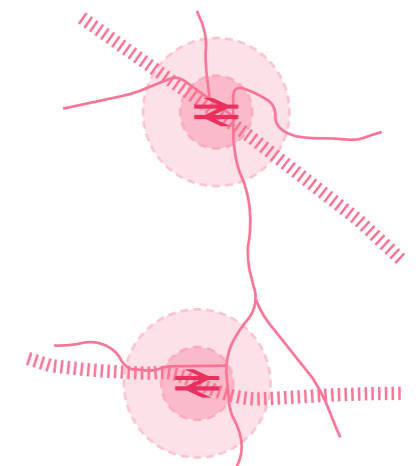
- Larger, strategic sites have the potential to introduce new character, scale, and type and use of buildings that contribute to the diversity of town centres and the Opportunity Area.
- This has already occurred to a certain extent through new developments at Baldwin Court and along Gayton Road.
- Sites that have this potential include, but are not limited to, Harrow View, Harrow Leisure Centre and Harrow Civic Centre. These sites are large enough areas that the character of the site can introduce taller elements without having a detrimental impact on existing neighbourhoods.
- Tall buildings on large sites must ensure that they mediate between the existing context and the character of the new development.
- Large sites are more likely to have the opportunity to deliver a greater mix of typologies and uses that are desirable
- This is particularly relevant to Harrow Civic Centre, over 4.5ha and located minutes from Harrow & Wealdstone Station, providing a key opportunity for the development of new homes with the potential for taller elements. The large area permits taller elements to be built within the centre of the site, ensuring height is mediated to meet existing low-rise, suburban streets such as Marlborough Hill, Milton Road, Blawith Road and Torver Road.



3

Enable sustainable densification around public transportation

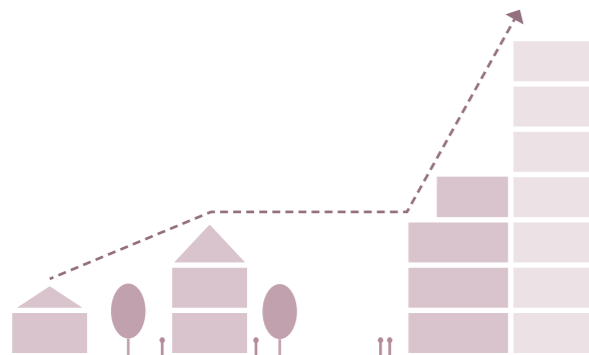
- Situating towers close to town centres will help a greater number of people access the jobs and services they need on a daily basis.
- This reduces sprawl and the cost of additional infrastructure, and protects valuable open land.
- When situated close to public transportation, tall buildings will offset the carbon cost of travel and amplify the geographic mobility of a greater number of people, reducing car-dependency and encouraging healthier ways of getting around.
- Economic and commercial viability of tall buildings is strengthened when close to public transportation, providing a desirable destination.
- Clustering tall buildings around public transport interchanges, such as Harrow and Wealdstone Station and Harrow-on-the-Hill Station, improves their legibility within Town Centres and their wider context.
- High-quality tall buildings can improve the station arrival experience, however, this is not implicit to buildings being tall and in some cases can worsen the street environment. For example, if a tall building causes extensive overshadowing or creates windy conditions. Public realm design therefore must be carefully considered such as generous greening and public space.



4

Sensitively mediate between the scale of the Opportunity Area and the suburbs

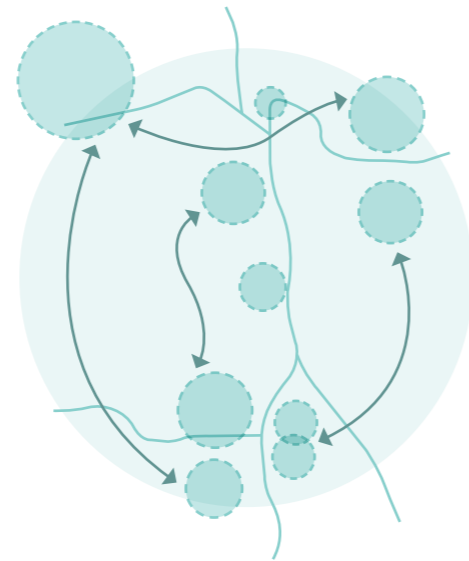
- The scale and massing within the Opportunity Area is varied, and in places, significantly taller in height than its immediate context.
- Where sites come forward, these developments will need to carefully mediate with the suburban hinterland.
- This is particularly relevant along Station Road, in Harrow Town Centre and Wealdstone District Centre, where the adjacent neighbourhoods are consistently low-rise and historic, and come right to the edge of areas which are likely to undergo the most significant change.
- Half storeys and step backs on upper storeys are a positive way to sensitively step up heights from existing context.
- New development should also consider block lengths in addition to heights, to provide appropriate scale and massing.
- Mediation can also take the form of new, innovative building types that act as hybrids between historic and contemporary models.
- It also involves carefully planning the space between tall buildings to improve the pedestrian, street level experience by repairing street connections, activating frontages and giving back to the public realm.



5

Coordination of proposals across sites to ensure coherence across the OA

- Proposals for tall buildings should be prepared in a coordinated manner, demonstrating awareness of opportunities on adjacent sites with reference to the Local Plan, site allocations and future guidance in any emerging Harrow Town Centre Masterplan. Such coordination will result in a cohesive townscape and public realm.
- This includes balancing the appropriate mix of land uses in different sites and sub-areas to ensure the complementary provision of residential, employment, civic and community facilities.
- Adjacent landowners are encouraged to adopt a joined up approach, finding opportunities for coordinated site assembly and early discussion with the Council.
- Careful consideration of cumulative impact will be required, with a view to avoiding the unintended clustering of buildings.



A characteristically 'London' tall building...

A new vernacular of tall buildings has emerged in outer parts of London with a set of common characteristics. These qualities become increasingly important to consider as the height of a building increases and should be used to inform the design of prospective tall buildings in town centre locations and across the Opportunity Area:

...uses mediating buildings

Such as shoulder blocks which modulate the overall composition of the massing to provide a transition between the new, taller elements and the scale of existing buildings.

...is well crafted

Through a high quality of design, masonry construction and brick detailing which together enhance the outward character and the internal amenity of the new development.

...evolves existing types

By reinventing historical building types, augmenting their density potential and making them fit for purpose in the C21

...offers visual intricacy

Through the picturesque arrangement of built form and proposed roofscape to provide interesting and delightful views from street level and visual connections to nearby buildings.

...is multi-layered

Aesthetic variation through the subtle use of subdued materials, colours and textures with a sense of depth achieved by windows recessed in deep reveals and projecting balconies.

...serves its locality well

Providing characterful buildings at high density with shared amenities and active frontages framing attractive streets with pockets of carefully conceived green open spaces and play areas.

...is internally diverse

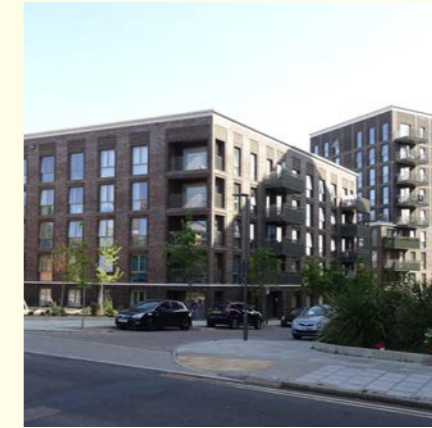
Catering for residents by providing a blend of private and affordable housing tenures and a mix of housing sizes for singles, couples, families, young and old - in tandem with non-residential uses.

...is tailored to its site

London tall buildings reflect the material character of their surroundings as well as the particular geometries and the three-dimensional constraints that are present on site.

...treads lightly

By ensuring that the footprint of the building does not occupy the entire site but instead introduces new spaces and passages at ground floor offering connections to and through the site.



5.6 HARROW VIEW

This character area is located to the north west edge of the Opportunity Area (OA). Aside from its eastern side, the other sides sit alongside areas outside of the OA. It comprises two new developments, which sit either side of the road Harrow View, which leads to Harrow town centre. Harrow View West, was completed in 2021 and sites adjacent to Headstone Manor and its surrounding green spaces. Eastman Village is a three phase development, which is currently in its final phase of construction and is in the location of the former Kodak film factory. It is due to be completed in 2025.

Character

This area is undergoing significant change as it was previously industrial land. The developments mark a shift in this to new residential-led mixed use development, which is predominantly mid to high-rise residential, with some two and three storey townhouses in Harrow View West. To the west, Headstone Manor and its surrounding green spaces and lakes provide a contrasting open character. To the east, the sub-area sits up against the Harrow and Wealdstone railways line. Industrial warehouses are located directly adjacent to the railway line. Eastman Village has retained some of its industrial heritage, with the iconic Kodak factory chimney being retained and restored as a feature in the development.

What is considered tall?

The weighted median height in this sub-area is 4.4 storeys. Once all development has been completed in this sub-area, heights will vary between 2 and 18 storeys, with the tallest building located in the centre of Eastman Village. Along Harrow View and Headstone Drive (including along the edges of Harrow View and Eastman Village new developments) there are low- to mid-rise heights of two to five storeys, meeting the corresponding low-rise residential buildings in the adjacent areas. Taller development in Eastman Village is stepped back from these main routes. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The majority of this sub-area has recently been developed, and the guidance is outlined with the completed developments in mind. There are some sites within this sub-area, which have not been included in the recently developments, including some of the industrial warehouse alongside the railway, and the former Harrow Crown Court.

The main constraint of the sub-area is its proximity to the Grade I Listed Headstone Manor and its surrounding green spaces. Harrow View West is sensitive to this heritage asset, and locates its lower buildings, two storey townhouses, closest to the asset, whilst stepping up to four storeys along Harrow View.

Long distance views from Old Redding and across to Harrow on the Hill should also be carefully navigated. Significant scale or mass could have a significant impact on the skyline and views across to the Conservation Area.

In addition to this, the area has a PTAL below 4, which means that it could be tricky for residents to travel comfortably to public transport by foot.

Strategy and guidance

To the east of Harrow View, in Eastman Village, the majority of the area is suitable for tall buildings up to 18 storeys or 54 metres measured from the ground level to the top of the building. Along the edges of Eastman Village, heights should step down and not exceed 12 storeys. This is to respond sensitively to Harrow View West, and neighbouring low-rise residential building, which are not in the opportunity area.

Harrow View West is unsuitable for tall buildings due to its proximity to Headstone Manor which is Grade I listed and its surrounding low-rise buildings. Height above seven storeys in this area would present an uncharacteristic and significant change that is not sensitive to its surroundings.

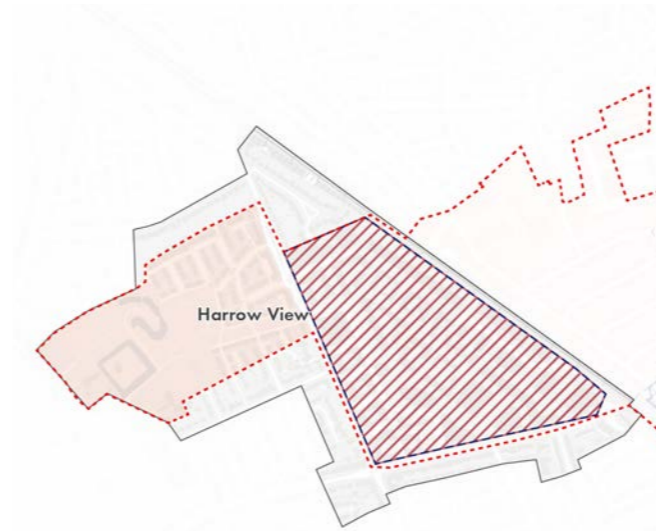


Fig 5.7 Tall building zone (see key on page 110)

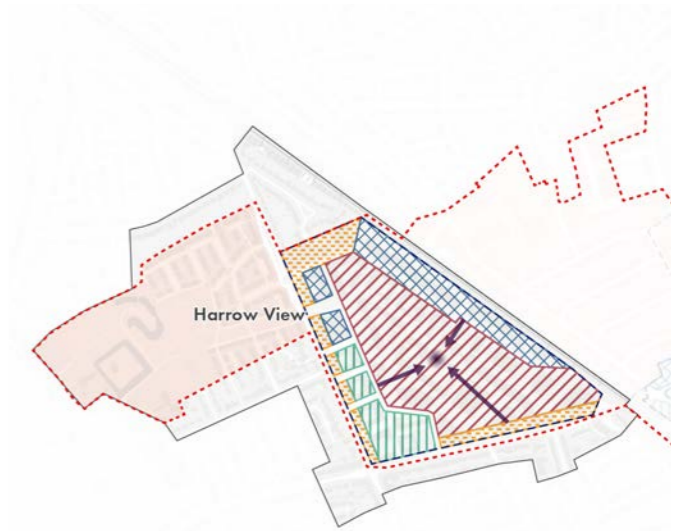


Fig 5.8 Tall building zone showing detailed guidance (see key on page 112)

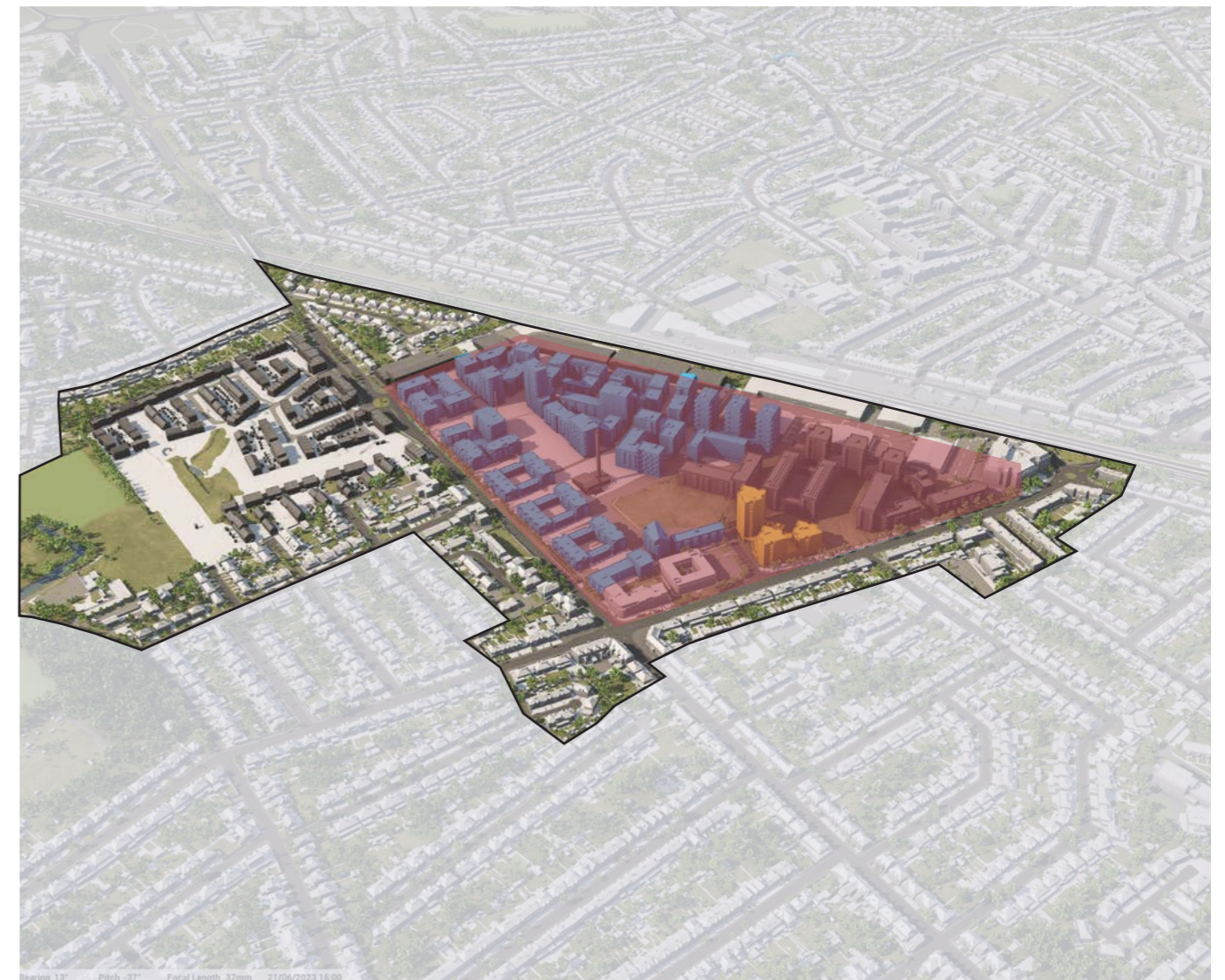


Fig 5.6 VuCity aerial view of Harrow View

5.7 WEALDSTONE WEST

This character area is located to the north east of the Opportunity Area. Along its western edge, runs the Harrow and Wealdstone railway line. To the north and east is residential properties, mainly semi detached and terraced with gardens. The area contains three schools, Salvatorian College, Whitefriars School, and The Sacred Heart Language College. As well as this, it has a large open space and two small industrial estates with warehouses on them.

Character

This area is a transition area, from Wealdstone town centre to suburban residential Metroland housing. It sits on the northern edge of the Opportunity Area. The southern portion of the sub-area contains streets of regulated and intact two storey terraces, which also front the industrial uses on Cecil Road, parallel to the railway line. The northern half of the sub-area is less regulated as it contains schools, Whitefriars Open Space, industrial uses, as well as some apartment blocks which reach up to five storeys, which were completed in 2015.

What is considered tall?

The weighted median height in this sub-area is 3.2 storeys. The area mainly consists of low-rise residential dwellings with heights between 2 to 2.5 storeys, however there are a range of buildings in the area. The average is increased by Artisan Place, a new residential development reaching a maximum of 5 storeys, Whitefriars School and Salvatorian College, with heights ranging between 2 to 4 storeys, and Whitefriars and Barratt Way Industrial Estates which have larger floor to ceiling heights. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor. However, without site assembly, successfully delivering a tall building will be extremely challenging in this area.

Opportunities and constraints

The area is located in close proximity to Wealdstone town centre, which is located to the south of the sub-area. However, it should be noted that the northern half of the sub-area has a PTAL of below four, indicating that it could be more difficult for residents to comfortably travel to public transport by foot.

Although the sub-area is located close to a small open green space, this is under two hectares, and therefore does not satisfy the requirement for a significant green space within 400 metres of all homes.

As previously stated, the southern half of the sub-area contains several streets of intact two storey terraces. Any development on part of this area would significantly impact these low-rise residential buildings.

Strategy and guidance

Due to its existing storey height and its sensitivities, this sub-area is identified as being unsuitable for buildings over seven storeys, and therefore is unsuitable for tall buildings. Buildings which reached seven storeys would represent a significant increase in height to the existing prevailing heights. Nevertheless, the Lowry Court development in the northern half of the sub-area presents a scheme which intensifies land use for residential purposes in a sensitive and considerate way.



Fig 5.10 Tall building zone (see key on page 110)



Fig 5.11 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.9 VuCity aerial view of Wealdstone West

5.8 WEALDSTONE CENTRAL

This sub-area comprises Wealdstone Town Centre, including Harrow and Wealdstone Tube, Overground and Rail Station and encompassing both sides of the railway tracks. It is bound by Marlborough Hill, Barons Mead and Princes Drive to the South West, and Wolseley Road, Graham Road and Claremont Road to the North West. The Eastern edge is defined by backs of suburban homes at a roughly one-hundred metre buffer from George Gange Way, and through the industrial estate no further than where Palmerston Road turns into Oxford Road.

Character

The sub area's key feature is the Wealdstone High Street which is predominantly a low-rise, historic shopping street. Heights range consistently between one to four storeys, with the exception of Wealdstone Library. There are a number of key community and cultural buildings of larger footprint such as Wealdstone Library, Holy Trinity Wealdstone Church and ASDA supermarket. There has been a number of recent developments of tall buildings within the area, centred around the Palmerston Road Roundabout. The tallest being 17 storeys, which is significantly taller from the predominantly low-rise buildings in the area. Surrounding the main streets of Wealdstone High Street and George Gange Way, the character comprises of suburban 'Metroland' style semi-detached, such as along Princes Drive, as well as Victorian and Edwardian terraced houses, such as along Grant Road. Lastly, there are a number of modern, mid-rise blocks of flats along George Gange Way and South of the railway tracks along Marlborough Hill that reach a height of 6 storeys.

What is considered tall?

The weighted median heights in this sub-area is 3.5 storeys, this number includes the more recent taller developments on Palmerston roundabout. The sub-area has varied heights, the northern area and streets surrounding the high street consist of low prevailing heights of 2 to 3 storeys whereas the southern area has some mid- and high-rise buildings, particularly along George Gange Way and Palmerston roundabout, where the height of new development reaches 17 storeys and presents a very significant height increase in the sub-area. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

Wealdstone High Street features strong and varied existing shopping parades and terraces with historic value. Some parades are of particularly high architectural merit, such as in the North of the sub-area between Spencer Road and Locket Road, centrally between Wealdstone Library and Palmerstone Road and in the South between Ellen Webb Drive and Montague House.

There are a number of Nationally and Locally Listed buildings that require protection, or where appropriate, thoughtful development. This includes the Former Lloyds Bank, War Memorial, Harrow and Wealdstone Station and The Wealdstone Police Station (identified as Heritage at risk), all of which are Grade II listed. Wealdstone Baptist Church and Holy Trinity Church are Locally Listed and additionally there are TPO's on the trees surrounding Holy Trinity Church that require retention. A locally listed building, on the corner of Graham Road and Wealdstone High Street, was demolished in 2021 and is undergoing redevelopment.

The sub-area is not constrained by the RAF Northolt Safety Zone, Conservation Areas or View Corridors, as it is elsewhere in the Opportunity Area. However, it does sit within the wider view corridor setting, and therefore requires conscientious development responding to sensitivities further afield.

The Eastern side of the sub-area and Wealdstone High Street is within 400m of Byron Park, a green space over 2ha, a desired amenity for new dwellings, offering the opportunity for development. The central and Western part of the sub-area is designated as Wealdstone Local Centre, and in addition, the entire sub-area has a high PTAL score between 4-6, further highlighting it as an opportunity for development with some taller buildings.

Strategy and guidance

The historic and consistently low-rise nature of Wealdstone High Street constrains the ability to build tall directly along this corridor. Fig 5.14 outlines indicative locations for taller building elements, this includes the existing tall buildings South of Palmerstone Road, and identifies an opportunity for a marker building along Peel Road and the connection of Wealdstone High Street to Byron Park through the development of Peel Road MSCP, an allocated site.

The sub area also includes another key Local Plan site with the opportunity for development - Part of car park alongside Harrow & Wealdstone Station, Ellen Webb Drive - which offers the potential for taller buildings. The railway line to the South of the site buffers the distance from the semi-detached homes on Princes Drive, however, overshadowing of the dwellings to the north of Ellen Webb Drive must be prevented. Lastly, the site width is also limiting for tall buildings, measuring thirty metres at its widest point.

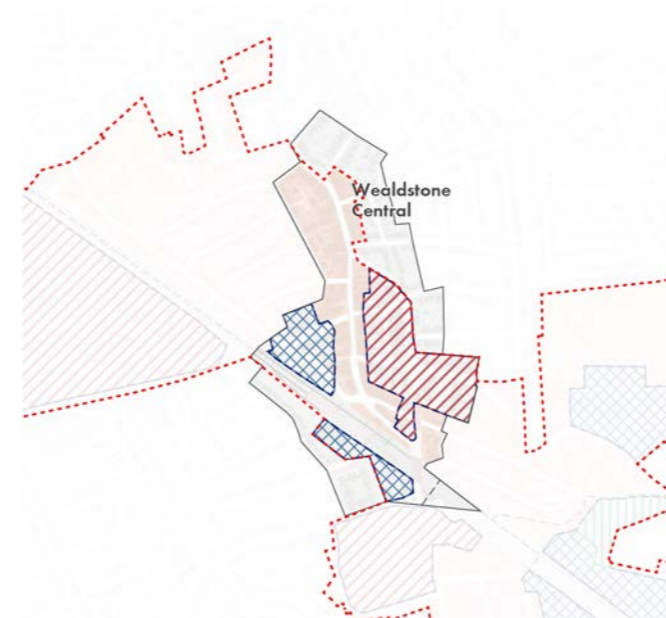


Fig 5.13 Tall building zone (see key on page 110)



Fig 5.14 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.12 VuCity aerial view of Wealdstone Central

5.9 BYRON PARK

This sub area is located on the North Eastern side of the Opportunity Area. Byron Park sits to the East of Wealdstone District Centre, to the North East of Harrow and Wealdstone Station. It includes Harrow Leisure Centre, a large Council-owned site earmarked for development. The area is bound by Grant Road and Belmore Road to the North, Wealdstone Cemetery and Kenmore Avenue to the East, Christchurch Avenue and Herga Road to the South, and borders Wealdstone Town Centre between Byron Road and George Gange Way on the West.

Character

It is largely characterised by residential streets, Harrow Leisure Centre, Byron Park and Wealdstone Cemetery. The streets consist of 2 storey Victorian terraces and early to mid twentieth century semi-detached low-rise homes, as well as some more modern 3 storey blocks of flats. The area varies from very low, up to medium density due to the large park - Byron Recreation Ground. It is a large expanse of green space with children's playgrounds, sports facilities and locally listed Harrow skate park.

A small area to the south of Byron Park is characterised by a Locally Significant Industrial Site (LSIS) - Christchurch Industrial Centre - located on Forward Drive and forms part of a larger LSIS which runs South to meet the railway (see Wealdstone South, page 126).

What is considered tall?

The weighted median height in this sub-area is 2.7 storeys. Byron Park is a predominantly low-rise area, there are no existing tall buildings. However, the Harrow Leisure Centre site is over 6 ha and offers the potential to be character changing by bringing some carefully considered height increase to the area, without causing a negative impact of the existing urban fabric (see Principle 2, page 115). As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The entire sub area is affected by the protected view corridor and view setting of the Country Park at Wood Farm long range view. This particularly

causes constraints for Harrow Leisure Centre and Christchurch Avenue which will need to be sensitively considered if tall buildings are developed.

Byron Park is situated within a valley on low-lying ground and a substantial area north of Masons Avenue and Forward Drive is exposed to flooding. This causes constraints for development, but being on low-lying ground offers a more favourable context for development of tall buildings as they will be less likely to cause an obstruction of the view corridor.

The area has a medium to low PTAL score, which could constrain the opportunity for high density residential development and therefore tall buildings. The western edge of the sub area is within 400m walking distance from Harrow and Wealdstone Station but the Eastern side is outside of this radius.

The locally listed Harrow Skate Park requires protection, the large area of the Harrow Leisure Centre site offers sufficient space to do so.

The sub-area is not constrained by the RAF Northolt Safety Zone or Conservation Areas, as it is elsewhere in the Opportunity Area.

Strategy and guidance

The Harrow Leisure Centre council-owned allocated development site has been identified as appropriate for tall buildings. Despite the site being located within the Country Park at Wood Farm protected view corridor, this is a long range view and as the site sits on low-lying land, conscientious development of tall buildings could be permitted. The area has identified tall buildings of up to 12 storeys as potentially appropriate for development, however, it is encouraged that potential tall building proposals along the south of Byron Park should not exceed 8 storeys and East of Christchurch Gardens should not exceed 7 storeys. The indicative location for a taller element has been located within the centre of the tall building zone, to allow sensitive mediation between the existing context and proposed development. Burnham Close, Coxe Place and Christchurch Gardens must be both protected from overshadowing and sensitively mediated between existing and proposed heights.

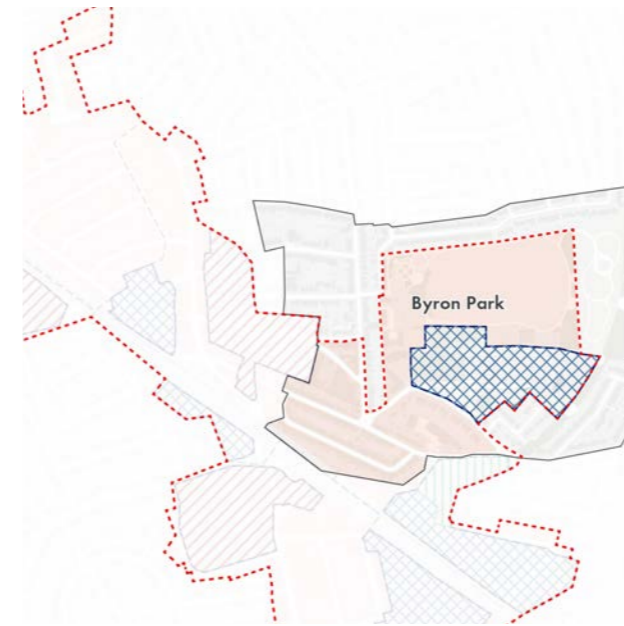


Fig 5.16 Tall building zone (see key on page 110)

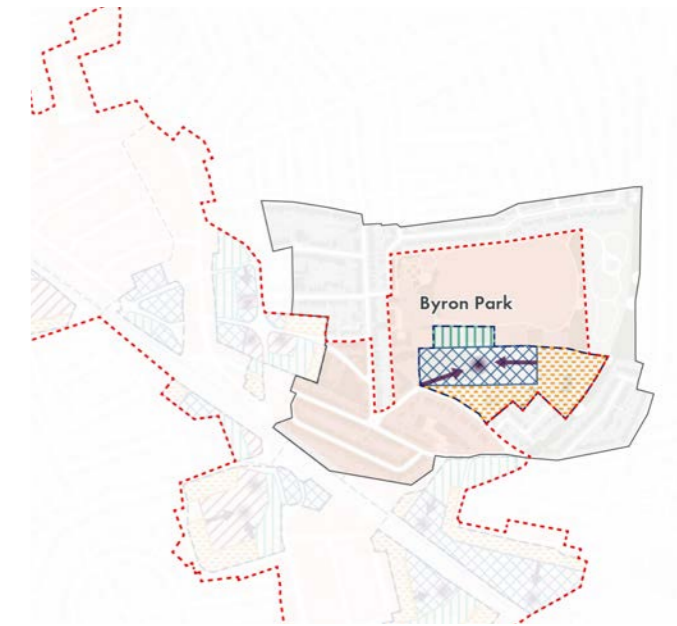


Fig 5.17 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.15 VuCity aerial view of Byron Park

5.10 WEALDSTONE SOUTH

Wealdstone South comprises the central Eastern zone of the Opportunity Area. It is bound by Forward Drive and Christchurch Avenue along its northern edge, bordering Kenton Recreation Ground on the East and crossing the railway tracks to include the Phoenix Business Centre and The Crystal Centre industrial estates and Elmgrove Crescent residential neighbourhood to the South.

Character

The sub area sits on a flat area of land within a valley, adjacent to large green spaces - Kenton Recreation Ground and Byron Park. The area has been characterised by railway lines and industrial uses since the 19th century and remains largely industrial today, with residential neighbourhoods only at its edges. These homes were built during the middle of the twentieth century and are both semi-detached and short terraces of 2 storeys. It is a low to medium density area, due to its low prevailing heights and low floor area ratio (FAR).

What is considered tall?

The weighted median height in this sub-area is 2.8 storeys. The area has a low prevailing height, with two exceptions of taller mid-rise buildings. The first is the recently constructed Harrow Council Depot and second is The Elms new residential dwellings, which both reach a maximum of 5 storeys. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The majority of the sub area is allocated as locally significant industrial sites, retaining its industrial heritage, except for Harrow Waste, Reuse and Recycling Centre, to the North of the railway line, which is a potential opportunity site. Due to the relatively low concentration of residential dwellings, there are less overshadowing issues so long as taller elements allow sufficient space to buffer homes and gardens.

The entire area is within 400 metres from a green space of over 2ha which highlights it as an opportunity for development of new homes. However, only the very Western edge of the has a high PTAL score of 4-6, the majority of the area having a low

score of 1-3 which constrains the opportunity for high density residential development and therefore tall buildings. Yet the area is allocated under CTAL as accessible to at least more than 5 stations by cycling, offering some opportunity for development.

The Western edge of Wealdstone South falls within the Country Park at Wood Farm protected view corridor, and the entire area is within its view setting. As the area sits within the a valley there is more scope for taller buildings, however, this presents a significant constraint to development and must be carefully approached.

The sub-area is not constrained by the RAF Northolt Safety Zone, Conservation Areas or listed buildings as it is elsewhere in the Opportunity Area.

Strategy and guidance

A large area of Wealdstone South has been identified as appropriate for tall buildings, including the majority of the industrial estates both north and south of the railway lines. The Harrow Waste, Reuse and Recycling Centre and industrial uses fronting Forward Drive have been identified as appropriate for up to 12 storeys, but overshadowing of Cullington Close, Herga Road and Masons Avenue homes and gardens must be prevented. Kenton Recreation Ground to the Southeast of the area provides little constraint and therefore the junction of Kenmore Avenue and the railway has been identified as an indicative location for a taller building.

South of the railway line is also identified as being potentially appropriate for tall buildings. The railway line allows a buffer for overshadowing to the north and east, however overshadowing for the homes and gardens on Rosslyn Crescent, Frogna Avenue, Woodlands Road and Elmgrove Road to the West and South of the industrial site must be prevented. Responding to local character, tall buildings must step down to meet the low-rise and historic character of existing surrounding streets.

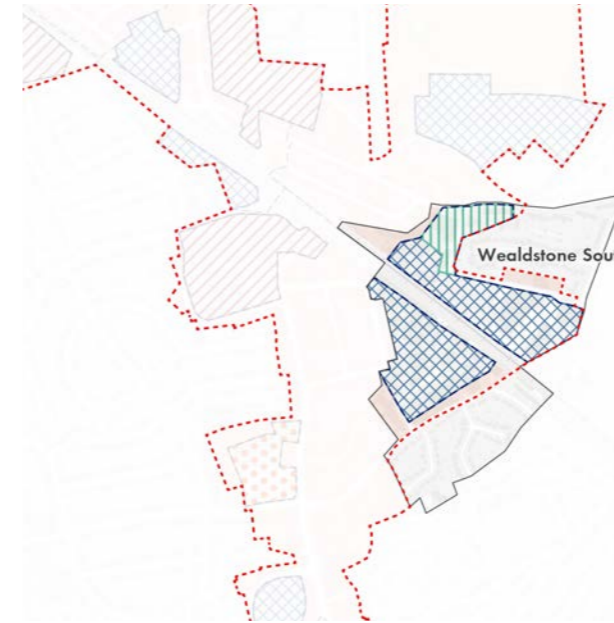


Fig 5.19 Tall building zone (see key on page 110)



Fig 5.20 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.18 VuCity aerial view of Wealdstone South

5.11 STATION ROAD

The Station Road sub-area includes the area in between Wealdstone and Harrow town centres and is defined by the Station Road corridor which bypasses north-south through. It incorporates the Civic Centre site, Tesco and Greenhill Way car park site. Its boundary to the west is defined by the backs of the gardens of Victorian terraced and semi-detached houses. To the east it is defined in parts by the rail line for the Overground, Bakerloo Line, Southern and West Midlands Railways, as well as the industrial land at Phoenix Business Centre and low-rise residential area to the south eastern edge.

Character

Station Road is a traditional linear parade of commercial units and terraces, largely two to three storeys and featuring some historic terraces that are intact, such as Eastern Parade. The straight, wide road and low-rise buildings create a sense of openness. The Civic Centre, Tesco site and Greenhill carpark are large areas of under utilised land. These areas provide opportunity for significant change in character by introducing clusters of taller buildings in their central areas, whilst stepping down to consider sensitivities to surrounding low-rise terraced and semi-detached housing at the edges.

What is considered tall?

The weighted median height in this sub-area is 3.8 storeys. Along Station Road, heights are predominately between 2 and 3 storeys with some occasions where buildings are taller. The Safari Cinema development, currently under-construction, will be 11 storeys and represents a significant increase in height from the rest of the area. The Civic Centre currently has a maximum height of 6 storeys, however this is set back from Station Road by roughly 70m. The streets surrounding Station Road consist of low-rise residential dwellings with heights between 2 to 2.5 storeys. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The Station Road corridor features a strong existing set of parades and terraces with historic value, and is sandwiched between low-rise terraced and semi-detached housing. Some areas of this corridor suffer from lower PTAL due to being in between two stations. Due to these sensitivities, this area is

not suitable for buildings taller than seven storeys. Nevertheless, there are sites and areas that provide opportunity for intensification and more height due to a broader change in use across a larger urban block. The Civic Centre Campus, Tesco site and Greenhill car park, present such opportunities. Taller elements are able to be introduced on these sites whilst stepping down towards sensitive edges. Towards the northern and southern ends of this long sub-area there is opportunity to focus growth. These are the most sustainable locations for intensification due to the proximity to town centres and transport hubs.

Strategy and guidance

The maximum height for the sub-area is identified as 18 storeys. It is not envisaged that all sites within the area would be appropriate for the maximum height. It is also envisaged that buildings reaching the maximum height on suitable sites would be in the minority. All development should be sensitive to low-rise residential buildings as well as the intact Station Road parades. As such, development should step down to considerably meet and reflect these existing heights. Key scale and massing design principles for the sub-area:

- **Civic Centre Campus** is considered a suitable site for tall buildings up to the maximum height of 18 storeys. Buildings should step down at the edges; particularly on the western and southern edge to acknowledge the two storey semi detached houses. This stepping down to the edges will allow a sensitive transition between residential Metroland and Wealdstone town centre.
- **Tesco's site** offers an opportunity to make better use of land. At the centre of the site, there is opportunity for a maximum building height of 15 storeys, whilst the edges should be sensitive to the low-rise Station Road Parade and surrounding low-rise houses.
- **Greenhill carpark** is considered suitable for tall buildings up to 12 storeys, stepping down to the north to reflect recently completed Travelodge development which reaches four storeys.
- **Station Road corridor** is sensitive to tall buildings. Whilst growth should be encouraged along the corridor, it is predominantly unsuitable for tall buildings. This is due to the existing and intact parades and terraces, as well as protecting the amenity of the 2 storey residential houses to the east and west of the narrow corridor.



Fig 5.22 Tall building zone (see key on page 110)



Fig 5.23 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.21 VuCity aerial view of Station Road

5.12 HARROW TOWN CENTRE EAST

The Harrow Town Centre East area encompasses the area to the east of the core Harrow town centre boundary. It is defined by the rear of the Station Road commercial premises on the western edge; the rail line for the Metropolitan Line and Chilterns Rail to the south; and Northwick Park Road and Gayton Road on the eastern edge. The A409 Sheepcote Road dissects the area, and other key roads include Lyon Road and St John's Road.

Character

The area has traditionally been residential with mansion blocks or 3-4 storeys along key roads, and low scale residential neighbourhoods with Metroland character within block interiors. In recent years, more central areas along Gayton Road, Lyon Road and St John's Road have seen more substantial mansion blocks developed with taller elements of up to 13 storeys. In each case, these have responded to the existing context by stepping down towards adjacent lower scale buildings. Recent developments have worked with level changes to achieve podium block whilst maintaining active frontages along key routes.

What is considered tall?

The weighted median height in this sub-area is 4.8 storeys, including the more recent taller developments which reach up to 16 storeys and present significant height in the area. This average masks significant variations with 2 and 3 storey buildings covering much of the area. The height is varied, with taller elements in the central and western side and low- to mid-rise elements on the eastern side. However, Station Road retains a low-rise character, reaching a maximum of 3 storeys. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

Much of the western portion of the sub-area is identified as 'highly suitable' for tall buildings and opportunity exists to increase densities in a location very close to both the town centre shops and services and the rail and underground station. However, sensitive areas exist on the eastern edge of the sub-area, including the northern portion of Northwick Park Road and the southern portion of Gayton Road, mainly due to very low adjacent prevailing heights

and view settings. There is a cluster of statutorily listed buildings in the area where the northern end of Sheepcote Road meets Station Road which should inform design approaches.

Strategy and guidance

Based on assessment of the layered and composite suitability and sensitivity criteria; a 'bottom-up' townscape assessment; and the shifting character of the area, a large proportion of the sub-area is identified as suitable for tall buildings.

At a headline level, the maximum height for new buildings within the area is identified as 12 storeys. However, it is not envisaged that all sites within the area would be appropriate for the maximum height. It is also envisaged that buildings reaching the maximum height on suitable sites would be in the minority.

Key scale and massing design principles for the sub-area:

- **Lyon Road** is considered a suitable spine for tall buildings up to the maximum height. Buildings along this route should vary in height and possibly building line, to avoid establishing a canyon effect and wind tunnel along the route. Buildings should step down to the western edge and take account of lower and historic buildings on Station Road. Careful consideration should be given to any potential impact on the public space where Lyon Road meets St John's Road.
- The western portion of **Gayton Road** is considered suitable for buildings up to the maximum height, integrating with those taller buildings already delivered and taller buildings on Lyon Road
- The northern point of **St John's Road** is considered suitable for buildings up to the maximum height, responding to the existing and emerging cluster of tall buildings here.
- **Sheepcote Road**, the eastern end of **Gayton Road** and the southern end of **St John's Road** are all considered suitable for tall buildings. However, the immediate context suggests these areas may not be suitable for maximum heights for the sub-area.



Fig 5.25 Tall building zone (see key on page 110)



Fig 5.26 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.24 VuCity aerial view of Harrow Town Centre East

5.13 HARROW TOWN CENTRE SOUTH

Harrow Town Centre South is the southernmost point of the OA. It is a narrow sub-area, with a northern edge that sits alongside the Harrow-on-the-Hill railway line and includes the station's southern entrance. The sub-area is on the edge of the Harrow-on-the-Hill Conservation Area. Within the sub-area is Lowlands Recreation Ground, a small park which is designated as Metropolitan Open Space. The area contains fewer residential properties than most of the other sub-areas, but does include Harrow College and The Jubilee Academy as well as a number of office buildings. There are a few larger detached and semi-detached dwellings in this sub-area, such as those on Kenton Avenue and Roxborough Park.

Character

The sub-area retains some of the urban character from Harrow Town Centre East on the opposite side of the railway tracks, with office blocks on Peterborough Road and Lowlands Road. However, the area also represents a transition from Harrow Town Centre's urban character into a greener character. Beyond the boundary of the OA, the green space of Lowlands Recreation Ground extends up to Harrow on the Hill via The Grove Open Space. The residential houses are larger than in the majority of the OA, with the majority being detached or semi-detached with large front and back gardens, as well as lots of perimeter and street trees.

What is considered tall?

The weighted median height in this sub-area is 4.4 storeys. Much of this height comes from the academic buildings at Harrow College and office buildings, which are typically between 3 and 6.5 storeys. The tallest building in the sub-area is Kirkland House, which is 7 storeys acting as a marker building on Station Road Bridge. Other buildings include residential dwellings ranging between 2 to 2.5 storeys. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The ground level of the sub-area is the highest in the OA, at 70-75m AOD. This means that any tall buildings could have a greater impact, particularly on views and skyline, as they may appear taller. Lowlands Recreation Park is protected open space and consideration of potential overshadowing of the park must be examined to ensure amenity of this space is not compromised. The area is partially in the Roxborough Park and The Grove Conservation Area and so is subject to the management strategies in this area. All development should help to enhance the Conservation Area and contribute positively to its overall character. Due to its sustainable location, in its proximity to a train station and large open space, there is some opportunity to intensify some areas of the sub-area which lie outside of the Conservation Area to make better use of land.

Strategy and guidance

Maximum appropriate storey heights for the sub-area is 12 storeys. This height would only be acceptable on a small portion of the sub-area, and should be focused close to the railway bridge on Station Road, or in the northern half of the block between the railway line and Lowlands Road, to the west of Lowlands Recreation Ground. However, a sensitive approach must be taken in other appropriate areas which lie on the edge of the Conservation Area and next to Lowlands Recreation Ground. A maximum tall building height of eight is appropriate on the area next to the park, and seven alongside the edge of Lowlands Road to respond sensitively to the low rise buildings on the southern side of the road.

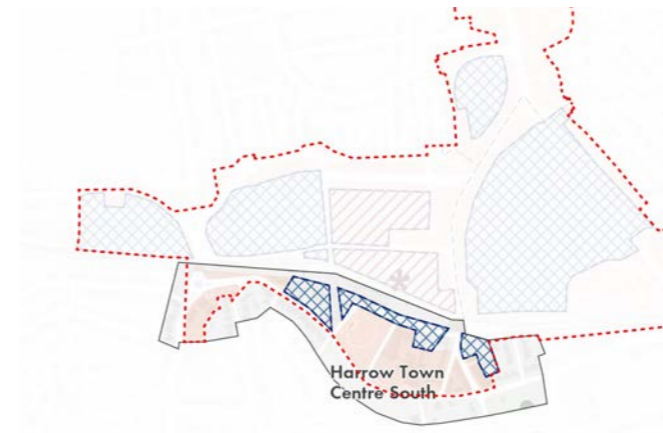


Fig 5.28 Tall building zone (see key on page 110)

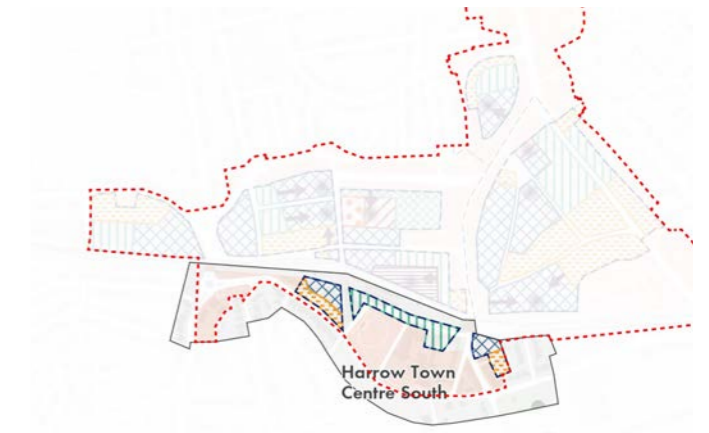


Fig 5.29 Tall building zone showing detailed guidance (see key on page 112)



Fig 5.27 VuCity aerial view of Harrow Town Centre South

5.14 HARROW TOWN CENTRE WEST

This sub-area comprises the core of Harrow Town Centre and is defined by the land surrounding Greenhill Way to the north and west, Station Road to the east and the Metropolitan Line and Chilterns Rail to the south.

Character

The character of the sub-area is mixed in terms of land uses and scale and age of buildings. Mid-rise, predominantly 20th century office buildings ranging between 4-9 storeys can be found along College Road. The inner core of the town centre comprises two large and complex structures formed by the St George's and St Ann's shopping centres and their associated multi storey car parks. Around these shopping centres are large vehicular ramps and areas of servicing. To the west of the Greenhill Way roundabout are a combination of single storey industrial sheds and 10 storey contemporary apartments stacked above a large supermarket. To the north of Greenhill Way are 2-3 storey mostly Victorian semi-detached houses. A mixture of contemporary commercial buildings and historic terraces of 2-4 storey with flats above shops can be found along St Ann's Road and Station Road. More recently, residential towers have been developed near the station ranging between 9-20 storeys.

What is considered tall?

The weighted median height in this sub-area is 6.1 storeys, including the more recent taller developments. There is significant variation in building heights across this sub-area. On the western side of the area Greenhill Way dissects the low-rise residential dwellings of 2 to 2.5 storeys to the north, from the mid- to high-rise commercial and mixed-use buildings of up to 11 storeys to the south. The pedestrianised highstreet - St Anns Road - also has varied heights, ranging from 2 to 7 storeys. The tallest building in Harrow Town Centre West is at Harrow Square, reaching 21 storeys. This is the tallest building in Harrow and Wealdstone OA and other buildings should not breach this threshold due to the significant height increase compared to the surrounding context. As defined in Chapter 3 (page 72), the definition of tall for this area is 7 storeys, or 21 metres to the roof of the upper most floor.

Opportunities and constraints

The majority of the sub-area is identified as 'highly suitable' for tall buildings and many opportunities exist to increase densities on sites close to both the rail and underground station and the town centre

shops and its associated services. However, several sensitive areas also exist, particularly along the northern edge of the sub-area, north of Greenhill Way due to predominantly low building heights of semi-detached homes. There are several listed buildings and buildings of merit along Station Road, St Anns Road and the A404 Pinner Lane. The setting of these heritage assets must be taken into account by prospective tall building proposals. A number of local and more strategic views traverse the Harrow Town Centre West sub-area. The protected area and wider setting of these views which are shown in the baseline analysis must be also taken into account.

Strategy and guidance

The majority of the sub-area has been identified as suitable for tall buildings. The maximum height for new tall buildings within the sub-area is graded such that tall buildings of up to 18 storeys may be suitable around the station and in the core town centre around the St Ann's shopping centre; up to 12 storeys may be suitable at the current St George's shopping centre and Neptune Trading Estate; up to 8 storeys may be suitable to the east and west of Headstone Road; and up to 6 storeys may be suitable along the more sensitive edges of Station Road and St Ann's Road. The area has an existing 20 storey building in situ, however buildings of greater or equal height would not be acceptable.

It is not envisaged that all sites within these graded areas would be appropriate for the maximum height. It is also envisaged that buildings reaching the maximum height on suitable sites would be exceptional and in the minority.

Key scale and massing design principles for the sub-area:

- The consistent mid-rise scale of buildings along College Road should be maintained
- The low existing scale of buildings should be maintained by prospective buildings along Green Hill Way and St Ann's Road
- Prospective building heights should step down to the western edge and take account of lower and historic buildings on Station Road.
- Prospective building heights should rise away from these low-scale, sensitive street towards the station and/or the core/backlands of the town centre
- The protected area of local views must not be obstructed

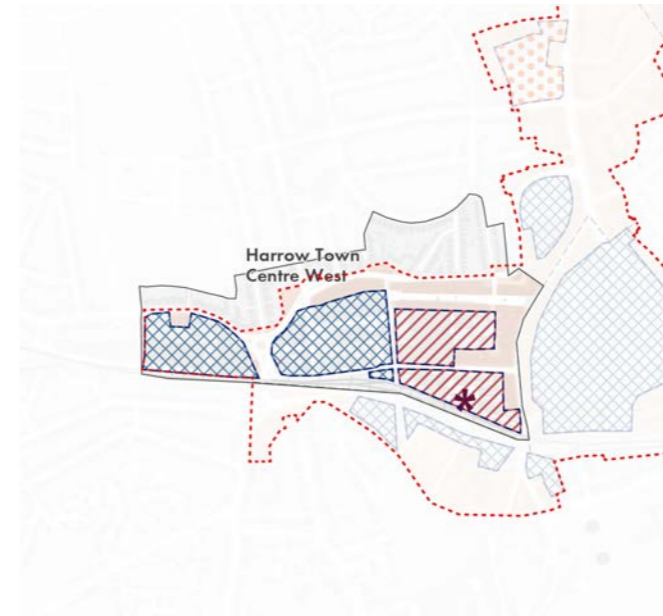


Fig 5.31 Tall building zone (see key on page 110)

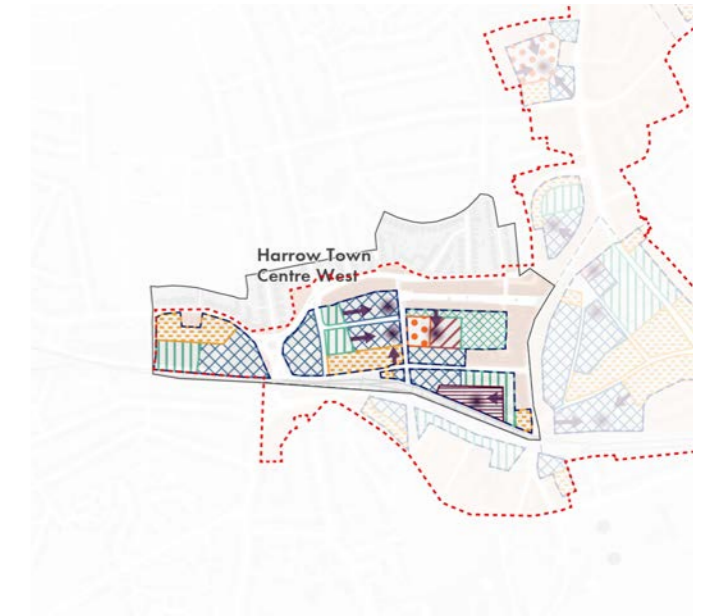


Fig 5.32 Tall building zone showing detailed guidance (see key on page 112)

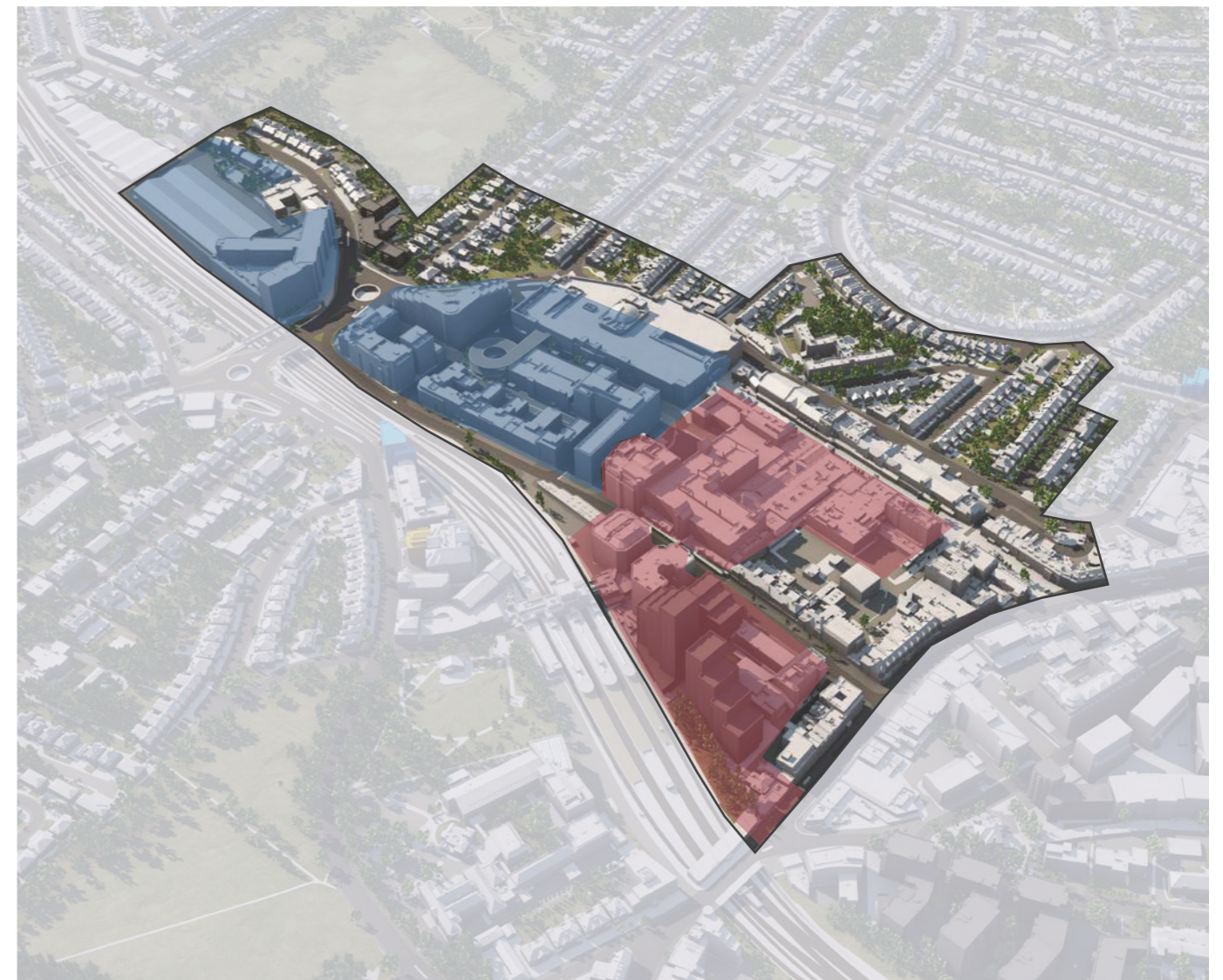


Fig 5.30 VuCity aerial view of Harrow Town Centre West

5.15 BUILDING HEIGHTS MATRIX

SUMMARY OF APPROPRIATE BUILDING HEIGHTS

This table is an extension of the Table in Fig 3.27 on page 72. As in Fig 3.27, it outlines each sub-area's mean height, median height, weighted median height and definition of tall, however it also outlines whether the sub area is appropriate for tall buildings, whether the maximum height has been achieved, the tallest existing building height and lastly the maximum appropriate heights for new tall buildings in storeys and in metres.

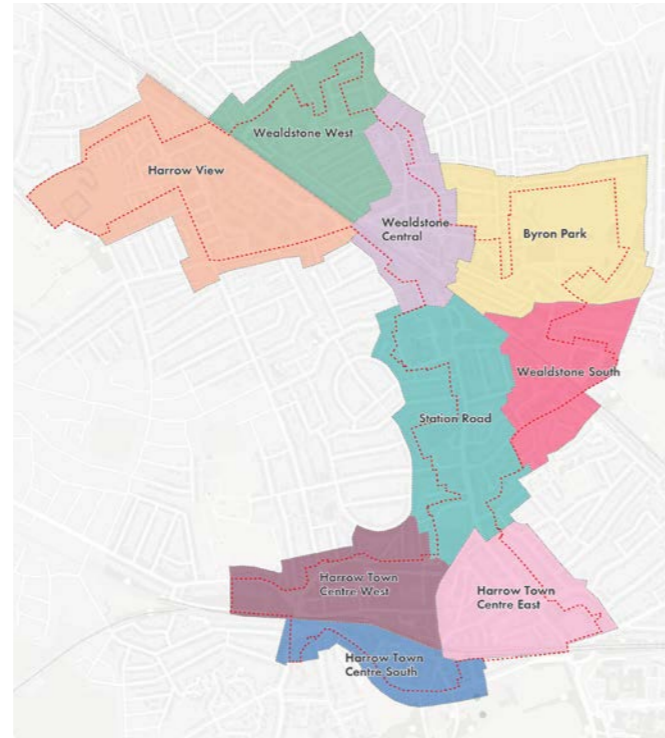


Fig 5.33 Map of sub-areas

Sub area	Mean height		Median height		Weighted median height		Definition of tall	
	storeys	metres	storeys	metres	storeys	metres	storeys	metres
Harrow View	2.6	7.8	2.7	8.1	4.4	13.2	7	21
Wealdstone West	2.5	7.5	2.2	6.6	3.2	9.6	7	21
Wealdstone Central	2.8	8.4	2.6	7.8	3.5	10.5	7	21
Byron Park	2.5	7.5	2.1	6.3	2.7	8.1	7	21
Wealdstone South	2.3	6.9	2.0	6	2.8	8.4	7	21
Station Road	2.6	7.8	2.3	6.9	3.8	11.4	7	21
Harrow Town Centre East	2.4	7.2	3.1	9.3	4.8	14.4	7	21
Harrow Town Centre South	2.8	8.4	2.8	8.4	4.4	13.2	7	21
Harrow Town Centre West	2.8	8.4	3.3	9.9	6.1	18.3	7	21

Appropriate for tall buildings?	Has the maximum height achieved already?	Tallest existing building height	Maximum appropriate heights for new tall buildings measured from the ground level to the top of the building.	
			storeys	metres
Yes/No/Partial	Yes/No	storeys	storeys	metres
Partial (refer to map)	No	18	18	54
No	Yes	5	N/A	N/A
Partial (refer to map)	No	17	18	54
Partial (refer to map)	No	4	12	36
Partial (refer to map)	No	5	12	36
Partial (refer to map)	No	6	18	54
Partial (refer to map)	Yes	16	12	36
Partial (refer to map)	No	7	12	36
Partial (refer to map)	Yes	20	18	54

Fig 5.34 Detailed breakdown of prevailing heights as well as the definition of tall by sub-area