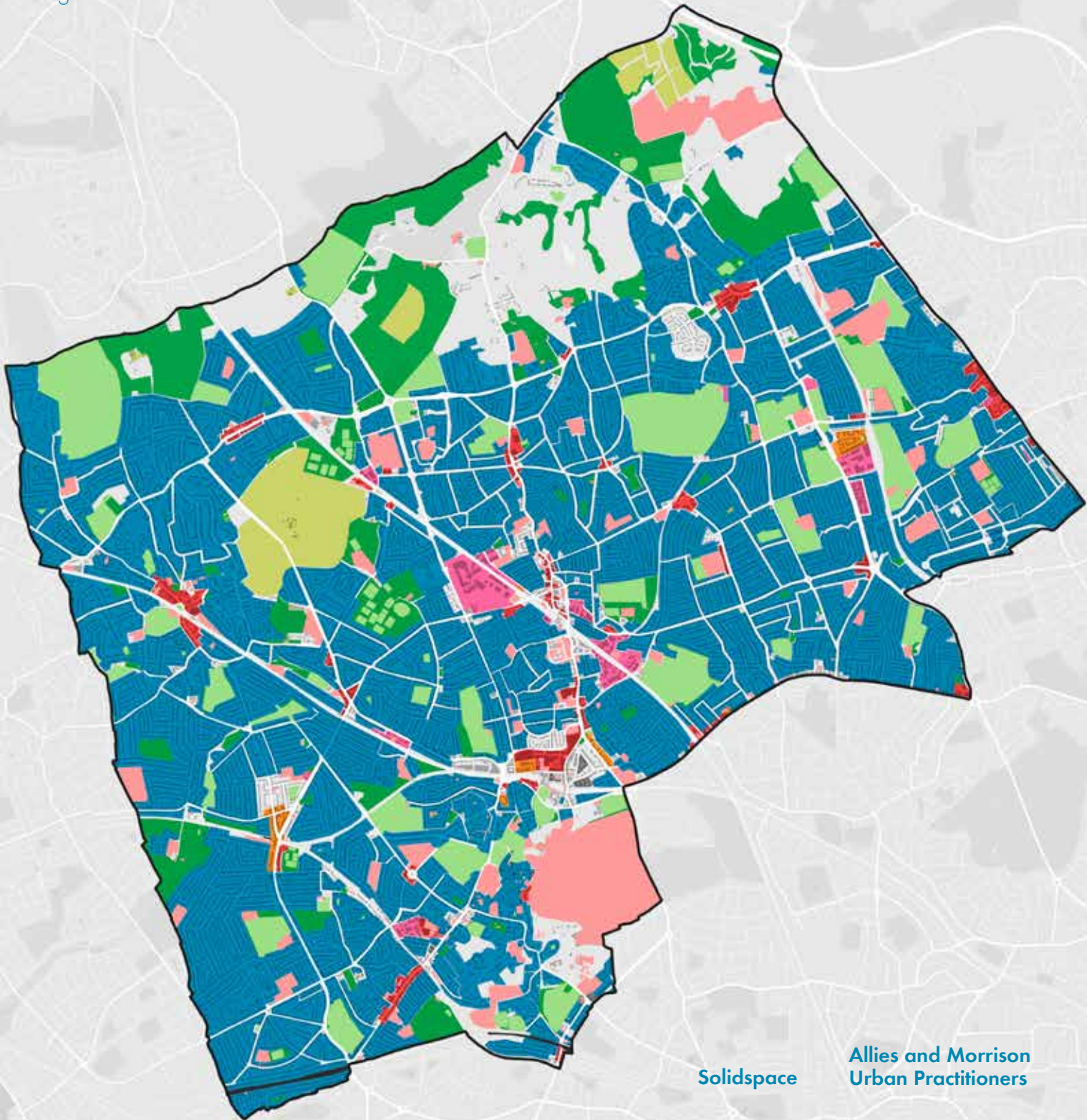


HARROW

Characterisation and Tall Buildings Study

August 2021



SolidSpace

Allies and Morrison
Urban Practitioners

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INTRODUCTION

1.1 WHAT IS A CHARACTER STUDY?

Harrow Character and Tall buildings study sets out a description of the physical form of the borough, its history, places, streets and buildings. This analysis helps to provide 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. This process of understanding character is important as it illustrates the distinctiveness across the borough and how these local qualities should inform future approaches to managing growth and change. The study also sets out a character-led tall buildings approach - in terms of how they are defined, their potential location and how they should be delivered.

The study methodology has been informed by relevant policy and best practice guidance including London Plan (2021) Policies D1, D9, H2 and HC1; Character and Context SPG (2014); and Historic England Understanding Place: Historic Area Assessments (2017).

Why do we need the study?

Harrow, like every other authority in the country has to play its part in solving the nationwide housing crisis. To create a Harrow based solution, the Character Study provides an understanding of the characteristics of individual places to inform a context led strategy for the delivery of new homes and other development.

The London Plan (2021) puts significant emphasis on boroughs to deliver growth. It no longer includes the Density Matrix, which sets out appropriate density ranges related to the site's setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL) which has been included in previous London Plans. As such it is now even more important for local policy to shape where and how places should grow and change. It is therefore critical that future development is informed by a detailed understanding of the borough's character, and an appreciation of its qualities and

places so that growth can be tailored to individual neighbourhoods.

The study's aim is to define an approach to growth for each part of the borough, where even the most sensitive historic environment can accommodate growth informed by an analysis of character. These settings in fact often present the most rich palettes to draw from and reinterpret through modern development.

Where areas have a strong existing character this will be reinforced and protected. In other areas there may be opportunities to re-examine what is there with opportunities for improvement. In areas with weak and poorly articulated existing character, there may be greater scope to reimagine these areas into new places - using higher density development to help define an evolution in character.

What will this document be used for?

This study has been prepared to assist the Council, community groups, stakeholders and others with an interest in the borough to better understand Harrow's distinctive local character. It will support preparation of the Council's new Core Strategy and be used to inform a character and 'place-based' approach to managing growth in the borough. Similarly, neighbourhood forums will be able to draw on this study to assist with the preparation of their neighbourhood plans. The report will also inform decisions made by Council officers and should be an important tool used by developers and others investing in Harrow to ensure proposals positively respond to both local context and Council aspirations.

1.2 WHY IS UNDERSTANDING CHARACTER IMPORTANT?

In many ways, the character of a place is defined by an individual's perception of it. This process is partly intuitive and therefore subjective. However, it is possible to gain a common understanding of character, based on evidence and combined perceptions, which seeks to achieve a level of objectivity.

In simple terms, urban character can be understood as the combination and interplay of three factors. First, the physical fabric of the city – the landscapes, buildings, townscape and material infrastructure that exist today. Second, the social fabric of the city – the life and activities that take place within the material environment and how communities use and adapt it. Finally, the historical narrative of a place – why and how development started there and the ongoing story of its evolution.

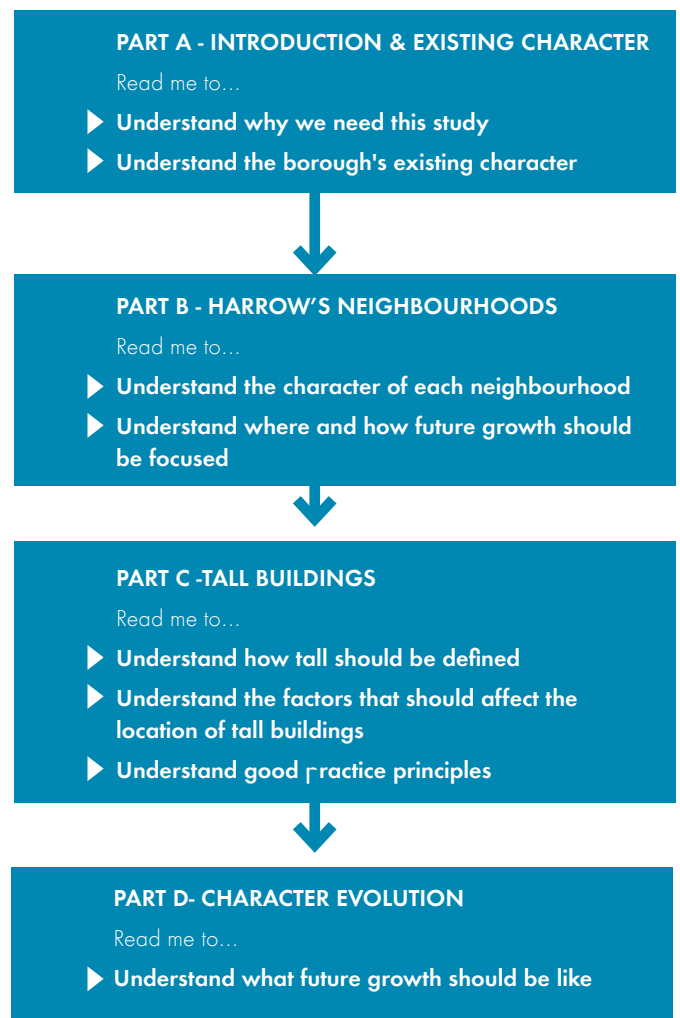
Character is present at multiple scales and at different levels of resolution, hence distinctions can be made between the general character of London and that of specific boroughs, neighbourhoods or streets, while recognising that all of these categories overlap and inform each other.

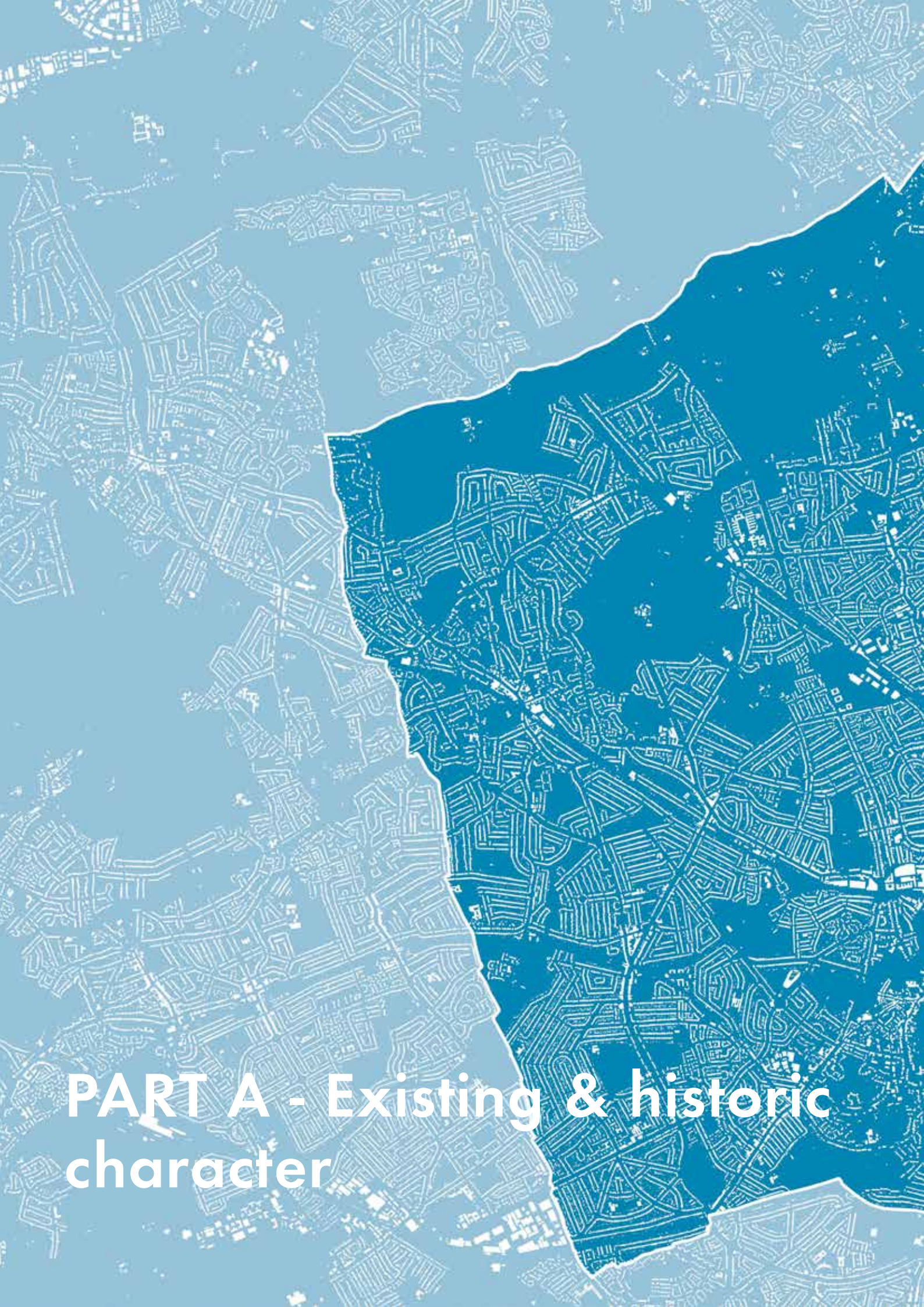
Character is also inextricably linked to time; it is not static but dynamic, and it may change suddenly or gradually over decades as layers of urban fabric are introduced, adapted or even erased. Present character is the product of successive past generations' interactions with the place they themselves inherited, using and modifying it to fulfil their needs, styles and aspirations.

The study of character is a means to engage with the story of a place. It allows us to connect with the humanity of each place and understand how people's lives, thoughts and actions have left their imprint. Making sense of Harrow's complex evolution allows designers and planners to make more informed decisions about how the borough's neighbourhoods ought to grow in the future. This helps to write the next chapter in the story of each place, keeping the thread of history alive.

1.3 HOW DO I USE THIS DOCUMENT?

The following flow-chart illustrates the structure of this report and the purpose of each section:



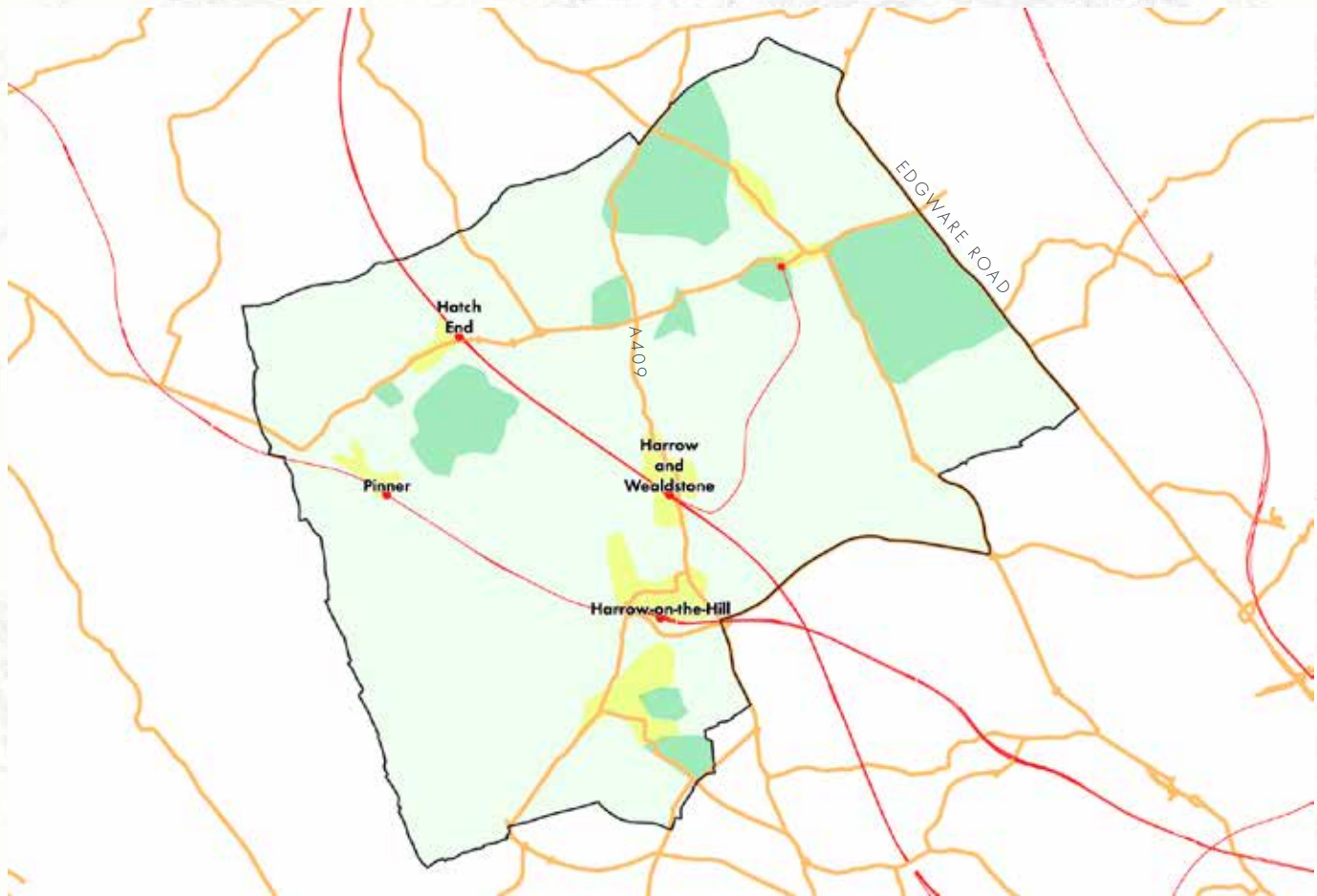


PART A - Existing & historic character



2 EXISTING & HISTORIC CHARACTER

...from this...as late as the 1920s



- primary historic estates and parkland
- primary villages / settlements
- A roads
- Railway lines

...a historically rural landscape of parklands and villages set on key routes into central London. By the 1920s early railway routes cut through the landscape

2.1 HISTORIC EVOLUTION

Given the borough's arguably dominant suburban characteristics you could be forgiven for thinking that Harrow is a relatively new place. However, parts of the borough have medieval beginnings with five places listed in the hundred of Gore in the Domesday Book. Headstone Manor was noted as part of the 'manor' of Harrow, owned by Wulfred, Archbishop of Canterbury in 825 AD. Bentley Priory also has ancient origins and is said to have been founded in 1171.

These historic beginnings shaped the evolution of the borough and by the late 1800s, as illustrated by the sketch plan on the opposite page, the borough was still a rural landscape with a small number of defined historic villages, and a dominant structure of private parklands, estates and deer parks - particularly towards the northern half of the borough. By this time Bentley Priory has been replaced by an estate designed by Sir John Soane and farmland covers the remainder of the borough. Harrow on the Hill, Pinner and Stanmore are the largest villages with Harrow on the Hill as the economic and administrative centre. You can see the early beginnings of Hatch End, Wealdstone and Great Stanmore as small villages dotted within the rural landscape.

The first railways through the Borough arrived in the late 1830s/40s and sought to serve the existing settlements of Harrow and Pinner on its way between Birmingham and London. The Metropolitan Railway was added in the 1880s/90s which ran through Harrow on its way to Aylesbury and is the route of Metropolitan line today. The Stanmore branch line was built to bring guests to Bentley Priory which was now operating as a hotel. These early railways saw the gentle expansion of these existing places, hinting at the significant transformation that was to come.



Pinner High Street



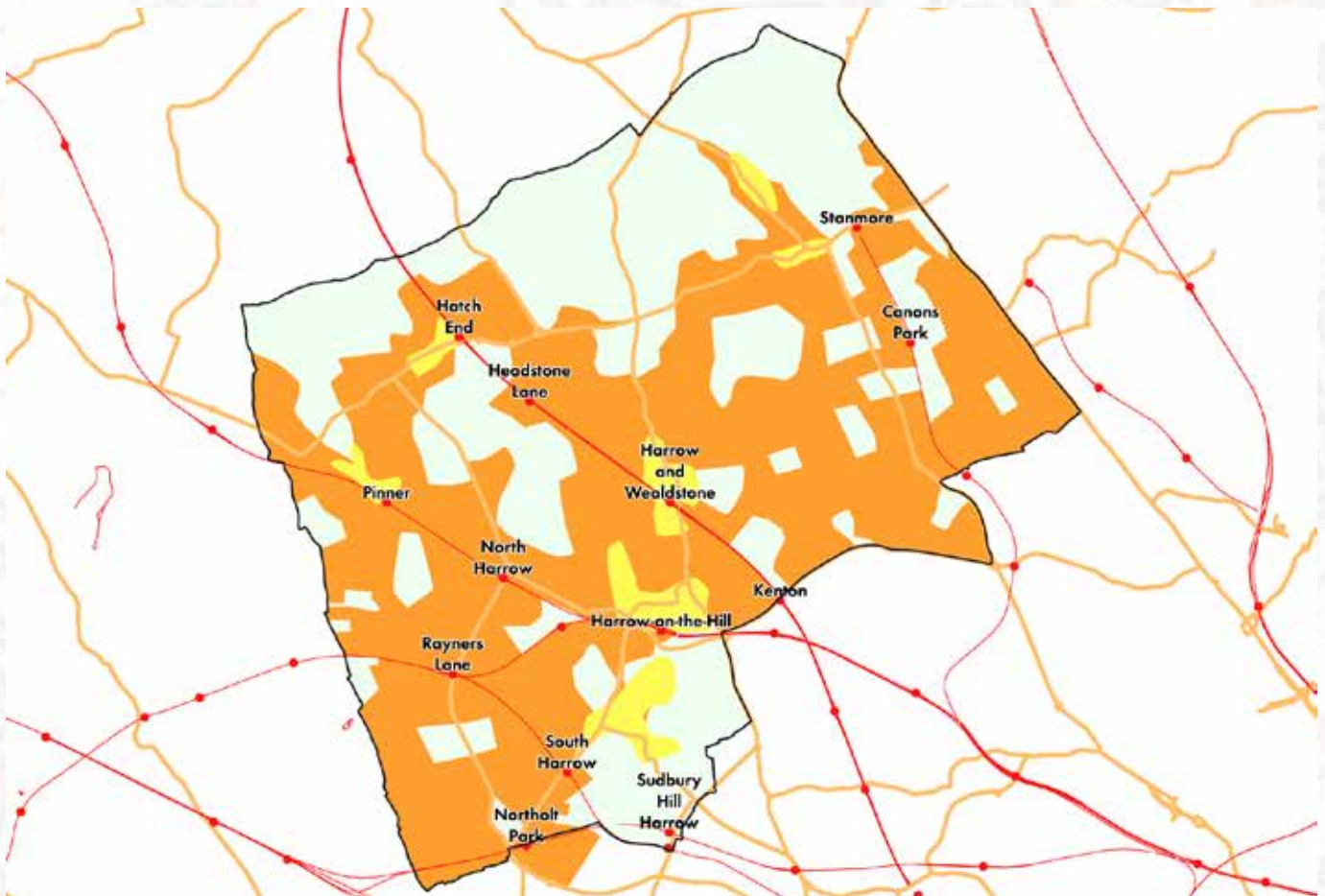
Stanmore Park and St John's Church, Stanmore, 1920



The Park, Harrow on the Hill, 1920

Early photography (© Britain from Above) illustrates a general rural character of the borough during and up to this period

...to this...by the 1940s



- green spaces and parkland
- primary villages / settlements
- 'metroland' development
- A roads
- Railway lines

...with the expansion of the railways and underground came the Harrow we know today with large areas of 'metroland' suburban neighbourhoods



Oxford Road and environs, Harrow, 1921



Construction site for housing at Grasmere Gardens, Harrow, 1934



The Kodak Works and environs, Harrow, 1937

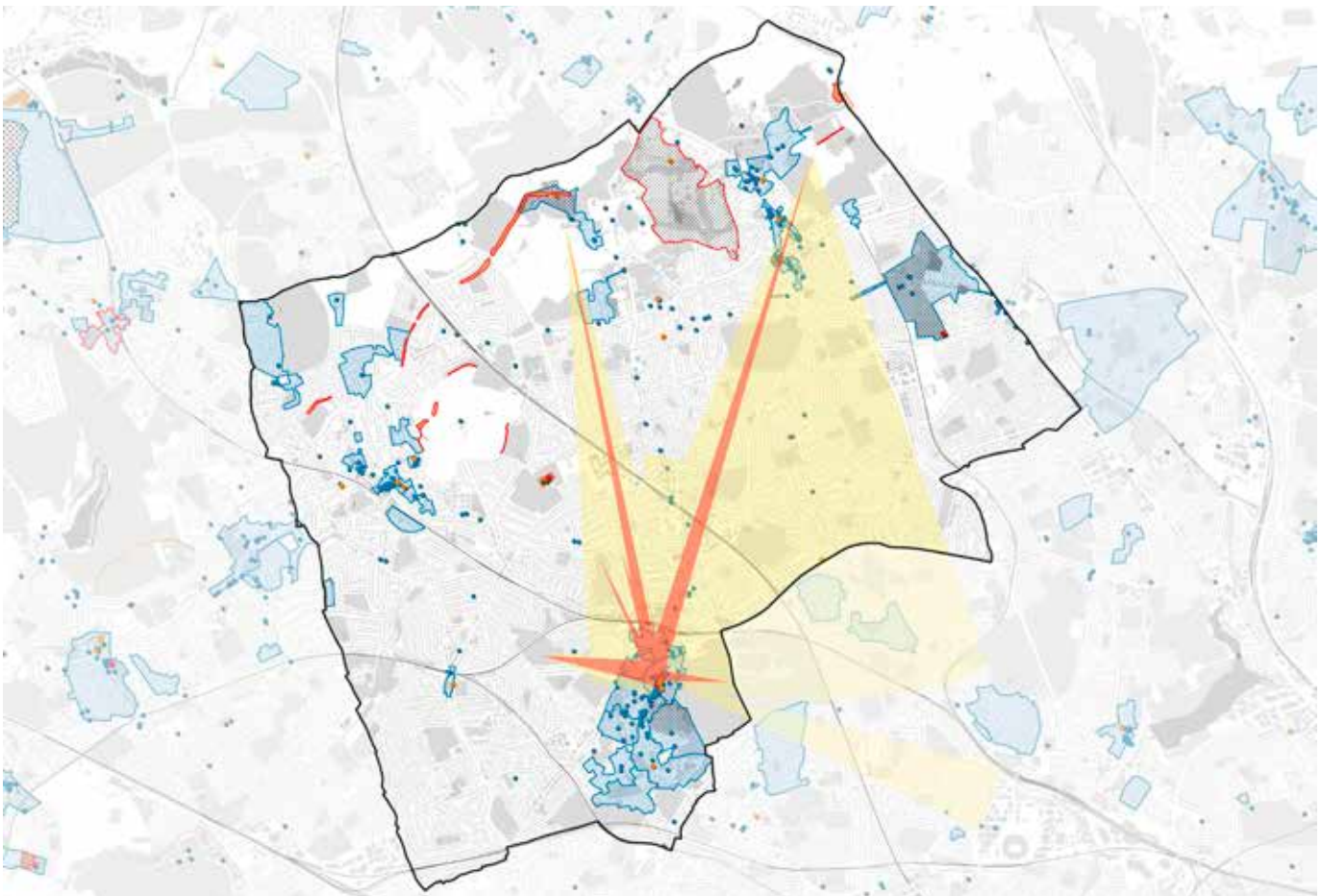
Photography (© Britain from Above) of the development that occurred during this period, shifting the character of the borough in a very short space of time

By the 1940s the borough had been transformed. Over a period of around 15 years Harrow had shifted from a majority rural landscape to a series of suburban neighbourhoods. This was triggered in large part by the expansion of London's underground network. The extension of the Bakerloo Line (now the Jubilee) to Stanmore and the Piccadilly Line (by 1933) opened up the farmland in these locations to speculative developers.

Almost two-thirds of Harrow's housing stock dates from the inter-war period. Significant neighbourhoods of semi-detached and short terraces appeared rapidly as fields became homes, gardens, streets, parades and recreation grounds. This 'metroland' housing continues to be one of the principal characteristics of Harrow's suburbs, particularly to the south east and south west of the borough. Large areas were developed by private developers at various densities and architectural styles - detached, semi-detached and short terraces of homes. The public sector also developed areas of housing, generally in a cottage estate style with a more austere character and set pieces of green open space.

Given the huge scale of the development at this time, looking at Harrow at the borough-wide scale there are not significant differences in the overall pattern of development between the 1940s plan and today. We have seen further densification in Harrow and along the A409 as well as development of post-war office blocks and housing estates. The Bakerloo line was extended to Harrow & Wealdstone in 1984 - the borough's 4th tube line - which contributed to the further expansion and densification of this central corridor.

...a variety of assets protected for today



- Heritage at Risk
- Scheduled Monuments
- Conservation Areas
- Parks and Gardens
 - I
 - II*
 - II
- Listed Buildings
 - I
 - II*
 - II

Medieval streets, historic high streets, Green Belt, parkland, countryside edges, villas, art deco, arts and crafts.... and metroland!

...borough highlights



village centre



hillside cottages



school

Harrow on the Hill - historic village core, Harrow school and large leafy villa character built on the slopes of the hill in late 19th/early 20th C.



Edgware Road



Canons Drive



Wood Lane pond



Stanmore

Stanmore and Edgware - village settlements and the later development of wealthy country estates, modernist architecture associated with the underground at Stanmore



Rayners lane



Pinner



Pinerwood Park



Cecil Park

Pinner - medieval village settlement, Edwardian villas, and arts and crafts' garden suburb, and the classic Metroland centre at Rayners Lane



Grimsdyke



Brookshill Drive

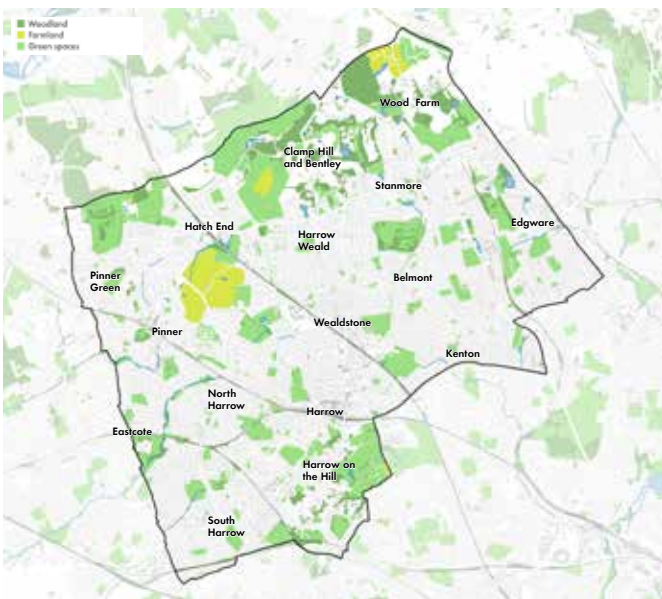
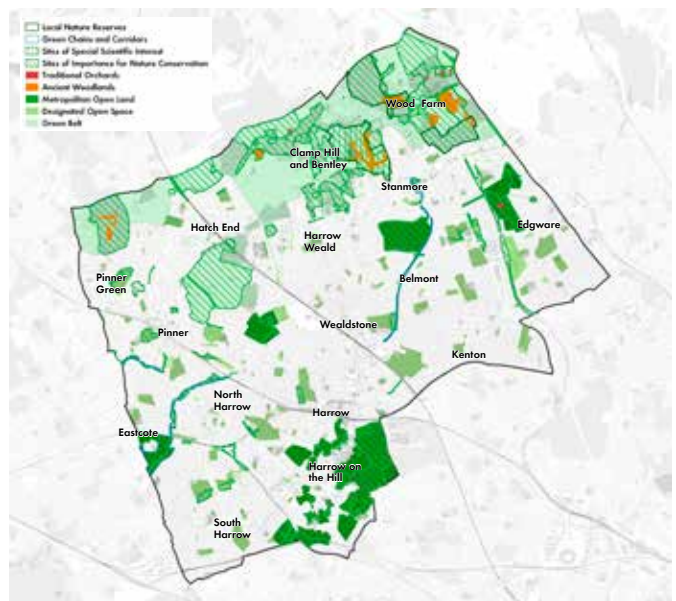
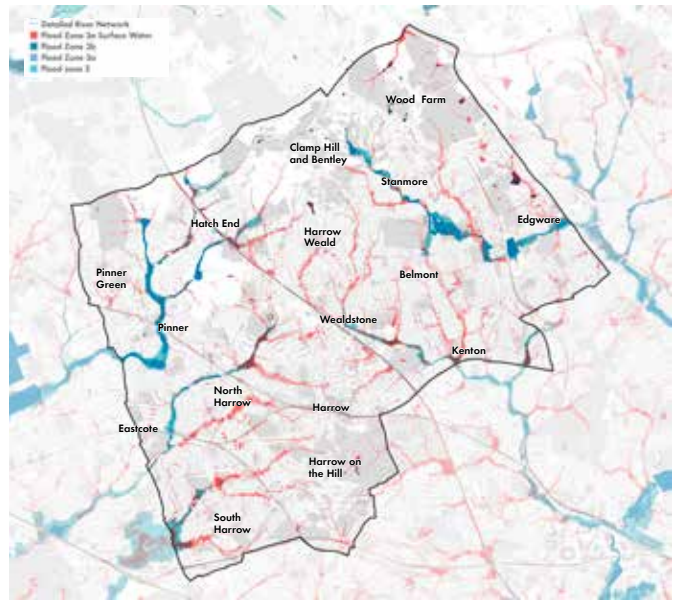
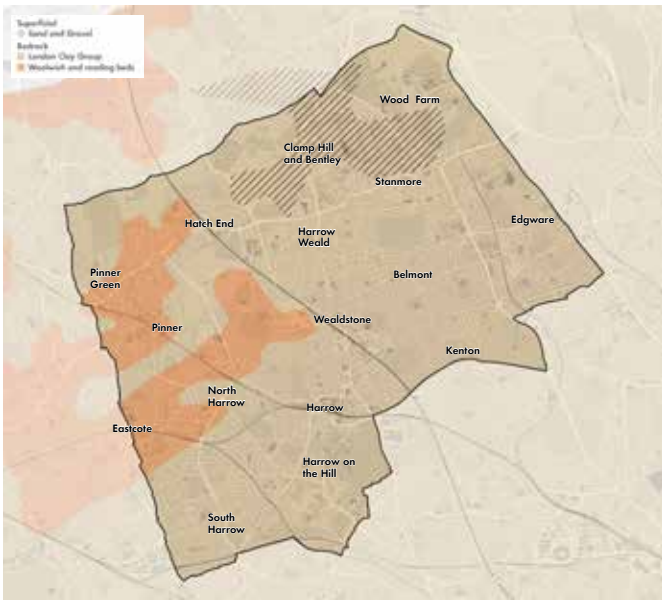
Harrow Weald - historic farm complexes and the former country estates of Grimsdyke and Harrow Weald Park

The borough's evolution has influenced its character and heritage assets today, with the stark period of growth undoubtedly having a huge impact on its dominant form and identity. However, there is much to treasure beyond the Metroland and green suburban character of Harrow.

Exploring the borough today we still see the influence of some of the original structuring elements of Harrow's early origins - the formal gardens, historic estates, parklands character and linear routes heading into the city. The Edgware Road is an important spine of heritage along the borough's eastern edge. Other historic routes such as Stanmore Hill / Marsh Lane have attractive beads of heritage along their length.

The borough's medieval village centres are also protected today by conservation areas with clusters of listed buildings, most notably including Harrow on the Hill, Stanmore and Pinner. Harrow School has a unique influence at Harrow on the Hill, shaping the identity of this area. The varied neighbourhoods of Pinner are also noteworthy for their variety of Edwardian villas and arts and crafts' garden suburbs. At Stanmore there is a wonderful contrast between the character of the medieval church and lanes with the modernist and bold architecture associated with the underground. These places provide a stark contrast to areas of metroland with their traditional and organic street structures.

Other assets are also protected by listings including Modernist or art deco buildings from around the 1930s including Kenton Lane library, the former Ace Cinema at Rayners Lane, Rayners Lane and Sudbury Hill Piccadilly line stations, Elm Park Court and Pinner Court flats.



Open green spaces

Top to bottom: Wood Lane Pond, Pinner Memorial Park, Harrow Weald Recreation Ground

2.2 ENVIRONMENTAL CHARACTER

Geology

Harrow is located within a geological area known as the London basin. London clay, which has a bluish-grey colour, underlies most of the Borough to depths of between 100m and 125m. To the north of the Borough, Stanmore gravel comprising predominantly sand and gravel may also be found to depths of up to 4m. Woolwich and Reading Beds are also found throughout the basin, typically beds of clays, sands and pebbles in this part of London.

Local geological variation within Harrow can be found at Stanmore Marshes and in the floodplains the River Pinn, Yeading Brook and Wealdstone brook. They comprise predominantly silt and sand, but also include clay and peat deposits. At Pinner local chalk deposits were mined in the 18th and 19th Centuries, with site GLA 36 Pinner Chalk Mines allocated as a site of Geodiversity in the London Plan (2021) alongside GLA 18 Harrow Weald.

Hydrology and flooding

Watercourses in Harrow form part of the complex network of streams and rivers within the London basin that drain to the River Thames. All of the watercourses in Harrow originate within the borough, reflecting Harrow's location at the upper reaches of the natural drainage system in London, and form part of catchments for three of the principal tributary rivers to the Thames: the Brent, the Colne and the Crane.

Flood risk in Harrow is limited with fluvial and tidal risk areas localised to principal waterways including the River Pinn and Edgware Brook. Surface water flood risk is more widespread, responding to the topography and relief of the borough.

Topography

Reflecting Harrow's location at the upper reaches of the London basin, there is a general rise in levels in from south to north. Across the borough's central 'lowlands' the rise in levels is comparatively gentle, from between 50m & 60m AOD (above ordnance datum) towards the south, rising to between 60m and 70m AOD towards the north.

Key topographical features include Pinner Hill (110m AOD) in the north west; Wakeham's Hill (75m AOD) - a small outcrop east of Pinner; Harrow Weald Ridge (160m AOD) - the most substantial area of high land located across the north and north-east corner of the borough; and Harrow Hill (125m AOD) in the south west, home to St. Mary's Church, with its spire rising above the surrounding tree line.

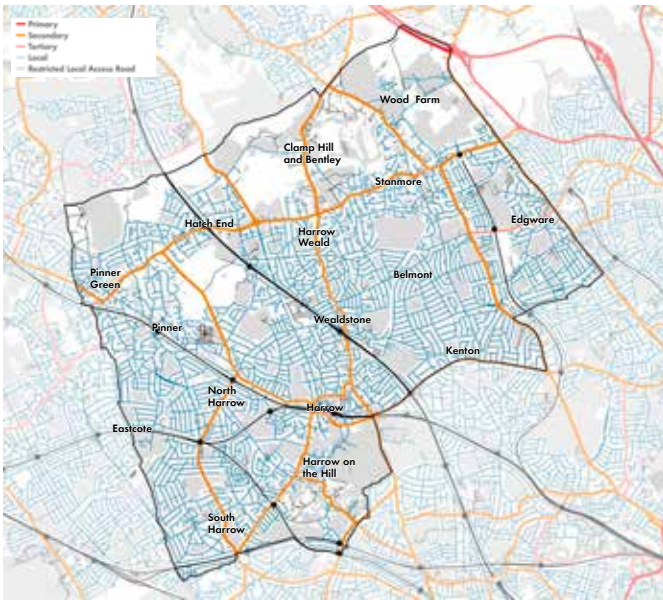
Green and blue infrastructure

Harrow has a number of important green and blue infrastructure assets, including strategic designations such as Green Belt, Sites of Special Scientific Interest and Sites of Importance for Nature Conservation. These are principally clustered in the north of the borough, running along the Harrow Weald Ridge. A mature landscape characterises the Green Belt, with Ancient Woodland found around Bentley Priory and Wood Farm in the north east of the borough.

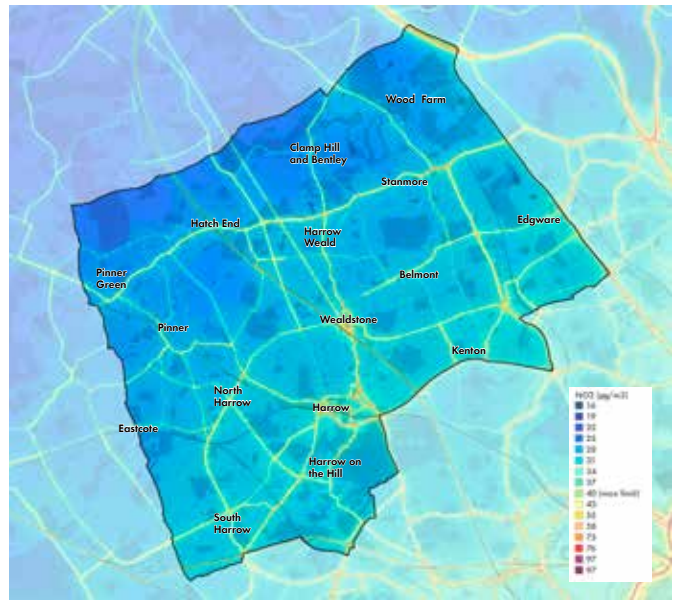
Areas of Metropolitan Open Land can be found in Edgware, Belmont, Eastcote as well as prominently clustered around Harrow on the Hill. The latter is particularly important in defining and preserving the open character of the land south of the hill as it falls away to recreational land with expansive views.

Open green spaces

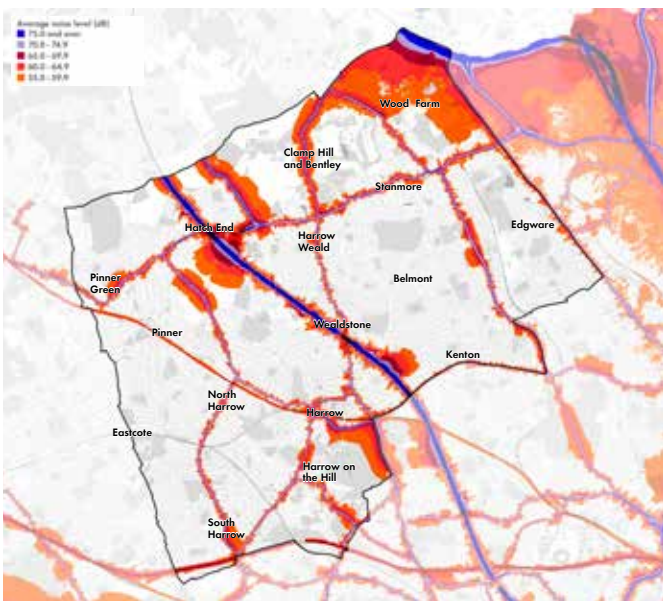
The borough has a verdant character with a rich network of open green spaces such as Headstone Manor, Pinner Park Farm and Stanmore Country Park. There are a number of local parks with a strong community recreation focus, including Harrow Recreation Park, Headstone Recreation Ground and Montesole Recreation Ground, though amenity quality could be improved in some areas.



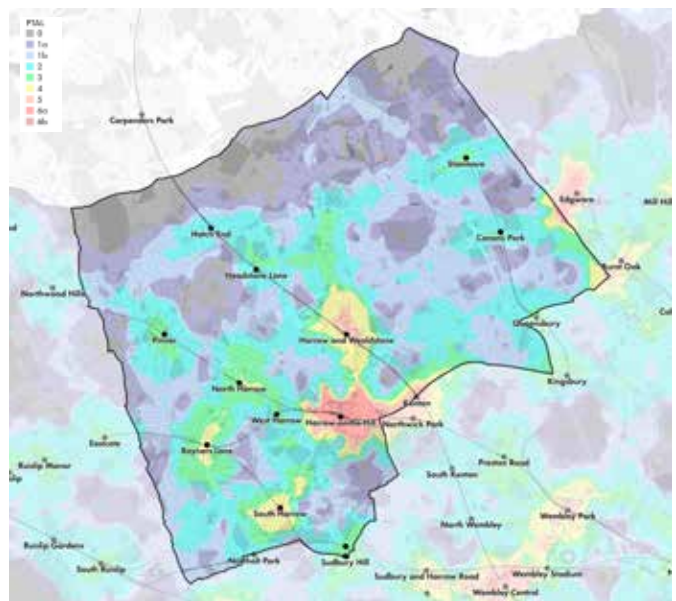
Movement network



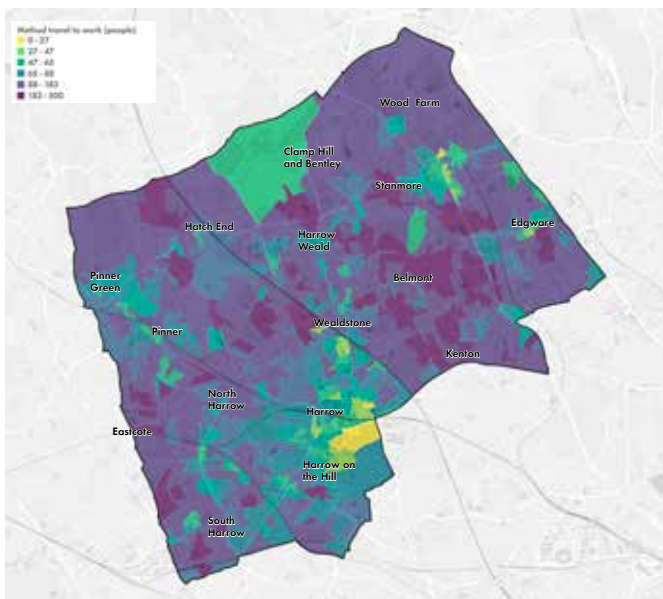
Air quality - NO2 ($\mu\text{g per m}^3$) (2013)



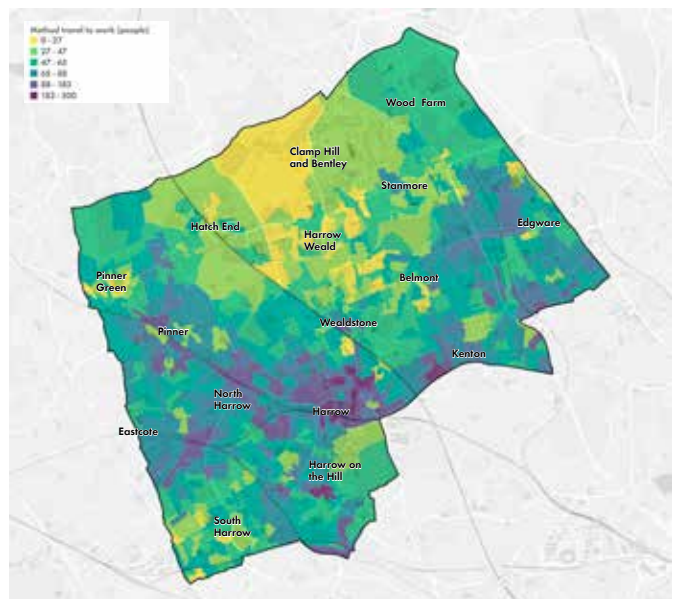
Noise pollution



Public Transport Accessibility Level (PTAL)



Travel to work: driving a car or van Source: 2011 Census, ONS



Travel to work: underground, metro, light rail, tram Source: 2011 Census, ONS

2.3 FUNCTIONAL CHARACTER

Movement network

Harrow comprises a network of strategically important main roads including the A312, A4008, A409, A4140 and A404. The latter is an ancient route known as Harrow Road, linking Harrow with Paddington in central London. Alongside the Uxbridge Road, which runs laterally across the north of the borough, this network provides a strong movement structure that serves town centres in the borough and is complemented by local roads serving residential areas.

A number of rail lines transect the borough, including the West Coast Main Line, Stanmore Branch Line, London-Aylesbury Line and London Underground Metropolitan Line. These rail lines serve to sever communities in Harrow and intersections between rail and road are often major infrastructure over or under passes, such as at Harrow and Wealdstone centres.

Air quality and noise pollution

Road transport is estimated to be responsible for about 50% of total emissions of nitrogen oxides, as well as being the most common source of noise pollution in cities. Air quality and noise pollution levels therefore tend to be highest close to busy roads and in large urban areas.

The plans opposite illustrates annual nitrogen dioxide levels from 2013 and annual average noise pollution on major road and rail routes. The most polluted areas follow the movement network, with the intensely used West Coast Main Line and A409 particularly bad.

Public Transport

PTAL stands for Public Transport Access Level. It is a measure of connectivity by public transport. For any selected place, PTAL suggests how well the place is connected to public transport services. PTAL across Harrow is varied though pockets of high accessibility are driven by access to train stations and clustered around centres including Harrow, Wealdstone, Edgware, North Harrow and South Harrow.

A bus route along the A409 and Long Elmes is prominent, creating a corridor of high accessibility that connects Headstone Lane with Harrow Weald and Wealdstone town centres.

Travel to work

Residents in Harrow travel to work using a number of modes, the most common of which include by car or van; and by underground, metro, light rail or tram. Private car use almost illustrates an inversion of the PTAL plan, with this mode of travel common to outer London boroughs characterised by low density, suburban housing that relies on connectivity by car.

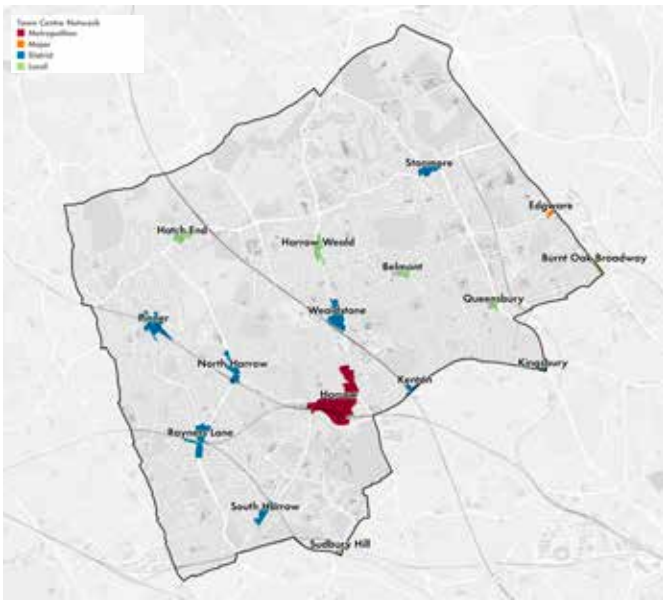
Conversely, the higher density, more urban character of town centres responds to the underground train connectivity that negates private car use as the main form of travel to work. Areas with reasonably strong public transport connectivity could seek to maximise this asset by supporting higher density, car-free development in the future.



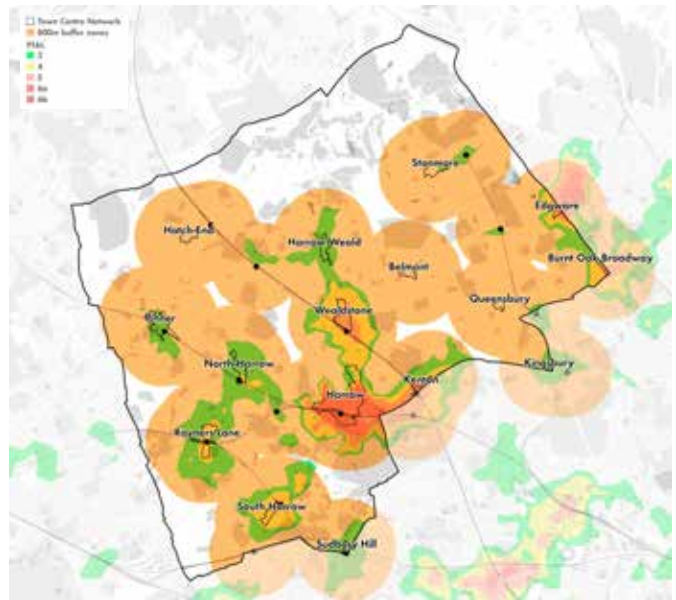
A409 flyover Masons Avenue, Wealdstone. The level change and major infrastructure creates an illegible environment and poor sense of place.



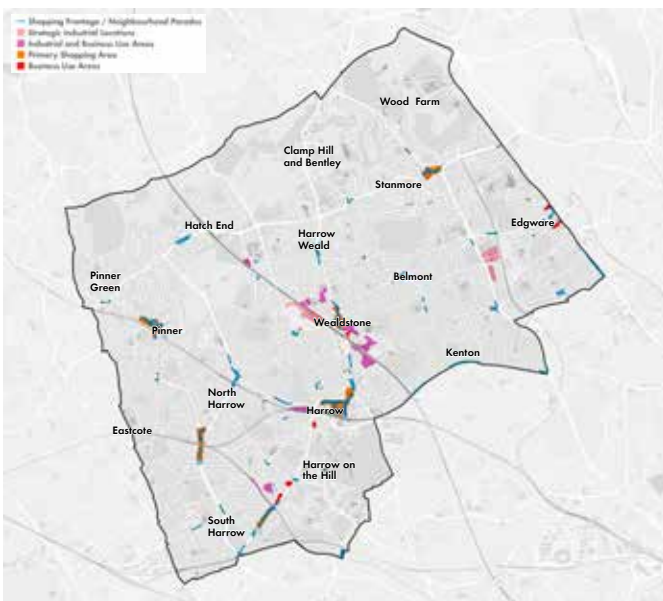
Hatch End station is a heritage asset that serves its community well but could see its setting enhanced through public realm improvements and mixed uses.



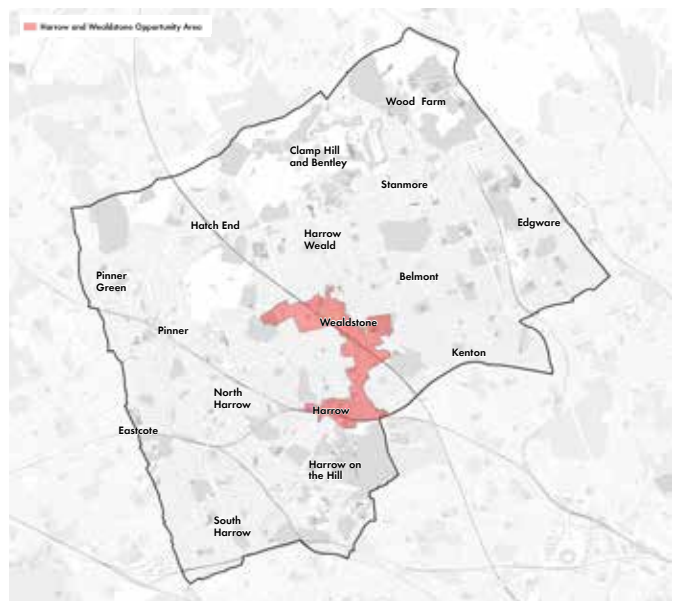
Town centre network



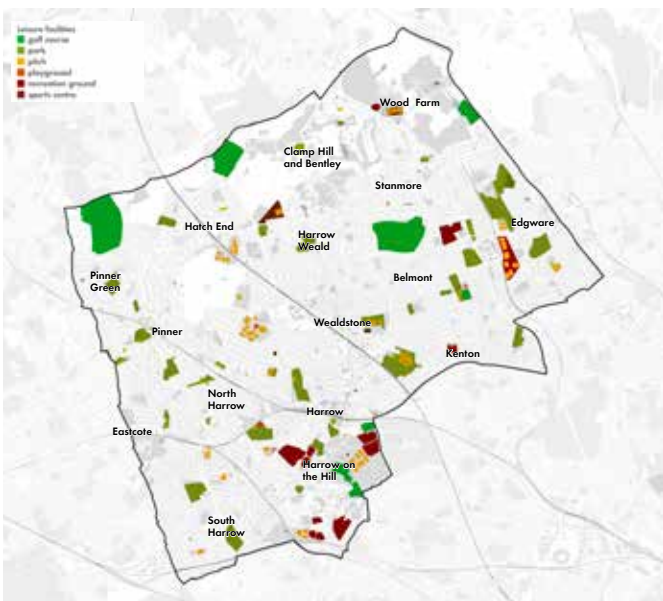
800m from town centres and stations, PTAL 3-6b



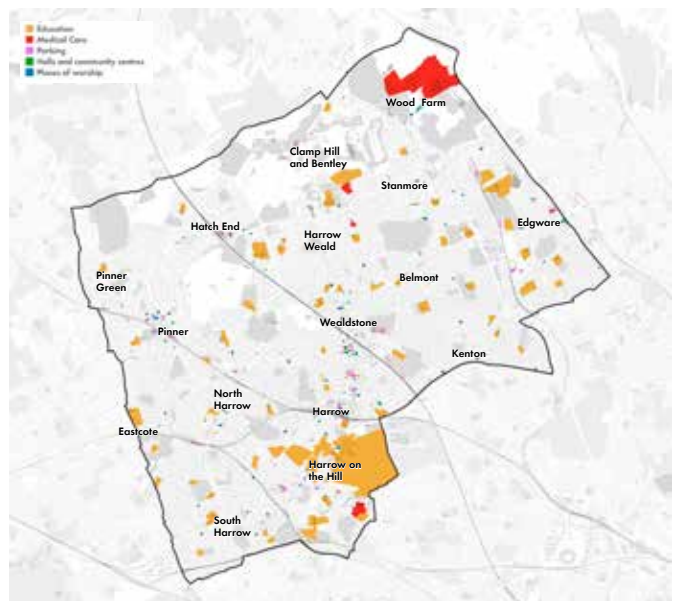
Employment locations



Harrow and Wealdstone Opportunity Area



Leisure facilities



Community uses



Lexicon (left) and Harrow One (right), new high density residential schemes delivered in Harrow, within the Harrow and Wealdstone Opportunity Area.



Town centres

Harrow benefits from a clear hierarchy of commercial centres including Harrow Metropolitan Centre; Edgware Major Centre; District Centres including North Harrow, South Harrow, Pinner, Wealdstone, Stanmore, Kingsbury, Kenton and Rayners Lane; as well as numerous local centres.

Harrow is the principal town centre and borough's commercial heart as the only Metropolitan Centre. Home to a range of commercial activities the centre has seen its built form change over recent years, with tall, high density residential schemes having come forward. Many of Harrow's town centres fall at boundaries with neighbouring boroughs, including Edgware, Kingsbury and Kenton bordering Brent and Barnet to the south and west.

Access to services and stations

The plan opposite applies an 800m buffer to stations and town centres, providing an indicative 10 minute walking shed, with PTAL 3-6b overlaid. This plan reveals much of the borough is accessible to services and amenities and able to accommodate increased residential densities through intensification. The most suitable locations fall in the central, south and east of the borough, including Wealdstone, Harrow, parts of Kenton, Edgware and Burnt Oak Broadway.

Employment locations

The borough is home to a number of employment locations including Strategic Industrial Locations, Business and Industrial Use Areas and Business Use Areas. These designations perform an important role in Harrow by preserving its employment stock for a range of industrious activities - an important ingredient for embedding economic resilience into communities.

Strategic Industrial Locations Waverley Industrial Park and Honeypot Lane are strategically important for both

Harrow and west London, and should be protected and intensified through London Plan (2021) Policy E5. Their edge condition and change in scale and grain can often sharply contrast with neighbouring residential uses, so any plans for intensification and consolidation should maximise opportunities to enhance edges.

Harrow and Wealdstone Opportunity Area

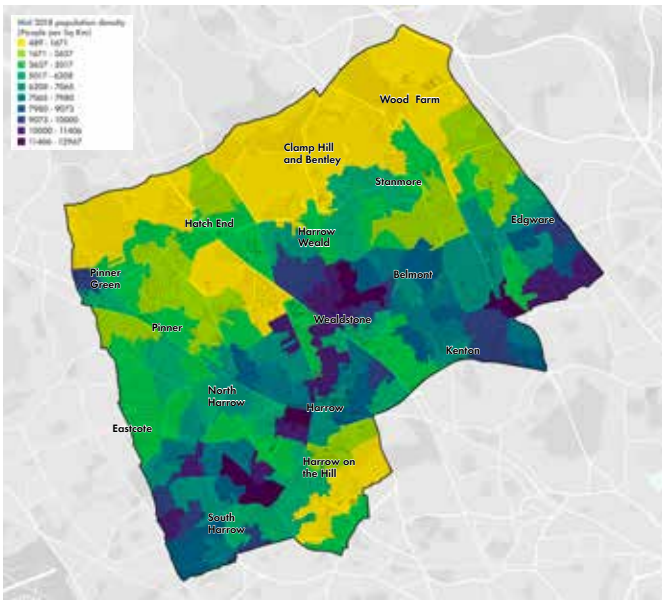
Harrow and Wealdstone Opportunity Area has an indicative capacity of 5,000 homes and 1,000 jobs, some of which have started to be delivered in early phases. Its status is classed as 'underway' but will take longer to mature as more infrastructure is delivered to unlock growth potential.

The Opportunity Area forms a corridor along Station Road that connects Wealdstone to Harrow, with significant residential and mixed use schemes having come forward including Eastman Village on the former Kodak site and Lexicon at Harrow.

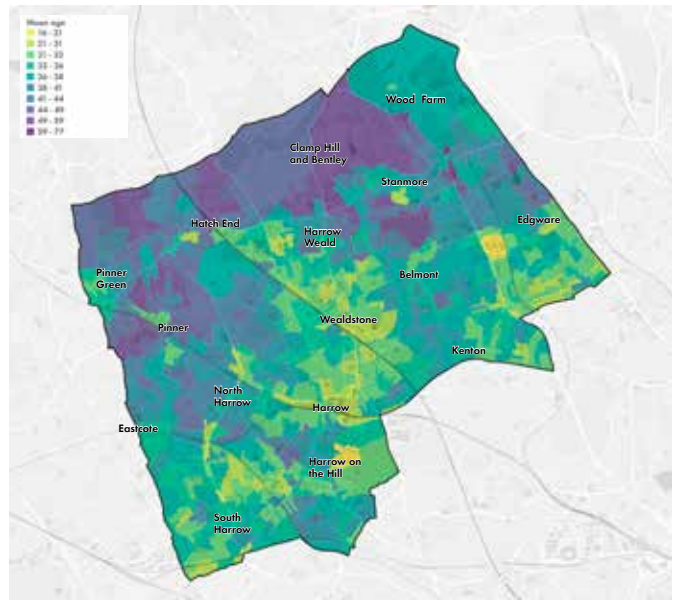
Social infrastructure

Harrow is home to a range of leisure and community facilities; social infrastructure the key ingredient in placemaking and glue that binds communities. The plan opposite illustrates the range of golf courses, parks, pitches, playgrounds, recreation grounds and sports centres, alongside schools and colleges, medical centres, community centres and places of worship.

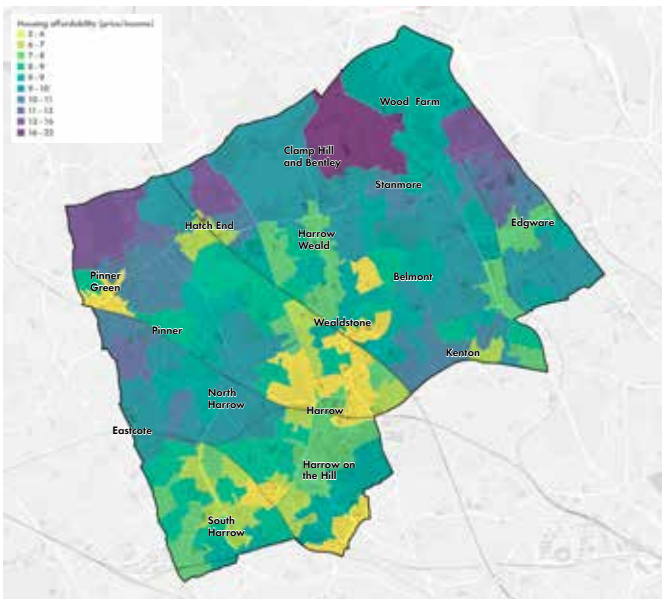
The distribution reveals that infrastructure is clustered around centres and key routes, meaning it is accessible to many. However, areas of Kenton, Belmont and North Harrow are home to fewer facilities and could benefit from new or enhanced facilities to help meet this deficiency - particularly if residential densities increase through intensification.



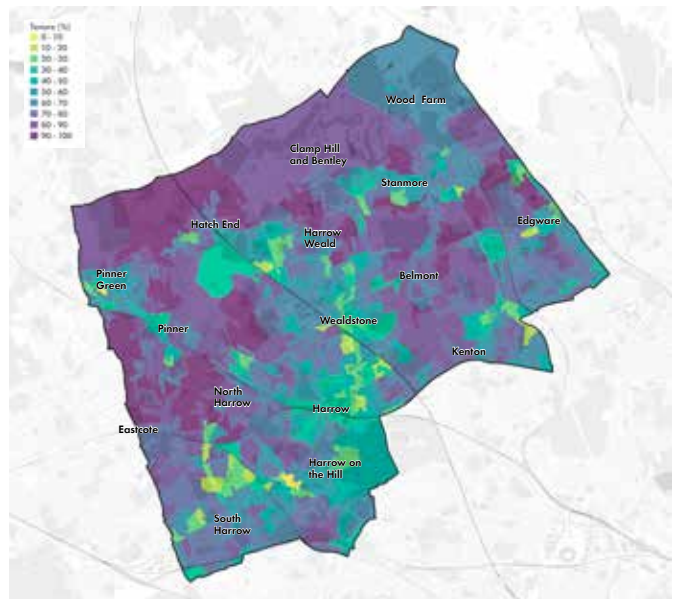
Population density Source: 2011 Census, ONS



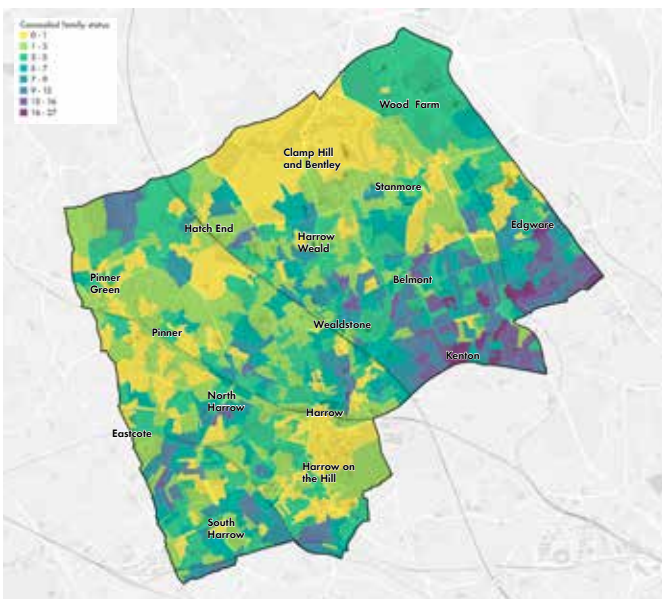
Age structure (mean average) Source: 2011 Census, ONS



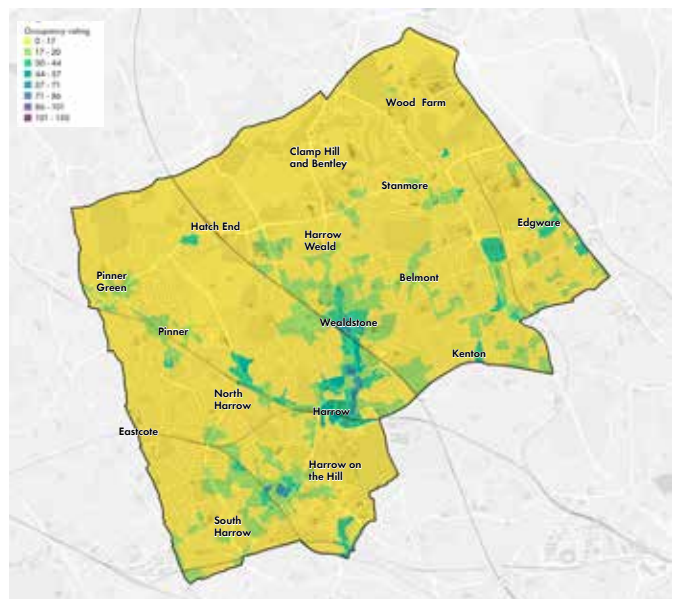
Housing affordability ratio (price / income) Source: 2011 Census, ONS



Property ownership - proportion that own their own home (including those with a mortgage on their home) Source: 2011 Census, ONS



Concealed families (prevalence of multiple family groups within one dwelling) Source: 2011 Census, ONS



Overcrowding (1 additional bedroom only needed) Source: 2011 Census, ONS

2.4 SOCIOECONOMIC CHARACTER

Population density

Population density in Harrow varies across the borough, however, this does not always correlate neatly with building density, whether that is dwellings per hectare (dph) or floor area ratio (FAR). It is worth considering which areas and associated building types provide the highest levels of population density. The highest population densities are found in:

- Slab blocks and mansion blocks of the Rayners Lane estate regeneration, South Harrow, accommodating higher densities through three to five storeys;
- Urban terraces, villas and detached properties south of Harrow town centre, large household sizes and family living;
- Suburban terraces and semi-detached properties along Locket Road in Wealdstone, also suggesting large household sizes and family living; and
- Estate slab blocks and mansion blocks around Queensbury roundabout set over three to four storeys.

Age structure

The median age of residents in Harrow is 36 years old, which is slightly younger than London as a whole. The composition of the population is markedly younger around town centres particularly the Station Road corridor linking Wealdstone and Harrow.

Stanmore Place on Honey Pot Lane stands out as having a particularly young population, suggesting a concentration of young families have moved into the new development. The average age is generally older in the north of the borough around parts of Pinner, Hatch End, Clamp Hill and Bentley.

Housing affordability

Housing affordability reflects average house prices for a local area divided by the average annual income in that area. Overall, the borough generally has a noticeable trend of seeing greatest affordability in its central and southern areas, gradually rippling out and increasing in unaffordability towards its edges and particularly the northern neighbourhoods.

This broadly aligns with trends noticeable in the borough's age structure, with younger residents living

in more affordable areas, starting out on the property ladder purchasing small apartments arranged in modern urban slab blocks and towers. Comparatively, older residents reside in more expensive areas with desirable, grand detached homes in spacious private grounds and gardens.

Property ownership

Property ownership corresponds strongly with the age composition and distribution in the borough, with home ownership less likely in areas with generally young populations; such as Wealdstone, Harrow and Rayners Lane. Property ownership is generally more prevalent in large swathes of northern, eastern and western parts of the borough - which tend to see older residential populations.

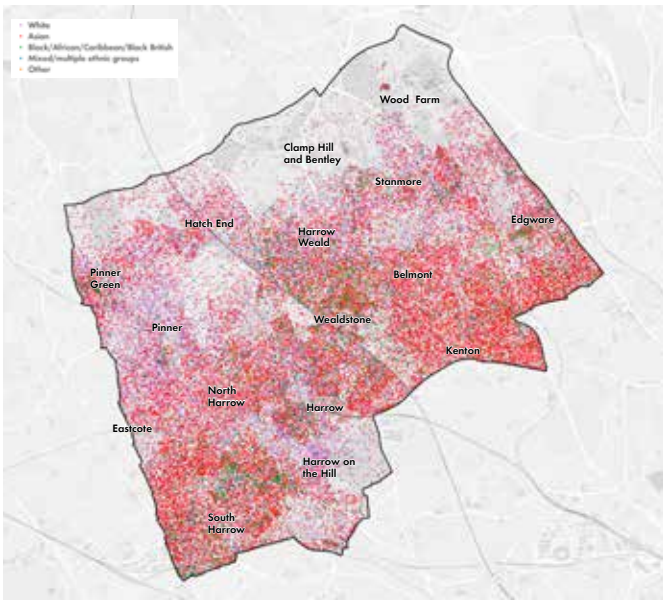
These trends can also be discerned when comparing with housing affordability, albeit to a lesser extent. In general, areas where house prices are over 10 times the average annual income for that area corresponds with higher average property ownership, such as parts of Pinner Green, Cclamp Hill and Bentley, Wood Green and Stanmore.

Concealed families

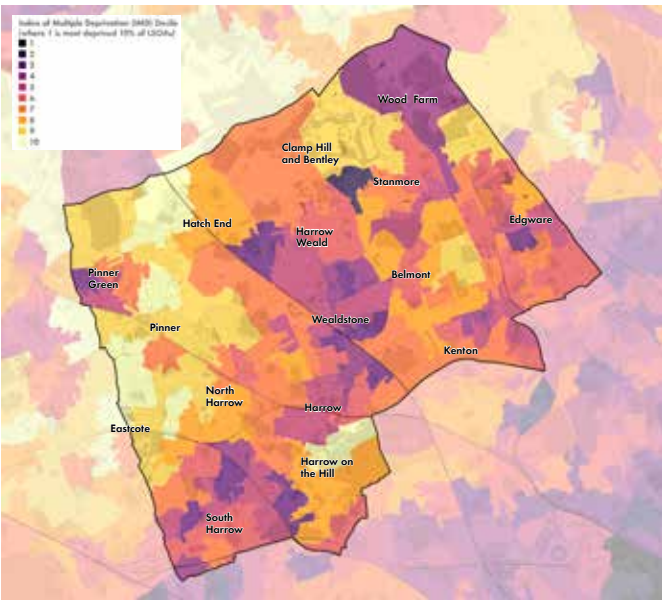
Concealed families represents the prevalence of multi-family households residing in one dwelling, such as a young couple living with parents. Naturally, this corresponds with areas that experience high population density, particularly noticeable in parts of Kenton, Kingsbury Queensbury in the south east of the borough. These areas tend to see inter-war suburban terraces and semi-detached properties as the common typology, supplemented with loft conversions and outbuildings in rear gardens.

Overcrowding

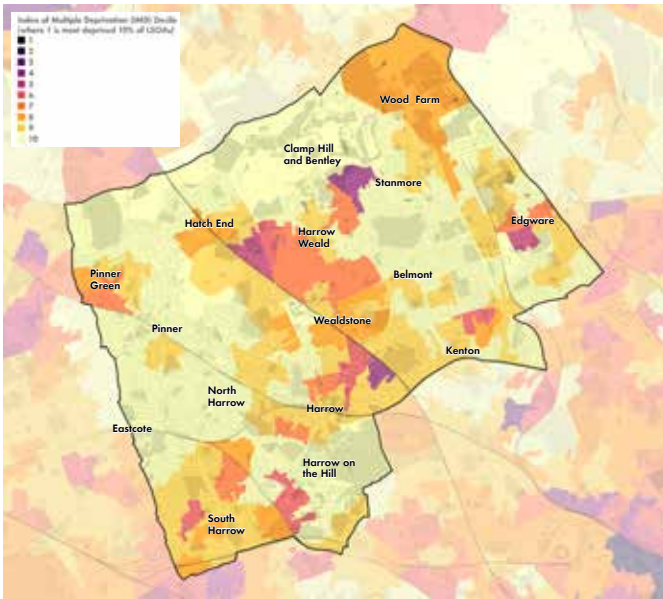
A household is overcrowded if it has fewer bedrooms than it needs to avoid undesirable sharing, based on the age, sex and relationship of household members. A need of one bedroom is markedly prominent in parts of West Harrow, Harrow and Wealdstone. To a lesser extent this is also noticeable in parts of Pinner, South Harrow, Stanmore and Edgware. A need for two bedrooms is uncommon in most of the borough, apart Wealdstone and Harrow which is particularly overcrowded.



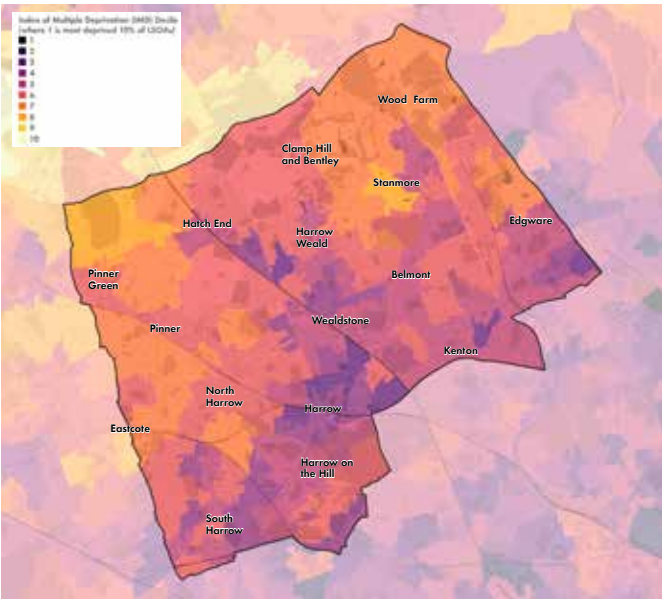
Ethnic diversity Source: 2011 Census, ONS



Index of Multiple Deprivation (IMD) where 1 is the 10% most deprived LSOA and 10 is the least Source: IoD2019, MHCLG



Health deprivation (Indices of Deprivation) where 1 is the 10% most deprived LSOA and 10 is the least Source: IoD2019, MHCLG



Living environment (Indices of Deprivation) where 1 is the 10% most deprived LSOA and 10 is the least Source: IoD2019, MHCLG



Migration destinations out of Harrow Source: 2011 Census, ONS



Migration origins into Harrow Source: 2011 Census, ONS

Ethnic diversity

Like much of London, Harrow is a highly diverse borough with many ethnicities represented in the 2011 Census, including White, Asian, Black / African / Caribbean / Black British, Mixed Multiple Ethnic Groups and other ethnic groups. White and Asian ethnicities are the most common in the borough. White residents are broadly evenly dispersed across the borough, though higher concentrations can be found in parts of Harrow on the Hill, West Harrow, South Harrow, Pinner Green, Stanmore and Edgware.

Asian communities are generally much more prevalent in the south east of the borough, such as Kenton, Kingsbury and Queensbury, as well as Rayners Lane in the south west. Parts of Pinner Green and Wood Farm see the lowest concentrations. This strongly correlates with high population density and concealed families, suggesting Asian communities are living in multi-generational households in these areas.

Deprivation

The overall IMD (Index of Multiple Deprivation) national rankings show a patchwork across the borough, with pockets of greatest deprivation spread out across different neighbourhoods. These pockets include parts of South Harrow, Pinner Green, Hatch End, Wealdstone, Stanmore and Edgware. Many of these areas correlate with council owned estates that, such as those near Rickmans Worth Road and Chenduit Way.

The 10% and 20% most deprived Lower Super Output Areas (LSOAs) are designated as Strategic Areas for Regeneration in the London Plan. These designations only cover a small part of the borough - namely the area around Masefield Avenue and Hatch End High School. In general the north west of the borough is less deprived than the rest of Harrow, though no other trend is prominent.

There are seven individual domains that combine to present an overall IMD score. Looking at each of the seven IMD domains separately gives a granular reading of issues in the borough that could be addressed through intensification and related investment.

For example, health deprivation is a domain that stands out as being unequally distributed across the borough, with the most poor quality health concentrated in parts of Wealdstone, Harrow, Stanmore, Edgware and South Harrow. Conversely, the quality of the living environment domain is distinctly poor across the borough. This domain measures the indoor quality of housing as well as the outdoor air quality and road traffic accidents.

Migration patterns

Migration out of the London Borough of Harrow sees the strongest flows of people relocating to neighbouring London boroughs, such as Hillingdon, Barnet, Ealing and Brent. Other London boroughs are common destinations, though more significant migration destinations include Birmingham, Liverpool, Sheffield and Nottingham.

Migration points of origin into the borough come from a more diverse range than migration out of the borough, including London boroughs and more UK wide locations. This reflects London's draw as a destination for people to move to, feeding into its ever-growing net population gain.

The London boroughs of Hillingdon and Brent feature as strong reciprocal destinations for migration into and out of Harrow - suggesting many as comfortable moving within the broad north west London region that has a strong suburban character that is desirable to many though should help

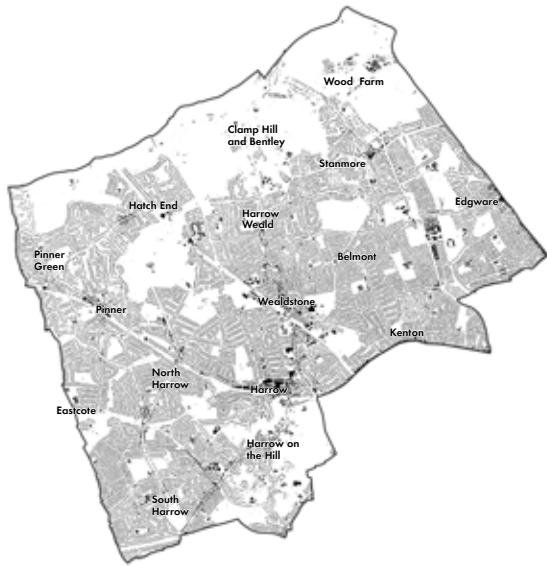
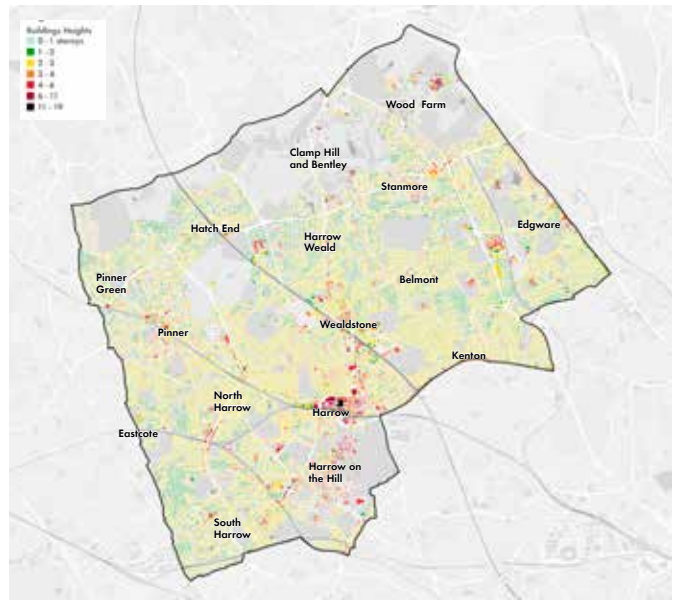
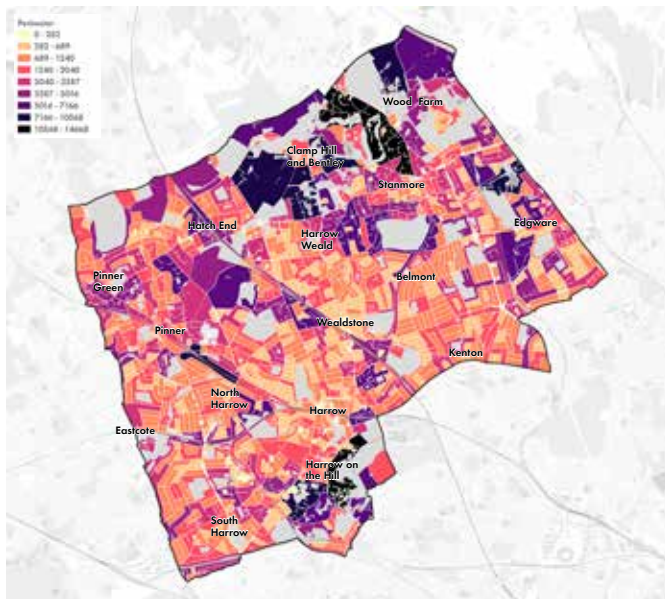


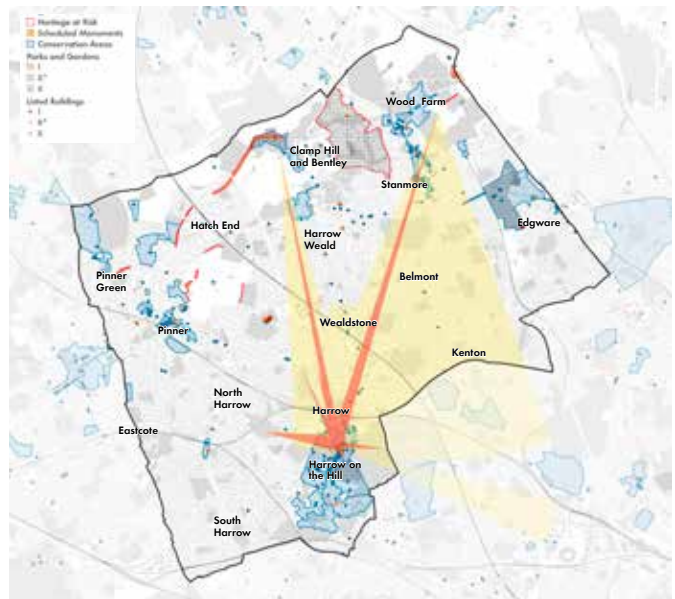
Figure ground



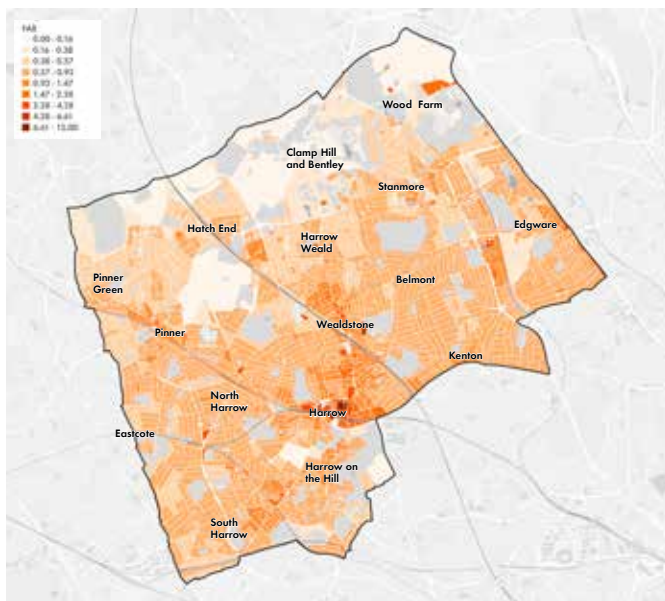
Building heights



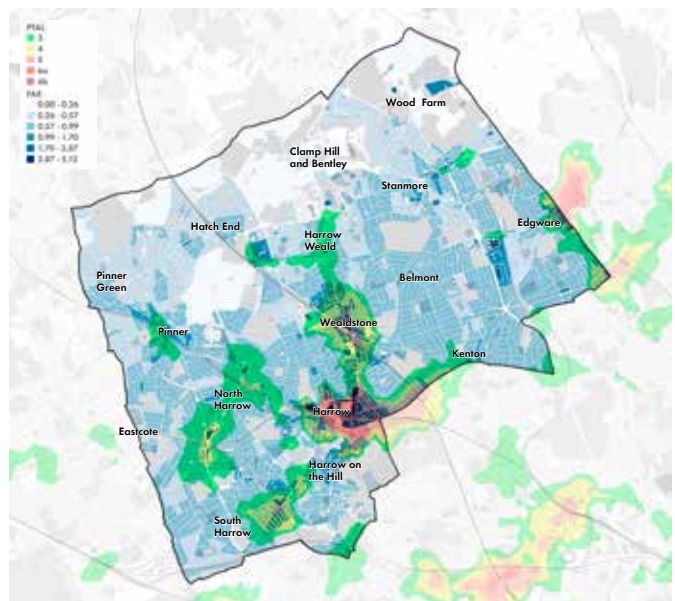
Plot perimeter



Heritage



Floor Area Ratio (FAR)



Floor Area Ratio (FAR) and Public Transport Accessibility Level (PTAL) 3-6b

2.5 BUILT CHARACTER

Morphology

Harrow is predominantly suburban in character with much of its built form a product of inter-war residential expansion. This expansion took the form of widespread speculative estates of semi-detached and short terraces set over 2 to 2.5 storeys, arranged in low density blocks. Blocks tend to be curvilinear perimeter blocks, small pockets of cul-de-sac development, as well as the set piece layouts of small crescents, circuses, lawns and banjos associated with cottage estate development.

The borough's historic town centres can be identified through plan (see figure ground opposite), where the urban grain is more compact and clustered around a nexus of routes, such as Pinner or Stanmore. Similarly, modern development can be seen through the increasingly coarse grain and amalgamation of plots seen in Harrow town centre and Honeypot Lane industrial estate.

Building heights

In keeping with its suburban character, the majority of Harrow's building stock is largely between 2 to 3 storeys. Building heights are greater in town centres, namely in Harrow town centre that has seen recent mixed use and residential schemes over 10 storeys. The Station Road corridor linking Harrow and Wealdstone town centres also represents generally taller prevailing heights.

Plot perimeter

Plot perimeter can be used as a tool to gauge route connectivity and scale of blocks, revealing much of Harrow's inter-war development is well connected and achieved through regular perimeter block layouts. Larger, less well connected blocks generally arise through free form layouts delivered in post war development such as low density, council-owned residential estates - particularly seen around parts of Stanmore and Pinner Green.

Heritage

Harrow's built heritage is principally found in clusters around its medieval town centres and historic landscapes. Early settlements such as Pinner, Stanmore and Harrow on the Hill are protected by Conservation Areas with many Statutory Listed

Buildings, forming necklaces of assets along on key routes into and out of central London.

Landscape is intrinsic to Harrow's strategic character with protected views to and from St Mary's Church in the south and Harrow Weald in the north. It is also important at the local scale, with the mature landscape of woodland and vegetation shaping a strong sense of place in Hatch End, Clamp Hill and Bentley.

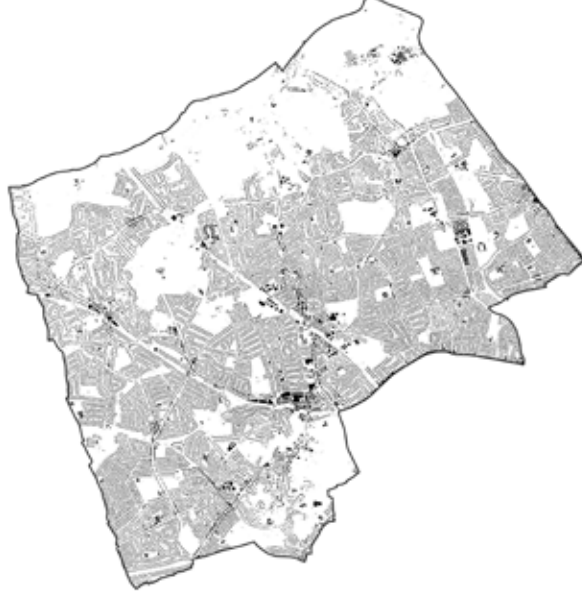
20th century Modernist and Art Deco assets are also preserved and enhance local character, often acting as a counterpoint to the typical metroland vernacular. These are typically civic and leisure uses such as underground stations, libraries and cinemas that are nestled into neighbourhoods.

Floor Area Ratio (density)

Floor area ratio (FAR) is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built. This is a useful way to measure the relationship between building heights, building coverage, the efficiency of the plots in which they sit and the physical density it results in.

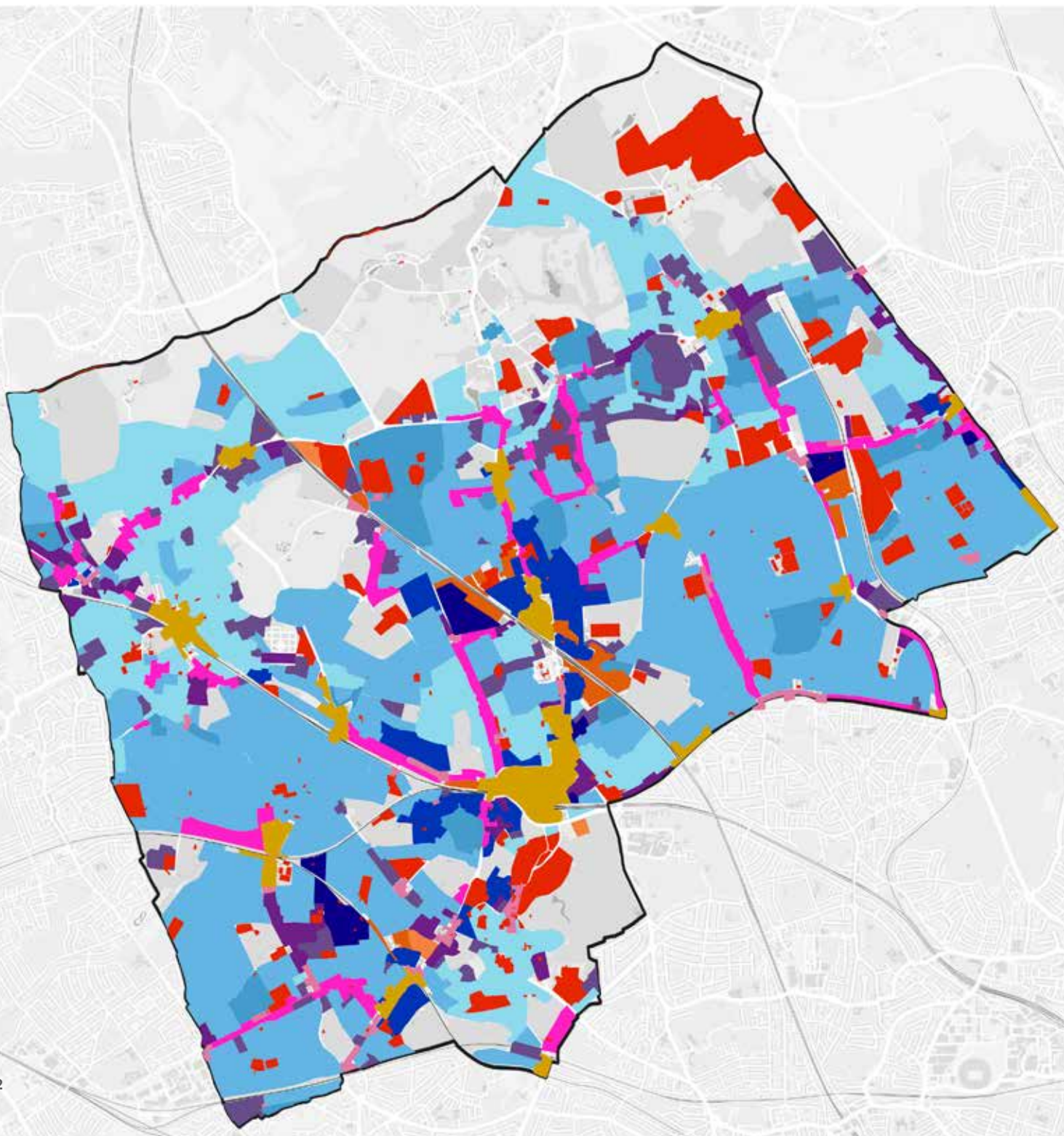
Harrow's coherent suburban character is reflected in its largely consistent low density, though areas of particularly low density reflects post-war development organised in a loose arrangement with large areas of 'left over' space with little amenity use. Density is noticeably higher around town centres, principally in Harrow and Wealdstone town centres.

Overlaying PTAL above the FAR plan reveals areas where there may be headroom to densify, such as parts of Harrow Weald, North Harrow, South Harrow and Kenton. Given their high public transport accessibility, new typologies could help support higher residential populations whilst drawing on the borough's built character and vernacular.



The plan to the left illustrates the built morphology of the borough - the grain, size and type of buildings. In order to understand this variety more easily the types of development have been classified. These are shown in the key to the right and the plan below is coloured in accordance with type. This quickly allows us to see patterns and the geographical spread across the borough.

- | | |
|----------------------------|-------------------------|
| CENTRES (mixed use) | VILLA / DETACHED |
| BIG BOX RETAIL | SUBURBAN |
| INDUSTRY | COTTAGE ESTATE |
| INSTITUTIONS | URBAN TERRACE |
| PARADES | MODERN URBAN |
| CORRIDORS | CUL-DE-SAC |
| | SLAB ESTATES |

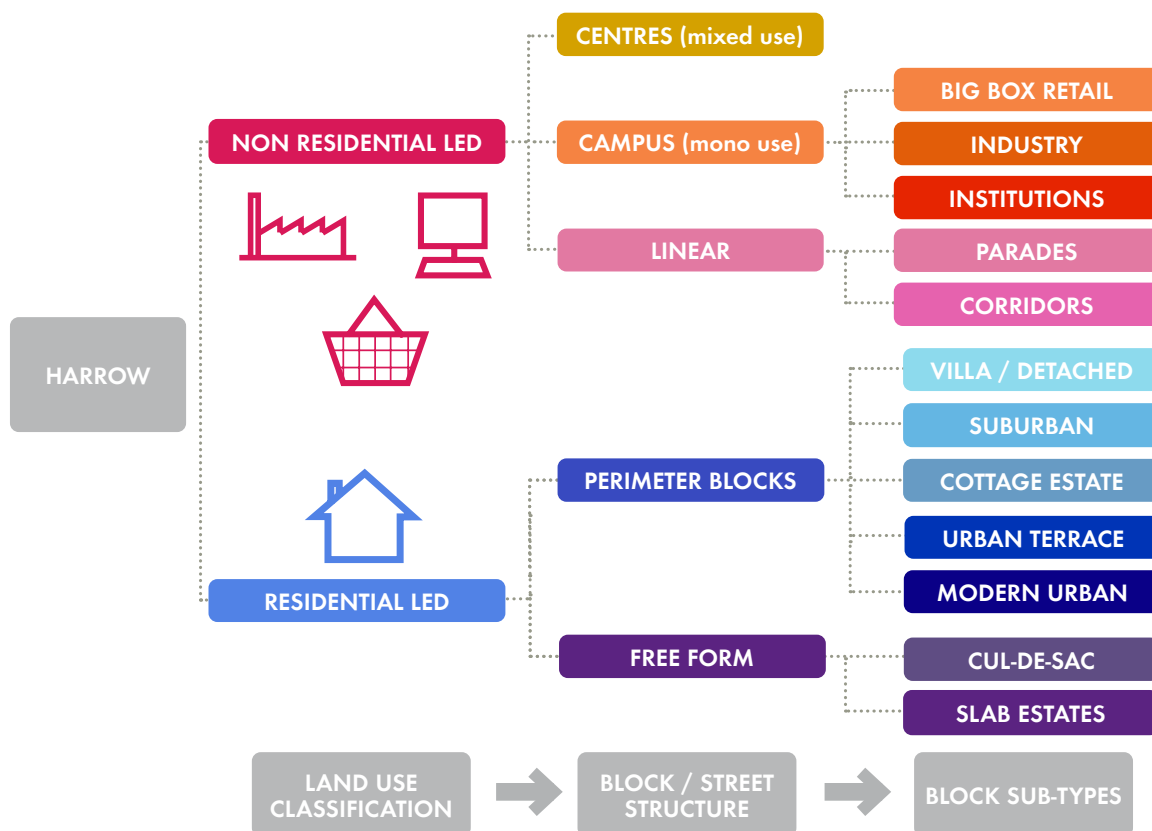


2.6 BUILDING TYPOLOGIES

Typology is the systematic classification of places according to their common characteristics. By identifying the various townscape characters found in Harrow and then identifying where they are present, it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

The diagram below illustrates how the borough has been classified. The first stage is according to prevailing land use, the second stage of classification is according to the street structure and the final classification is a series of specific types reflecting the the blocks building form and age.

The categories and colours on the adjacent plan correspond to the categories on the typology tree below. The categorisation of the borough into typologies has been undertaken through detailed survey. The predominant character of the block determines the typology assigned for each area. On the following pages, a summary of each type is described to help explain the urban form and how it impacts on the character of the borough. Within Part B of this report the geographical spread of these types are explored further, and the implications for future changes and intensification.





Campus typologies

Campus typologies provide a significant amount of Harrow's mixed-use and nonresidential floor space, particularly outside of the town centres and local parades.

In Harrow the campus typologies include institutions (such as schools, leisure and health), big box retail environments and industrial estates.

These environments are defined by their generally mono-use environments - where a single function dominates the environment. They tend to have an identifiable 'entrance' where the type or quality of environment shifts. Particularly in the big box retail and industrial typologies this tends to mark a shift to a lower environmental quality with lower-scale development.

Although many industrial areas perform an important employment function and service the borough, some campus environments offer good opportunities for intensification. Introducing residential and other commercial uses through co-location can successfully increase how intensively a site is used, improve its edges and relationship to surrounding areas, whilst retaining or increasing the net overall amount of employment floorspace.

Typology	INSTITUTIONS	BIG BOX RETAIL	INDUSTRY
Typical image			
Grain / roof pattern			
Location / extent	Smaller campuses located evenly across Harrow serving each neighbourhood. Significant clusters at Harrow on the Hill (education), in the north east of the borough (medical) and near Canons Park (leisure and education)	A relatively limited extent across the borough with a small cluster in South Harrow and limited elements along the central corridor	A high proportion of the industrial areas in Harrow are focused around the central corridor and along the railway lines. Relatively small estates with the largest on the edge of Harrow and Wealdstone and along Honeypot Lane
Urban form	Typically larger buildings standing within an area of landscaped open space, with a significant boundary treatment around the perimeter. Often will present a primary or grander entrance to one edge	Typified by large format warehouses to accommodate retail uses such as supermarkets, DIY stores or car showrooms. Designed around car use with a limited street network	Layouts vary as the estates are often located adjacent to railway lines preventing permeable street patterns. In other areas they are located in small 'left-over' and awkward shaped sites.
Buildings	Vary widely in built character but have generally been formed over time (with elements from different periods) and accommodate more than one use or component, with a distinct public front door	Generally low quality warehouse style buildings designed for a relatively short life span. Simple in form and detail with limited glazing or references to local vernacular	Some of the industrial areas incorporate railway arches but typically buildings are lower quality warehouse style buildings. Sizes of units relate to function
Streetscape	Challenges to permeability created by the perimeter treatments and scale of the sites. Often include some grassed areas for recreation / visual amenity and hard standing for car parking	Large areas of open hard landscaped space designed for car parking. Limited areas of landscape and a public realm that is not pedestrian orientated leads to a low quality and illegible environment	Streetscape is designed to be tough and cheap to repair, often including details such as high kerbs and no pavement. Service yards and buildings are located behind access roads.
Typical storey height	2 - 4	1 - 2	1 - 2
Typical street width	12 - 15m	n/a	12 - 15m
Typical block size	70 x 50m	140x110m	100x80m
Parking	hard surface	hard surface	hard surface
Open space	semi-public, often grassed	hard surface	hard surface

Typology	PARADES	CORRIDORS
Typical image		
Grain / roof pattern		
Location / extent	Harrows suburbs are well served by an evenly spread network of local parades. They are often associated with a transport node or key junction	Mixed use areas outside of designated centres and parades, generally along the oldest north south routes in the borough, and also the A roads into Harrow along the southern boundary
Urban form	A characteristic of the suburban typology, local parades form the centre of neighbourhoods and generally appear on a primary street or key junction. Create active frontage along an elongated linear route	Generally the widest routes in the borough with the greatest mix in terms of building age and form. Gaps within the frontage and a mix of uses are common.
Buildings	Typically larger in scale than their surrounding context by at least an additional storey. In style they will mirror the residential context and typically have a relatively fine grain.	The greatest range in terms of architectural style and quality. Office buildings, retail sheds, garages and converted residential buildings. A wide range of massing and scale, typically taller than the context.
Streetscape	A wider street section than the residential context to support car parking, wider pavements and greening. Short-stay on street car parking is often available that supports viable trading locations.	Generally poor environmental quality with expansive tarmac and traffic. Elements of short-stay car parking to support businesses and shops are important to support this type of environment.
Typical storey height	2 - 3	2 - 6
Typical street width	18 - 22m	18 - 30m
Typical block size	90 x 50m	70 x 50m
Parking	on-street	on-street
Open space	verges	verges

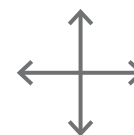


Linear typologies

These typologies come in two scales - parades and corridors. They are found across the borough and deliver many of the shops and services local people require in mixed use areas outside of the borough's town centres.

These typologies are linear in form and provide activity and a mix of uses along the borough's more primary routes. They tend to be very diverse in terms of scale and grain of buildings.

Parades have the sense of being a 'destination' or place, whilst corridors are often a more gradual and continual linear environment linking places.







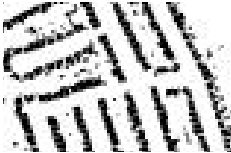





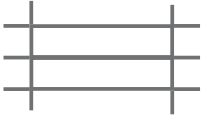
Centres

The borough's centres are hugely diverse in scale, character and origin. However there is a sense of a distinctive typology in that they form the 'nodes' within the borough that are an alternative grain to their context. Often clustered at a cross-roads or series of junctions, their mix of uses and variety creates a denser and diverse scale and grain to anywhere else in the borough.

The individual character of centres will be drawn out within Part B of this report.

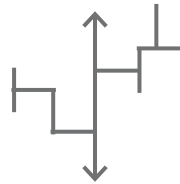
CENTRES (mixed use)
Most significant centres along the central spine with other located evenly across the borough serving the local population
Often evolving from a historic centre, they are intensely urban environments with a strong focus on commercial activity and a scale and type of buildings not found anywhere else
vary significantly in scale and form, and cover a wide range of periods and styles. There are some examples of historic fabric retained and these provide a human scale and fine grain of unit size.
Urban in character and dominated by traffic movement. Pavements vary in width, but are usually more cluttered than in residential areas. Some areas of pedestrianisation and public space
3 - 5
12 - 22m
70 x 130m
on-street and MSCP
hard surface

Typology	VILLA / DETACHED	SUBURBAN	COTTAGE ESTATE	URBAN TERRACE	MODERN URBAN
Typical image					
Grain / roof pattern					
Location / extent	Generally most prevalent in the north of the borough where lowest densities are most common on the rural fringe. Areas around the edges of Harrow and in Harrow on the Hill.	The predominant housing type across the borough, there are elements of this typology within most areas of the borough. Generally neighbourhoods are very consistent, while some have more variation in decoration and size	Small areas across the borough, with larger neighbourhoods in Harrow Weald and to the south east of the borough	Not a particularly prevalent type in the borough, and generally only focused in the central corridor around the older centres of Harrow and Harrow on the Hill	Edges of denser town centres and along key routes where larger development sites have recently come forward - some development of former industrial sites
Urban form	The lowest density of the perimeter blocks - large detached or semi-detached homes set within larger plots. Generally free flowing street layouts with clear breaks and set backs from the street	Streets have a regular grid, taking a regular form of parallel streets. In some cases this grid is more flexible grid, taking a more relaxed and organic form, introducing curved roads and creating variations in block depth;	Planned layouts, featuring a network of streets and spaces which together establish an overall pattern, often geometric and with elements of symmetry.	A regular grid in form, most likely to be Victorian and Edwardian. Tightly arranged, regular rows of houses with on-street parking. Grid system provides a high degree of permeability and is generally easy to navigate	A form that has only existed since the late 2000s - typically deep in plan, medium rise and deliver high density homes. A continual perimeter frontage with breaks for service areas or car parking access
Buildings	Vary widely in style and detail - often designed as an individual, influenced by the urban fashions of the period. In some cases some older, very large properties have been split into apartments.	Typically built in the inter-war years by private developers. Semi-detached and short runs of terraces which feature a relatively rich architectural palette and variation between plots.	Typically associated with inter-war public sector housing which drew on the garden city movement. Homes with cottage-like proportions, modest detailing and a limited palette of materials.	Most likely to be built to a regular design in significant groups. Plot widths are narrow at 4-5m which establishes a high frequency of front doors with a strong rhythm and relationship to the street.	Generally comprised of buildings with very rectilinear shapes, forming successfully simple streets and spaces. Blocks are usually made up of flats but can also include town houses or stacked maisonettes
Streetscape	Often associated with the older and important routes through the borough with a substantial scale. Large set-backs and front gardens mean that quieter residential areas have a very green and quiet character	Typically a wider street pattern than Victorian forms of development. Streets were usually designed around the car, with front garden parking spaces and verges between driveways	Streets tend to have a wider profile with planned verges, front gardens and green spaces. Traditionally private hedges to define boundaries. Designed with strong symmetry and a sense of order and group composition.	Strong and coherent due to the consistency and rhythm of the terraced architecture. Streets typically have a narrow profile with very shallow front gardens. Dominated by on-street parking	High quality examples successfully provide private open spaces as well as attractive communal green spaces, well overlooked within the block pattern. Private space is provided via terraces and balconies.
Typical storey height	2 - 3	2	2	2	4 - 6
Typical street width	21 - 32m	18 - 25m	15 - 30m	12 - 20m	18 - 25m
Typical block size	75 x 200m	50 x 200m	50 x 150m	60 x 150m	80 x 170m
Parking	front yard / on-street	front yard / on-street	on-street	on-street	basement / parking courts
Public open space	no	no	set pieces of grass	no	courtyards
Private open space	front and back gardens	front and back gardens	front and back gardens	back gardens	balconies



Residential led typologies - perimeter blocks

Perimeter blocks have a continuous active frontage along one edge, with a clear delineation between public and private space. Their plan form looks like a grid of connected streets - this can be rigid or more relaxed in form. Sub-types within the overall perimeter block category will have a distinctive rhythm or pattern to the street layout and associated spaces.



Residential led typologies - non-perimeter blocks

These residential types have more disjointed urban fabric, often with an unclear delineation between public and private space. Their plan form will be mixed with dead-end streets and areas of car parking. As one moves into these areas there can sometimes be a sense of 'entrance' or separation from the surrounding areas.

Typology	CUL-DE-SAC	SLAB ESTATES
Typical image		
Grain / roof pattern		
Location / extent	More prevalent in the north of the borough, particularly around Stanmore and Hatch End. The south of the borough was developed so rapidly and in a consistent style, with no gaps left for such infill development	Relatively limited with small areas across the borough with larger areas at Pinner Green, Stanmore and Rayners Lane
Urban form	Small infill areas and some larger privately developed neighbourhood. Streets lack legibility and permeability, where the street structure is dictated by buildings arranged to fit around a road and turning circle.	These estates are typically post-war in construction. They are often made up of different built elements with larger blocks, maisonettes and houses. This mix fails to establish a clear structure of routes and private spaces.
Buildings	Typically two storeys. Unlikely to have a tight relationship to the street and so can feature projecting elements such as porches or an integrated garage. Vary greatly in form, materials and details.	Building in the postwar period was an experimental time and therefore slab estates very enormously in the mix of materials, details and styles. Brick, rendered elements and panel systems all feature.
Streetscape	Housing is arranged in an informal layout resulting in an irregular street profile. The streets often contain small areas of parking and irregular shaped front gardens. Sometimes pedestrian only routes provide links	Buildings within these estates relate to pedestrian routes as well as typical streets, creating vulnerable areas enclosed by fences. Parking areas frequently account for a significant land take, reducing the quality of the environment.
Typical storey height	2	3 - 8
Typical street width	15 - 20m	12 - 20m
Typical block size	50 x 120m	50 x 200m
Parking	front yard / on-street	car park
Public open space	no	shared gardens
Private open space	front and back gardens	balconies



PART B - Harrow's neighbourhoods



3 CHARACTER LED APPROACH TO GROWTH

3.1 INTRODUCTION TO BOROUGH AREAS AND NEIGHBOURHOODS

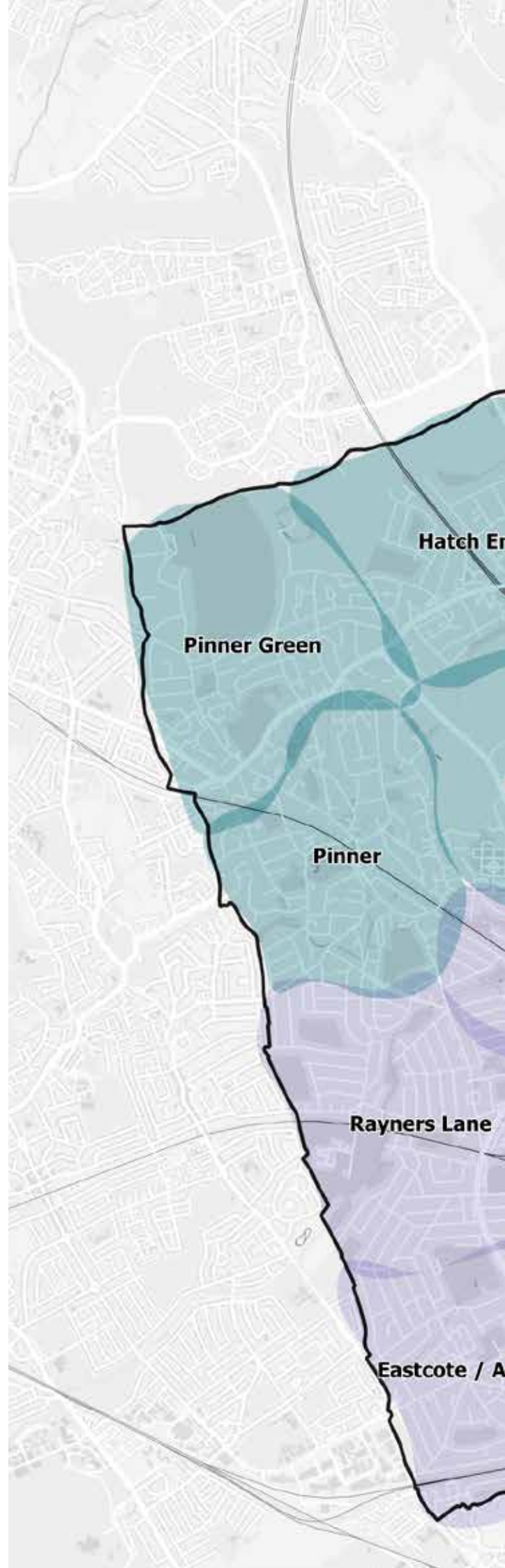
An understanding of local character must operate at a variety of scales. Early pages within this report provide a borough wide picture, with the previous pages offering a detailed street scale appreciation. Between these two scales, is the geography upon which local people's understanding of character is based - one of neighbourhoods and areas.

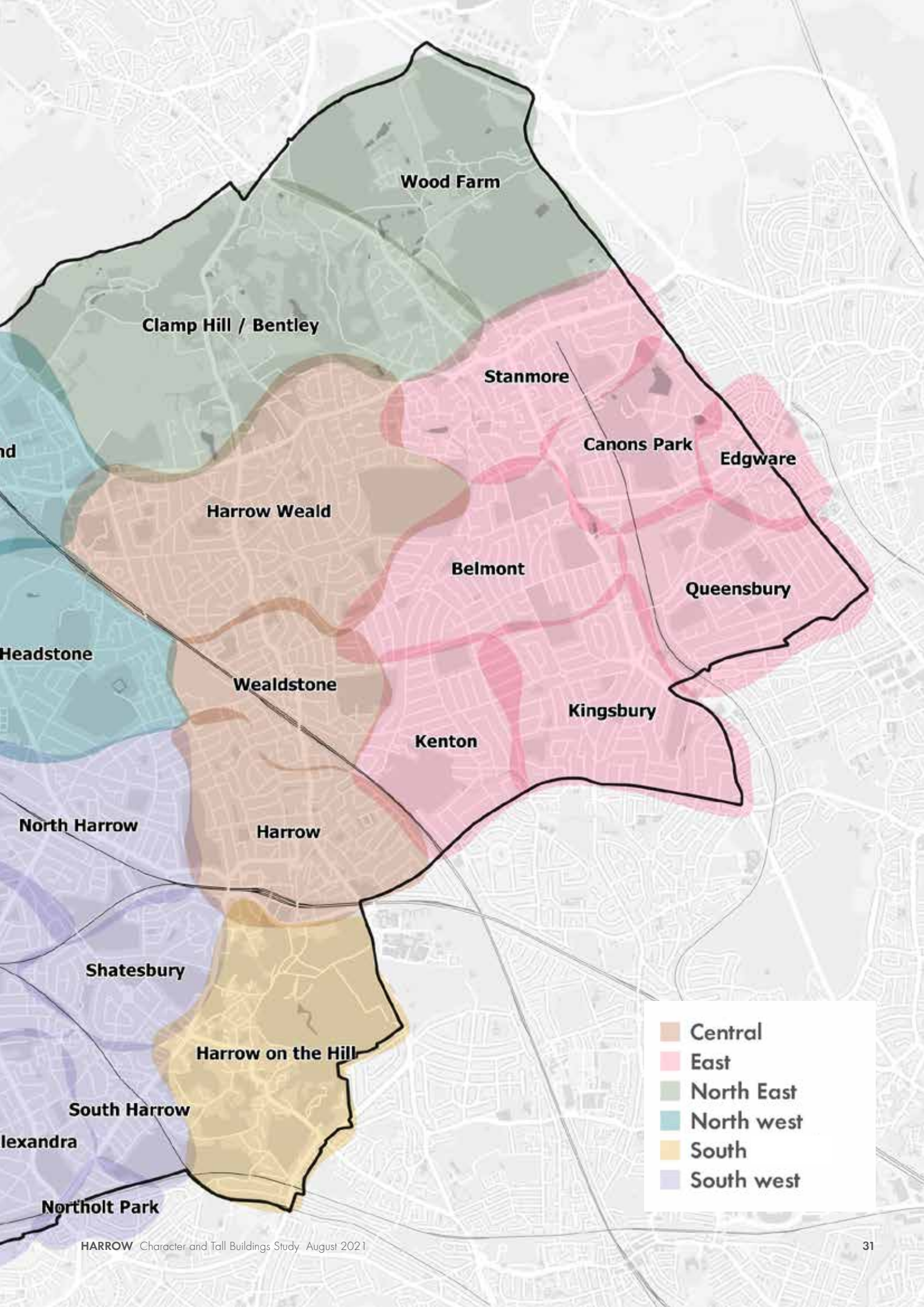
The adjacent plan illustrates our interpretation of the neighbourhoods in the borough. This is an inherently subjective exercise and it is acknowledged that places in the borough will mean different things to different people. As set out in the earlier historic analysis, a number of Harrow's places developed from a series of villages. Later these villages were subsumed by London's expansion with the opening of the railways, but they still have an influence on the sense of place in these neighbourhoods.

Today, the borough comprises a series of places and neighbourhoods which each have a subtle character of their own.

Each of the neighbourhoods overlap with each other to acknowledge the blurred edges of some places, whilst some boundaries are stronger as they are defined by a railway line or natural feature. Some places are defined by their centre of gravity, such as a historic village, a high street, a green space or landscape asset. Other influencing factors include the presence of a train station or local parade, or association with more administrative cues such as postcode areas.

The 23 neighbourhoods have been grouped into six borough-areas. This grouping is based on similarities in character and sense of place informed by: discussions with officers; the mapping of physical assets such as topography, landscape and urban morphology; the historic evolution of each area; analysis of land use and housing typologies and their future growth direction.





Why take this approach?

This process is intended to capture the everyday experiential character of Harrow, drawing simple geographies that can be used to organise and define local character. This approach to borough areas and neighbourhoods can be taken forward to inform the Core Strategy review, informing the basis for tailored policies and embedding a place-based ethos at its heart.

This section of the study is about capturing the character and identity of existing places across Harrow; understanding their special qualities and challenges; as well as a qualitative assessment of propensity for change. These three pillars set the foundations to plan positively for growth, supporting development that is place-specific and responsive to its local context.

The following chapters describe the six borough areas identified across Harrow, succinctly drawing out the story of each, the composition of neighbourhoods within them and define their distinctive characteristics. Each chapter has three key sections:

- **Introduction to the borough area**

An introduction to the borough area, its typological mix, neighbourhoods and a summary of the distinctive features, key issues and opportunities facing each.

- **Growth and intensification**

Identification of appropriate growth and intensification typologies, using capacity studies for infill development; block studies to visualise a number of intensification opportunities; and a range of successful typology precedents from across Harrow and London that could be suitable in the borough area.

- **Growth themes and framework**

Each chapter concludes by setting out place-specific growth themes that act as holistic character-based priorities for the borough area; and a framework plan setting out where growth is considered most appropriate and the nature of this change - drawing together the previous two sections.

The growth and intensification section is concerned with illustrating the range and scale of different growth opportunities found within the borough area. It uses typical development scenarios that are common to each area and could realistically come forward over the coming Core Strategy period. It is not suggesting that these are the only forms of intensification possible, instead choosing to focus on specific types of development in each area to avoid repetition across the document.

A summary of these sections and their focus is as follows:

CENTRAL AREA

Capacity study: Infill, Cottage Estate

Block study: Town centre intensification

Typology precedents: High density residential

SOUTH WEST AREA

Capacity study: Infill, Corridor

Block study: Suburban intensification

Typology precedents: Art Deco, Metroland, Suburban

EAST AREA

Capacity study: Infill, Parade

Block study: Industrial and corridor intensification

Typology precedents: Corridor, Campus, Internal block

NORTH WEST AREA

Capacity study: Infill, Garage

Block study: Cul-de-sac intensification

Typology precedents: Parade, Mews, Podium courtyard

This section of growth and intensification has not been prepared for the north west and south central borough areas. This is because these parts of the borough have fewer 'typical' development opportunities and are the most sensitive to intensification, owing to their highly distinctive built and landscape characters.

For this reason, it is best to read across these sections from each chapter to gain a thorough understanding of the range of intensification opportunities across the borough as a whole.

PART B - HARROW'S NEIGHBOURHOODS

Read me to...

- ▶ *Understand the character of each neighbourhood*
- ▶ *Understand where and how future growth should be focused*

Identify the relevant borough area and neighbourhood in question

Identify locally distinctive characteristics and any relevant key issues and opportunities

Identify the local building typologies and what defines their unique character

Identify typical intensification conditions, opportunities and suitable typologies

Identify relevant growth themes and how intensification can bring these forward

Use the framework plan to identify where different areas fall on the place intensification spectrum

Example step by step

Borough area: East

Neighbourhood: Belmont

Distinctive characteristics: Belmont Circus is the clear centre of the neighbourhood with a significant increase in scale and mix of uses compared to its context.

Issues and opportunities: Intensification along Honeypot Lane

Building typologies: Suburban

Unique character: Inter-war development, semi-detached and short runs of terraces with a relatively rich architectural palette and variation between plots

Typical conditions: Spacious, low density suburban perimeter blocks suited to intensification through infill and replacement; corridor intensification along movement corridors

Suitable typologies: Low rise individual dwellings or short mews within deep blocks; mid-rise mansion blocks or linear blocks along movement corridors

Growth themes: Design guidance for suburban typologies - enhancing special character and densifying appropriate sites; reimagine the A5 corridor through increasing density, scale and quality of the public realm

Framework plan: Expansive accessible areas suitable for intensification, concentrated opportunities most suitable in town centres including Stanmore, Edgware and Kenton

3.2 A SPECTRUM OF PLACE-BASED INTENSIFICATION

Character varies from place to place and has developed over time, it is never static and always evolving - it the scale, nature and rate of this evolution that changes. These principles can be applied to guide character-led growth in Harrow, with the nature of intensification and interventions differing across the borough in response to local character.

This study of strategic character has considered and developed a spectrum of character-led growth. This spectrum of reinforce - repair - reimagine can be used as a tool to conceptualise and understand the nature change across key areas in the borough. The simple diagram below defines and communicates this using examples found across Harrow and London. This tool should be used to read across the framework plans which identify and locate where intensification should take place.

A greater intensity of growth is appropriate in some locations, while the strategy should be focused on re-use and infill in other parts of the borough. More comprehensive reimagining would be appropriate in some areas - such as alongside significant infrastructure investment, estate regeneration or where large big box retail sites present opportunities for more fundamental intervention - where through redevelopment it will be possible to create better continuity with the surrounding neighbourhood.

In the borough's key centres, the emphasis should be on repairing character. Although many of these places are attractive historic centres, some more fundamental interventions could help to repair the existing character through the redevelopment of available sites along and behind the high streets or adjacent to railways to help intensify the most sustainable locations.

For other neighbourhoods, the emphasis should be on reinforcing and protecting the existing fabric and condition, enhancing the existing character through sensitive infill and re-use of existing building fabric. Throughout the borough, in residential areas, there will be opportunities for sensitive infill development that helps to raise the quality of neighbourhoods, complement the existing character and gently densify the most spacious suburban conditions. This approach can enhance local character and amenity, whilst making the best use of available land in some of the most accessible locations.

The spectrum below illustrates these three forms of intensification, which directly corresponds with the framework plans prepared for each borough area. The key for the framework plans is expanded on the page opposite, explaining greater context.

NATURE OF INTENSIFICATION



Photo: Adam Scott



Photo: Nigel Cox

Reinforce

Enhance the existing character through infill, re-use of existing building fabric and development that is sensitive and context-led



FORMS OF INTENSIFICATION

Suburban intensification

Cul-de-sac intensification



Place intensification - reimagine

More fundamental intervention through the redevelopment of larger sites or centres to be bolder about the level of change, using the prevailing character from surrounding areas to influence re-design.



Place intensification - repair

Some interventions possible to reflect the existing character through the redevelopment of available sites, generally along and behind high streets.



Place intensification - reinforce

Enhance the existing character through infill, re-use of existing building fabric and development that is sensitive and context-led.



Centre or parade

Draw on local character and historic typologies to explore how intensification can achieve a better use of available land. Where gaps in local provision exist, explore how services and amenities can be integrated into proposals to better meet local need.



800m from a station or centre

An accessible location in close reach of services, amenities and public transport. Opportunities for intensification should be explored across these areas, with the objectives of enhancing local character and making better use of available land.



Strategic Area for Regeneration

Explore opportunities for growth and development to respond to local needs for reducing the effects of deprivation. Interventions can be specifically defined or holistic; at a strategic or local scale.



Strategic Industrial Location

Explore opportunities for intensification that retains or increases the quanta of employment uses. Improve the edge condition of industrial areas and how they interface with adjacent streets, open spaces and residential neighbourhoods.



Corridor intensification

Opportunities to rethink and improve the environments along key routes through development that sensitively increases scale, creates more positive street ratios and improves the public realm where possible.



Green corridor

Deliver enhancements to the access and appreciation of these green routes across the borough, particularly at thresholds where routes meet urban or suburban environments.



Opportunity for green space frontage

Mostly identified in the east of the borough, these are open green spaces that would benefit from frontages and overlooking being introduced to improve natural surveillance and could be suitable for public-facing mixed uses such as a cafe

Repair

Some interventions possible to reflect the existing character through the redevelopment of available sites and re-imagining of areas for enhancement



Reimagine

More fundamental intervention through the redevelopment of larger sites or centres to be bolder about the level of change, using the prevailing character from surrounding areas to influence re-design

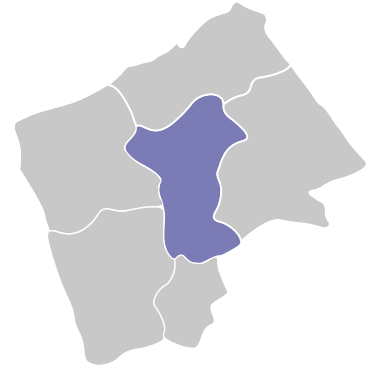


Corridor intensification

Town centre intensification

Industrial intensification

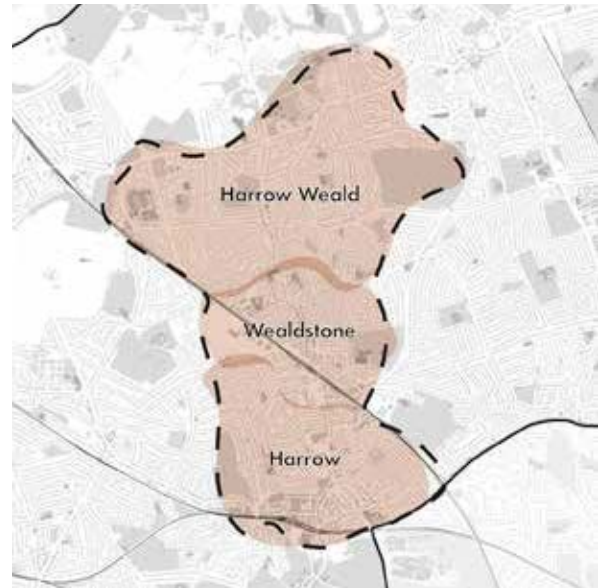
4 AREA 1: CENTRAL



4.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

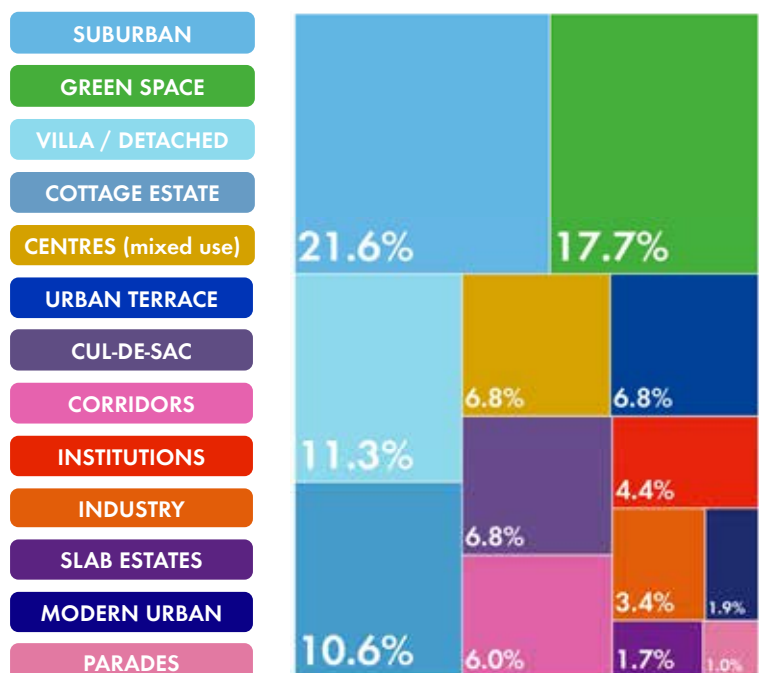
The central borough area comprises a core spine of the Station Road corridor, linking the urban character of Harrow metropolitan centre with the lower scale, suburban and, in parts rural, feel of Harrow Weald in the north. This borough area has seen the principal growth opportunities and has a sharply contrasting built character between low scale, compact Victorian terraces; low density suburban properties; and high density, tall mixed use schemes. Road and rail infrastructure is synonymous with this area, severing the built fabric, sense of place and continuity from one neighbourhood to another.



The three neighbourhoods that comprise the central borough area, connected by Station Road which runs north to south

Common typologies

The central borough area comprises a core The area is defined by its rich typological mix, including low density suburban and spacious villas / detached as well as higher density mixed use typologies including centres, corridors and modern urban. Despite the prominence of Harrow town centre as a metropolitan destination, centres represent a relatively modest proportion of surface area coverage.



Above: Diagram illustrating the relative proportion of each typology found in the east borough area
Left: Prevalent typologies found in order from most common (top) to least common (bottom)

Key analytical plans

The following plans illustrate key components of physical, historic, natural, and demographic characteristics in the central borough area.

- | | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
1. Figure ground
 2. Natural character
 3. Heritage
 4. Built density (FAR)
 5. Population density (ppsqkm)
 6. Ethnicity

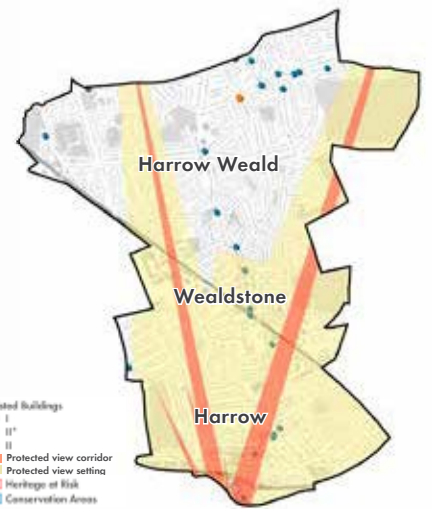
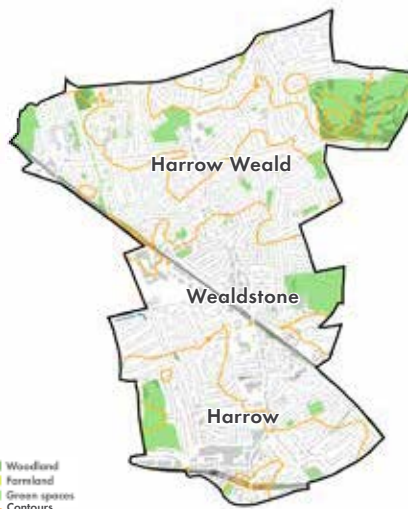
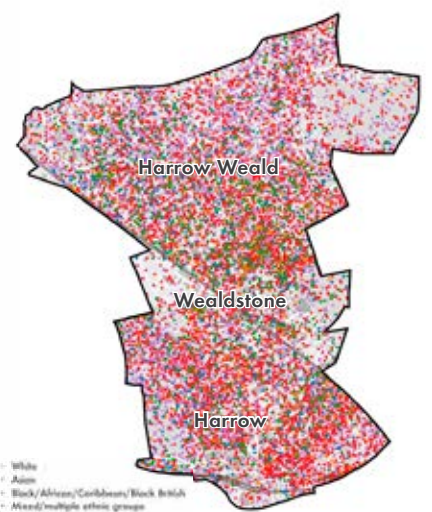
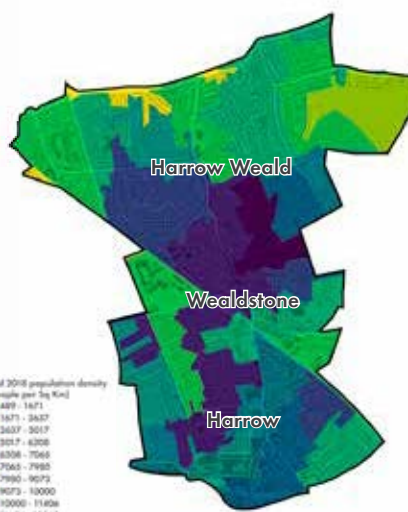
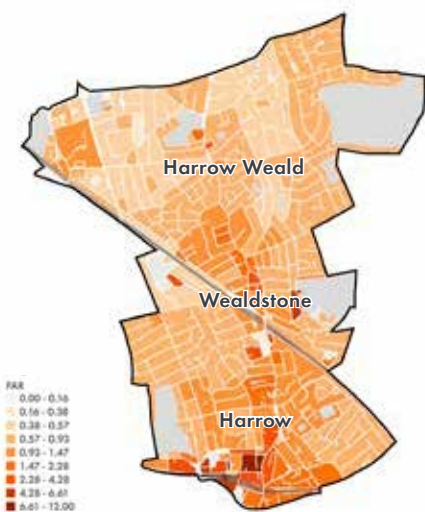


Diagram illustrating the relative proportion of each typology found in the central borough area

The landscape that is so intrinsic to parts of Harrow feels noticeably absent from this area, with the corridor of Station Road an intensely urban environment and lack of open green space.

Built heritage is found principally along Station Road, reflecting its importance as a historic route. Large parts of this borough area experience high public transport accessibility taking a linear form between three town centres and to Headstone Lane station.



Built densities generally follow the Station Road corridor, with high densities common in Harro town centre. High density typologies could come forward along Station Road through holistic regeneration programmes to maximise this opportunity corridor.

Population density tends to be highest along Locket Road and east of Wealdstone, where suburban typologies have been adapted with loft conversions and rear garden annexes. Adaptation and residential densification of Harrow town centre could maximise the opportunity presented by high PTAL.

A diverse part of the borough, there is a general trend towards white populations in the north around Harrow Weald and asian populations in the south around Harrow.

4.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

HARROW WEALD

Distinctiveness - heritage and key features

- Rectilinear blocks with chamfered edges and 'kinked' streets creating pleasant framed views towards suburban properties
- Mature landscape in north at Green Belt fringe with green verges along suburban streets
- Cluster of 18th and 19th century buildings along Gordon Avenue including Cheyne Cottage and White Gate School for Girls
- Larger plots in the east generated by cul-de-sac development; though relatively tightly packed which avoids low density and wasteful land efficiency

Key issues / opportunities

- Small sites intensification on 'left over' plots - green spaces with limited amenity value; and tarmac / paving on stopped up streets;
- Draw mature landscape south into streetscape through tree planting, investing in green spaces to deliver community benefit rather than unused space;
- Introduce higher density typologies along Long Elmes and mixed use densification of Chantry Place industrial park, adjacent to Headstone Lane station; and
- Densify Harrow Weald centre by repairing grain and reducing car-dominance of streetscape - taking a 'roads to streets' approach, investing in pedestrian-centric public realm and re-imagining roles of wasteful surface car parks.



Local typologies and features characteristic to Harrow Weald

WEALDSTONE

Distinctiveness - heritage and key features

- More urban in character, with grand Victorian villas and compact Victorian urban terraces common - some of the few examples in Harrow borough
- 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 Lowry Court, though parking courts are overly dominant

Key issues / opportunities

- Parade enhancement of non-designated heritage assets with group value along Harrow and Wealdstone High Street - investing in facades, stripping away unsympathetic accretions and nearby properties;
- Placemaking opportunities to improve setting of Harrow and Wealdstone Station including public realm, planting and adjacent development that responds to materiality, scale and massing of the station building;
- Enhance edge condition of Barratt Way Industrial Estate and Tudour Enterprise Park industrial land, exploring frontage and public realm improvement whilst maintaining secure edge to Cecil Road; and
- Accommodating higher density housing without having car parking dominate streetscapes, using basement parking and podiums to conceal parking and place pedestrian focus on streetscape.



Local typologies and features characteristic to Wealdstone

HARROW

Distinctiveness - heritage and key features

- Curvilinear blocks creating sweeping crescent street layouts with suburban semi-detached properties
- Generally higher densities achieved through traditional typologies including Edwardian and 1960s mansion blocks
- 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

Key issues / opportunities

- Overarching strategy with mix of typologies, scale and public realm to help improve coherence and transition between urban and suburban characters;
- Public realm and wayfinding and to better define legibility and the centre of gravity within Harrow town centre - a unified palette of materials, street furniture and signage;
- A civic and cultural strategy to help diversify the mix of uses in the town centre beyond retail and office space, challenging conceptions of how local people understand and relate to Harrow as their primary town centre; and
- Rediscovering fine grain character and frequency of active frontages that has been lost through internalised shopping centre development - adaptation of edges to reduce dominance and impact of bulk, massing and blank frontage.



Local typologies and features characteristic to Harrow

4.3 TYPICAL CONDITIONS AND OPPORTUNITIES FOR INTENSIFICATION

GROWTH AND INTENSIFICATION TYPOLOGIES

The central borough area is home to many of Harrow's most recent, large scale developments. It has a mixed character of low scale, suburban neighbourhoods with the spine road of Station Road as its seam. The urban character of Station Road will continue to be a key opportunity area for accommodating intensification.

Establishing a consistent datum along the road will help engender a more coherent sense of place along its length, though town centres should still be the principal locations for higher scale, massing and mixed uses - avoiding a relentless corridor of activity.

Suburban densification can also be accommodated in different settings, particularly when low density but falling within high PTAL areas. For example, selective plot amalgamation and introduction of mansion blocks in spacious villa blocks; or infill on garage sites or left over green spaces associated with cottage estate blocks. Relevant case studies are explore over these two pages.

Intensifying sustainable and accessible suburbs

Suburban densification is something all London boroughs are needing to consider as they seek to make better land use efficiency. There are different ways to accommodate growth, with different characters and conditions presenting different opportunities for small sites or strategic intervention. This said, one of the most important considerations is whether homes are being delivered in the right location.

In a Harrow context, areas of cottage estate blocks provides a unique mix of small sites, strategic opportunity and accessibility. The built form and planned layout of blocks leaves a number of 'left over' green spaces with limited amenity value.

A strategic review of the number of small sites across the estates could provide opportunity for intensification. A strategic approach could see some sites unlocked for much needed new homes, with others maintained and invested in as pocket parks and rain gardens - becoming a community and ecological asset.

Setting development parameters could help maintain coherence across the cottage estate and contribute to an evolution in character. The capacity study opposite illustrates how a pair of sites could be realised.

CENTRAL AREA

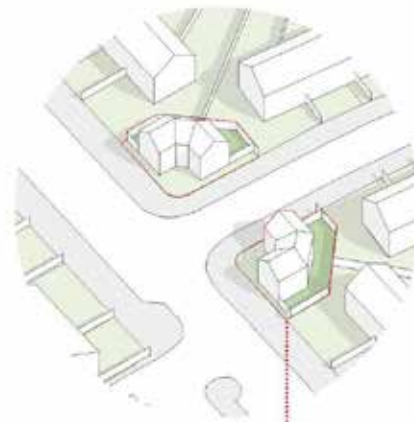
Capacity study: Infill, Cottage Estate

Block study: Town centre intensification

Typology precedents: High density residential



Example sites with little used space that could accommodate new development and help enhance the cottage estate character and legibility



Unit type mix

Unit Type	No.	% mix
2b4p	2	100%
Total	2	

Schedule of accommodation

House	Resi Units	Hab Rooms
A	1	4
B	1	4
Total	2	8



Capacity study: Infill, Cottage Estate

Block study: Town centre intensification

Intensifying town centres and parades

Town centres, parades and mixed use environments are generally suitable locations for densification. Their higher prevailing heights, mixed character and evident layering of growth means they are fertile environments used to accommodating change over time.

Prominent town centres such as Harrow Weald, Wealdstone and Harrow present numerous opportunities to make better use of land. For example:

- Reimagine the role of car parks and supermarkets. New building stock should demonstrate adaptability between uses, particularly at ground level.
- Introduce residential uses, taking care not to undermine the role of centres through loss of commercial space or frontage.
- Reinforcing the role of key routes, gently densifying plots through scale and massing addressing the street; whilst respecting the grain, particularly in historic areas.

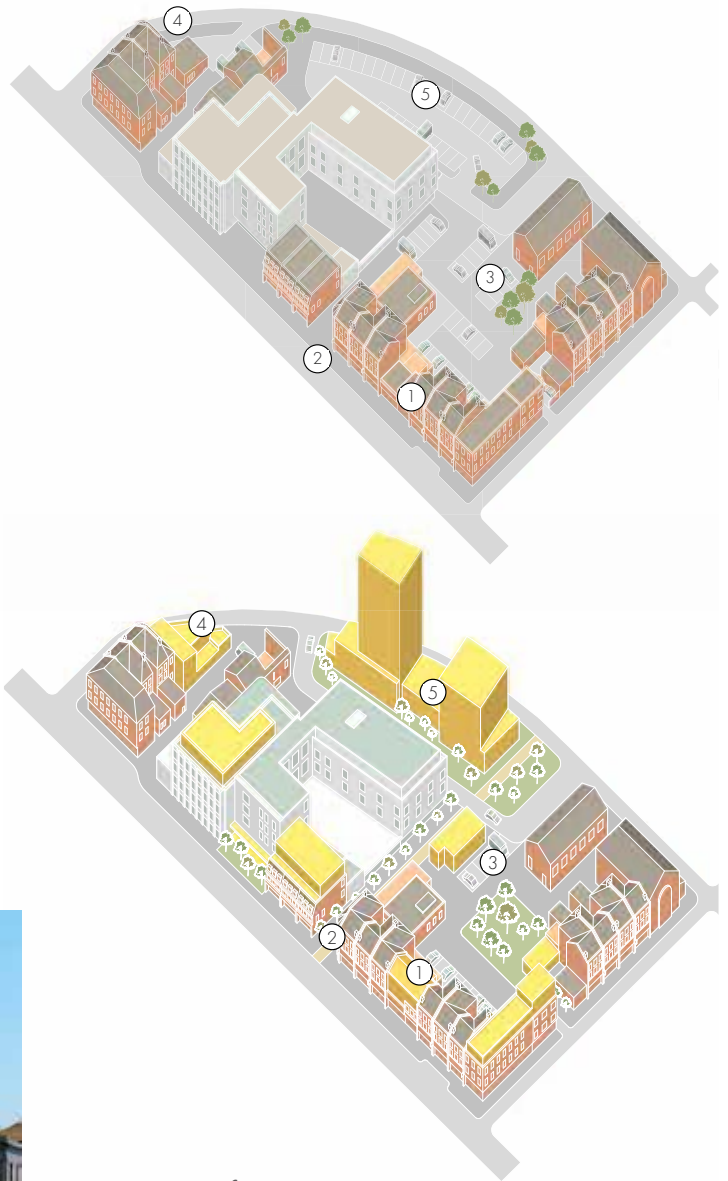


Photo: Jim Stephenson

Photo: Will Pryce

Examples of town centre intensification

Opportunities for intervention

1. Complete street frontage and reinforce a consistent datum
2. Gap in frontage could improve pedestrian permeability
3. Lack of soft landscape and open green space
4. Poorly maintained building and unattractive side elevation
5. Vacant car park sites - increasingly incompatible with centres

Top: The Green House is a retrofit scheme, adapting a derelict office block into a modern and flexible workspace. By Waugh Thistleton.

Bottom: Wellington House is a retrofit scheme which retains 80% of the original building, whilst doubling the floor space. By MATT Architecture.

4.4 APPROPRIATE TYPOLOGIES

Higher density, higher quality

Town centres are the commercial, cultural and civic hub of our communities and increasingly need to accommodate high density development. High density typologies are especially scrutinised and need to deliver quality at every stage of design and delivery.

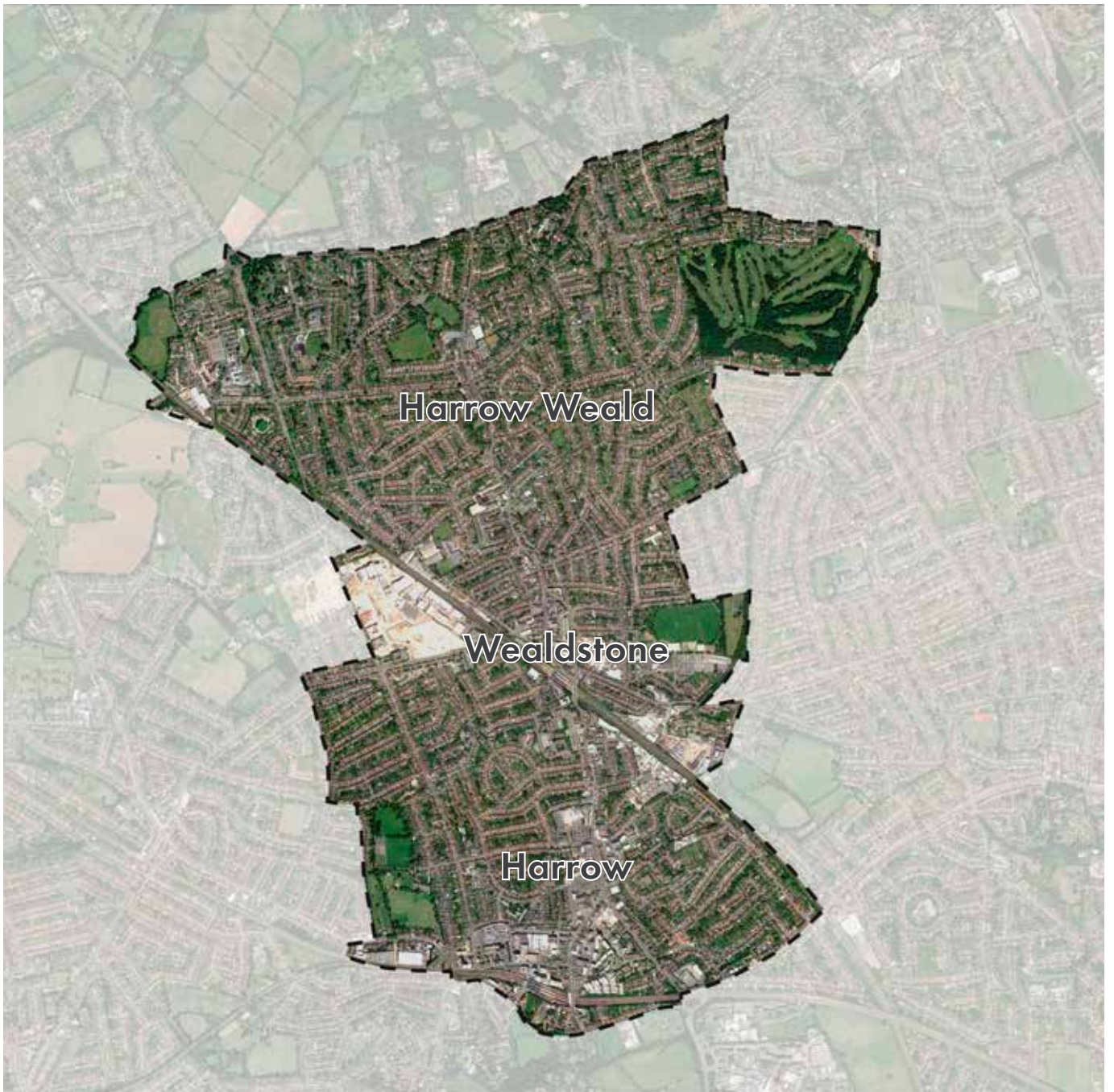
Scale and massing that responds to its context is important, using massing to mediate between existing low rise and higher proposals. Edge condition is also important, such as articulating facades through historic vernacular and planting to soften blunt edges between proposals and the public realm.

Appropriate typologies

1. 67 Southwark Street responds to the street layout by accommodating a slender 'flat iron' tower, acting as a local landmark and mediating between taller and lower scale buildings. A good example of high density, small site scheme that uses height without its massing feeling intrusive. By Allies and Morrison.
2. Safari Cinema scheme on Station Road, restoring its 1930s Art Deco facade and delivering new homes in the process - an important contribution to Harrow's townscape.
3. The Lexicon has well designed landscape and planting, offering play space and softening edges with the public realm. By EHW Architects.
4. The Lexicon scheme on the edge of Harrow town centre, providing high quality, high density homes in an accessible location. The scheme mediates well from existing 4 to 5 storey mansion blocks to 10 storeys. By EHW Architects.



Examples of appropriate typologies from across Harrow and London



Aerial image of the central borough area

4.5 CHARACTER GROWTH THEMES

Growth themes

The following priorities should be considered as part of the growth and character enhancement strategy for this part of the borough:

Improving edge condition

Investment needed in enhancing the 'blunt' edges between industrial / commercial and neighbouring residential areas. Blank frontage can provide a secure internalised boundary but is detrimental to the streetscape - being both visually unattractive and creates negative space with no amenity value.

Positive edge conditions can be achieved through introducing mixed uses and scales, achieving active frontages and a richer visual interest. The blank edges of industrial land could see the introduction of mixed commercial uses and improved public realm along their fringes. Major shopping centres could see the break down of bulk and massing to create more traditional frontages to neighbouring residential areas, as well as at-grade pedestrian crossings to overcome severance of heavy road carriageways.

Diversity green verges

Take a strategic review of green spaces to identify those that perform important green infrastructure uses and those that don't. A balanced approach should be taken to explore development opportunities on green plots of limited amenity use, whilst funding investment in pocket and linear parks to boost local engagement and participation with local neighbourhoods.

Investment could include drawing mature landscape of woodland, street trees and vegetation into the streetscape - using the landscape to bind continuity between communities. Urban character of Station Road could see SuDS development to soften the street.

Gentle suburban densification

Maximise small site densification to enhance the efficiency of suburban blocks, such as land assembly of garages within blocks; infill of 'left over' land and stopped-up vehicular routes; securing edges to blocks with 'leaky' and poorly defined corners and edges; and small vertical extensions at commercial parades.

A strategic review of cottage estate blocks should be taken to understand where opportunities may exist for small site densification. A coherent strategy will be needed here - demonstrating how modern typologies and design can competently reimagine the cottage estate character. Agreeing parameters for development across multiple sites will avoid denigrating the overall continuity of the cottage estate.

Managing setting and placemaking

Taking a fresh look at statutory and non-statutory heritage assets and the role they play in placemaking, identity and community cohesion. Develop placemaking strategy for under-valued heritage assets and their setting to create a stronger sense of gravity e.g. adaptive reuse of assets; public realm design; retrofitting, renovating and extending assets housing complementary proposals that expand civic and cultural role. Potential sites could include Wealdstone town centre parades, Harrow and Wealdstone Station, Safari Cinema etc.

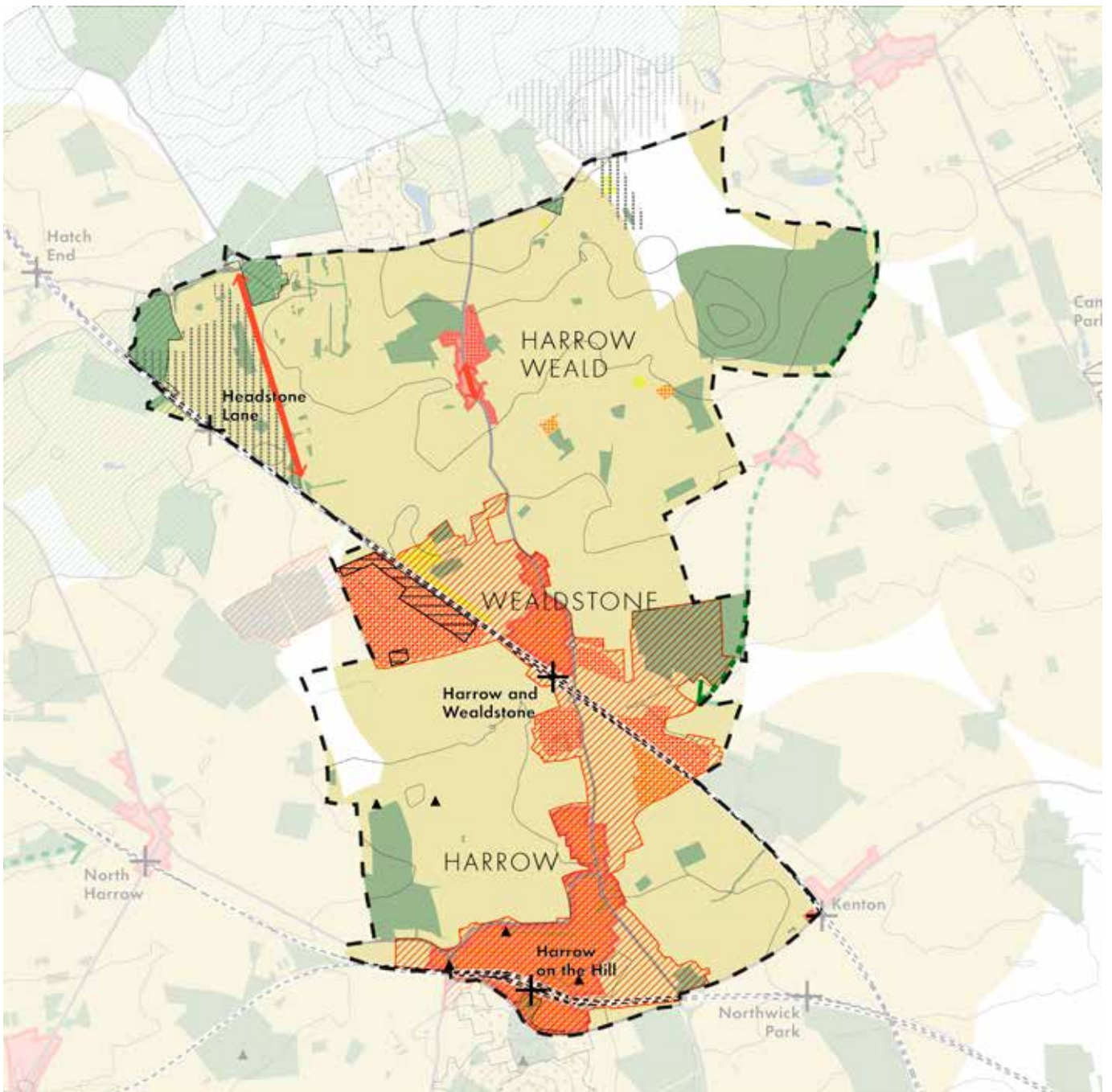
Take off and landing points

Strategic review of major road and rail infrastructure and the condition of 'take off and landing' points to understand how the built environment could be stronger at these points, reducing the severity of these environments - namely for pedestrians and cyclists. Could be opportunity to introduce tall buildings and high quality public realm and landscape that overcomes severed communities.

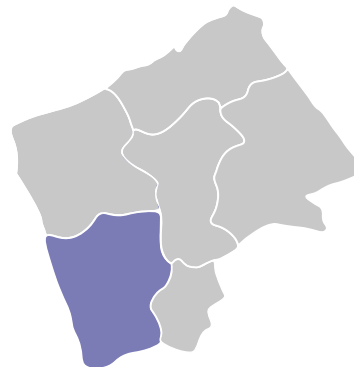
KEY

- ⬤ Borough area boundary
- + Station
- ▲ View point
- Railway line
- Green space
- ▨ Green Belt
- Conservation Area
- Centre
- Parade

- ➔ Green Corridor
- ➔ Corridor intensification
- Place intensification - reinforce character
- Place intensification - repair character
- Place intensification - reimagine character
- 800m from station or centre
- ▨ Strategic Area for Regeneration
- ▨ Strategic Industrial Location
- ▨ Opportunity Area
- ★ Opportunity for green space frontage



5 AREA 2: SOUTH WEST

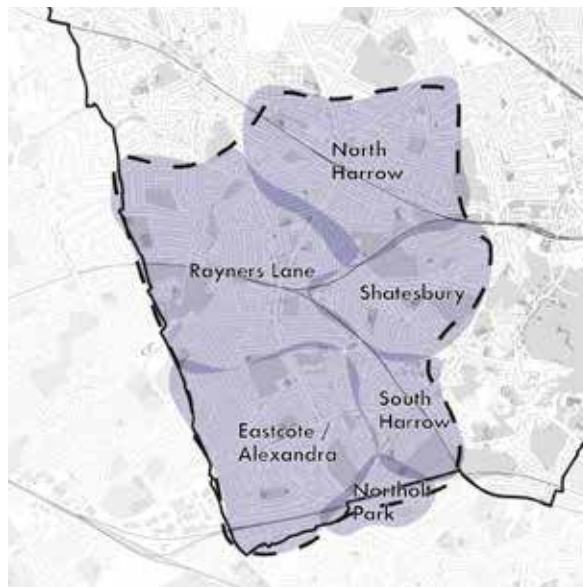


5.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

The south westerly part of the borough contains six separate neighbourhoods each with varying character. However, the overall character of this borough area is more consistent than for others in the borough, with a predominantly suburban sense of place. The western neighbourhoods of Rayners Lane and Eastcote/Alexandra begin to look west to Ruislip in LB Hillingdon. The Yeading Brook and The Roxbourne provide green /blue corridors running through the west of the borough area.

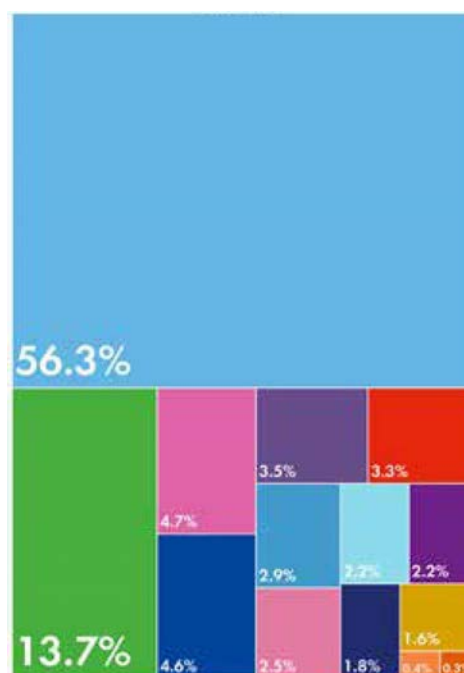
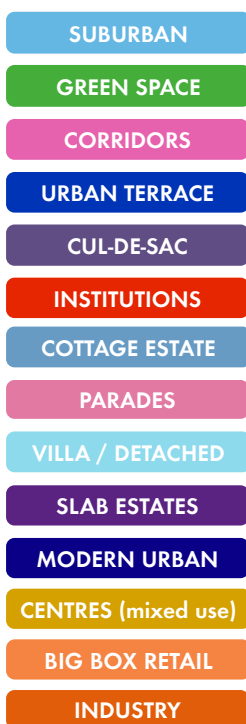
Many neighbourhood areas developed following arrival of rail stations on the Metropolitan Line and District (later Piccadilly) Lines such as those at North Harrow, Rayners Lane and South Harrow. Part of the borough growth boom between the 1920s and 1940s, these spacious neighbourhoods looked to the stations and related substantial shopping parades as their focus. At the southern point of the borough, Northolt Park on the Chiltern line has a similar yet less pronounced relationship with surrounding residential streets. Rayners Lane has seen significant redevelopment in recent years, with former estates replaced with terraced housing, townhouses and apartment blocks since the early 2000s.



The six neighbourhoods that comprise the south west borough area, connected by Alexandra Avenue and Rayners Lane

Rail infrastructure separates and provides clear boundaries to neighbourhoods and this is particularly the case for the Shaftesbury neighbourhood, sandwiched between the Piccadilly and Metropolitan lines. This neighbourhood is perhaps the most mixed of the south west borough area. It contains late Victorian and Edwardian terraces, typical short runs of 1930s terraced housing, 1980s townhouses, the point blocks of Grange Farm Estate, industrial and retail park space and substantial areas of open space and sports pitches. Rather than a station based commercial centre, local shops are found at the 'set piece' Shaftesbury Circle.

Eastcote/Alexandra is not served by a station and associated parade. Predominantly 1930s terrace housing instead looks to Eastcote Lane shops as a local centre, with the wide Alexandra Avenue and mansion blocks a defining feature of the neighbourhood.



Above: Diagram illustrating the relative proportion of each typology found in the east borough area
Left: Prevalent typologies found in order from most common (top) to least common (bottom)

Key analytical plans

The following plans illustrate key components of physical, historic, natural, and demographic characteristics in the central borough area.

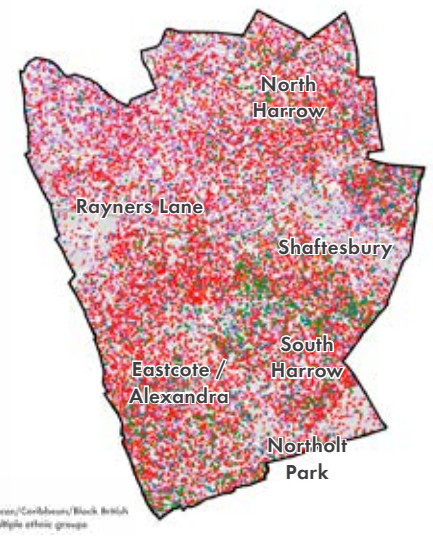
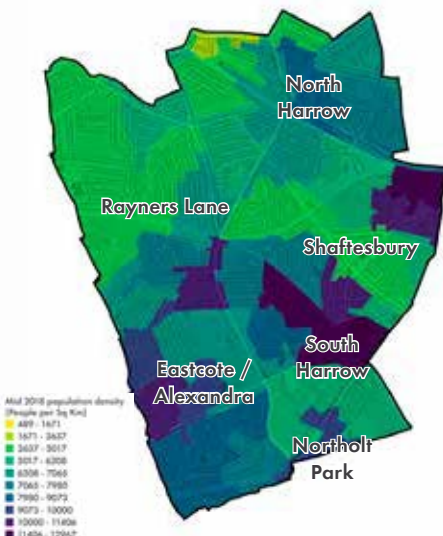
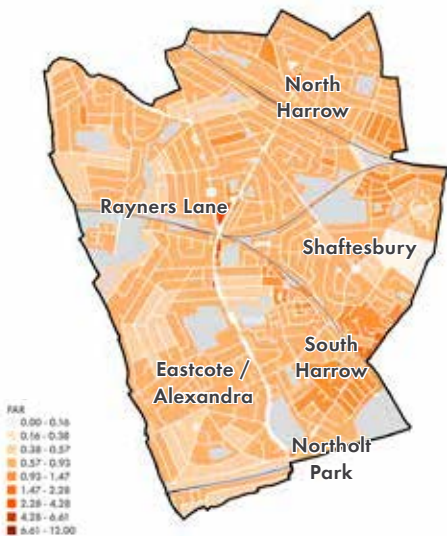
- | | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
1. Figure ground
 2. Natural character
 3. Heritage
 4. Built density (FAR)
 5. Population density (ppsqkm)
 6. Ethnicity



Diagram illustrating the relative proportion of each typology found in the central borough area

The even distribution of substantial parks and the Yeading and Roxbourne waterways.

There is very little registered heritage in this area, with conservation areas at Rayners Lane station parade and West Towers. A number of quality Art Deco buildings exist in this area, reflecting unique heritage.



Built density is consistently low across widespread rectilinear suburban blocks. This increases in Rayners Lane, North Harrow and South Harrow town centres though there could be potential for increases densities in these locations, making best use of available infrastructure and services.

Population density levels are highest in the post-2000 developments between Rayners Lane and South Harrow; the northern part of Shaftesbury and in cottage estate maisonettes along Eastcote Lane.

Population density is reflected in the strong ethnic mix in this part of the borough. Parts of South Harrow and Shaftesbury see the strongest concentrations of Black / African / Caribbean / Black British residents in the whole borough. Opportunity to understand the unique needs of people in this area and tailor regeneration agenda accordingly.

5.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

NORTH HARROW

Distinctiveness - heritage and key features

- Sizeable villas and urban terraces near Harrow Recreation Park. A greater proportion of pre-Metroland buildings in this area
- St George's Church and St Alban's Church Grade II Listed and of substantial scale within residential neighbourhoods
- Pinner Court on the northern edge, distinctive 1930s art deco mansion block with white render and green Crittal windows
- Yeading Brook runs through the area and there is good access to Headstone Manor and its open spaces

Key issues / opportunities

- Intensification opportunity on Station Road/Pinner Road corridors by North Harrow Station
- Cambridge Road car park possible development opportunity at North Harrow centre
- Small open spaces lack play equipment/planting and could be improved to support existing and new residents better
- Possible backlands opportunities within large blocks - this has taken place already at some locations



Local typologies and features characteristic to North Harrow

RAYNERS LANE

Distinctiveness - heritage and key features

- Yeading Brook and a chain of green spaces along the western edge of the neighbourhood
- Rayners Lane parade CA, Rayners Lane station and Grade II* Ace Cinema are stand out heritage features
- The rail viaduct with open arches running through the eastern part of neighbourhood
- West Towers CA in the west of the area has semi-detached Metroland homes with significant craft detailing

Key issues / opportunities

- Improve access/signage to the Yeading Brook and its associated open spaces
- Intensification and possible conversion of office buildings along Imperial Drive - this has been achieved with some buildings
- Possible intensification of cottage estate layouts with 'left over' green space, such as on Rayners Lane
- Backland development and car park development opportunities at Rayners Lane centre
- Recent development along the south of the Piccadilly rail line has very high ppsqkm with relatively low PTAL levels and could result in overcrowding



Local typologies and features characteristic to Rayners Lane

SHAFTESBURY

Distinctiveness - heritage and key features

- Mix of residential and block types = perhaps the most mixed part of this borough area
- Large area given over to Harrow School cricket pitches - very green but much of this is private and inaccessible
- Roxeth Farmhouse (Grade II) set between the pitches is an attractive heritage asset.
- St Peters Church in Sumner Road (Grade II) another substantial church set within a residential street
- Rail viaduct runs through southern edge, with businesses occupying arches

Key issues / opportunities

- Redevelopment of Grange Farm estate with initial plans already underway
- Activation of rail arches and establishing a continuous route alongside this
- Shaftesbury Circus intensification - possible backland development of spacious parking courts and garage areas
- Possible intensification of deeper block cottage estate/1930s areas
- Possible longer term redevelopment of cul-de-sac areas that make inefficient use of space



Local typologies and features characteristic to Shaftesbury

5.3 TYPICAL CONDITIONS AND OPPORTUNITIES FOR INTENSIFICATION

GROWTH AND INTENSIFICATION TYPOLOGIES

The larger centres of Rayners Lane, South and North Harrow provide important opportunities to deliver growth in these sustainable locations. These centres are connected by a series of corridors that, due to their accessibility and more varied character as a result of their evolution, provide important locations for intensification. Beyond the centres and corridors, this area of the borough has a relatively consistent scale and typology.

The consistent nature of the suburban streets and the scale at which areas were developed, means that there are a limited number of sites left to deliver homes. Clever interventions through infill within existing residential neighbourhoods will help to deliver homes in keeping with the existing character. Estate regeneration, particularly to the south of this area, will also be an important tool in improving the character and quality of these neighbourhoods. This page sets out some case studies for how this has been successfully achieved and could be done in the future.

Intensifying corridors and enhancing character

This part of the borough has a number of key corridors that are sustainable and appropriate locations for growth. This case study looks at a potential example of a space between two apartment blocks which could help to deliver new homes.

There is a strong building line along the road and the massing of the diagram continues this. The diagrams illustrate a three storey apartment block that is a car free development with bin and bike stores on the ground floor. The ground floor apartments benefit from a private garden, with the upper storeys having generous balconies facing the allotments.

There are no overlooking issues to the buildings opposite. There is a small bathroom window on the adjacent building which faces into the site and a rights to light agreement may need to be put in place to bring forward this development. There is potential for a fourth storey with a set back and a terrace, this could be incorporated within a pitched roof.

Development such as this would help to strengthen the continuity and building line along the corridor, delivering appropriately scaled growth in keeping with the adjacent character, in a sustainable location.

SOUTH WEST AREA

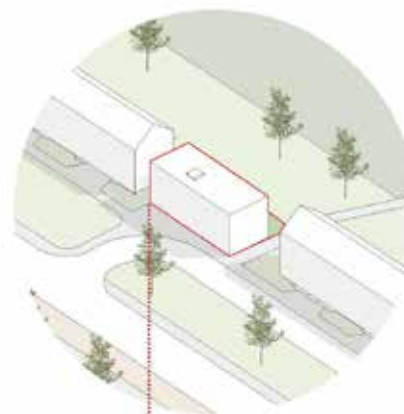
Capacity study: Infill, Corridor

Block study: Suburban intensification

Typology precedents: Art Deco, Metroland, Suburban



Example site of under used lawn with little role or function. Development could provide frontage to the movement corridor and cross fund improvements in local green space



Unit type mix

Unit Type	No.	% mix
2b4p	6	100%
Total	6	

Schedule of accommodation

Unit Type	Resi Units	Hab Rooms
2b4p	6	18
Total	6	18



Capacity study: Infill, Corridor

Suburban block intensification

Existing suburban areas can prove challenging in terms of the potential for change, given their incredibly consistent prevailing character. The adjacent diagrams illustrate some potential interventions which can be achieved sensitively to deliver both new and extended homes. See opportunities annotated opposite.

Internal block intensification

Deep blocks in the south west suburban neighbourhoods of the borough could support mews style interior infill, such as achieved at Copper Lane co-housing close to Newington Green in Hackney, by Henley Halebrown. Photographs below.



Example of suburban interior block intensification

Block study: Suburban intensification



Opportunities for intervention

1. Vacant corner sites - infill and replace garage with a more dense typology which could include flats that respect the neighbouring scale and massing
2. Deep plots with large gardens - new access through redevelopment of plot ii deliver mews infill that avoids overlooking and respects the low scale setting
3. Wide plots on long curved corners - potential to replace with more dense typology of flats that respects existing context alongside single garden home
4. Large building envelopes and profile provide opportunity to replace
5. Retrofit buildings to create more habitable space
6. Infill development that respects the existing building line

5.4 APPROPRIATE TYPOLOGIES

Appropriate typologies

1. West Towers Conservation Area. An area of semi-detached housing developed in the 1930s with craft detail, which could be used as part of future design guidance.
2. Art Deco influences. As at Rayners Lane, the architecture of Hounslow's Bus Garage is art deco in style, which has been reflected in the architecture of the new adjacent development at Charter Place.
3. Existing and future estate regeneration. Rayners Lane Estate regeneration (below) has created successful new neighbourhoods that are integrated into the surrounding context. Redevelopment plans for Grange Farm (right) provide the next step in the estate regeneration story for this part of the borough



Examples of appropriate typologies from across Harrow and London



Aerial image of the south west borough area

5.5 CHARACTER GROWTH THEMES

Growth themes

The following priorities should be considered as part of the growth and character enhancement strategy for this part of the borough:

Corridor intensification

Key commercial corridors close to rail stations present opportunities for both intensification and adaptation of existing buildings. On Imperial Drive close to Rayners Lane station, former office buildings can be replaced or adapted as residential or mixed-use blocks to intensify this area and make good use of the proximity to shops and services. At South Harrow, Northolt Road has seen development of substantial residential buildings which sit close to two-storey terraces. New buildings should mediate between these scales and create a more coherent character. And by Northolt Park station, low parades can be intensified to signal the location of the station and make use of accessibility. Alexandra Avenue is residential but can accommodate new mansion blocks in gaps between existing buildings, that can enhance the existing character.

Repair and intensify town centres

Scope exists for intensification at North Harrow and South Harrow town centres following an assessment of car parking needs. This could help repair breaks in street frontage and address 'backland' areas that currently feel unsafe. Cambridge Road car park at North Harrow; and the bus station, Pentax House and the former rail station at South Harrow, could each help to establish a greater urban intensity and sense of a commercial hub for these centres.

Estate regeneration

This borough area has already seen renewal of estates with a series of new development between Rayners Lane and South Harrow, at Tanquil Lane and Scott Crescent. Further opportunities exist to replace Grange Farm Estate, which can establish homes fronting streets and improve connectivity in the local area.

Internal block intensification

LB Harrow has typically resisted intensification within the interiors of existing blocks, in order to

retain back garden space and associated benefits. However, the GLA has shifted the policy approach to block intensification and some of the more spacious neighbourhoods with blocks of depth of 70m or above and with hard standing access to rear areas can present opportunities to create family homes in a green setting which do not significantly decrease the balance of private green space in the borough.

15-minute sustainable neighbourhoods

Each of the areas is defined by their association to a centre or parade that forms a clear middle to each neighbourhood. This parade or centre provides an important node of services for local residents and an important visual variation to the surrounding context. A review of the services each centre provides will help to identify any gaps to enhance the sustainability of each neighbourhood. Walking and cycling routes to each centre from the surrounding context should also be carefully reviewed. Each centre has a number of small opportunities - for infill development - to help meet any identified need and further enhance the parades as more significant nodes and opportunities to provide greater variation in character.

Green/blue ribbons and networks

The borough area has a good distribution of green spaces, recreation grounds and waterways, with the Yeading and Roxbourne meandering by residential streets and through green spaces. To better support local residents, particularly in neighbourhoods that have seen intensification or will do so in future, links, connections and signage between green spaces and at key gateways should be improved. Opportunities to enhance biodiversity should also be explored.

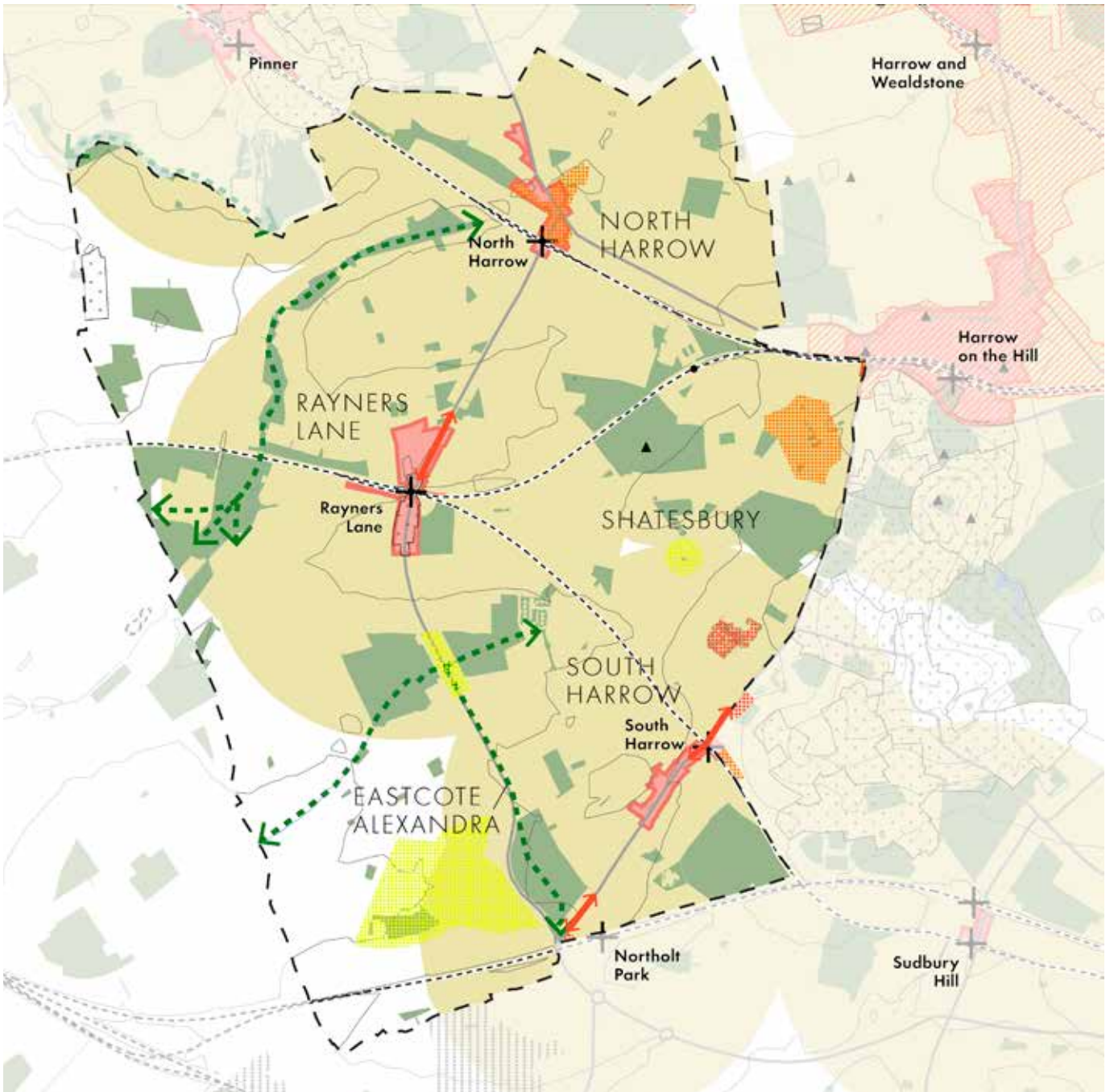
Design guidance for suburban typologies

The neighbourhoods of North Harrow, Eastcote/Alexandra and Parts of Rayners Lane have a consistent suburban quality. Design guidance that sets out the important features that have a positive impact in the character of these areas should be promoted to residents including the value of green front gardens, appropriate roof extensions and porch alterations. West Towers could provide a useful precedent and guide for future adaptations or reinterpretations.

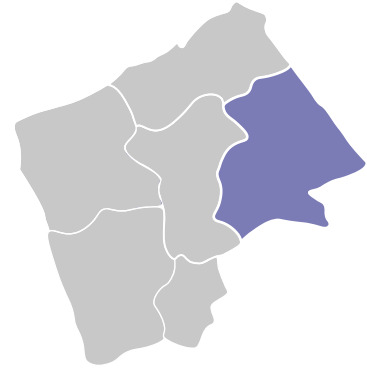
KEY

- Borough area boundary
- Station
- View point
- Railway line
- Green space
- Green Belt
- Conservation Area
- Centre
- Parade

- Green Corridor
- Corridor intensification
- Place intensification - reinforce character
- Place intensification - repair character
- Place intensification - reimagine character
- 800m from station or centre
- Strategic Area for Regeneration
- Strategic Industrial Location
- Opportunity Area
- Opportunity for green space frontage



6 AREA 3: EAST

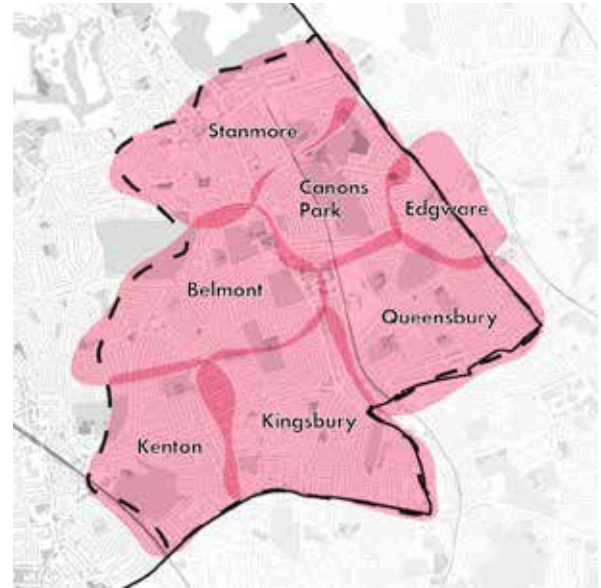


6.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

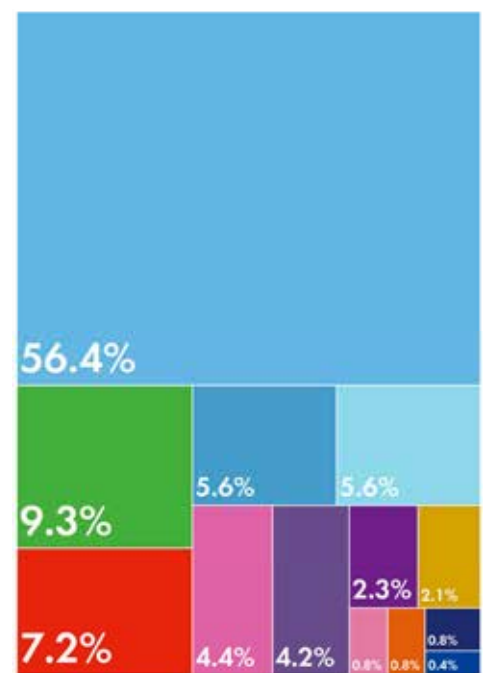
This is the most easterly borough area and contains seven separate neighbourhoods - each with a distinctive character and sense of place. There is an overall shift in character from a lower density to the north of the area, shifting to a tighter suburban grain to the centre and west of the area, feeling more urban towards Edgware to the east.

The neighbourhoods of Belmont, Kingsbury, Queensbury and Kenton were all developed during the growth-boom in the borough between the 1920's-40s. Each are defined by their association to a local centre or parade that forms a clear middle to each neighbourhood. These centres stand out in both scale, form and use from their surrounding context of consistent short terraces and semi-detached residential streets. The southern boundaries of Kenton and Kingsbury are defined by the corridor of the A406, and along with Queensbury, each have a tube station that is location just over the borough boundary into Brent. This relationship south will have an important impact on the functioning and structure of each of these places.



The seven neighbourhoods that comprise the east borough area, defined by long sinuous spine routes including Honeypot Lane, Marsh Lane and Kenmore Avenue

Other neighbourhoods including Stanmore, Canons Park and Edgware are associated with historic parts of the borough and each have a very distinctive character. The A5 forms the eastern boundary of the area, and the boundary to the borough. A neighbourhood has been defined at Edgware with the centre part of a wider town centre that stretches into Barnet. This is a very old route and still provides an important role in terms of its access and spine of varied land uses.



Above: Diagram illustrating the relative proportion of each typology found in the east borough area
Left: Prevalent typologies found in order from most common (top) to least common (bottom)

Key analytical plans

The following plans illustrate key components of physical, historic, natural, and demographic characteristics in the central borough area.

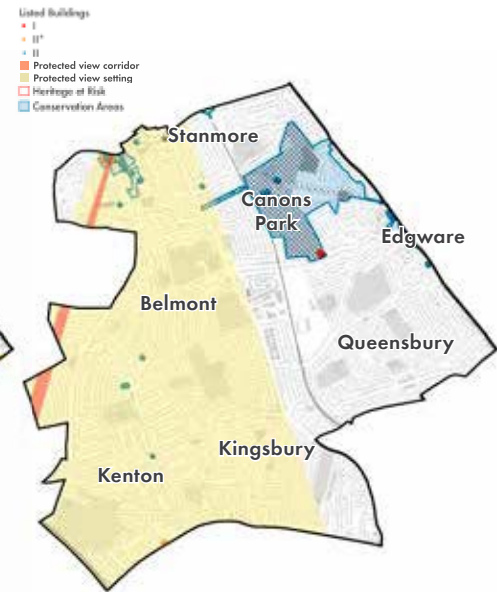
- | | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
1. Figure ground
 2. Natural character
 3. Heritage
 4. Built density (FAR)
 5. Population density (ppsqkm)
 6. Ethnicity



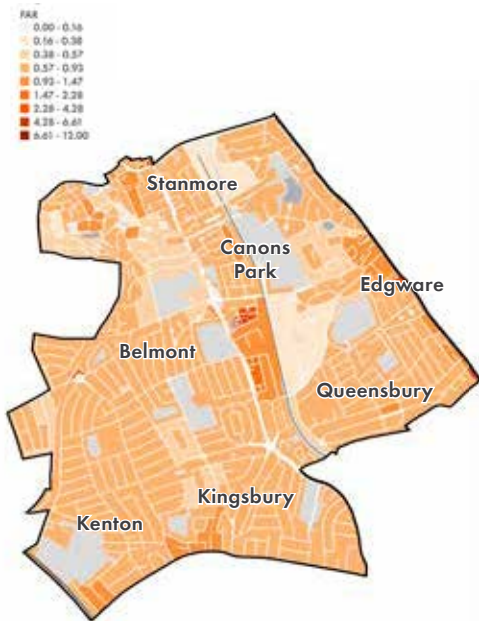
Diagram illustrating the relative proportion of each typology found in the central borough area



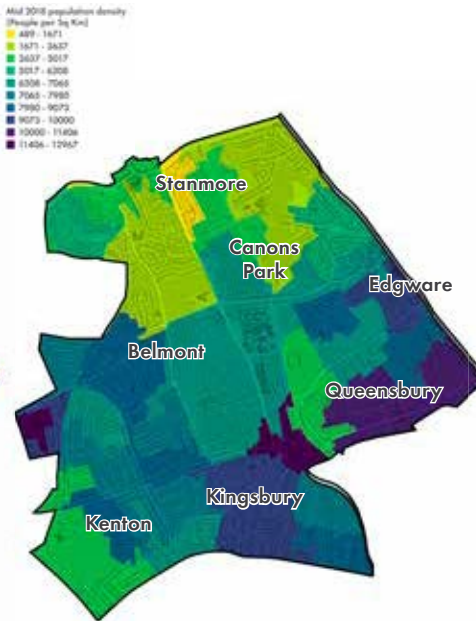
shows the extent of green space with larger areas in the northeast, and the gently decreasing topography that drops away to the south



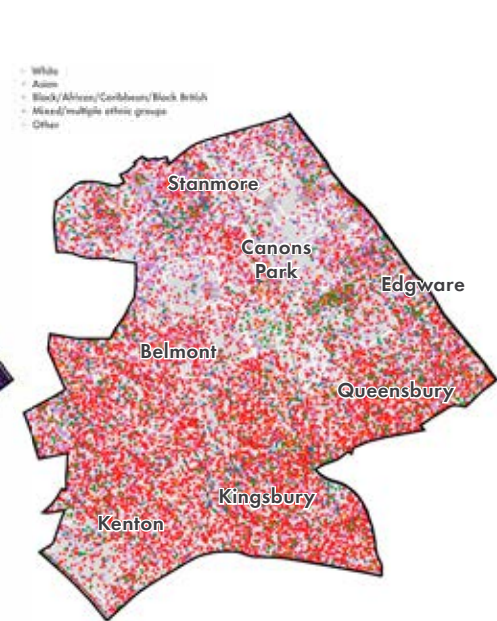
A conservation area provides protection for the former estate character at Canons Park.



Generally a consistently low built density reflecting the suburban typologies found across the borough area, this increases around land in industrial use on Honeyport Lane.



Generally one of the most densely populated parts of the borough, the area has a shifting population density that is lower in the north than the south



The most ethnically diverse part of the borough, with Harrow's asian population predominant and widespread.

6.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

STANMORE

Distinctiveness - heritage and key features

- The most significant centre on the eastern side of the borough - an important cluster of retail, leisure and employment. Education institutions on the edge of the centre provide important footfall. The centre steps up in scale and density compared to its context.
- St John's Church marks the historic village centre on Uxbridge Road/Old Church Lane connecting this character north into Clamp Hill.
- Attractive art deco influences around the station and Kerry Avenue.
- Generally a neighbourhood that is more mixed in age and typology than other suburban neighbourhoods.

Key issues / opportunities

- Further opportunities for development on the surface car park and tube line corridor at Stanmore station. Opportunities to better improve the quality of the route and sense of connection to the town centre.
- Within Stanmore town centre - 'one block back' intensification opportunities - behind parades, through additional storeys and surface car parking.
- London Road and the A5 as the key intensification corridors for redevelopment alongside public realm enhancements.
- Some potential for infill opportunities within Garden City style estates and redevelopment of large plots.



Local typologies and features characteristic to Stanmore

EDGWARE

Distinctiveness - heritage and key features

- One of the oldest routes in the borough which gives a distinctiveness as a result of the variety in age, style and scale of buildings.
- A conservation area protects a small part of the high street and some of the oldest surviving buildings in Edgware, with timber framed buildings dating from the 16th to 18th centuries and a mid-Victorian terrace on Whitchurch Lane.
- An important eastward/out of borough relationship, with the wider Edgware town centre in Barnet. The route provides an important and accessible spine of uses - retail, leisure and employment.
- A much more varied range of residential typologies than the other neighbourhood within this borough area - suburban semi-detached, terraces, modern flats and post-war mansion blocks.

Key issues / opportunities

- Opportunities to reimagine the A5 corridor - to continue the process of renewal and increase the scale at key junctions to balance the width of the route. This increase in density is appropriate in this accessible location, provided alongside public realm improvements and prioritisation of sustainable modes.



Local typologies and features characteristic to Edgware

CANONS PARK

Distinctiveness - heritage and key features

- A neighbourhood structured around the former parklands estate and the generous green open space associated with this.
- Mature trees within the former landscaped estate are of a high value and a key part of the areas identity. Newer development also has a leafy character.
- Spacious detached and semi-detached suburban properties on generous plots with wider and organic street patterns.
- Stanmore Place as an example of higher density new residential developed with a leafy character and elements of formal set pieces. An 'Innovation Centre' within the estate successfully mediates between the new residential and the industrial estate to the south.

Key issues / opportunities

- The area has a stable and consistent character with relatively few intensification opportunities.
- Some potential along the corridors of Marsh Lane and the A5 at the boundaries of the neighbourhood for infill and intensification.
- Future enhancement of Canons Park tube, potential redevelopment of adjacent sites including the car park and improvements to the parade of shops should be supported



Local typologies and features characteristic to Canons Park



Canons Park neighbourhood - a green and leafy character with grand set-pieces in both new and old areas of the neighbourhood

KENTON

Distinctiveness - heritage and key features

- Very consistent in suburban character - almost entirely a semi-detached housing typology.
- Some larger blocks to the south east of the neighbourhood with very large gardens.
- Kenton Recreation Ground and Byron Park provide generous areas of green space.
- Small parade of shops on Kenton Lane with the district centre at Kenton Road proving shops and services in the area.

Key issues / opportunities

- Opportunities along Kenton Road to repair, intensify and improve the quality of this route.
- Opportunities to activate the edges of larger green spaces to improve safety and overlooking around Kenton Recreation Ground



Local typologies and features characteristic to Kenton

KINGSBURY

Distinctiveness - heritage and key features

- Kenton Road and Honeypot Lane as the boundaries of the neighbourhood which also form corridors of mixed use. Local parades along these routes step up in scale and form distinctive centres.
- Two predominant housing typologies - suburban neighbourhoods with semi-detached and short terraces of homes. A large area of Cottage Estate typology delivers streets with set-pieces of green space

Key issues / opportunities

- Repairing and intensifying along key corridors - Honeypot Lane and Kenton Road
- Queensbury Park and Centenary Park provide green space but with little overlooking and active edge which could be improved
- Garden City typology - opportunities for infill and intensification



Local typologies and features characteristic to Kingsbury

QUEENSBURY

Distinctiveness - heritage and key features

- Most significant centre and station to the south of the borough boundary but an important destination for the local area. Mollison Way parade within the borough and within very close proximity.
- Very consistent in suburban character - almost entirely a semi-detached housing typology with some short terraces. Some very large plots with large gardens and lanes access.
- Grain of the area broken down by large campus environment with elements of private open space.

Key issues / opportunities

- Opportunities to activate the edges of larger green spaces to improve safety and overlooking
- Consider how larger plots with lanes access could be successful intensified when homes are extended or redeveloped.



Local typologies and features characteristic to Queensbury

BELMONT

Distinctiveness - heritage and key features

- Very consistent in suburban character with a slightly lower density compared to the neighbourhoods to the south - some detached but mainly semi detached homes with larger gardens and a more organic and sweeping street pattern.
- No tube station but Belmont Circus as the clear centre of the neighbourhood with a significant increase in scale and mix of uses compared to its context.

Key issues / opportunities

- Potential for intensification around Belmont Centre - infill, rear sites and upward extension of existing parades.
- Improvements and infill along Honeypot Lane to the eastern boundary.



Local typologies and features characteristic to Belmont

6.3 TYPICAL CONDITIONS AND OPPORTUNITIES FOR INTENSIFICATION

GROWTH AND INTENSIFICATION TYPOLOGIES

Outside of the allocated town centres, this area of the borough has a relatively consistent scale and typology. This can make successful new development more challenging in that it needs to balance the challenge of being suitable within this prevailing suburban character, whilst delivering much needed new homes.

The consistent nature of the suburban streets and the scale at which areas were developed, means that there are a limited number of sites left to deliver homes. Clever interventions to existing parades, at the edges of campuses or employment sites, along accessible corridors and through sensitive infill within residential neighbourhoods will all help to deliver homes in keeping with the existing character. This page sets out some case studies for how this has been successfully achieved and could be done in the future.

Intensifying parades

The east of the borough is characterised by small parades that serve the local community. Many of these parades offer opportunities to enhance the existing offer and deliver new development in an area well served by existing services, whilst improving the character and quality of the location. This case study site is at the rear of a retail parade with residential units above and is currently occupied by a car park and access to back of the commercial units.

The illustrative approach for this site is to provide a mixture of family sized houses and a small apartment block. In order to develop this site the back end of the commercial units should be re-configured and ductwork exhausts directed away from new homes. The 4 houses sit on the eastern end of the site, with rear gardens extending to the boundary. The apartment block is three storeys with a set back on the upper level to reduce its impact. The overlooking within the development will need to be addressed with window placement, orientation and detailing. The ground floor units benefit from a private garden, with the upper units having balcony/terrace spaces.

Access to the rear of the retail parade is maintained with a number of the existing parking spaces re-provided, but a new shared surface ground covering is introduced to soften the public realm.

EAST AREA

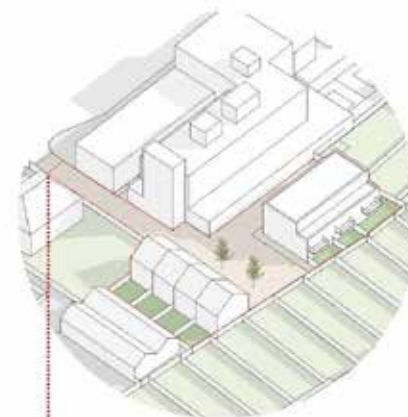
Capacity study: Infill, Parade

Block study: Industrial and corridor intensification

Typology precedents: Corridor, Campus, Internal block



Example site of a backland site behind a shopping parade. Currently used as surface car parking, residential infill could provide new homes and secure the edge of adjoining gardens



Unit type mix

Unit Type	No.	% mix
3b5p	4	33%
2b4p	6	50%
1b2p	2	17%
Total	12	

Schedule of accommodation

House	Resi Units	Hab Rooms
3b5p	4	20
2b4p	6	18
1b2p	2	4
Total	12	42

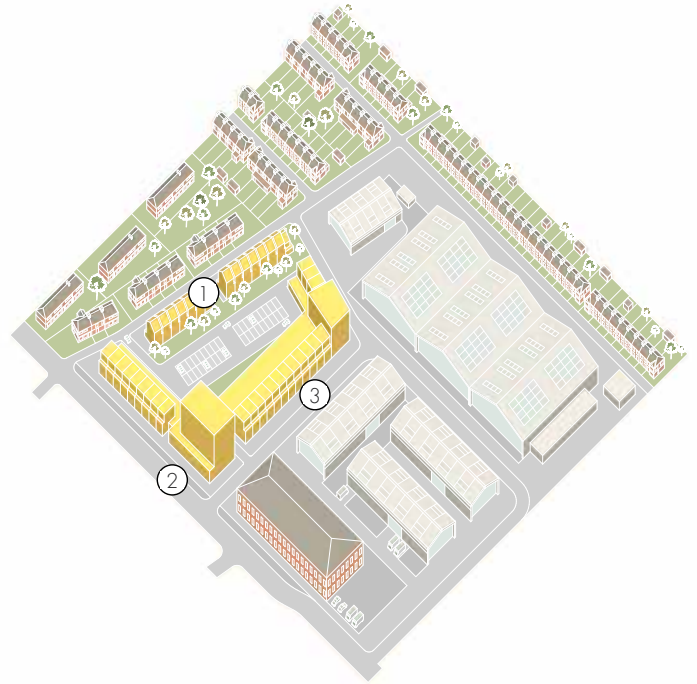
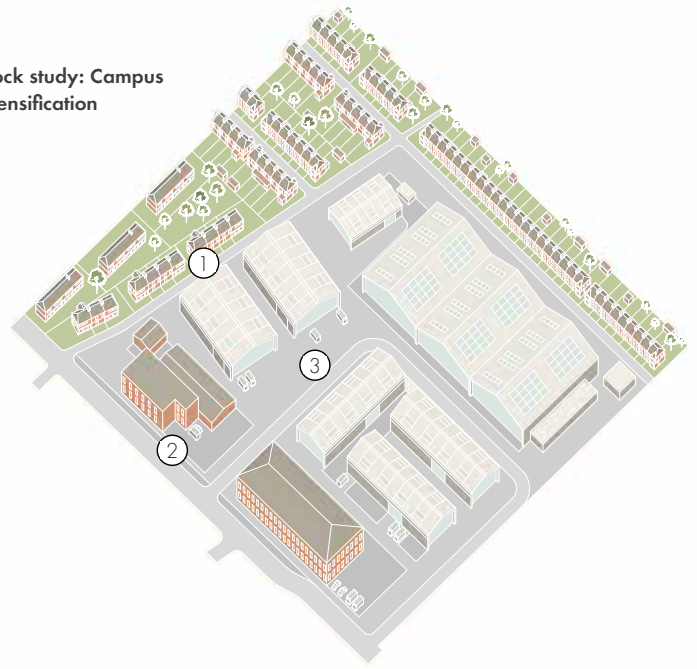


Capacity study: Infill, Parade

Intensifying Campus environments

The typology mapping for this area of the borough shows a number of larger campus environments including along Honeypot Lane and also to the edge of the centre of the borough. These are generally employment uses, but leisure and school campuses also exist. Opportunities should not necessarily be about changing the use but about improving these areas as better neighbours to their context. The diagrams to the right illustrate a before and after to illustrate a number of potential improvements.

Block study: Campus intensification



Example of campus intensification at Stanmore Place, Canons Park

Opportunities for intervention

1. An existing blank edge condition along a minor side street facing existing homes is transformed by delivering a matching typology to repair this street. New terraces face existing homes to provide front doors facing the street and complete these street.
2. Existing employment uses are set back from the street creating a lack of activity and large areas of tarmac. New development provides a new block that addresses the street edge, with service areas behind. The scale of buildings step up at the corner of the plot to deliver residential units at this point.
3. The new block is completed with large spaces at ground floor that replace the existing employment space. These buildings could still be entirely employment in use, or have new residential units stacked above employment uses at ground.

6.4 APPROPRIATE TYPOLOGIES

Delivering new homes within a residential block

Some of the larger residential blocks within the suburban neighbourhoods have slivers of under used land and access via secondary lanes. This sensitive scheme delivers a new home on an under used area within a perimeter block of existing homes. The scheme is carefully designed to maximise light and minimise overlooking and impact on existing homes

1. Kings Grove, Morris + Company



Delivering new homes within a residential block

The A5 corridor is a key route running along the edge of the borough. Other more minor corridors include Honeypot Lane, Kenton Road, Marsh Lane and London Road. Due to the enhanced accessibility of these routes, they provide sustainable locations for growth. Often these routes are wider and could therefore benefit from development of a more significant scale to balance the width of tarmac.

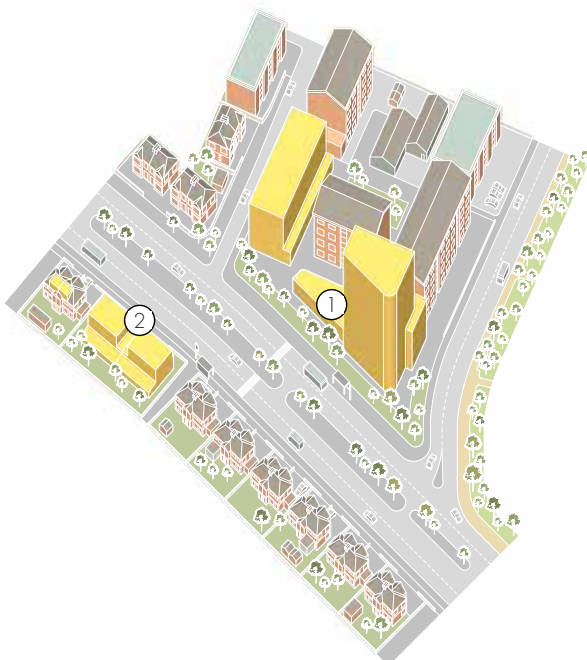
Yellow blocks on the adjacent plan illustrate the opportunity for taller elements to face these routes at key junctions (1) and for the redevelopment of existing larger plots to deliver new apartments that step up in scale (2) whilst are still in keeping with their neighbours.



Top: Kings Grove infill within a perimeter residential block
Bottom: Site before - unused area between gardens



Stepping up in scale along the A5 corridor on the Brent side





Aerial image of the east borough area

6.5 CHARACTER GROWTH THEMES

Growth themes

The following priorities should be considered as part of the growth and character enhancement strategy for this part of the borough:

Reimagining the A5 corridor

The A5 forms the eastern boundary of this area and is one of the oldest routes in the borough which gives a distinctiveness as a result of the variety in age, style and scale of buildings. Opportunities exist to continue the process of renewal and increase the scale at key junctions to balance the width of the route. This increase in density is appropriate in this accessible location, provided it occurs alongside public realm improvements and prioritisation of sustainable modes to help reduce the negative impact of vehicular traffic. Other more minor corridors within the area such as Honeypot Lane, Kenton Road, Marsh Lane and London Road should be enhanced in a similar way to a scale which is appropriate for the individual character of the corridor.

Enhance and strengthen historic Stanmore

Stanmore is the most significant centre in this area of the borough. Development opportunities exist to intensify the centre that complement and enhance the existing character whilst making the most of the significant opportunities. This includes 'one block back' intensification opportunities - behind parades, through additional storeys and surface car parking. Further opportunities for development on the surface car park and tube line corridor at Stanmore station should also be explored. Improvements to the quality of the route and sense of connection to the town centre from the station should be delivered alongside any development.

15-minute sustainable neighbourhoods

Each of the areas is defined by their association to a centre or parade that forms a clear middle to each neighbourhood. This parade or centre provides an important node of services for local residents and an

important visual variation to the surrounding context. A review of the services each centre provides will help to identify any gaps to enhance the sustainability of each neighbourhood. Walking and cycling routes to each centre from the surrounding context should also be carefully reviewed. Each centre has a number of small opportunities - for infill development - to help meet any identified need and further enhance the parades as more significant nodes and opportunities to provide greater variation in character.

Design guidance for suburban typologies

The neighbourhoods of Belmont, Kingsbury, Queensbury and Kenton in particular have a very consistent suburban quality. Design guidance that sets out the important features that have a positive impact in the character of these areas should be promoted to residents including the value of green front gardens, appropriate roof extensions and porch alterations. Design guidance should be set out for infill, redevelopment of large plots and backlands intensification which are all opportunities to help intensify these areas through the development of small sites and intensification of existing homes.

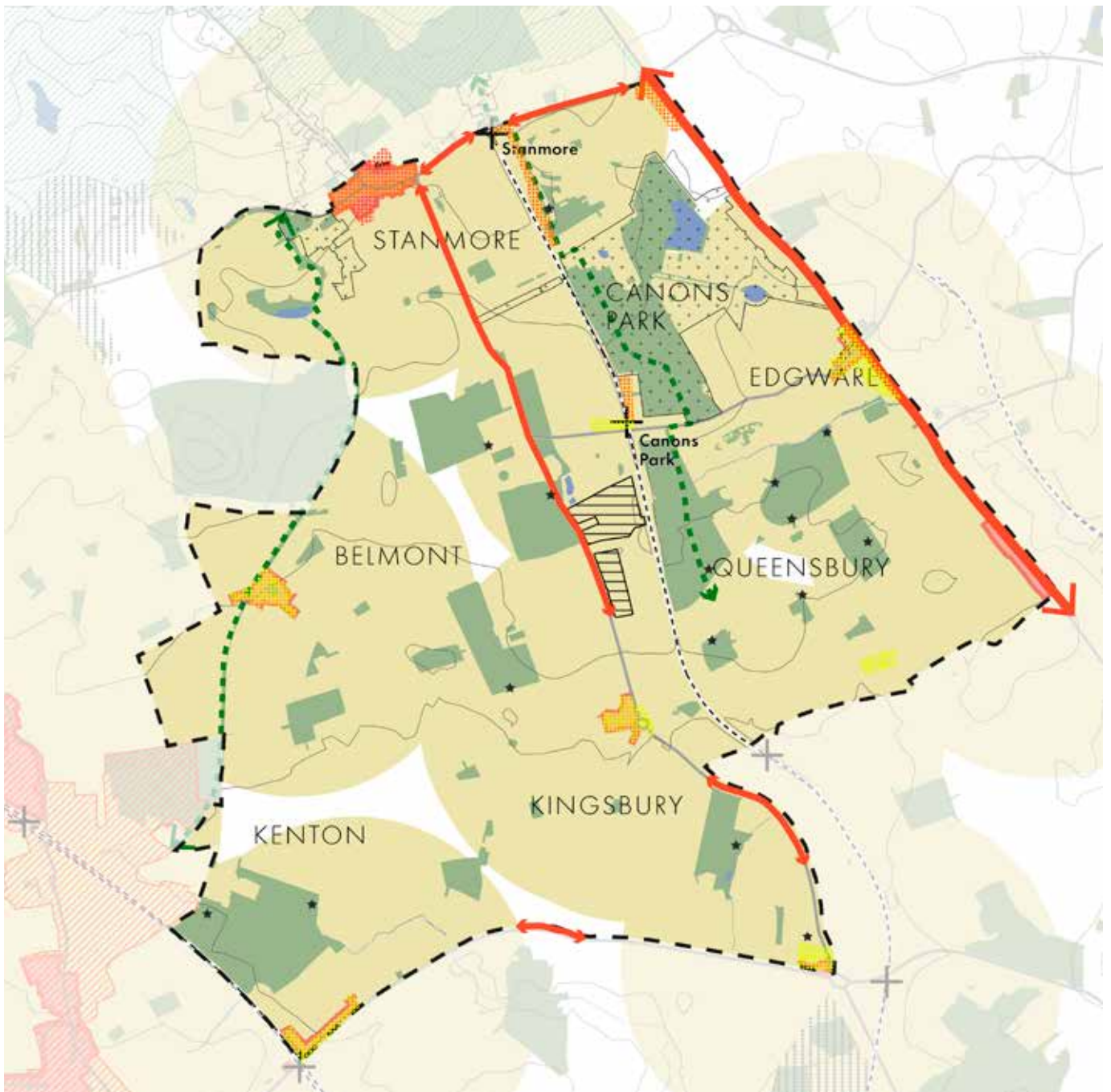
Green edges and connections

Many of these suburban neighbourhoods have large green spaces and recreation grounds - some public and some private. To improve safety and the quality of existing spaces opportunities should be explored to find development sites on the edges of these spaces to provide frontage and overlooking. Many of the recreation grounds currently have little or no frontage with rear fences facing the space. Links, connections and signage between green spaces and at key gateways should also be improved. Opportunities to enhance existing biodiversity should also be explored as parks and open spaces are improved.

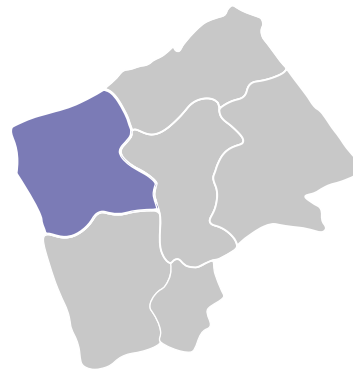
KEY

- ⬤ Borough area boundary
- + Station
- ▲ View point
- Railway line
- Green space
- ▨ Green Belt
- Conservation Area
- Centre
- Parade

- Green Corridor
- Corridor intensification
- Place intensification - reinforce character
- Place intensification - repair character
- Place intensification - reimagine character
- 800m from station or centre
- ▨ Strategic Area for Regeneration
- ▨ Strategic Industrial Location
- ▨ Opportunity Area
- ★ Opportunity for green space frontage



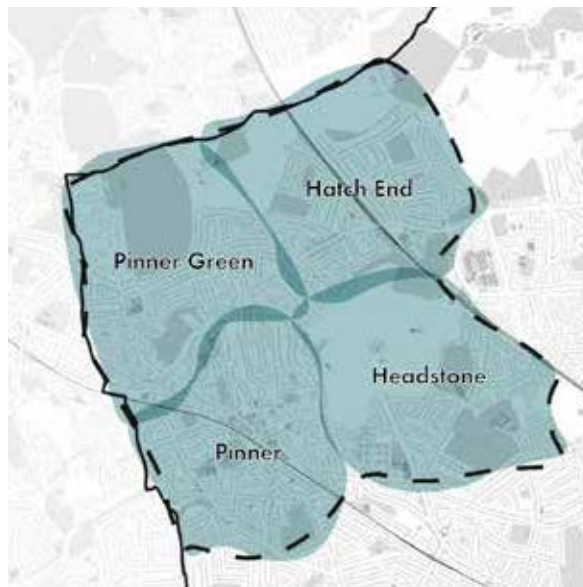
7 AREA 4: NORTH WEST



7.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

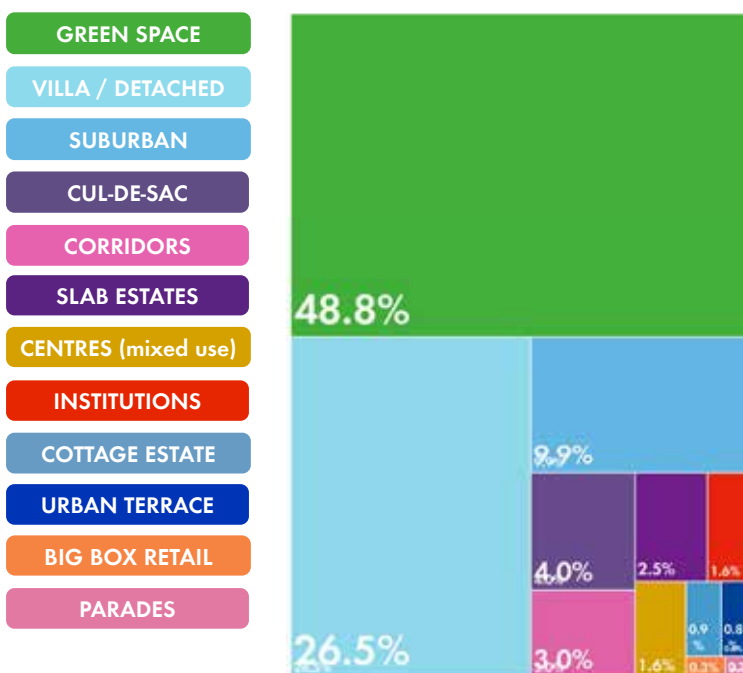
This borough area comprises four neighbourhoods of mixed character, with the historic Pinner town centre being providing the closest mixed use centre. Whilst largely suburban in character, this is a historic part of the borough with farmsteads and buildings of an agricultural character in the Pinner Hill Estate Conservation Area; and Garden Suburb estates including Pinnerwood Park Estate Conservation Area. The mature landscape and wooden slopes of Pinner Hill defines much of the special character of this borough area, maintaining a semi-rural character owing to its low density and large swathes of Green Belt designation.



The four neighbourhoods that comprise the north west borough area. This area is characterised by its mature landscape and association with the historic Pinner town centre.

Common typologies

A large proportion of this area comprises open space, owing to the large swathes of Green Belt designation at Pinner Hill and Pinner Park Farm. Villa / detached properties are most common typology. Grand and spacious in scale, these properties typically occupy single family dwellings set within generous curtilages. Suburban typologies are also found here, which can lend themselves to gentle densification through infill opportunities. Slab estates and cul-de-sac blocks are also concentrated in some areas though a strategic approach to intensification would be necessary here.



Above: Diagram illustrating the relative proportion of each typology found in the east borough area
Left: Prevalent typologies found in order from most common (top) to least common (bottom)

Key analytical plans

The following plans illustrate key components of physical, historic, natural, and demographic characteristics in the central borough area.

- | | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
1. Figure ground
 2. Natural character
 3. Heritage
 4. Built density (FAR)
 5. Population density (ppsqkm)
 6. Ethnicity

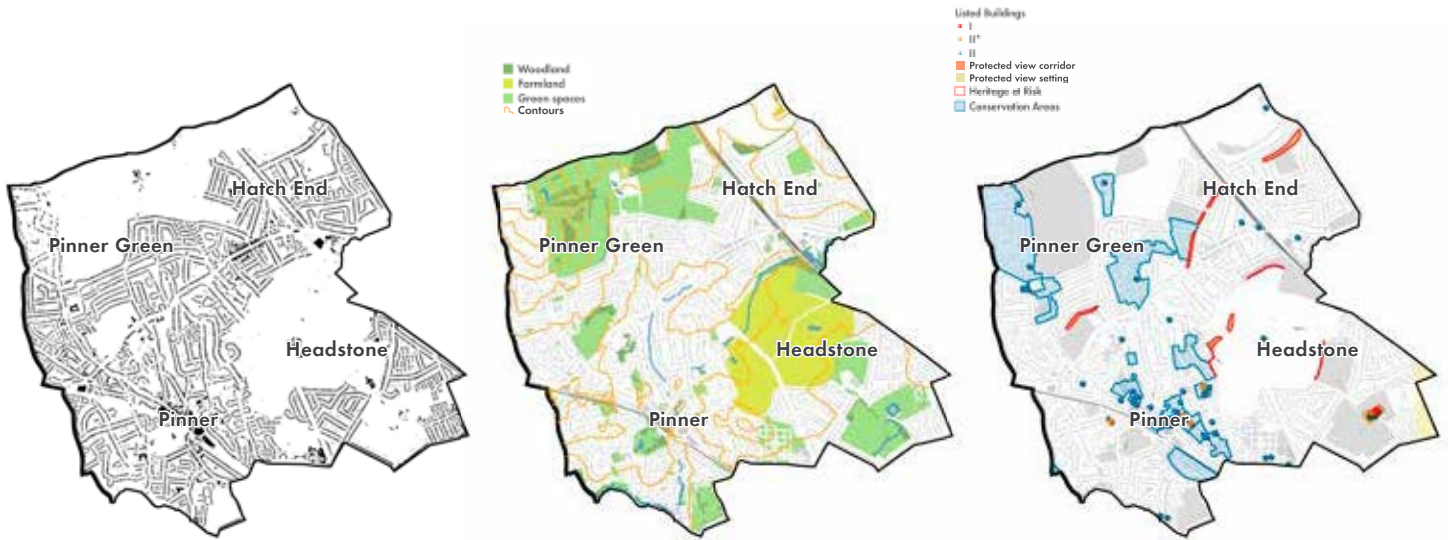
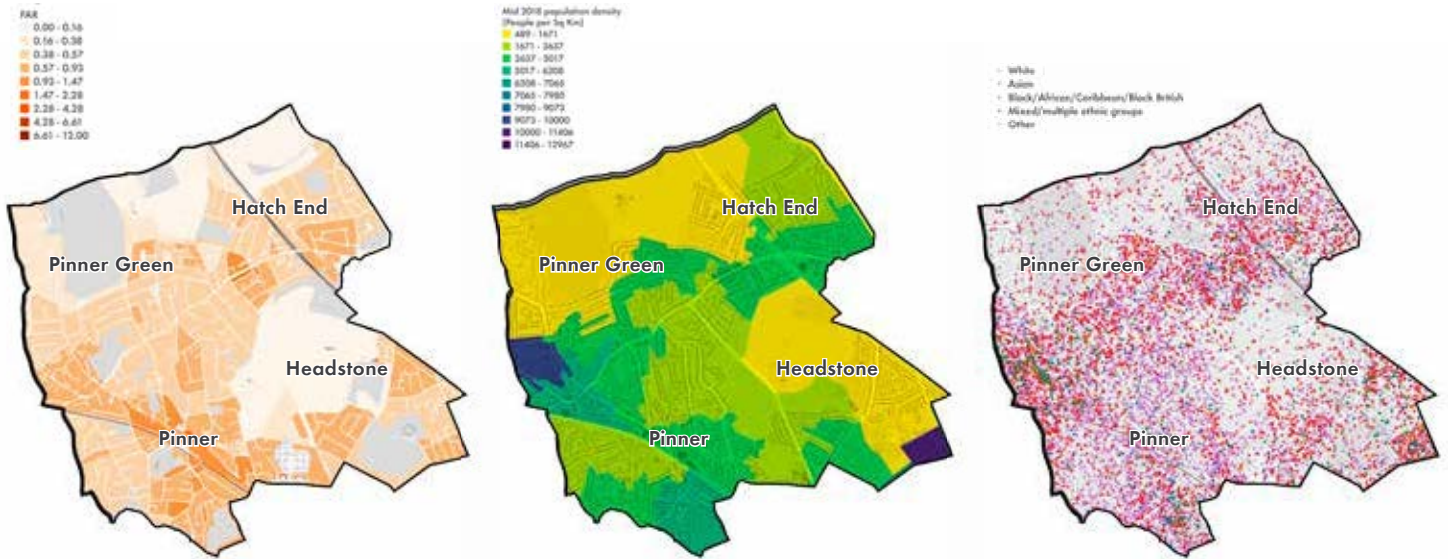


Diagram illustrating the relative proportion of each typology found in the central borough area

The mature landscape and unique topography of Harrow is found strongly intact in this area, particularly around Pinner Hill and Pinner Green.

Heritage assets characterise the historic core of Pinner High Street and the interwar planned residential estates of Pinnerwood Park Estate.



Densities are generally low across the area though step up around Pinner town centre, reflecting higher prevailing heights, small plots and compact development. Pockets of high residential density can be found in Pinner town centre and free form estates around Crossway, Caulfield Gardens and Jubilee Close in Pinner Green.

A mixed picture in the north west, with large areas of low population density contrasting starkly with concentrated pockets of high density. Higher densities correlate with a presence of free form linear block estates at Elm Park Court and Hazeldene Drive.

An ethnically diverse part of the borough, white and asian ethnicity is common with clusters of Black / African / Caribbean / Black British found in parts of Pinner Green, Pinner and Headstone.

7.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

PINNER GREEN

Distinctiveness - heritage and key features

- Characterised by Garden Suburb, suburban metroland, spacious detached villas in the north with some free form estates clustered at Pinner Green
- Pinner Hill Estate Conservation Area has secluded, historic woodland and parkland environment with rural character
- Pinnerwood Park Estate Conservation Area is a well preserved example of 20th century town planning, with the Garden Suburb
- Potter Street Hill and Pinner Hill are both historic lanes out to Hertfordshire countryside
- Pinner town centre is historic core with many Listed Buildings including Grade II* Pinner House

Key issues / opportunities

- Grim's Ditch north of Blythewood House is Heritage at Risk with some localised problems between Uxbridge Road and Oxhey Lane
- High IMD deprivation clustered around Pinner Green parade - highlighting opportunities for holistic regeneration proposals
- Poor public realm and car-dominance at junctions in Pinner Green
- Deficiency in early years and older children's play space, presenting opportunities to introduce pocket park investment in small green spaces
- Limited public transport accessibility presents challenge of densifying Pinner station environs in historic context, though provides rich palette and vernacular to draw on



Local typologies and features characteristic to Pinner Green

HATCH END

Distinctiveness - heritage and key features

- Originally the station was named Pinner in 1842 but has experienced multiple name changes since
- Hatch End was a historic settlement prior to Metroland expansion, with the local centre linear in form and running along Uxbridge Road
- Oldest development includes Victorian semi-detached villas at Woodridings
- Rapid expansion in 1920s and 1930s with Garden Suburb estates including Pinnerwood Park Estate Conservation Area
- Natural landscape including tree lined streets and Grim's Ditch escarpment (Green Belt) running along northern edge

Key issues / opportunities

- Parts of Grim's Ditch are Heritage at Risk
- Health and disability deprivation clustered at Hatch End centre and south of Uxbridge Road
- Surface car parking dominates streetscape at Hatch End centre, detrimental to character
- Poor air quality along Uxbridge Road and significant noise pollution from rail line
- Overcrowding of residential properties present at Hatch End local centre
- Deficiency in early years and older children's play space



Local typologies and features characteristic to Hatch End

PINNER

Distinctiveness - heritage and key features

- Originally a small hamlet with origins as Pinnora
- Lies at the foot of Pinner Hill, where the River Pinn runs through
- Medieval core from 15th century including High Street and East End Farm
- High density of 16th to 20th century listed buildings, established along ancient rural lanes
- Growth driven by expansion of the Metropolitan train line
- Pinner town centre is linear and mixed use, nucleated at the confluence of Love Lane, Bridge Street and the station

Key issues / opportunities

- Poor public realm and pedestrian environment around Pinner Station with poor links to historic core
- Pinner Deer Park, Pinner Farm Park is Heritage at Risk
- Traffic along Bridge Street and High Street creates poor noise, dust and air quality environment
- Overcrowding in properties along Marsh Road and Pinner Grove Estate
- Deficiency to early years play space
- Opportunity to densify mono-use, land intensive uses e.g. mixed use regeneration of the Sainsbury's supermarket site



Local typologies and features characteristic to Pinner

HEADSTONE

Distinctiveness - heritage and key features

- Pinner Park Farm provides expansive pasture landscape with strong views
- 1930s suburban perimeter blocks generally found south of farmland
- Permeable street network disturbed by Verwood Road Estate and rail line for Headstone Lane train station
- Home to Headstone Manor 14th century moated manor with recreation ground, bordering Yeading Brook and community allotments
- Pinner Court and Chapel Gardens are inter-war, modernist slab blocks south of Pinner New Cemetery

Key issues / opportunities

- Pinner Deer Park, Pinner Farm Park and Headstone Manor are Heritage at Risk
- Low density and impermeable street network at Verwood Road Estate could see intensification to rationalise the environment - defining stronger defensible boundaries, front doors onto the street and more compact perimeter blocks
- Green spaces feel 'in between' places, where mixed use development and frontage could help activate spaces
- Width of George V Avenue could see long term strategy for densification, introducing mansion blocks or slabs taller than present - using a pitched roofscape



Local typologies and features characteristic to Headstone

7.3 TYPICAL CONDITIONS AND OPPORTUNITIES FOR INTENSIFICATION

GROWTH AND INTENSIFICATION TYPOLOGIES

This borough area presents opportunities for intensification through Pinner and Hatch End town centres, retail parades and suburban densification. Reading and responding to prevailing built form is key to a successful interpretation of character. In a town centre environment, massing can be set back at the top levels in order to maximise capacity whilst avoiding being overbearing - preserving the street section and ground floor experience.

On larger town centre sites, podiums can be used to accommodate active commercial ground floors, with residential uses above - maximising capacity. Suitable on large supermarket sites, care should be taken to avoid damaging the established grain, particularly in historic areas. Massing above can be broken down into separate buildings to reduce the visual bulk.

Suburban infill in cul-de-sac blocks can make more efficient use of garages and parking courts. Flats should respond to prevailing heights and roof form to sit comfortably within suburban settings.

Intensifying sustainable and accessible suburbs

Suburban densification is something all London boroughs are needing to consider as they seek to make better land use efficiency. There are different ways to accommodate growth, with different characters and conditions presenting different opportunities for small sites or strategic intervention.

In a Harrow context, there are pockets of suburban cul-de-sac development that present small sites opportunities - particularly garage sites and parking courts. In the search for increased residential density, these sites do not present best land use efficiency and are suitable to accommodate much needed new homes.

Infill development of low rise blocks of flats can maximise new homes without disturbing the prevailing height of 2 to 3 storeys. Articulating massing of a pitched roof form responds to the suburban form of the area, with the roof line tapering steeply, spanning the set back in the upper floor plate.

Careful analysis of privacy and daylight requirements will be necessary but can typically be overcome through a design-led approach. During appraisal, some contingency should be allowed to deal with any potential rights to light agreements needed.

NORTH WEST AREA

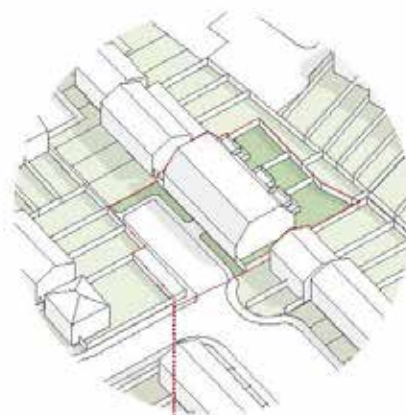
Capacity study: Infill, Garage

Block study: Cul-de-sac intensification

Typology precedents: Parade, Mews, Podium courtyard



Example site of communal garages that could accommodate new development and formalise the poorly defined 'negative space' lacking ownership or frontage



Unit type mix

Unit Type	No.	% mix
2b4p	6	75%
1b2p	2	25%
Total	8	

Schedule of accommodation

Unit Type	Resi Units	Hab Rooms
2b4p	6	18
1b2p	2	3
Total	8	21



Capacity study: Infill, Garage

Intensifying non-perimeter residential blocks

Non-perimeter residential blocks are generally a product of late 20th century planning. Intended as infill into constrained sites, they typically operate as a cul-de-sac and are difficult to intensify.

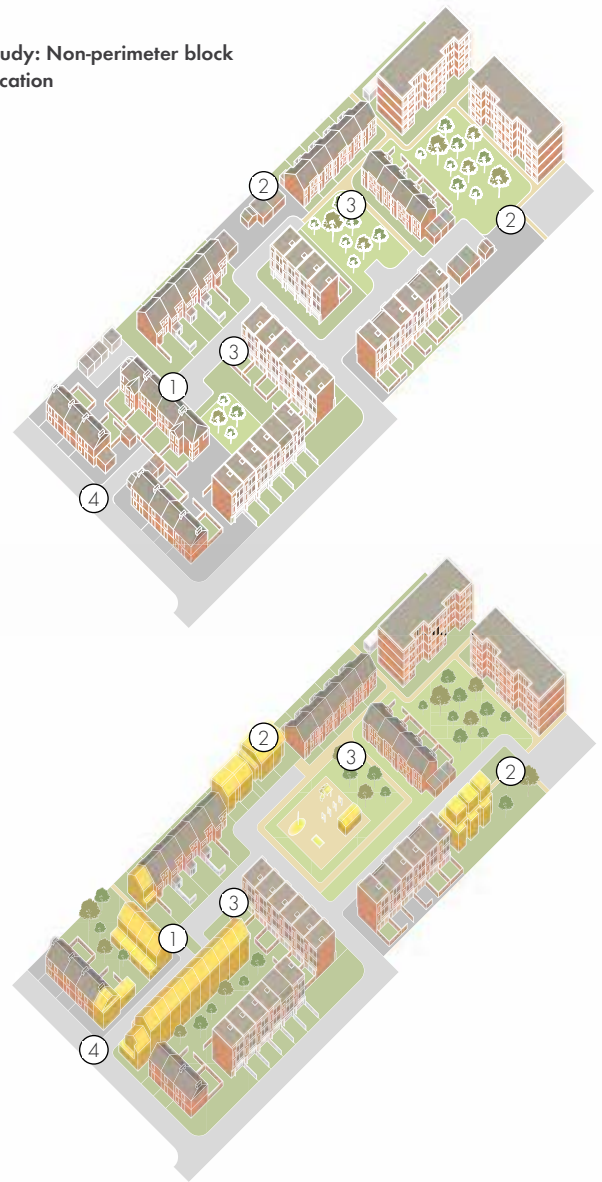
It is always best to take a strategic approach to intensifying these blocks, but the following considerations can be helpful:

- Reimagine car parking and left over green space, particularly at fringes, to provide frontage defined edges
- Remove buildings that form cul-de-sacs, creating a more connected street network, improve legibility and create compact, continuous blocks defined by frontage
- Introduce terraces or townhouses to provide a rhythm of front doors onto courtyards and spaces



Examples of town centre intensification

Block study: Non-perimeter block intensification



Opportunities for intervention

1. Poor quality edge condition and lack of frontage
2. Excess surface car parking, inefficient use of land
3. Low density detached villa property
4. Poor quality pedestrian environment, dominated by vehicles
5. Lack of distinctive character, illegible urban form

Top: Darbshire Place used infill development to rationalise the environment, securing the block edge and framing an internal courtyard space. By Niall McLaughling Architects

Bottom: Auckland Rise calmly inserts blocks into a suburban setting, as well as more trees, play spaces and a food-growing area, new footpaths and lighting, and improved parking layouts. By HTA Design.

7.4 APPROPRIATE TYPOLOGIES

Maximising land use efficiency

It is important to maximise land use efficiency through a design-led approach. This is important on all sites but even more so in mixed use settings, to maximise capacity in the most accessible locations.

Massing that responds to neighbouring properties is important, whilst using opportunity to step up and back at the tallest projections. For large scale development, utilising podiums can achieve commercial ground floor uses whilst accommodating new homes above. Breaking massing down into separate buildings above enables the visual bulk to be reduced.

Appropriate typologies

1. 294 Old Brompton Road is a mixed-use scheme with a large retail unit at ground floor and 11 spacious residential units above. Proposals drew on the established Georgian fenestration of adjacent buildings and stepped up in scale and massing carefully to reinforce this prominent corner location. By Fourfoursixsix Architects.
2. The Rye Apartments: Flatted infill development that responds to and overcomes privacy and daylight constraints, responding to neighbouring building forms. By Tikari Works.
3. Smithfield Square, Hornsey: 440 homes arranged over four buildings, utilising a podium to accommodate a supermarket at ground floor, maximising land use efficiency. By John Robertson Architects.
4. The podium courtyard responds to local historic landmarks and provides quality amenity space for residents. By John Robertson Architects.



Examples of appropriate typologies from across Harrow and London



Aerial image of the north west borough area

7.5 CHARACTER GROWTH THEMES

Growth themes

The following priorities should be considered as part of the growth and character enhancement strategy for this part of the borough:

Intensify centres and stations

Explore opportunities to intensify development in centres and around stations, principally inefficient plots with low density or mono-use development. Significant backland opportunities exist around Hatch End centre for residential infill whilst consolidating employment uses in modern facilities. Vertical extensions could accommodate greater residential space on some flat roof premises, set back from the street line to reduce impact on the streetscape.

Holistic interventions can also enhance sense of place, using public realm and responsive development proposals to frame the setting of heritage assets e.g. Hatch End station.

Reimagine the role and character of estates

Explore opportunities for intervention in residential estates, using infill opportunities to make better land use efficiency and rationalise streets and spaces - creating a more ordered, formal perimeter structure. Strategic estate regeneration could introduce new typologies that address current issues, increase local affordable housing provision and improve connectivity to the surrounding context.

Mature landscape and leafy character

Maximise opportunities presented by the adjacent Green Belt by investing in access and amenity facilities e.g. Grim's Ditch Heritage at Risk. Recognise the value of mature street trees and vegetation and how this verdant, deciduous character can be drawn deeper into the borough - creating green links and pocket parks that use these indigenous planting mixes to reinforce local distinctiveness.

Long term opportunity of George V Avenue

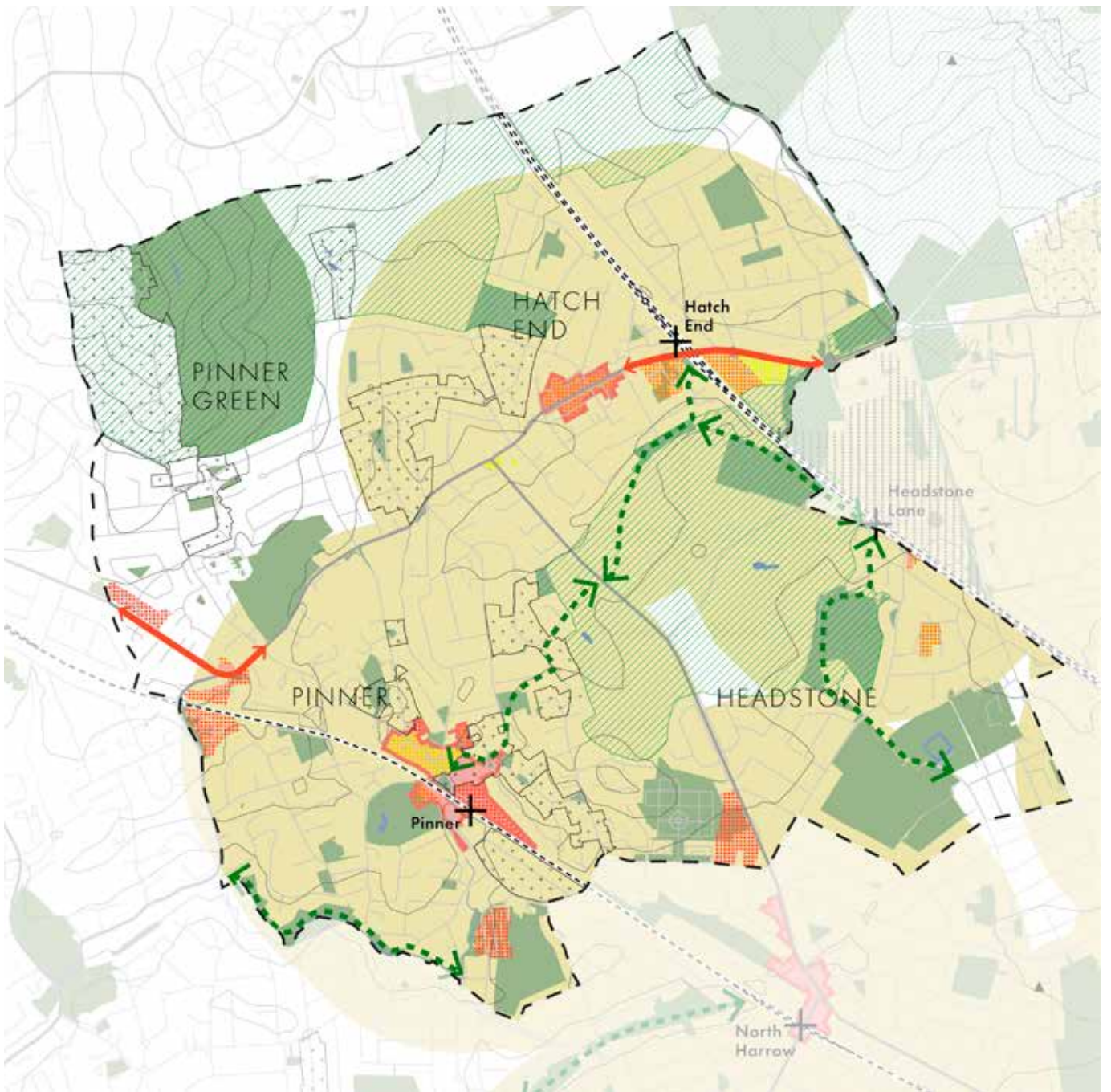
Taking a long term approach to densification and making best land use economy, some parts of London will need to see strategic change beyond infill opportunities. The width of George V Avenue presents the opportunity to consider how mid-rise typologies such as mansion blocks, slabs and townhouses could increase densities along this route. Plot amalgamation could accommodate change and a gentle increase in scale from 2.5 - 3 to 4 - 5 storeys would help achieve an evolution in character.

Any proposals should be strategic and holistic in nature, with improvements in public transport accessibility needed to support increased densities and car-free development.

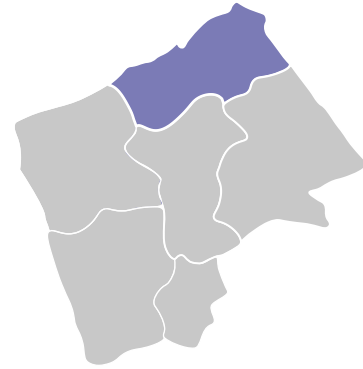
KEY

- ⋯ Borough area boundary
- + Station
- ▲ View point
- Railway line
- Green space
- ▨ Green Belt
- Conservation Area
- Centre
- Parade

- Green Corridor
- Corridor intensification
- Place intensification - reinforce character
- Place intensification - repair character
- Place intensification - reimagine character
- 800m from station or centre
- ▨ Strategic Area for Regeneration
- ▨ Strategic Industrial Location
- ▨ Opportunity Area
- ★ Opportunity for green space frontage



8 AREA 5: NORTH EAST



8.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

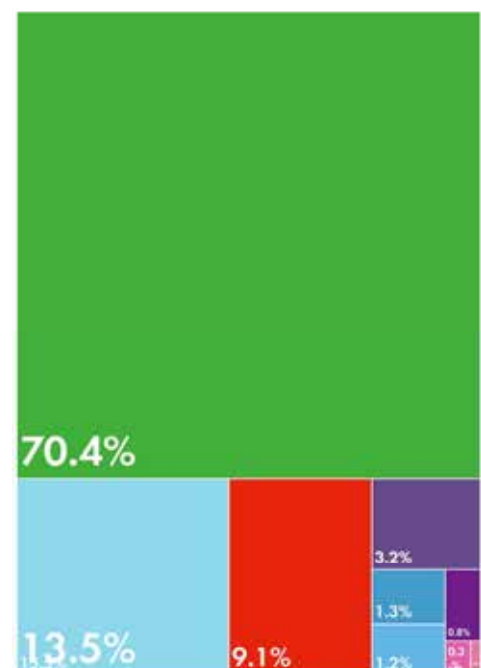
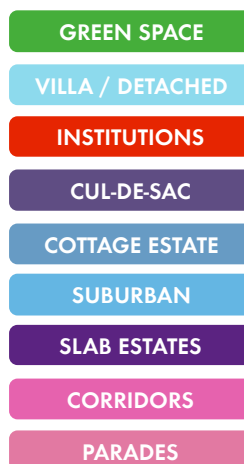
This is the most north easterly borough area. The most rural feeling area of the whole borough, the dominant characteristics include open undulating landscape with long views south across the rest of the borough. The area is sparsely developed with low-density campus environments, smaller areas of detached suburban streets, 'village' feeling settlements and development of mixed age and typology along older routes. The area divides into two neighbourhoods with Wood Farm to the east and Clamp Hill/Bentley to the west.



The two neighbourhoods that comprise the north east borough area. This area is characterised by open space, mature woodlands and historic rural lanes such as Stanmore Hill and Wood Lane

Common typologies

Green space is by far the most common typology in the north east of Harrow, characterised by its rural feel and Green Belt designation. Villa / detached properties are the most common built typology which reflects its low density, spacious properties set within generous curtilages. A lack of infrastructure precludes any real opportunity for intensification.

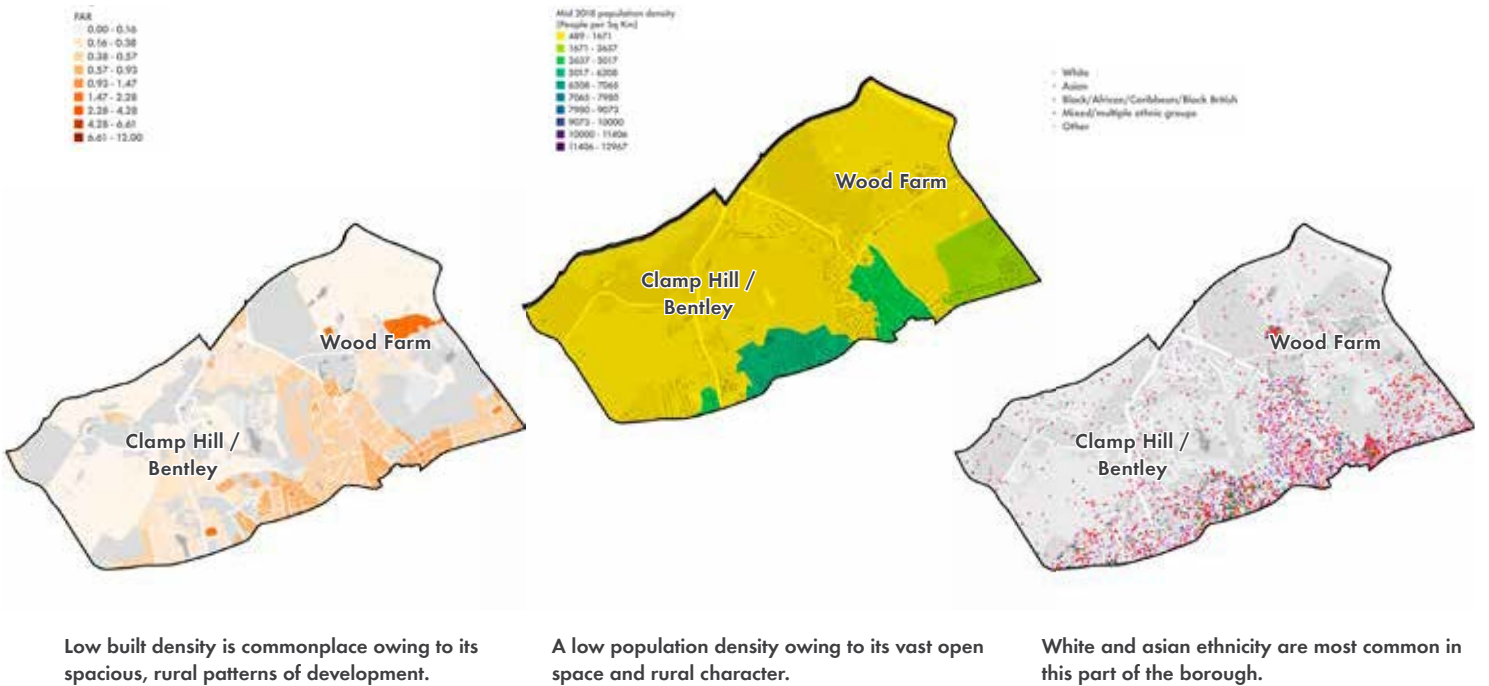
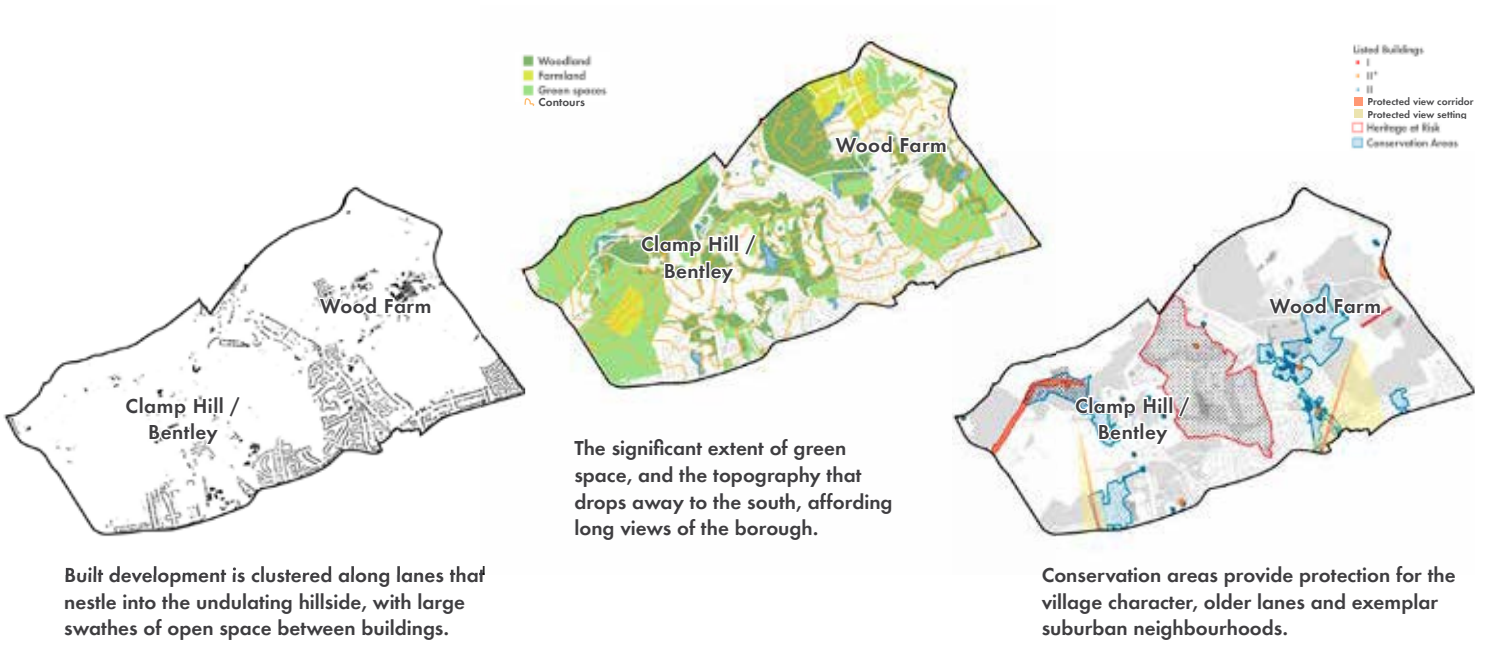


Above: Diagram illustrating the relative proportion of each typology found in the east borough area
Left: Prevalent typologies found in order from most common (top) to least common (bottom)

Key analytical plans

The following plans illustrate key components of physical, historic, natural, and demographic characteristics in the central borough area.

- | | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
1. Figure ground
 2. Natural character
 3. Heritage
 4. Built density (FAR)
 5. Population density (ppsqkm)
 6. Ethnicity



8.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

WOOD FARM

Distinctiveness - heritage and key features

- Rural edge - part of the green wedge stretching out beyond the borough towards St Albans
- Stanmore Country park, common, nature reserve, farmland and golf courses are the green spaces
- The topography affords views across the borough and into central London
- Large hospital and leisure complexes
- Small areas of private residential roads

Key issues / opportunities

- Opportunities for further intensification and redevelopment of hospital land
- Poor existing connectivity to leisure facilities via fast traffic dominated roads - opportunities to invest in connections for sustainable modes
- Explore opportunities to better enhance long-distance connectivity to the public green spaces from the southerly areas of the borough



Local typologies and features characteristic to Wood Farm

CLAMP HILL / BENTLEY

Distinctiveness - heritage and key features

- Part of the rural edge but with development along the historic routes between Stanmore and Watford
- Wood Lane Pond - 'village' feel with rural lanes
- Greened areas of Bentley Priory and associated parkland, farmland and golf-courses
- Edges of very spacious suburbs to the north of Harrow Weald and private gated detached executive homes

Key issues / opportunities

- The dominance of traffic on key routes impacting negatively on character - Stanmore Hill and Brookshill
- Potential for further sensitive change along key historic corridors - renewal and infill development
- Uxbridge Road as a key shift in character and significant potential for growth and enhancement



Local typologies and features characteristic to Clamp Hill / Bentley



8.3 CHARACTER GROWTH THEMES

Growth themes

The following priorities should be considered as part of the growth and character enhancement strategy for this part of the borough:

Accessible, intensified and mixed use campus

There are large campuses to the north east of this area which provide important services for residents across Harrow, and beyond the borough. There are significant opportunities to further intensify and enhance the health and leisure campuses to make best use of this partially developed environment within the wider natural setting. In some cases this should include the protection and re-use of historic assets - relics of former estates and medical facilities. The network of sustainable connections to these campuses should be enhanced - allowing residents to make active and sustainable travel choices. This will reduce the amount of fast moving traffic and car parking within the campuses themselves that both have a negative impact on the immediate and surrounding character.

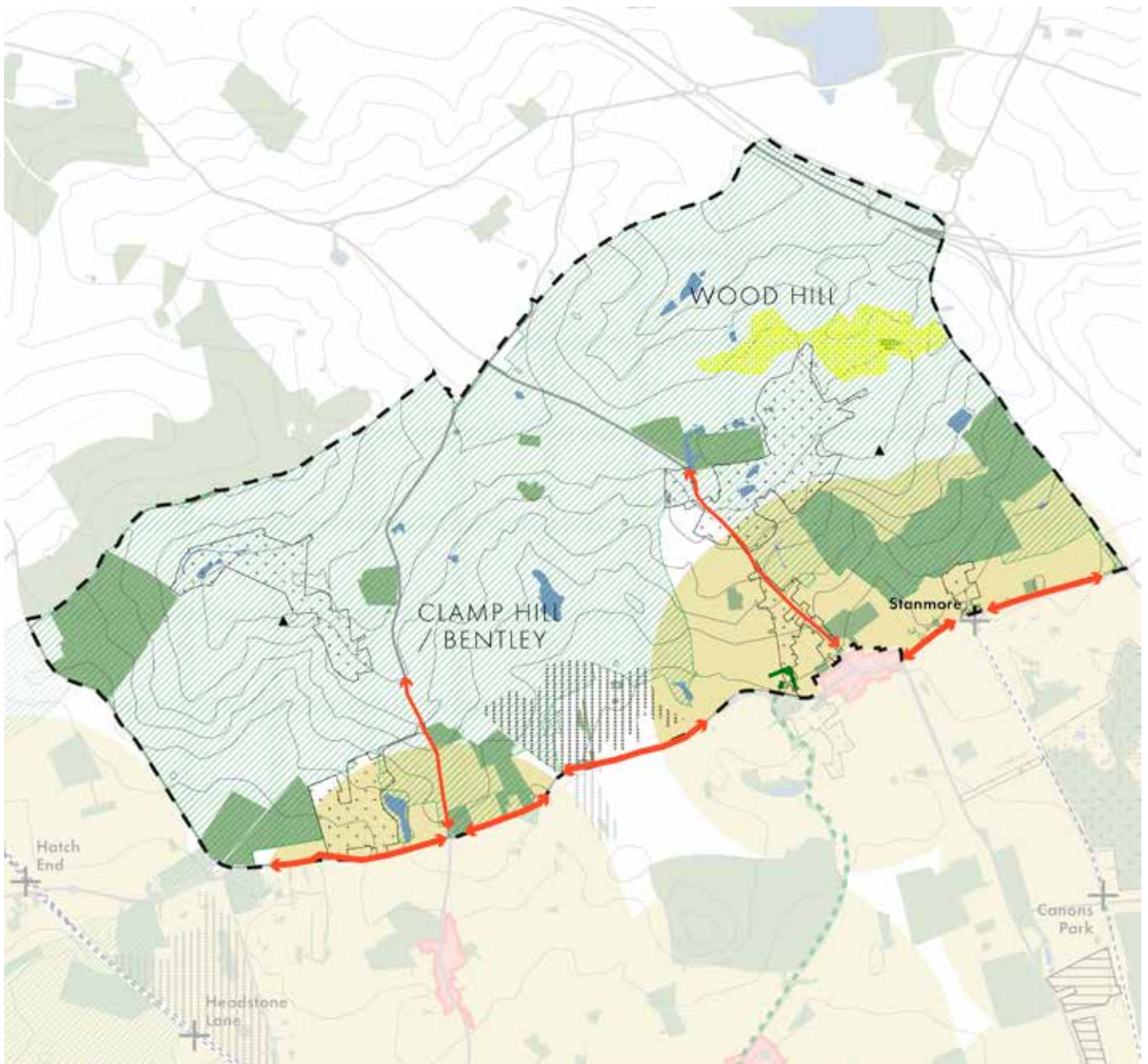
A green asset for the entire borough

This area of the borough has an attractive rural character and has an extensive network of publicly accessible green natural spaces. In order to improve this as an asset for the whole borough, the Council should seek to improve the sustainable transport connections and local walking routes to this area from southern Harrow. This will help to improve the character of the traffic dominated fast-speed rural lanes which are currently relied on for access. Other opportunities should be supported for further projects that promote and enhance the biodiversity in these areas and support the green-belt character.

A rural setting - a network of villages and lanes

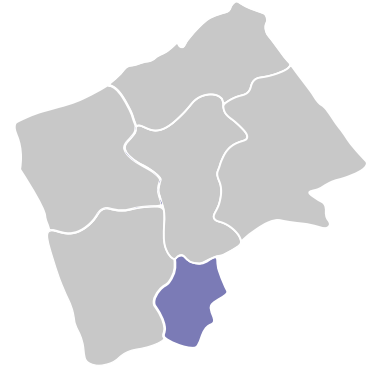
New development in these areas will be supported that is in keeping with the scale, character and variety of the organically evolving and rural character of the area. There is some potential for further change, renewal and infill along the key historic north/south corridors as well as along Uxbridge Road

- KEY**
- Borough area boundary
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The growth themes diagram for the North East Borough area

9 AREA 6: SOUTH



9.1 LOCAL CHARACTERISTICS AND ANALYSIS OF THE BOROUGH AREA

Introduction to sub area

At the very southern edge of the borough, Harrow on the Hill rises up from the central 'low lands' to 125m AOD. St Mary's Church spire perforates the densely wooded slopes and its a borough-wide landmark. Typologically the area is characterised by expansive institutional blocks, with Harrow School, St George's Catholic Primary School and The Clementine Churchill Hospital plus more. Spacious villa properties are found throughout the area, nestled into the slopes of the hill. Most of the area comprises interlocking Conservation Areas, with London Road and High Street forming a historic route between Harrow and central London.

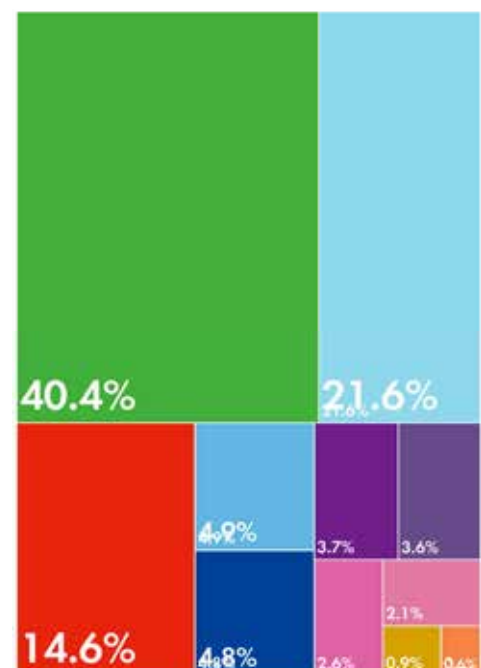


Harrow on the Hill is characterised as a single neighbourhood at the borough-wide scale. It's historic, organic form is highly distinctive as is its steeply rising slopes and mature landscape

Common typologies

Green space comprises a significant proportion of Harrow on the Hill, reflected in its compact, tight knit urban form surrounded by a mature wooded landscape and open space associated with Harrow School. Villa / detached properties are the most common built typology here, with grand buildings set over 3 to 4 storeys common. Institutions account for a large volume of space here given the prominence of Harrow School as well as campus environments in the south close to Sudbury Hill including The Clementine Churchill Hospital and St George's Catholic School.

- GREEN SPACE
- VILLA / DETACHED
- INSTITUTIONS
- SUBURBAN
- URBAN TERRACE
- SLAB ESTATES
- CUL-DE-SAC
- CORRIDORS
- PARADES
- CENTRES (mixed use)
- BIG BOX RETAIL



Above: Diagram illustrating the relative proportion of each typology found in the east borough area
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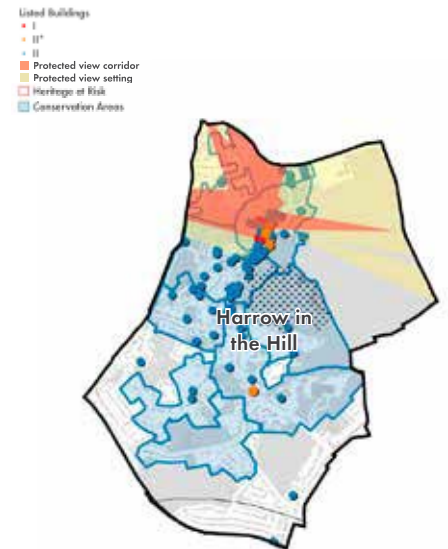
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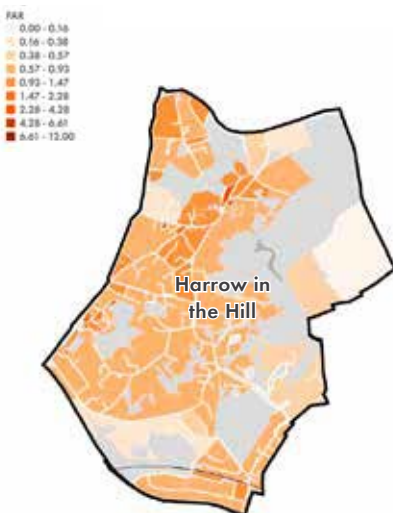
A compact, tight knit core reflects the historic origins of this part of the borough, whilst the more sparse areas correspond with steep hillsides



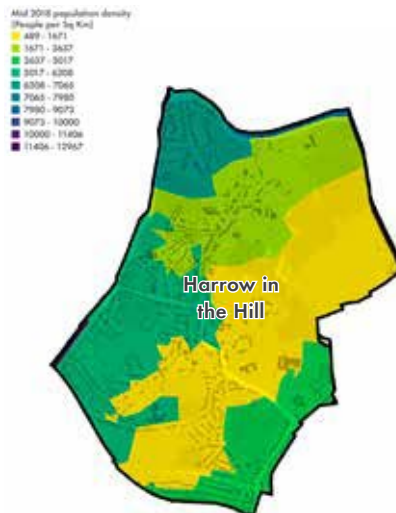
Topography is the defining characteristic, with the steep slopes of Harrow Hill falling away from a short, central ridge. The densely wooded slopes provide a backdrop to views of St Mary's Church spire that can be seen from far away.



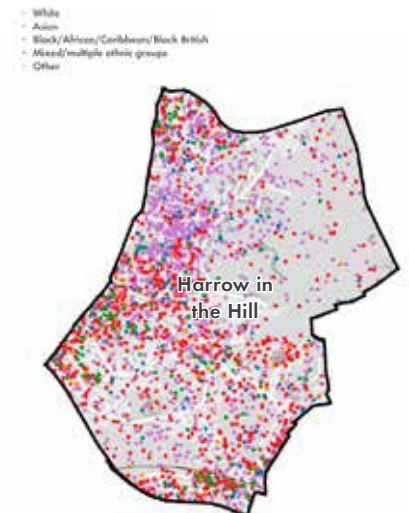
Eight tessellating Conservation Areas cover much of the borough area, with numerous Listed Buildings set within them including numerous premises of Harrow School.



Communities around Roxborough Park sees higher residential densities achieved through slabs and mansion blocks, though are isolated by the A404 and A312 which could see pedestrian connectivity improvements to make a more walkable environment



Generally low population density in this part of the borough, with low density housing and non-residential typologies commonplace. Large dwellings may be under occupied compared with their potential.



White and asian ethnicities are most common in this borough area.

9.2 NEIGHBOURHOODS: KEY FEATURES, ISSUES AND OPPORTUNITIES

HARROW ON THE HILL

Distinctiveness - heritage and key features

- Strong rural and village character with mature landscape and awareness of steep topography pervading throughout
- Prominence of spacious detached properties in generous plots with rich craft detailing and architectural merit
- Eight tessellating Conservation Areas with Listed Buildings clustered along the historic High Street and London Road
- Narrow lanes and pedestrian snickets create connected movement network through many blocks
- Harrow School occupies a prominent, expansive location on the east of the hill with long views back to central London in the south

Key issues / opportunities

- Preserving and enhancing views out of and towards Harrow on the Hill
- Explore opportunities to reduce car-dominance on streetscapes
- Long term opportunities to consider introducing residential uses to campus environments at Sudbury Hill, making better land use efficiency
- Delivering a range of homes and tenure mix, including affordable homes, to create mixed communities in a largely affluent area
- Accommodating new development in a historic setting - rich palette and vernacular to draw on



Local typologies and features characteristic to Harrow on the Hill

9.3 CHARACTER GROWTH THEMES

Growth themes

Strategic visioning for campus environments

Explore long-term strategy for residential-led masterplanning at campus environments at Sudbury Hill e.g. Clementine Churchill Hospital, St. George's Catholic Primary School. Introducing residential development at the fringes of campus sites could take advantage of high PTAL scores in this area, whilst intensifying to making better land use efficiency. Engagement with stakeholder requirements will be needed to ensure the continued operation of the existing land use without prejudice.

Preserve and enhance historic built and natural environment

Review the eight Conservation Area Appraisals and Management Plans to preserve and enhance historic character. Maintain Harrow School as the dominant buildings of bulk, massing and scale - new development should be subsidiary. Their physical status and prominent location should not be detracted from.

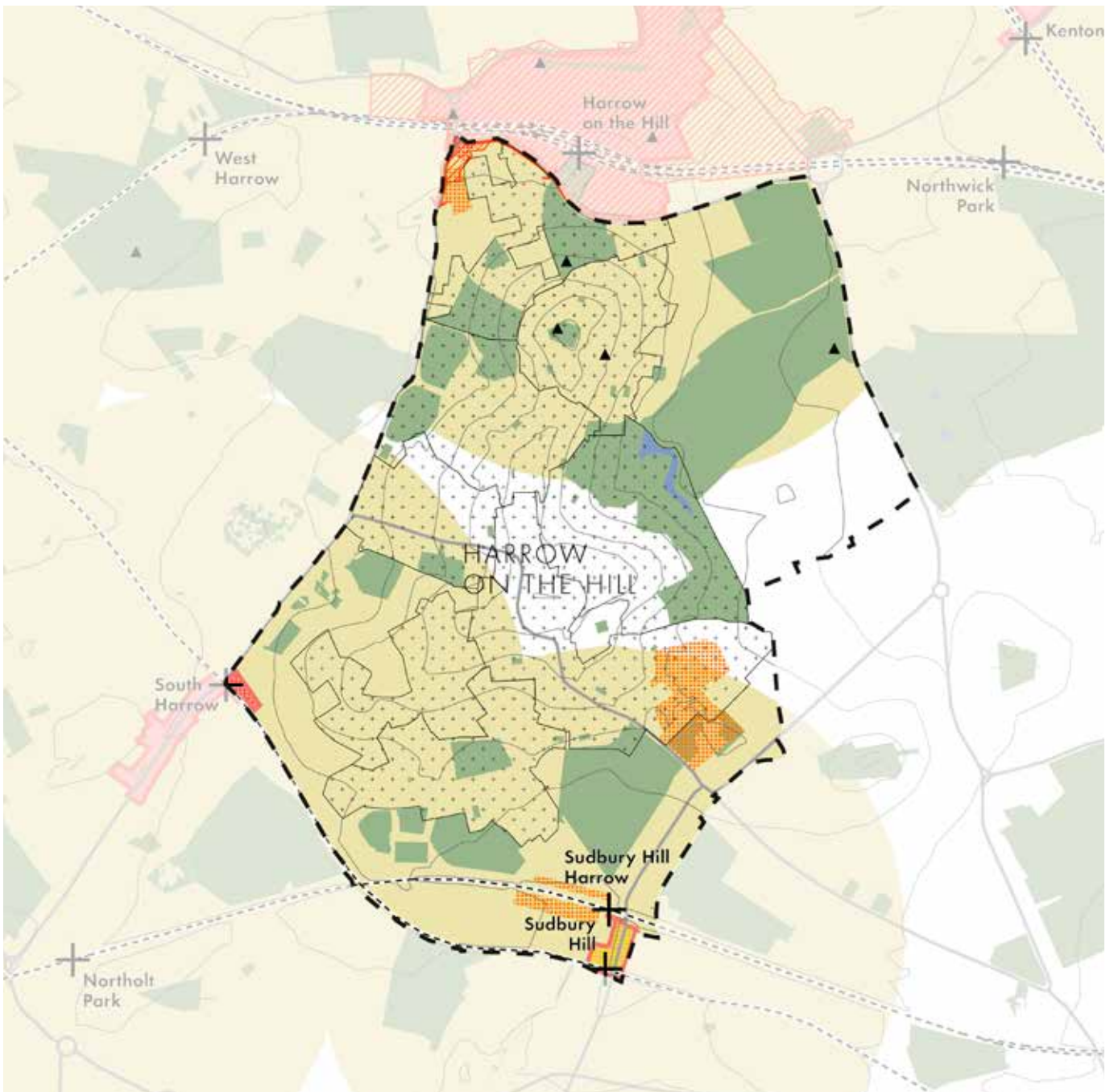
Public realm and movement strategy

Develop a public realm and movement strategy, seeking ways to enhance pedestrian and cycling connectivity through Harrow on the Hill, investing in and creating new lanes and snickets where possible. Explore opportunities to sensitively accommodate public transport and active travel infrastructure, reducing car-dominant streetscapes that can detract from the setting of heritage assets and overall quality of the historic environment.

Small sites opportunities

Accommodating significant increases in residential density is unlikely owing to limited sites, constrained topography and the historic environment. However, some small site infill opportunities may exist that respond to the compact, tightly bound grain of the most historic parts of the area. Introducing mixed unit sizes and tenures would help establish mixed communities.

- KEY**
- ⋯ Borough area boundary
 - + Station
 - ▲ View point
 - Railway line
 - Green space
 - ▣ Green Belt
 - Conservation Area
 - Centre
 - Parade
 - ↗ Green Corridor
 - ▨ Corridor intensification
 - ▨ Place intensification - reinforce character
 - ▨ Place intensification - repair character
 - ▨ Place intensification - reimagine character
 - 800m from station or centre
 - ▨ Strategic Area for Regeneration
 - ▨ Strategic Industrial Location
 - ▨ Opportunity Area
 - ★ Opportunity for green space frontage



An aerial photograph of a city with a complex street grid. A large, irregularly shaped area in the center-right is highlighted with a semi-transparent blue overlay. The rest of the city is shown in a lighter, faded blue. The text 'PART C - Tall buildings' is overlaid in white at the bottom.

PART C - Tall buildings



10 TALL BUILDINGS

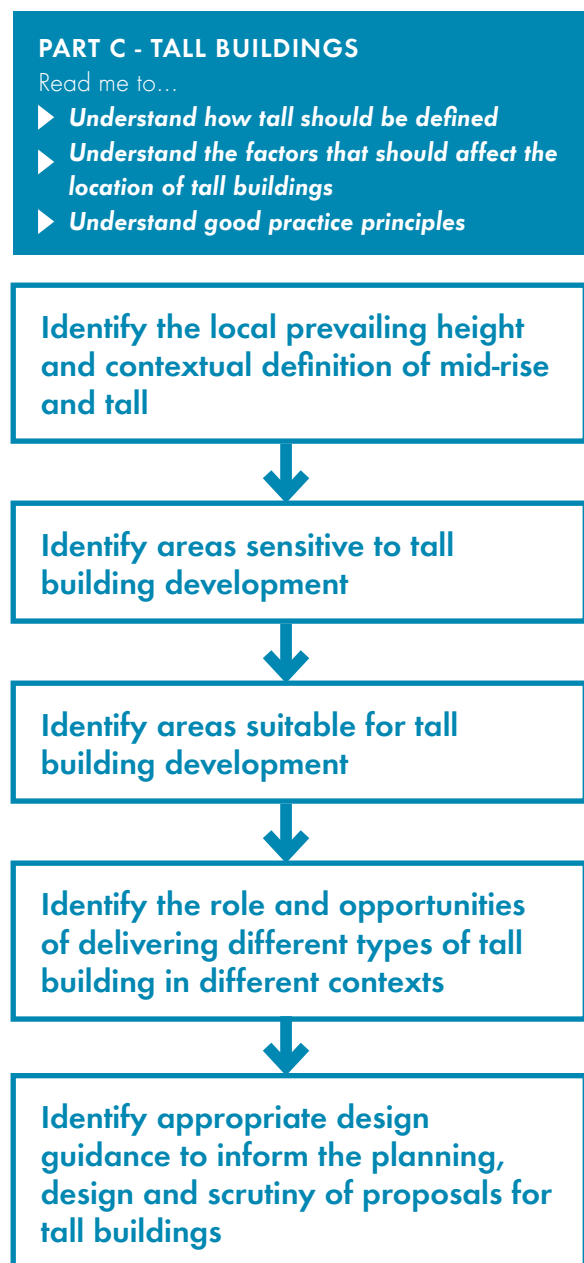
10.1 INTRODUCTION TO TALL BUILDINGS IN HARROW

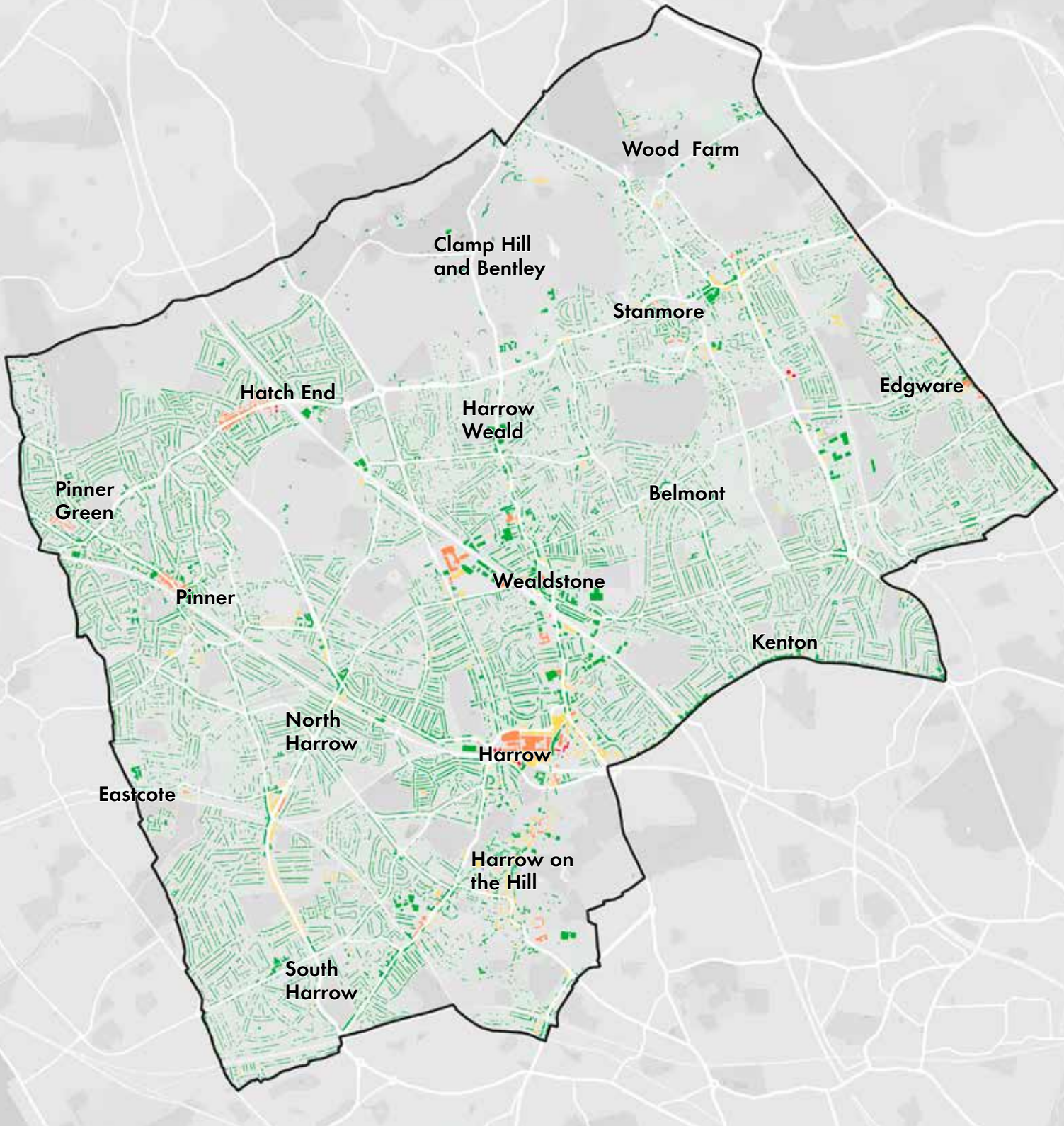
Intensification means delivering new homes and jobs in existing places that are already well served by existing infrastructure, gradually increasing densities of urban areas. This is good for the environment as it makes better use of existing land, reducing the pressure on urban expansion; allows the 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 is a borough with a rich and varied character. As explored in Part B, based on different characteristics and conditions there are a number of opportunities to incrementally increase density and make best use of available land. In some cases this can take the form of infill development on small sites, in other contexts, such as those well served by access to services and public transport, this can take the form of tall buildings.

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

The following pages outline a methodology for meeting these policy requirements; identifies the types of development that may be appropriate in different settings; and sets out high level guidance to inform the planning and design of tall buildings. The flow chart opposite sets out how to use this part of the report.





Existing building heights in Harrow grouped into categories

- 0 - 3m (0-1 storeys)
- 3 - 6m (1-2)
- 6 - 9m (2-3)
- 9 - 12m (3-4)
- 12 - 21m (4-7)
- 21 - 48m (7-16)
- 48 - 60m (16-20)
- 60 - 100 (20+)

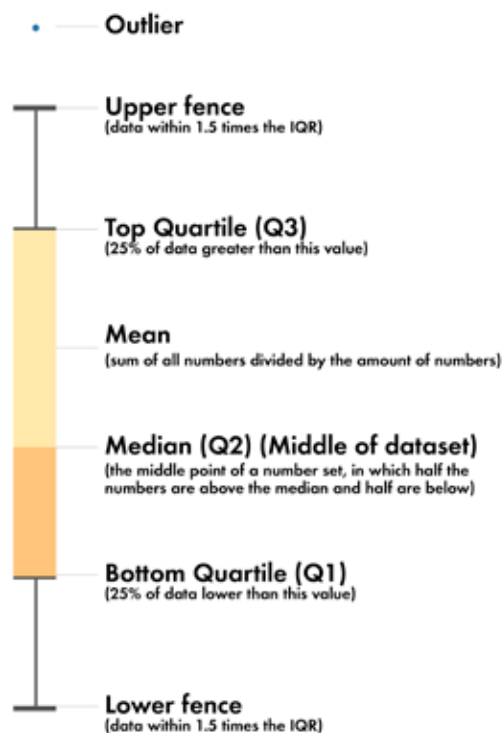
10.2 UNDERSTANDING PREVAILING HEIGHT AND INTERQUARTILE RANGE

A context-based definition

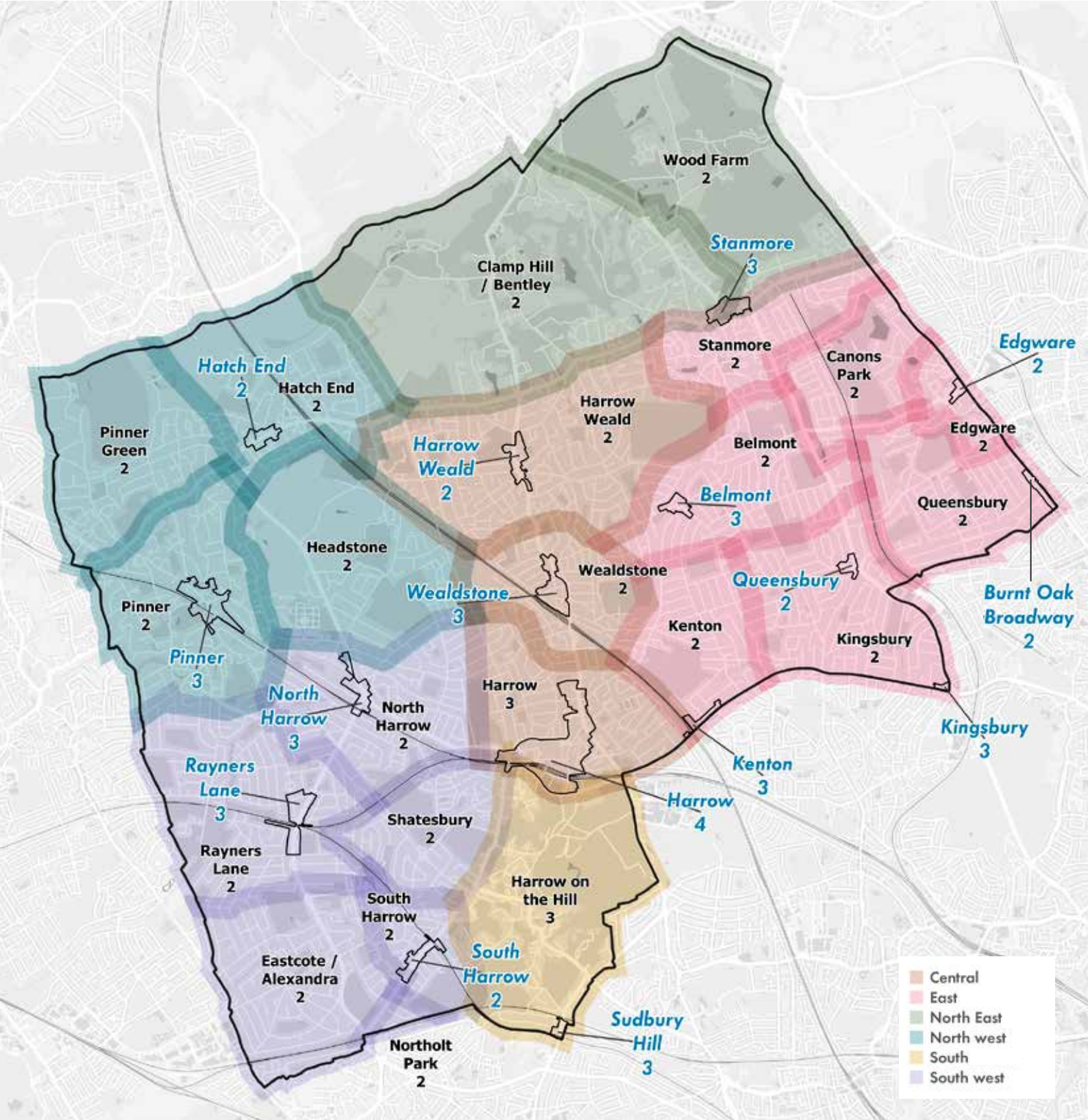
London Plan (2021) policy D9 requires a context-based definition of tall. To arrive at this definition, a methodology has been prepared that quantifies local context using prevailing heights. Indeed, this methodology also allows a context-based definition of mid-rise, which defines a more nuanced scope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

Prevailing heights have been calculated at the neighbourhood scale by drawing on characterisation analysis. In order to reflect the inherently inexact and overlapping nature of neighbourhoods and their boundaries, the methodology applies an 100m buffer to each boundary. This approach avoids overly arbitrary 'hard' boundaries whilst accommodating peripheral buildings to be factored into calculations. Prevailing heights for town centres have also been calculated, acknowledging that they are typically urban conditions at a higher scale and density to their surroundings. No buffer has been applied to these boundaries given the edge of a mixed use town centre is prominently distinct from a neighbouring residential area. Overall, this approach accurately reflects the context and character of different parts of Harrow borough, therefore forming a sound basis from which to extrapolate and calculate a contextual definition of tall, in accordance with London Plan (2021) policy D9.

GIS mapping of building OS building height data has been used to generate information on the prevailing (median) height within each area, along with the inter-quartile range, showing the range of heights between the 25% tallest and 25% lowest building. Unlike an average measure of building heights, the median reading prevents outlier buildings (rare examples which do not fall within the inter-quartile range) from warping the prevailing height level in a neighbourhood. This approach prevents small numbers of individual tall buildings from skewing the overall prevailing height of a neighbourhood or town centre.

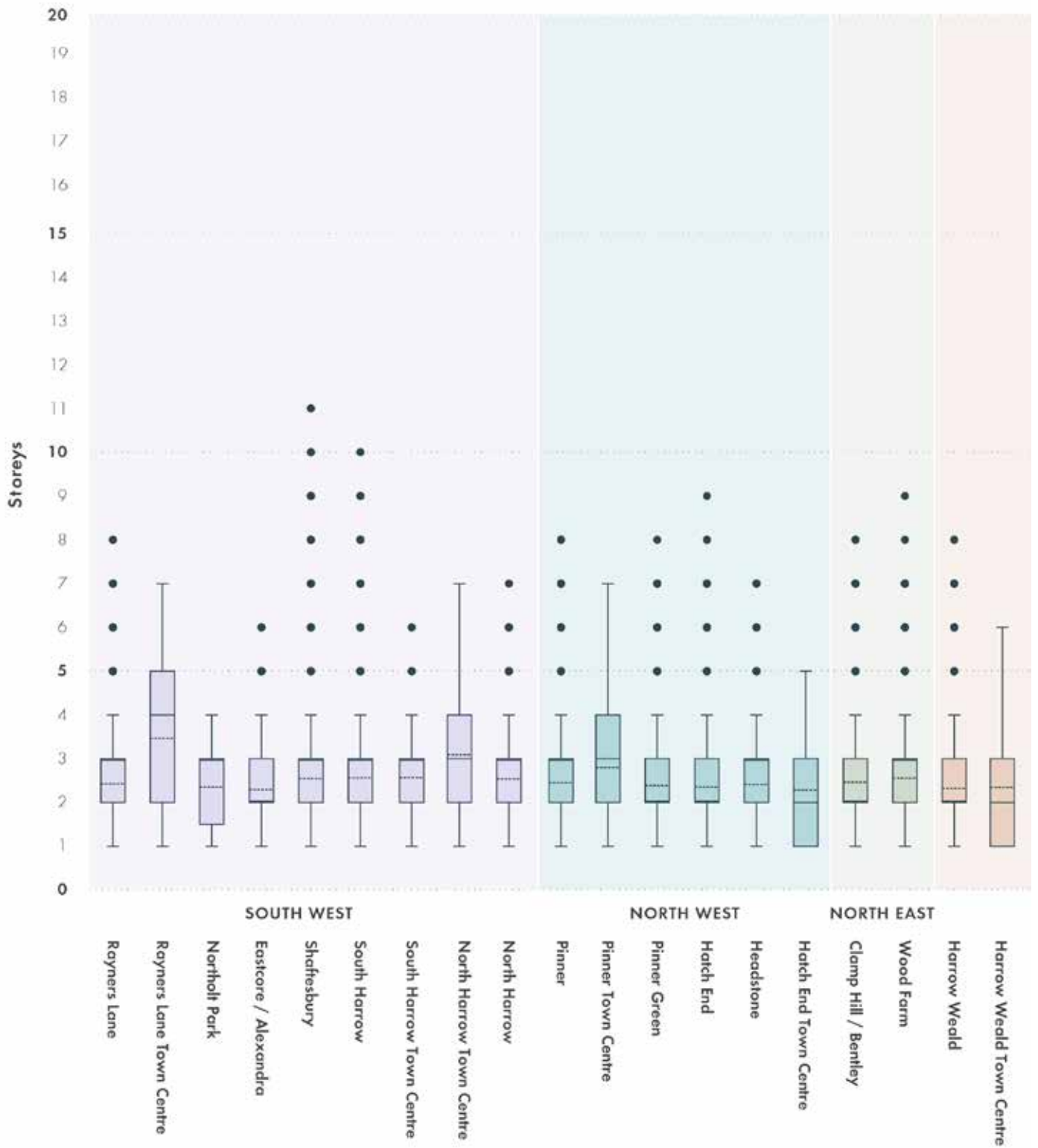


Key illustrating the interquartile range and how taking a median reading can nullify the impact of anomalous individual tall buildings - visually represented as a dots on the chart.

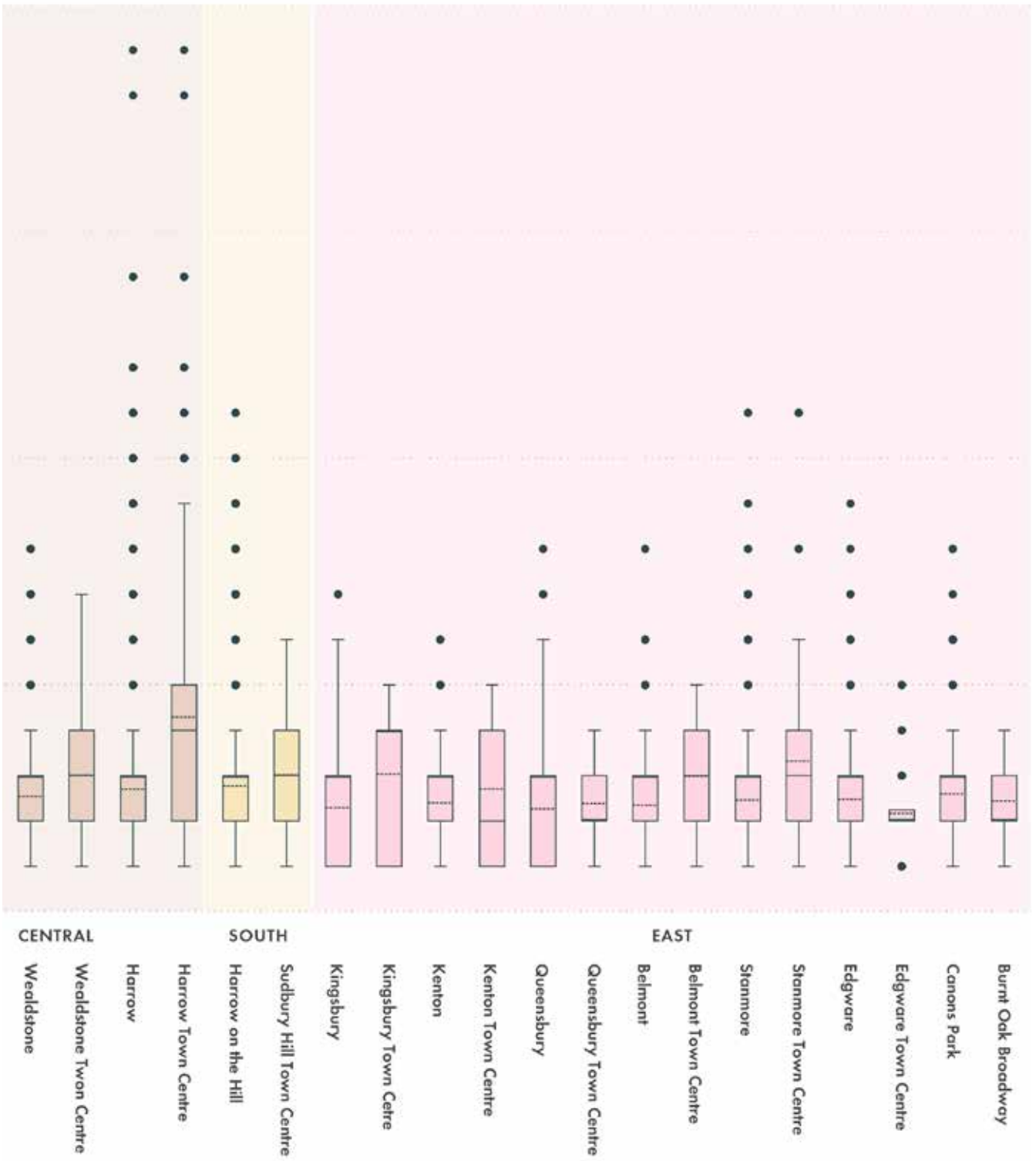


The prevailing heights of neighbourhoods and town centres across Harrow borough

The plan above illustrates the prevailing height for each neighbourhood (black text) and town centre (blue text). Broadly prevailing heights sit between 2 and 3 storeys across the borough, with the exception of Rayners Lane town centre and Harrow town centre which sit at 4 storeys. This is also reflected in interquartile range graphics and a summary table on the following pages.



Distribution of buildings height across each neighbourhood and town centre in Harrow, grouped by borough area



10.3 USING PREVAILING HEIGHTS TO CALCULATE A CONTEXT-BASED DEFINITION OF MID-RISE AND TALL

Defining tall and mid-rise in Harrow

The London Plan (2021) requires Local Planning Authorities to define what is considered a tall building based on local context. Furthermore, it states that tall buildings should not be lower than 6 storeys or 18 metres measured from the ground to the floor of the uppermost storey (see policy Policy D9 Tall buildings).

Harrow's adopted Core Strategy (2012) includes a definition of what constitutes a tall building, classifying this as any proposal that is or exceeds 30 metres in height. For this reason, the policy D9 definition does not apply. However, given this is an evidence base study that will inform Harrow's Local Plan review process, which will include formulation of local policies in response to addressing London Plan policy D9, the study adopts the minimum definition of 6 storeys/18 metres.

Notwithstanding the London Plan 6 storey/18 metre threshold for tall buildings, the methodology prepared uses the prevailing heights of neighbourhoods and town centres to determine a context-based definition which will inevitably vary across the borough. It is, therefore, useful to establish an equation that can be applied in different contexts across the borough rather than a fixed figure for the entire borough.

Establishing a definition of what can be considered mid-rise or tall which relates directly to surrounding buildings, helps to inform an approach to tall buildings that is responsive and contextual to its neighbourhood.

Mid-rise developments are defined as greater than 1.5 times the prevailing height of surrounding buildings; up to 2 times the prevailing height of surrounding buildings. In suburban settings with prevailing heights approximately 2 storeys in height, a mid-rise building would constitute between 3.5 and 4 storeys. Mid-rise buildings are suited to all areas on the repair-reimagine spectrum as they can effectively increase residential and employment densities of neighbourhoods without radically impacting their scale and built character. Indeed, mid-rise buildings can play a particularly strong role along wide movements corridors in Harrow by creating a more positive and comfortable street ratio.

Tall buildings are those new buildings which are either: 6 storeys/18 metres or taller; or greater than 2 times the prevailing height of surrounding buildings; whichever is the greater of the two. In a suburban setting with prevailing heights approximately 2 storeys in height, a tall building would be greater than 4 storeys e.g. 4.5 or 5 storeys. In a town centre setting, with prevailing heights approximately 4 storeys, a tall building would be classified as greater than 8 storeys e.g. 8.5 or 9 storeys. Tall buildings can play a role in reinforcing character, such as a town centre, or contributing to a positive change in character, such as a new mixed neighbourhood.

The context based definition of mid-rise and tall is represented by the formulae and simple diagrams opposite. These definitions are not about what is appropriate in different settings, but how to discuss and define building heights. A table on the following pages sets out a simplified record of prevailing heights and context-based definitions of mid-rise and tall buildings across Harrow.

Density rather than height

Many of the benefits associated with tall buildings apply to higher density schemes of all types rather than tall buildings per se. Compact living can reduce energy consumption per household, give good access to shops and services and support these uses; and encourage active and public transport, reducing reliance on cars.

However, these benefits can only be realised if the social-infrastructure, commercial uses and public transport are in place to support a shift in behaviour. High density living without these surrounding characteristics can result in overcrowded, isolated and car dominated areas.

The focus for Harrow will be to provide a range of homes across the borough, with typologies that suit their context (both in terms of townscape and quality of life) and can integrate well with surroundings. Fundamentally, to meet housing need the focus will be on density rather than tall buildings. Tall buildings should be considered exceptional, both in their frequency and in their design.

$$mr > 1.5p$$

mr = mid-rise
p = prevailing height

Formula to define mid-rise dependent on context

$$t > 2p$$

or

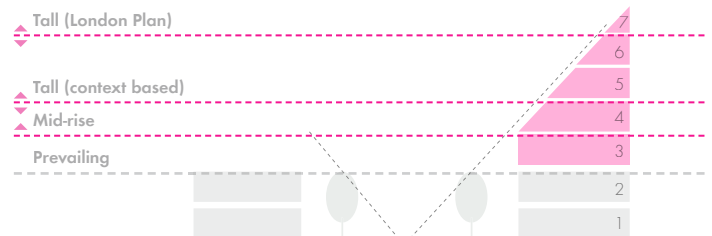
$$t \geq 6s \text{ or } 18m$$

t = tall
p = prevailing height
s = storeys
m = metres

Formula to define tall dependent on context or 6 storeys / 18m, whatever is taller

Many residential areas in Harrow are 2 storeys in height. In these instances:

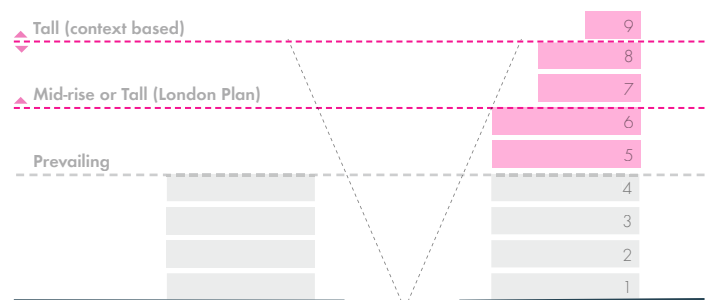
- a 3 storey new-build or single storey extension would be considered a gentle increase in height;
- a 4 storey building or 2 storey extension would be considered a mid-rise building in the context;
- a 5 storey building would be considered a tall building based on local context; and
- a 6 storey/18 metre or greater building would be considered a tall building when reverting to GLA minimum criteria.



Definition of mid-rise and tall in a low scale residential area e.g. Belmont

Harrow's urban areas often have buildings which vary in scale from 3-5 storeys, giving a prevailing height of 4 storeys. In these instances:

- a 5 or 6 storey new-build would be considered a gentle increase in height;
- a 6 storey/18 metre or greater building would be considered a tall building when reverting to GLA minimum criteria.
- a 7 or 8 storey building would be considered a mid-rise building in the context; and
- an 9 storey or greater building would be considered a tall building in the context.



Definition of mid-rise tall in an urban area e.g. Harrow town centre

The table opposite sets out a summary of prevailing heights and context-based definitions of mid-rise and tall buildings. In the majority of cases prevailing height sits at 2 storeys, reflecting the low scale, suburban character that characterises much of the borough. In these cases, a context-based definition of tall is considered anything greater than 4 storeys e.g. 4.5, 5, 5.5, 6 storeys etc. However, this falls below the London Plan (2021) policy D9 definition of a tall building being 6 storeys / 18 metres. The method follows that whichever definition is taller, that definition should be used. Therefore, the majority of the borough will utilise the 6 storeys / 18 metres definition.

In some cases, prevailing heights in the borough sit at 3 or 4 storeys, reflecting a generally higher scale of development found in town centres. Harrow on the Hill is the exception, though its historic significance is reflected in its grand townscape and volume of buildings that are 3 storeys or more. In these settings, a context-based definition of tall is considered anything greater than 6 storeys e.g. 6.5, 7, 7.5, 8 storeys etc. In the case of Harrow town centre a tall building would be anything greater than 8 storeys e.g. 8.5, 9, 9.5, 10 etc. Given the context-based definition of tall is greater than the London Plan (2021) policy D9 definition of 6 storeys / 18m, it is the context-based definition that should be used in these locations.

The relevant definition of tall in different locations of the borough is denoted by whichever value is in bold text - either the context-based definition or the London Plan definition.

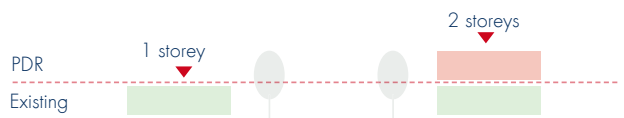
General Permitted Development Order

It is worth noting that the Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 2) Order 2020, on 31 August 2020, granted new development rights for the upward extension of homes. These new permitted development rights have the following criteria which need to be met in order to be eligible:

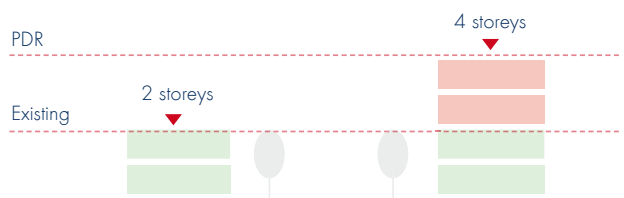
- Upward extensions for single dwellings;
- Upward extensions to create additional dwellings;
- One storey upward extension permitted on a single storey dwelling;
- Two-storey extension will be permitted on dwellings with two or more storeys in height; and
- Terraced and detached homes built between 01 July 1948 - 05 March 2018.

Upwards extensions on single storey or two storey dwellings is illustrated in the graphic below. It is unclear how widespread impacts will be on Harrow's built character, though possibly cul-de-sac typologies will be the most susceptible to meeting the varied criteria.

The methodology for a context-based definition of a tall building is intrinsically dependent on prevailing heights. It is noted the propensity for single and two storey upward extensions may well gradually increase the prevailing height, though this should not have a dramatic impact due to the interquartile range eliminating the impact of outliers; and the fact neighbourhoods and town centres comprise multiple different typologies, many of which are unlikely to qualify for these new permitted development rights.



Example of a single storey upward extension



Example of a two storey upward extension

	NAME	PREVAILING HEIGHT (STOREYS)	MID-RISE (STOREYS)	TALL (STOREYS)	LONDON PLAN POLICY D9 (STOREYS/METRES)
NORTH WEST	Pinner	2	3.5 - 4	> 4	6 / 18m
	Pinner Town Centre	3	4.5 - 6	> 6	6 / 18m
	Pinner Green	2	3.5 - 4	> 4	6 / 18m
	Hatch End	2	3.5 - 4	> 4	6 / 18m
	Hatch End Town Centre	2	3.5 - 4	> 4	6 / 18m
	Headstone	2	3.5 - 4	> 4	6 / 18m
WEST	North Harrow	2	3.5 - 4	> 4	6 / 18m
	North Harrow Town Centre	3	4.5 - 6	> 6	6 / 18m
	Rayners Lane	2	3.5 - 4	> 4	6 / 18m
	Rayners Lane Town Centre	3	4.5 - 6	> 6	6 / 18m
	Eastcore / Alexandra	2	3.5 - 4	> 4	6 / 18m
	Shaftesbury	2	3.5 - 4	> 4	6 / 18m
	South Harrow	2	3.5 - 4	> 4	6 / 18m
	South Harrow Town Centre	2	3.5 - 4	> 4	6 / 18m
NORTH EAST	Northolt Park	2	3.5 - 4	> 4	6 / 18m
	Clamp Hill / Bentley	2	3.5 - 4	> 4	6 / 18m
CENTRAL	Wood Farm	2	3.5 - 4	> 4	6 / 18m
	Harrow Weald	2	3.5 - 4	> 4	6 / 18m
	Harrow Weald Town Centre	2	3.5 - 4	> 4	6 / 18m
	Wealdstone	2	3.5 - 4	> 4	6 / 18m
	Wealdstone Town Centre	3	4.5 - 6	> 6	6 / 18m
	Harrow	3	4.5 - 6	> 6	6 / 18m
SOUTH	Harrow Town Centre	4	6 - 8	> 8	6 / 18m
	Harrow on the Hill	3	4.5 - 6	> 6	6 / 18m
EAST	Sudbury Hill	3	4.5 - 6	> 6	6 / 18m
	Stanmore	2	3.5 - 4	> 4	6 / 18m
	Stanmore Town Centre	3	4.5 - 6	> 6	6 / 18m
	Belmont	2	3.5 - 4	> 4	6 / 18m
	Belmont Town Centre	3	4.5 - 6	> 6	6 / 18m
	Canons Park	2	3.5 - 4	> 4	6 / 18m
	Edgware	2	3.5 - 4	> 4	6 / 18m
	Edgware Town Centre	2	3.5 - 4	> 4	6 / 18m
	Queensbury	2	3.5 - 4	> 4	6 / 18m
	Queensbury Town Centre	2	3.5 - 4	> 4	6 / 18m
	Burnt Oak Broadway	2	3.5 - 4	> 4	6 / 18m
	Kingsbury	2	3.5 - 4	> 4	6 / 18m
	Kingsbury Town Centre	3	4.5 - 6	> 6	6 / 18m
	Kenton	2	3.5 - 4	> 4	6 / 18m
Kenton Town Centre	3	4.5 - 6	> 6	6 / 18m	

Summary table of prevailing heights; context-based definitions of mid-rise and tall buildings; and the London Plan (2021) policy D9 definition. The value in bold illustrates which definition of tall should be used for different locations in the borough.

10.4 UNDERSTANDING WHERE TALL BUILDINGS MAY BE AN APPROPRIATE FORM OF DEVELOPMENT

Having defined what is considered what is considered a tall building for different localities, 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.

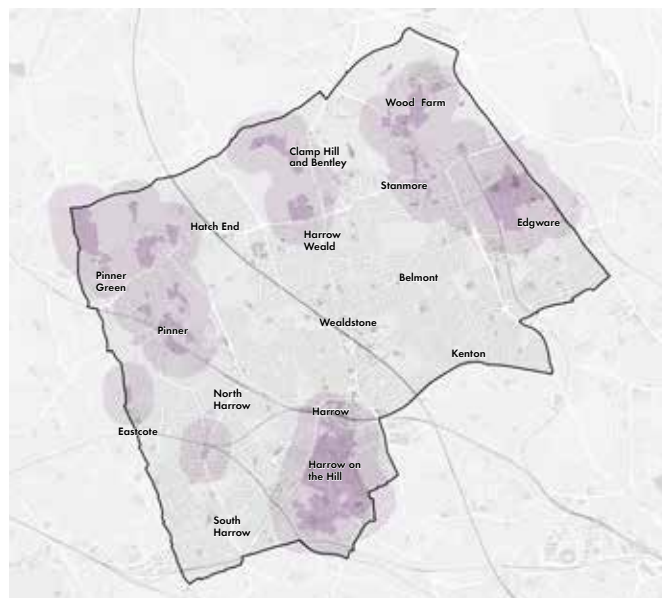
Sensitivity to tall buildings development

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

1. Conservation Areas
2. Statutory listed buildings
3. Locally listed buildings
4. Heritage at Risk
5. Local views and landmarks
6. Safeguarded air space

Criteria 1 to 5 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 (2021). Criteria 6 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.

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



Conservation Areas with a 400m buffer

of sensitivity for tall building development, with the darkest areas considered most sensitive due to the layering of multiple attributes.

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 400 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.

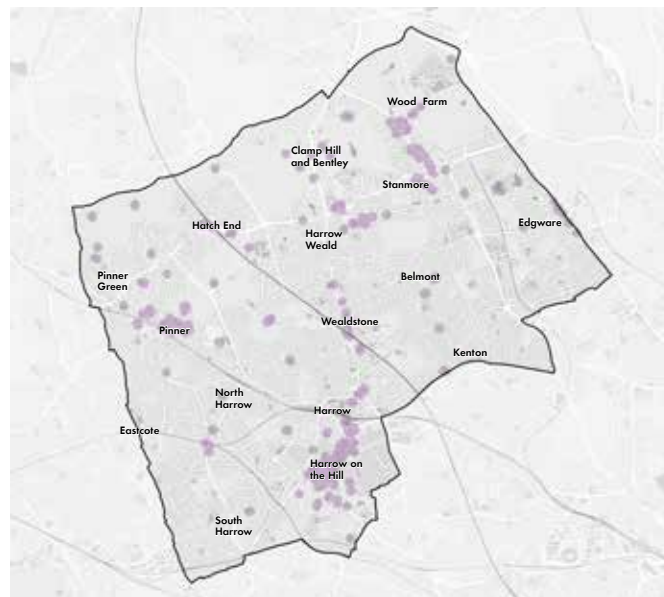
2 and 3. Statutory listed buildings and locally listed buildings

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.

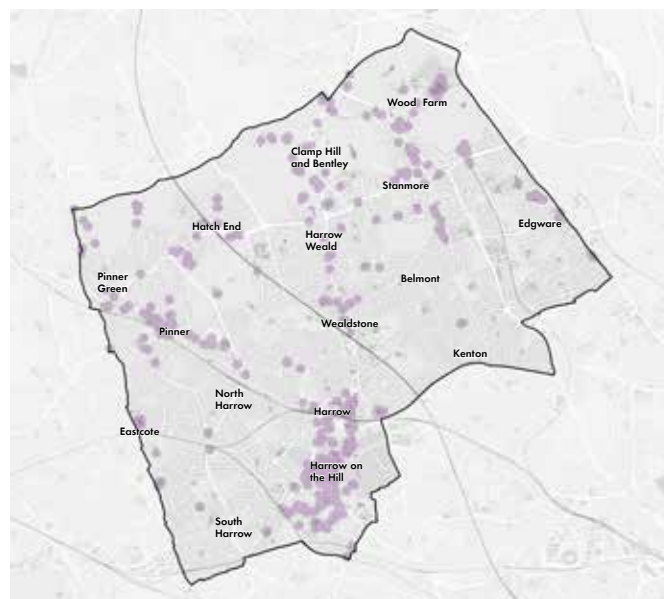
In a similar approach to Conservation Areas, the methodology applies and 75 metre buffer to each statutory and locally listed building. This approach seeks to incorporate the value of setting into this strategic, borough-wide assessment.

4. Heritage at Risk

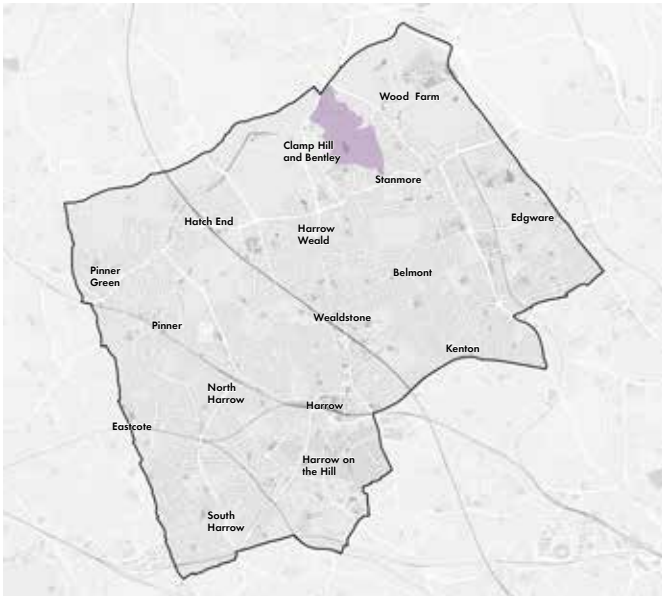
Heritage Land is defined as open land of historic value, including sites listed on the on the Register of Historic Parks and Gardens of special historic interest in England. Their open space character means developments from far away, inside and outside of the borough, could still negatively impact on 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.



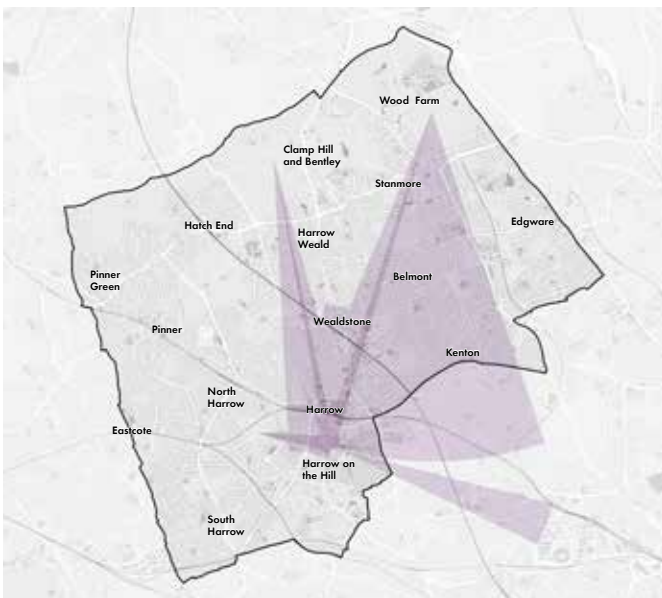
Statutory listed buildings with a 75m buffer



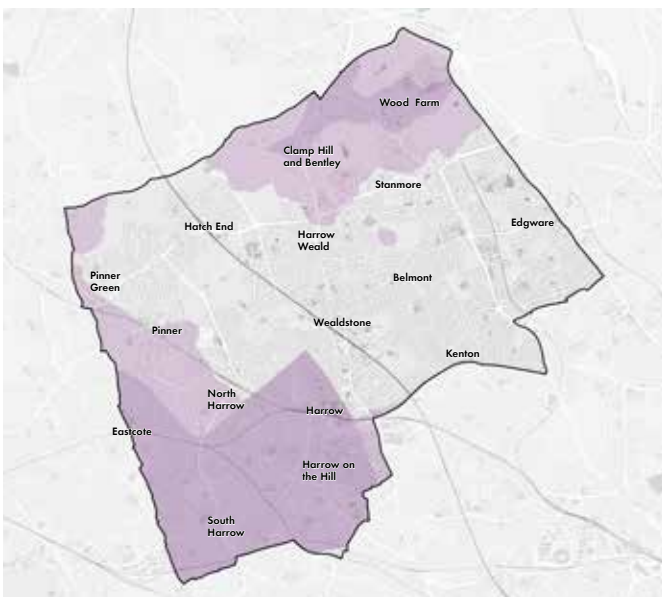
Locally listed buildings with a 75m buffer



Heritage at Risk



Local views and landmarks



Safeguarded air space

5. Local views and landmarks

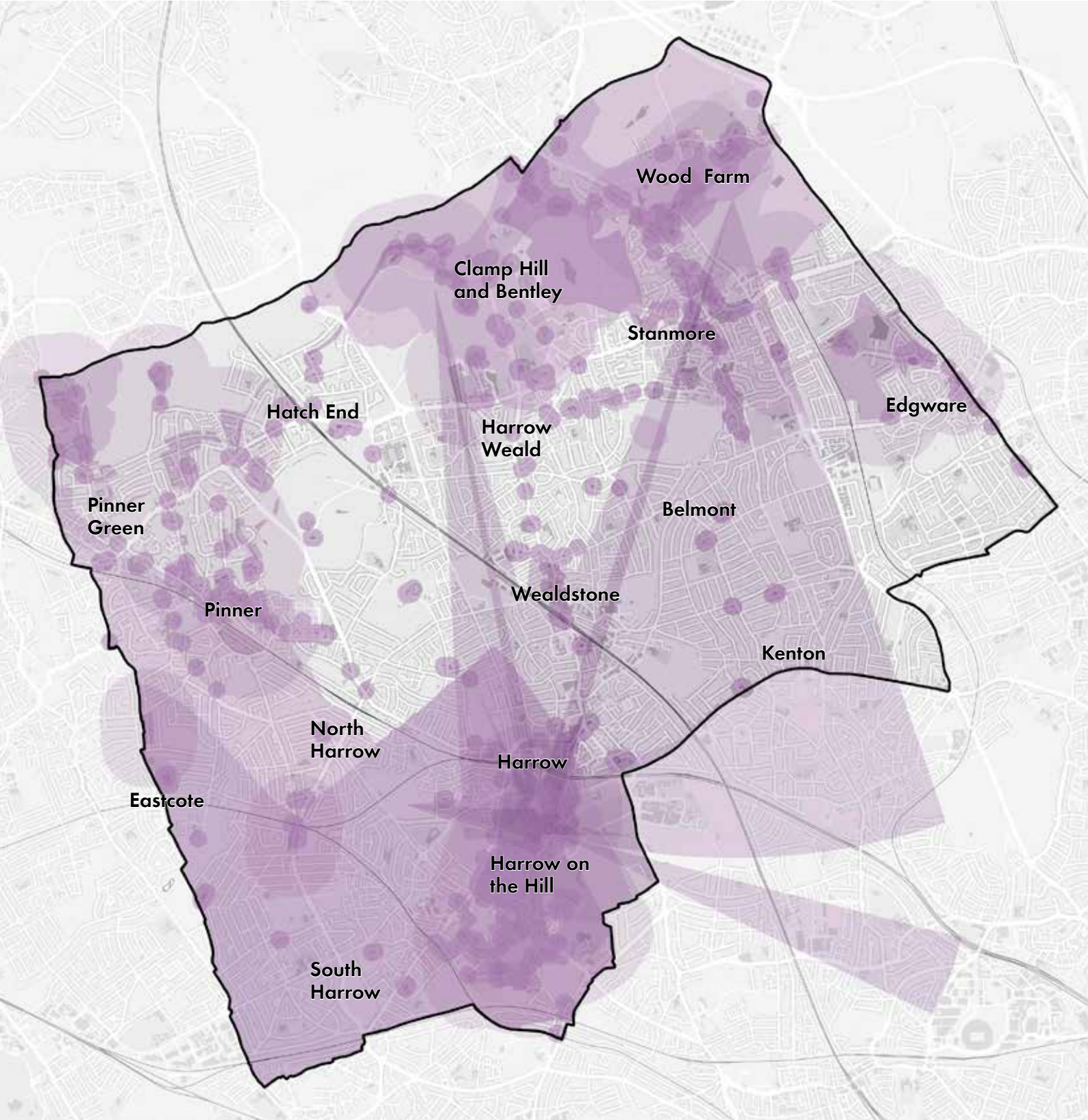
Harrow's Core Strategy (2012) identifies a number of protected views and landmarks. The topography of the borough drops from the north to the south, resulting in long views of tree tops and into central London. Views from Harrow on the Hill back into the borough are also an important part of local character. Taller buildings on higher, more prominent positions will be seen more widely and will have a greater impact on the surrounding area, therefore increasing their sensitivity.

Landmarks of borough-level importance that are notable for their visual prominence and are also either characteristic of their area, or of high architectural value (or both) are considered sensitive to the impact of new tall buildings given their visual prominence.

6. Safeguarded air space

The airspace of RAF Northolt has an impact on the height of development that can be permitted. Statutory consultation is required for any building, structure or works exceeding a certain height above ground level - though this height restriction varies across the borough.

This constraint has been captured as two shades, where light purple represents consultation needed on development over 45.7 metres (approximately 15 storeys); and dark purple where development exceeds 15.2 metres (approximately 5 storeys). Consultation is needed across the entire borough if proposals exceed 91.4m (30 storeys), though this exceptional form of development has been excluded from this assessment to improve visual clarity of the final composite heat map.



Composite heat map of all sensitivity criteria overlaid suggesting the areas that may be most and least sensitive to tall building development

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.

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 borough, as follows:

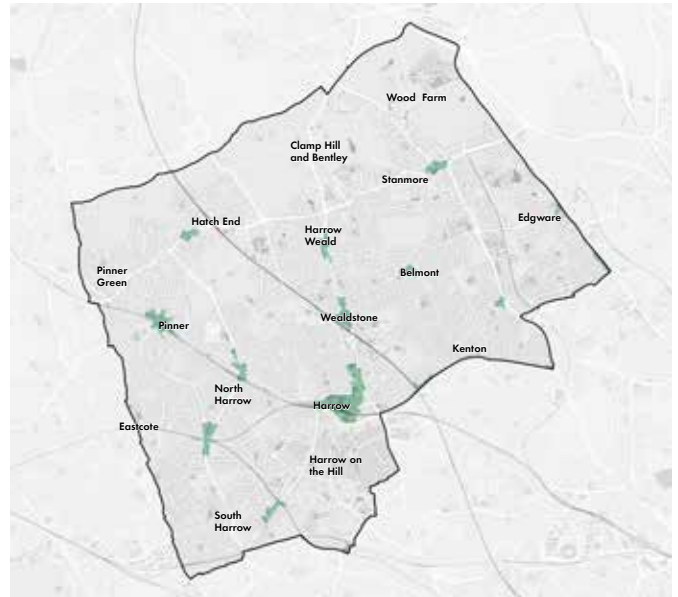
1. Proximity to a town or local centre
2. Proximity to a public open space
3. Accessibility by bicycle
4. Accessibility to public transport
5. Train station locations
6. Opportunity Areas
7. Movement corridors

Criteria 1 to 5 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.

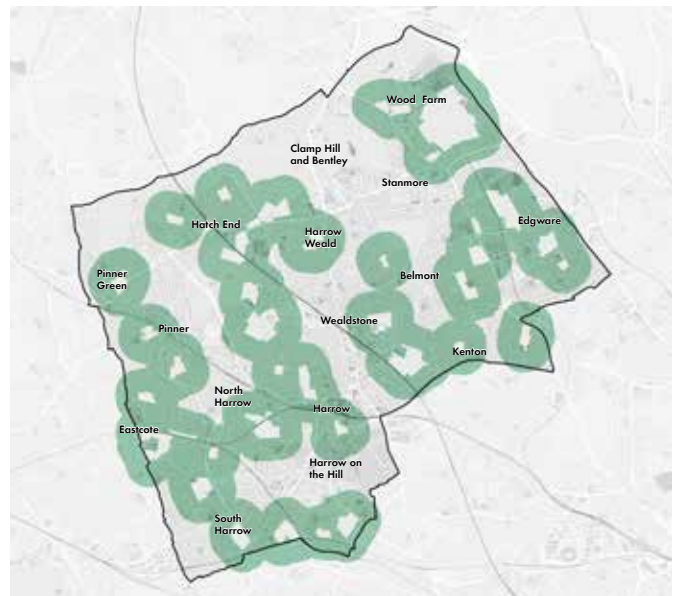
Criteria 5 is concerned with the role tall buildings can play in contributing to strategic and local regeneration objectives, through their role in introducing a vibrant mix of uses, increased densities and positive impact on design and local character. This is underpinned by Core Strategy policies CS1 and CS2; London Plan (2021) policies SD1, SD10 and D1; and National Planning Policy Framework (2021) chapters 6 and 11.

Criteria 1, 5 and 7 are concerned with the role tall buildings can play in contributing to enhancing local character through high quality design. This is reflected in Core Strategy (2012) CS1; London Plan (2021) policies D4 and D9; and National Planning Policy Framework (2021) chapter 12.

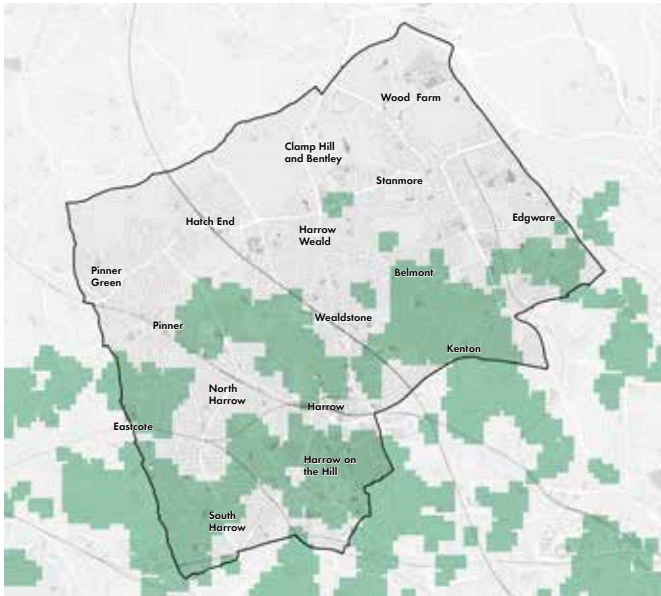
The prominence of existing tall buildings clusters was discounted as a criteria, given the principle of height is not considered a suitable attribute in its own merit - beyond the defined prevailing height and implicit definition of 'tall' in that area - see the prevailing heights section for more information.



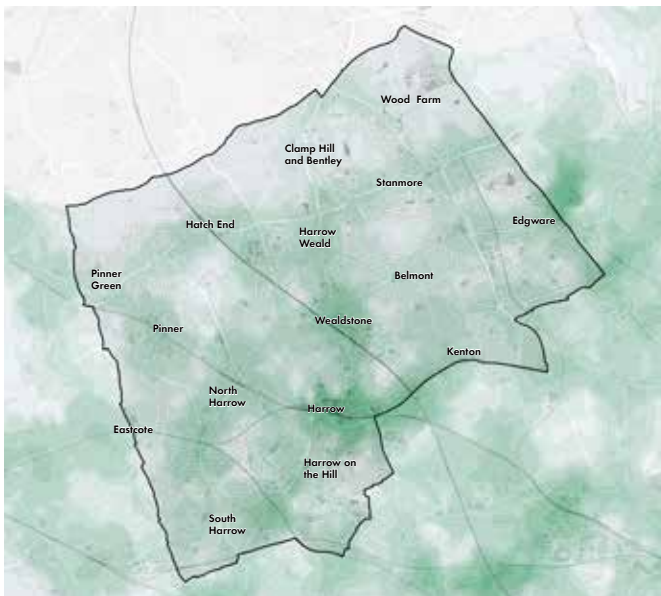
Town centres in Harrow



Open spaces with a 400m buffer



Cycling Transport Accessibility Level



Public Transport Accessibility Level (3-6b)

1. Proximity to a 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. Harrow has a network of town centres including Major, District centres (London Plan Town Centre Network) and Neighbourhood Centres. 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.

2. Proximity to a public open space

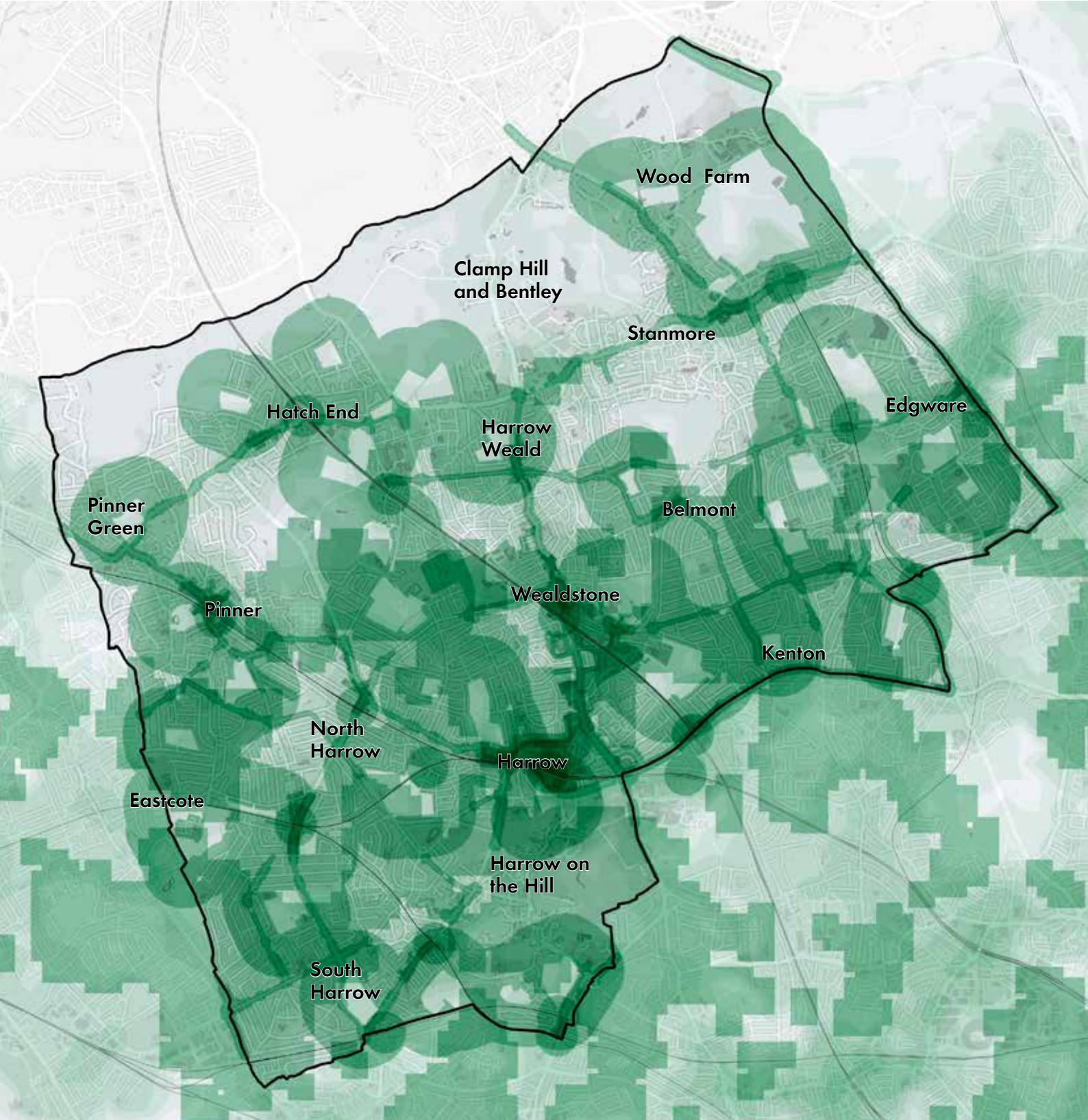
Good access to open space is a key criterion for the suitability of tall buildings. The GLA stipulates that all homes should be within 400m of an open space of 2 ha or greater. Open spaces have been filtered and isolated to focus on publicly accessible open spaces for recreation, excluding designations such as cemeteries, golf courses or private school playing fields.

3. Accessibility by bicycle

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 borough as appropriate for high densities, which could include tall buildings. This data was provided by the Greater London Authority.

4. Accessibility to public transport

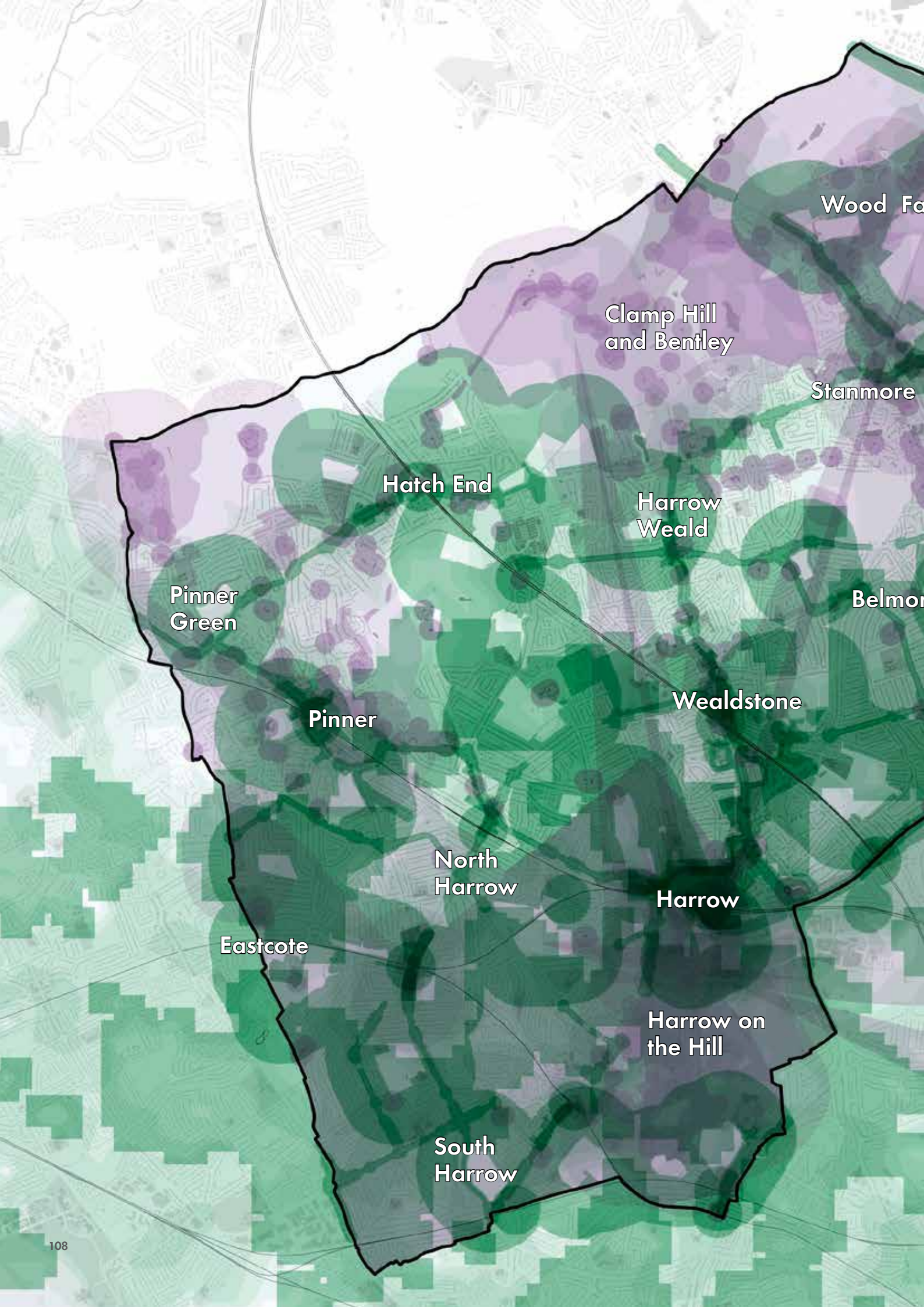
One of the most important factors in determining a site's relative suitability for a tall building. This is underpinned by the requirement set out in the NPPF to make the optimum use of land, especially where there is an existing shortage of land for meeting identified needs, as there is across the capital. High density development is encouraged in areas well served by public transport (NPPF para 123). 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.



Composite heat map of all suitability criteria overlaid suggesting the areas that may be most and least suitable to tall building development

What does it mean if a location is sensitive 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.



Wood Fo

Clamp Hill
and Bentley

Stanmore

Hatch End

Harrow
Weald

Pinner
Green

Belmon

Wealdstone

Pinner

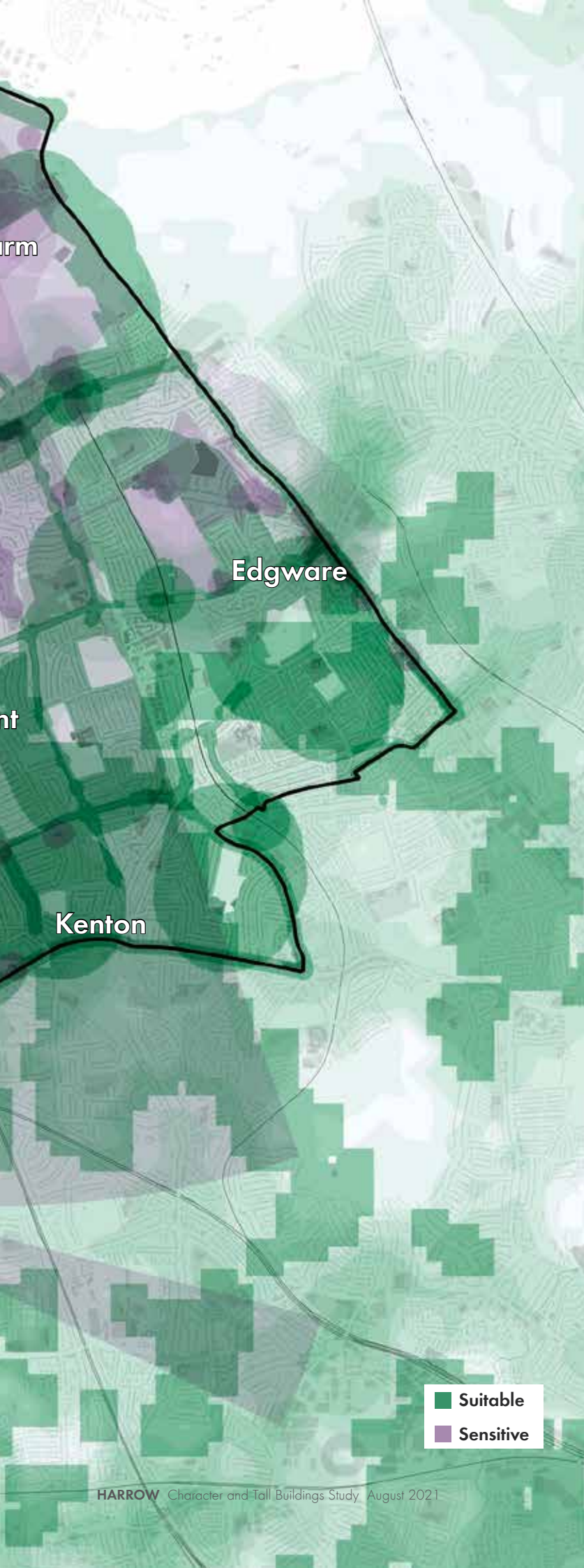
North
Harrow

Harrow

Eastcote

Harrow on
the Hill

South
Harrow



Composite suitability and sensitivity heat map

This spread illustrates the composite heat map for Harrow borough, representing the areas that are both suitable and sensitive for tall buildings. This method provides a context-led insight into the different qualities and attributes that need to be considered in the creation of tall buildings.

This plan can be used as a high level, strategic tool to understand the relative suitability and sensitivity of different parts of the borough. This tool gives an initial steer when reviewing proposals that are using either a context-led or 6 storey / 18 metre definition of tall building development.

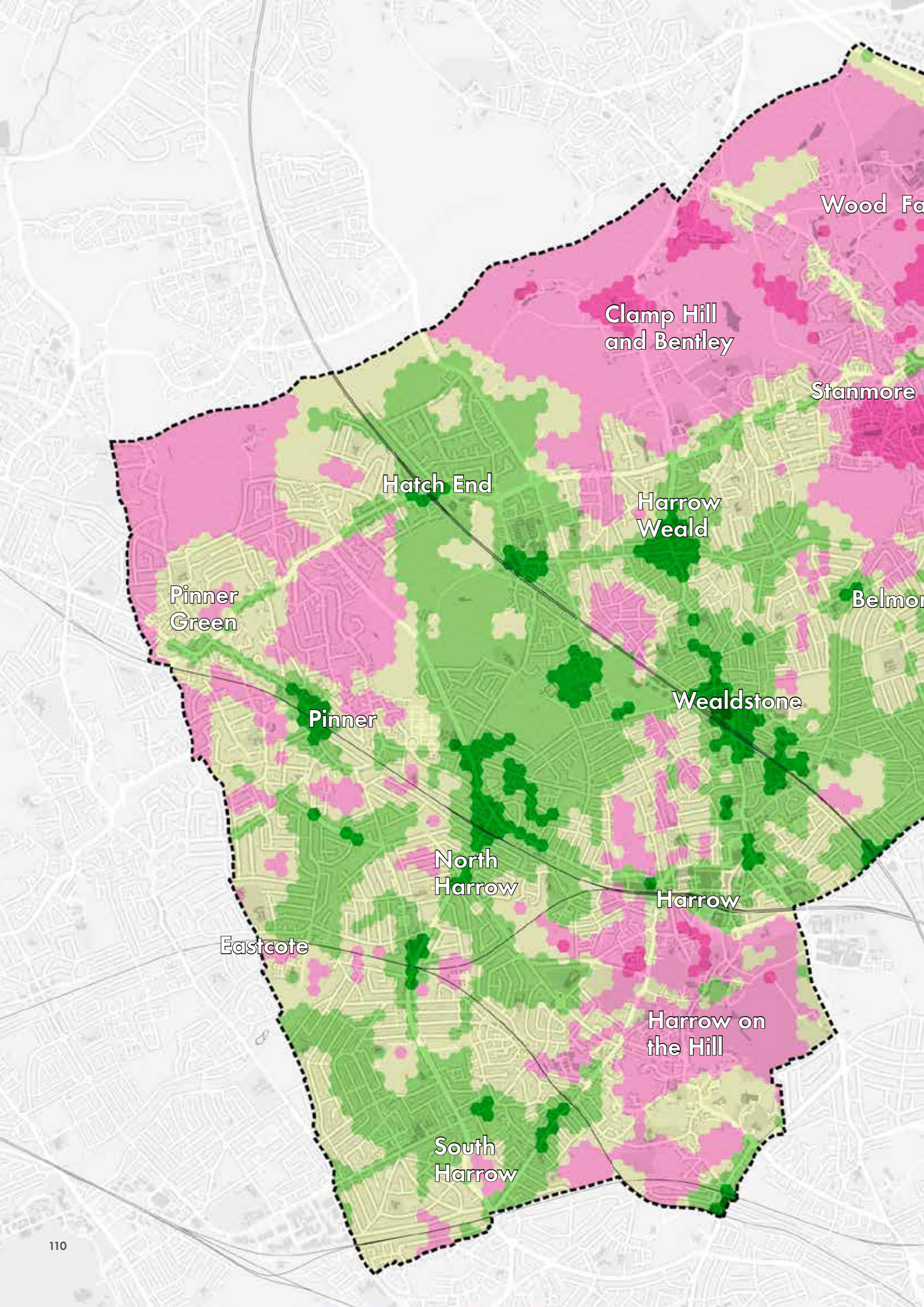
When approaching a site, this plan can be used as a starting point to appreciate relative suitability and sensitivity. This can then be read in conjunction with the prevailing heights study to understand what a context-based definition of a tall building is.

Reference should also be made to Part A and B of the report to understand local character and where possible proposals could enhance or protect local character and amenity. Indeed, an in-depth understanding and appreciation of local character and context in a location that is both suitable and sensitive, can often result in the most well resolved and well designed proposals.

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

These locations present opportunities for exceptional tall building development. Often the most suitable locations are highly sensitive e.g. historic town centres. Proposals for tall buildings in these locations will be considered provided they draw on the rich palette and pattern book established by local historic development; preserve and enhance the setting of heritage assets; contribute to the public realm; and embody the best of Good Growth, placemaking and exceptional design.

■ Suitable
■ Sensitive



Pinner Green

Pinner

Hatch End

North Harrow

South Harrow

Eastcote

Clamp Hill and Bentley

Harrow Weald

Wealdstone

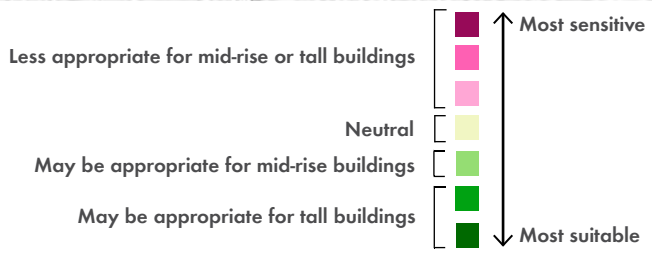
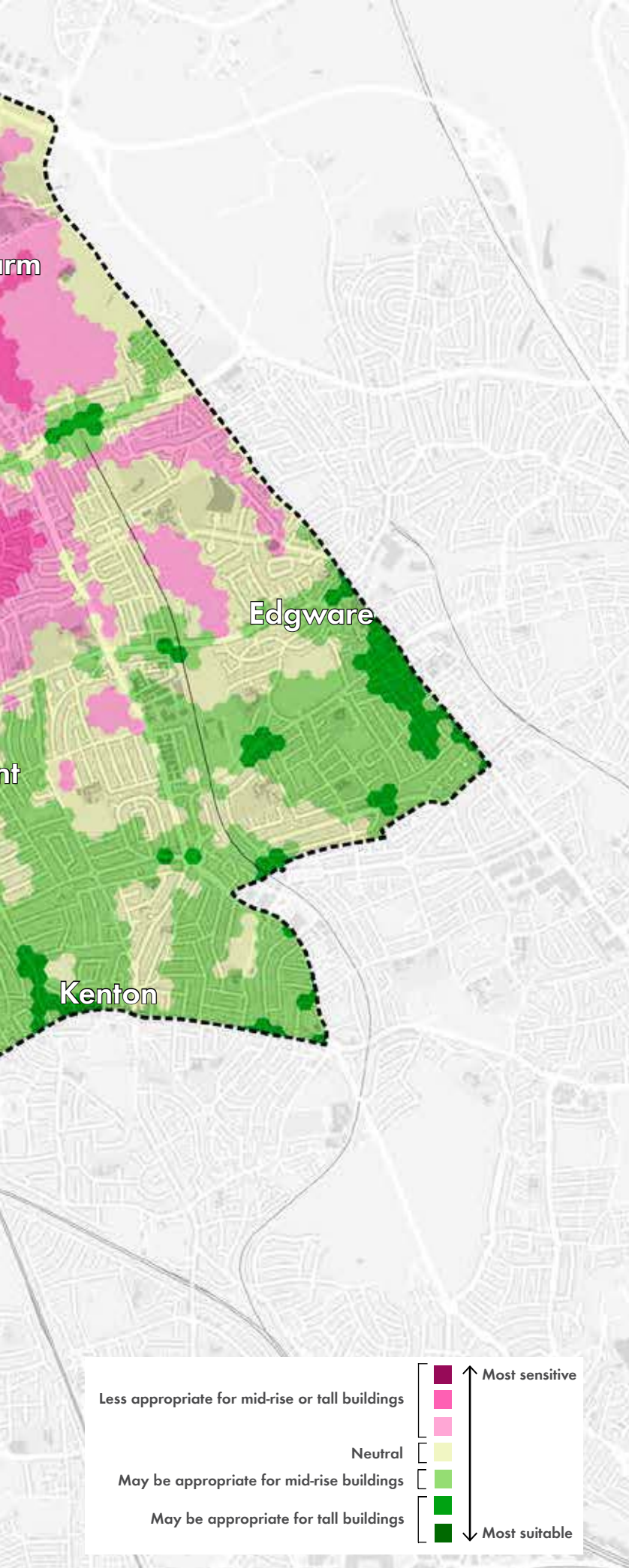
Harrow

Harrow on the Hill

Woodford

Stanmore

Belmont



Summary composite plan

The London Plan 2021 encourages London planning authorities to identify locations where tall buildings might be more suitable within the borough. This is most helpfully done through a consolidated plan that translates the sensitivity and suitability criteria for tall buildings into a single, summary result. This plan takes the nuance and densely layered information from the sensitivity and suitability overlay to provide a snapshot of suitable broad locations for tall buildings. It provides a clear indication of areas which might be considered suitable for tall buildings within Harrow, and those areas which are considered inappropriate.

It is not a final plan identifying appropriate locations for tall buildings - it has been developed to inform policy formulation through the Local Plan review process. Areas identified on this plan do not represent a predetermination of Development Management decisions, with each site and proposal judged on a case-by-case basis with a number of design considerations to be addressed and justified through the design process.

The plan is based on a hexagonal grid of 100 metre diameter tiles covering the borough. Each tile within the grid is coloured according to the number of sensitivity and suitability criteria covering that particular location.

For example:

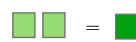
2x sensitivity criteria + 2x suitability criteria = neutral



3x sensitivity criteria + 2x suitability criteria = sensitive



0x sensitivity criteria + 2x suitability criteria = suitable



Any areas shaded in pale or dark green are considered inappropriate for tall buildings. Those areas coloured beige or pale green are considered neutral. Areas shaded mid or dark green can be considered for tall buildings, where a sufficient design case can be made. Areas with a darker green shading are considered more appropriate for tall buildings than those with a mid green shading.

Using the suitable locations plan

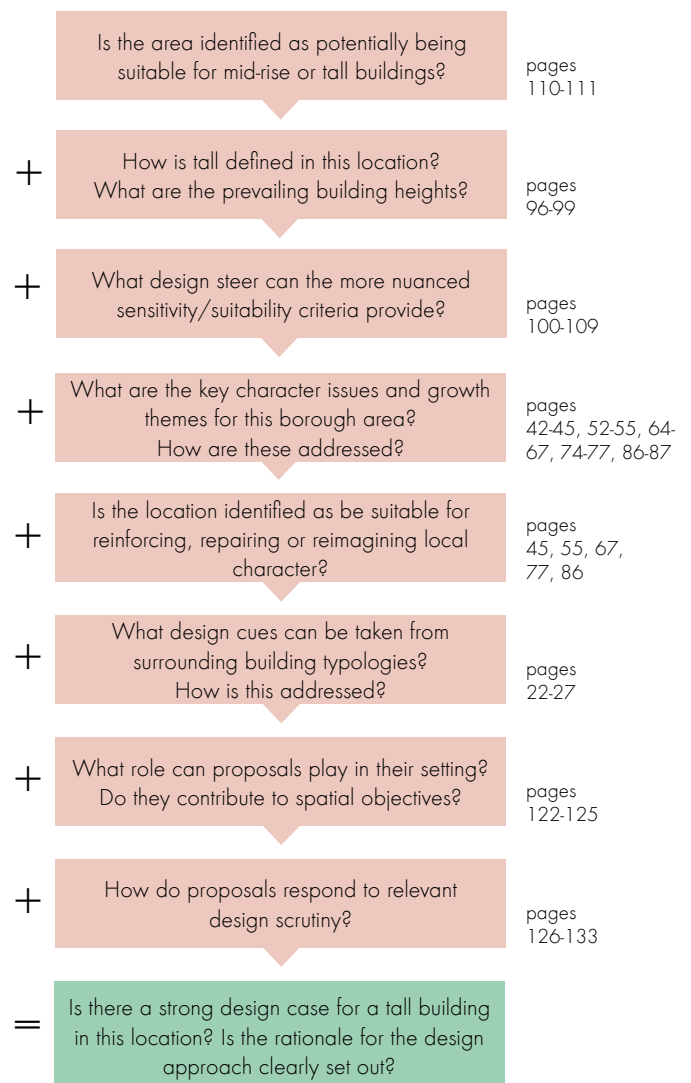
The plan is intended to identify broad locations which may be suitable for tall buildings, rather than identifying specific sites with boundary lines. It is most useful when read alongside the more nuanced suitability and sensitivity plans, which give a more detailed understanding of each area.

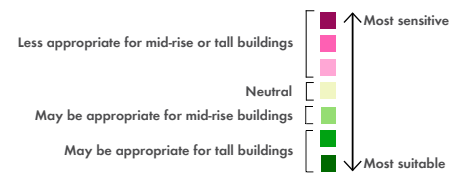
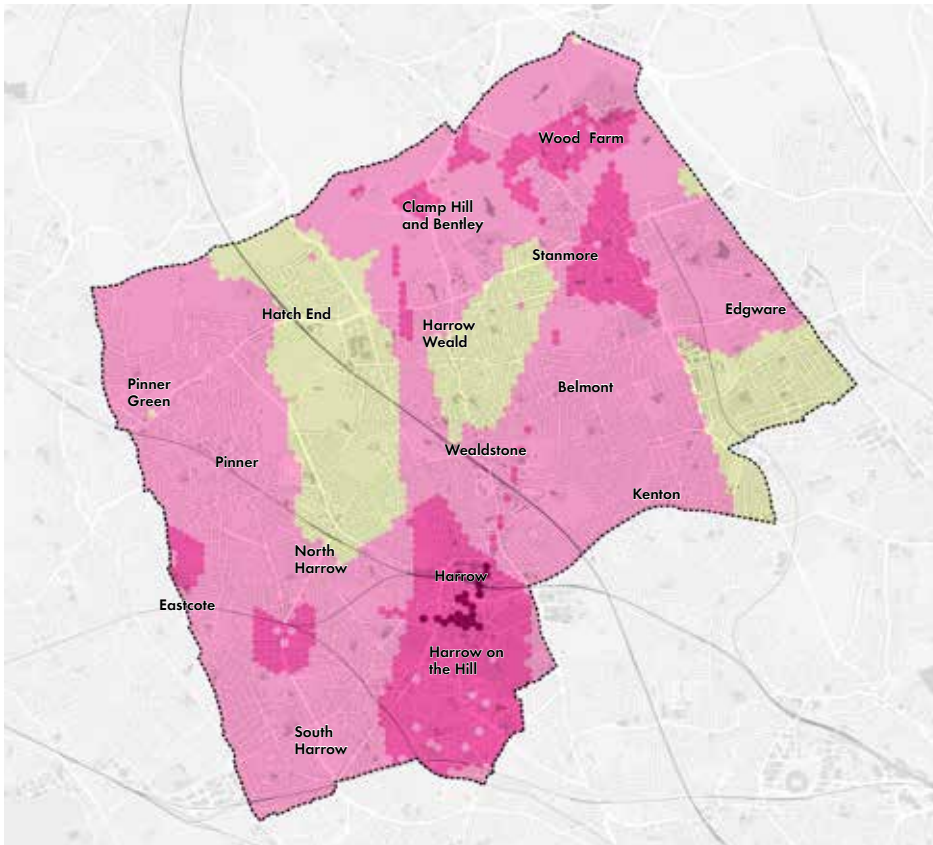
If any area is identified as having potential for tall buildings, then refer to the section on defining what tall means in this part of the borough. It might mean buildings of 6 storeys/18 metres or higher, according to London Plan (2021) policy D9 criteria, or buildings of 9 storeys or higher, in a neighbourhood with prevailing heights of 4 storeys, for example.

Assessment of areas as having any degree of suitability for tall buildings should not be taken to imply that every location within that area is suitable. Applications for tall buildings will be expected to include considered and thorough urban design and architectural analysis demonstrating why a specific site is an opportunity for a tall building.

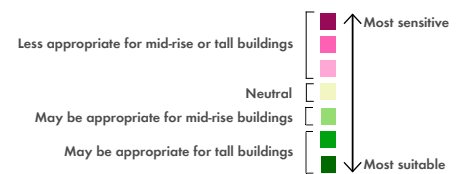
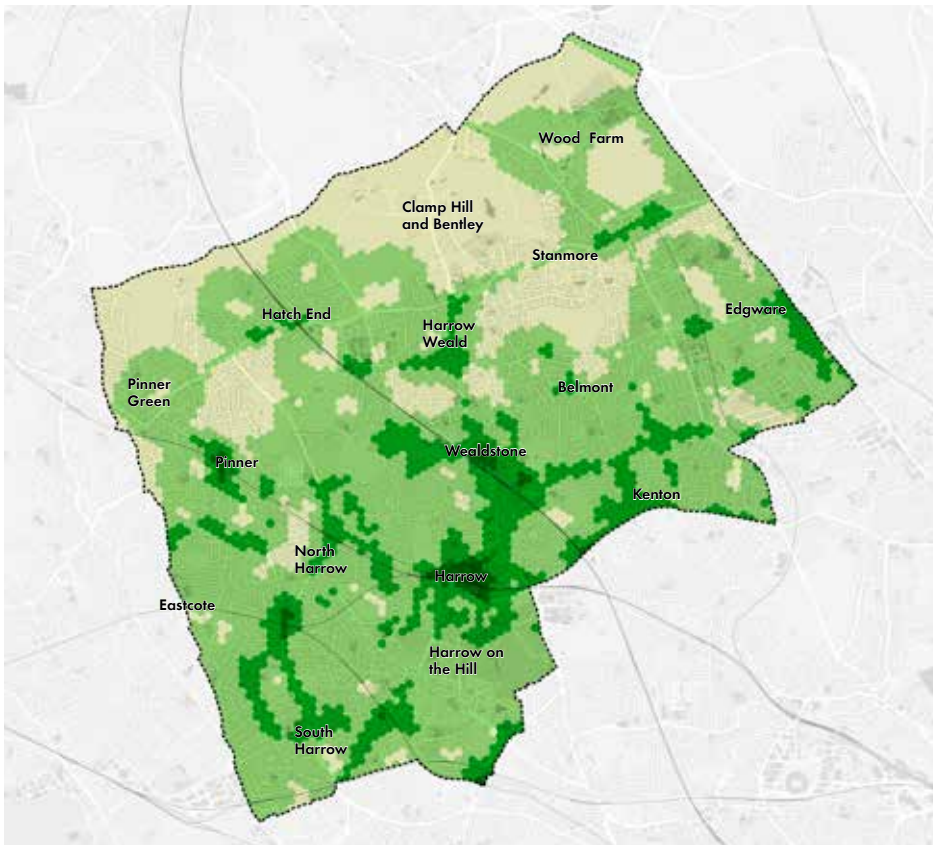
Where a site falls within a transitional area between colour coding on the plan, suitability will be decided at the Development Management Officer's discretion. A decision will be reached following reference to relevant information from the character study and design guidance, including surrounding building typologies, borough area character and growth themes, issues such as access to open space and regeneration priorities.

Process for making and assessing the case for a tall building





Simplified diagram showing gradient of sensitivity to tall buildings by 100m hexagonal grid



Simplified diagram showing gradient of suitability to tall buildings by 100m hexagonal grid

Neighbourhoods assessment

This section provides a high level commentary on each neighbourhood in the borough and their relative sensitivity and suitability for tall buildings development, based on analysis in the composite summary plan. This commentary is based on analysis with local views included as a sensitivity criteria.

North West

- **Headstone** - A neighbourhood with large swathes of suitability, generally light green suggesting mid-rise development could be appropriate, with a particular opportunity along George V Avenue. Pockets of dark green exist, concentrated at the nexus of George V Avenue with Pinner Road and Headstone Lane; as well as at the Eastman Village site where buildings 4 and 6 storeys are under construction. All development would need to take into account the sensitive heritage asset of Headstone Manor and its setting. The area where St Thomas' Drive meets Uxbridge Road is sensitive due to the proximity of a cluster of Conservation Areas including Pinnerwood Park Estate, Moss Lane and East End Farm.
- **Hatch End** - A generally suitable or neutral neighbourhood. Swathes of light green suggest mid-rise development could be appropriate as a form of suburban intensification. A small area of dark green runs along a stretch of Uxbridge Road at Hatch End train station, Dove Park residential estate and the car park at Morrison's supermarket - tall buildings could be appropriate in this location.
- **Pinner Green** - A generally sensitive location owing to a clustering of heritage assets including Pinner Hill Estate, Pinnerwood Park Estate and Pinnerwood Farm Conservation Areas. Some opportunities for mid-rise development along Pinner Green parade and Elm Park Road, shaded light green on the plan.

- **Pinner** - A generally sensitive or neutral neighbourhood, with some opportunities within the Pinner town centre due to its sustainable location. Any opportunities would need to carefully consider the significant historic setting of Pinner High Street, Waxwell Lane and Tookes Green Conservation Areas. Some opportunities for mid-rise development may exist along Elm Park Road.

North East

- **Wood Farm** - Generally a widely sensitive location inappropriate for tall building development. Some focused opportunities for intensification may potentially exist within the medical campus.
- **Clamp Hill / Bentley** - Generally a highly sensitive location owing to a number of heritage assets and being on high ground with long views south across the borough. Inaccessible, rural setting with little access to services and amenities needed to support increased residential densities.

Central

- **Harrow Weald** - Widely neutral or light green, suggesting mid-rise development could be appropriate as a form of suburban intensification. Areas of sensitivity exist owing to the view of Harrow and Central London from Old Redding which falls over parts of Harrow Weald neighbourhood, making them inappropriate for tall building development. Areas of dark green could be appropriate for tall buildings, such as at Harrow Weald town centre, parts of the A409 and Long Elms parade. A strategic approach to employment intensification and possible co-location with higher than prevailing mixed uses could come forward at Chatry Place industrial estate and Harrow Garden Centre site. This should include no net loss of employment floorspace.

● **Wealdstone** - A predominantly suitable area for tall buildings owing to its highly accessible location within the Harrow and Wealdstone Opportunity Area. Opportunities are focused along the high street and near Harrow and Wealdstone train station. A strategic approach to employment intensification and possible co-location with higher than prevailing mixed uses could come forward at the Palmerstone Centre industrial estate. This should include no net loss of employment floorspace.

●●● **Harrow** - Both areas of suitability and sensitivity. Most suitable within the town centre, along parts of the A409 and industrial land abutting Crystal Way and Rosslyn Crescent. Areas of sensitivity fall to the north west around parts of Harrow View and Marlborough Hill. This is owing to the local view corridor from Old Redding in the north of the borough.

East

●●● **Stanmore** - A widely sensitive neighbourhood, particularly around Old Church Lane Conservation Area - home to a number of statutory listed buildings and locally listed buildings. The view from the proposed country park at Wood Farm towards Harrow on the Hill and central London is also a key constraint in this area, making tall building development inappropriate. Pockets of suitability exist at Stanmore town centre - possibly suitable for mid-rise development, with Stanmore train station and the adjacent London Road possibly suitable for tall buildings.

●● **Canons Park** - A widely sensitive neighbourhood with a small pocket of suitability clustered at the nexus of Wemborough Road and Honeypot Lane. A strategic approach to intensification at this point should explore rationalising the complex road layout to improve the pedestrian experience and connectivity.

● **Edgware** - A suitable location given the accessibility of the town centre and A5 corridor, with all proposals taking into account the value of nearby heritage assets and their setting.

●● **Belmont** - A neighbourhood of mixed opportunity, with areas of sensitivity and suitability. Broadly constrained by the view from the proposed country park at Wood Farm towards Harrow on the Hill and central London. Mid-rise development could be appropriate on parts of Uppingham Avenue, St Andrews Drive and Kenton town centre.

●● **Kenton** - A broadly suitable neighbourhood shaded with light green, suggesting mid-rise development could be an appropriate form on suburban intensification. Specific opportunities exist at Kenton town centre and train station, as well as along Kenton Road and St Leonards Avenue, taking into account the heritage value and setting of St Mary-the-Virgin church.

●● **Kingsbury** - Broadly suitable for mid-rise development, with clusters of dark green suggesting tall buildings could be appropriate at Kingsbury town centre and along parts of Kenton Road and Honeypot Lane.

●● **Queensbury** - A widely suburban character with limited sensitivity factors, suggesting mid-rise development could form a part of suburban intensification. This could be suitable along movement corridors including Camrose Avenue and its nexus with Dale Avenue and St Bride's Avenue. There is greater suitability for tall buildings towards Edgware, the A5 corridor and Burnt Oak Broadway local centre.

South East

●● **North Harrow** - Widely suitable with particularly suitable locations found around North Harrow town centre and train station, as well as along Station Road and Pinner Road. Mid-rise development could be suitable as a part of suburban densification such as at the nexus of Parkside Way with Southfield Park and Kingsfield Avenue.

●● **Rayners Lane** - A broadly suitable neighbourhood with only small pockets of sensitivity. Opportunities for mid-rise development exist along Cannon Lane, Kings Road and Alexandra Avenue. Tall buildings could be appropriate at Rayners Lane town centre and train station.

●● **Shaftesbury** - A mixed neighbourhoods with some suitable and some sensitive areas. Light green shaded areas suggest mid-rise development could be appropriate, with opportunities found along Shaftesbury Avenue. General sensitivity found here owing to the Safeguarded Air Space restrictions, as well as the view towards St Mary's Church from West Harrow recreation ground.

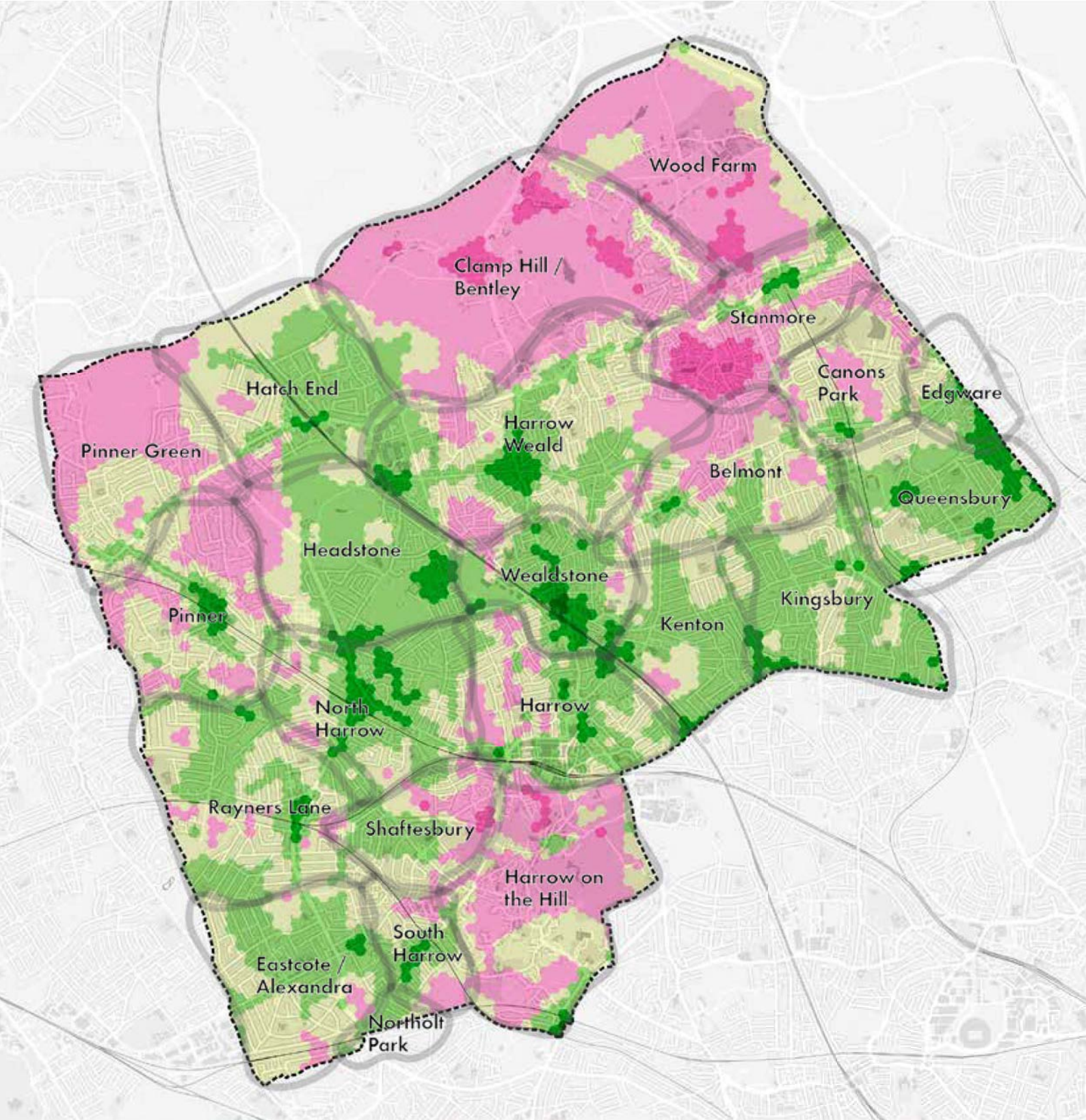
●● **Eastcote/Alexandra** - Mixed opportunities with areas of suitability and sensitivity. Potential opportunities for mid-rise development along Eastcote Lane and Alexandra Avenue, as well as at the nexus of Rayners Lane with Eastcote Lane.

●● **South Harrow** - Swathes of suitability can be found along Northolt Road spanning South Harrow town centre and train station. Areas of sensitivity exist owing to nearby Conservation Areas such as Roxeth Hill, Harrow on the Hill and Mount Park Estate. This area is also constrained by the Safeguarded Air Space restrictions on tall buildings and structures.

● **Northolt Park** - A relatively small neighbourhood, it is broadly suitable for mid-rise development around Northolt Park Station, Alexandra Parade and Northolt Road.

South

● **Harrow on the Hill** - Generally a very sensitive area inappropriate for tall buildings development. Any potential opportunities around Sudbury Hill Harrow train station and Greenford Road would need to carefully take account of views to and from Harrow on the Hill and its historic setting.



Summary composite plan with neighbourhoods overlaid

Impact of views testing

This section explores the impact of views on the overall summary composite plan. The topography of the borough results in long views from the north to the south, and up to spires on Harrow on The Hill. Because these views are long views they have a far reaching impact. By removing views as a 'sensitivity criteria' we can compare the two plans above to test the extent that this data layer impacts on the overall heat map across the borough.

The annotations on the above plans identify the key areas of change between the two plans. These fall into three categories:



Areas that remain sensitive: Area A in Stanmore remains sensitive to tall buildings development owing to the clustering of heritage assets in this location. This is the only part of the borough - that is affected by this local views testing - to remain sensitive to tall buildings development.



Areas that become neutral or slightly more suitable: Removing local views identified in the Core Strategy (2012) allows a number of areas to be considered neutral or slightly more suitable for tall buildings development. This includes area B, C, D, E, I, K and M.

These are areas that are typically suburban in character and therefore not appropriate their townscape is generally incompatible with tall buildings development, however mid-rise development could be appropriate in some locations. This could include infill / replacement of low density typologies along movement corridors and railway lines or as a part of strategic regeneration of industrial land or residential estates.

Potential locations for mid-rise development include Crowshott Avenue, Wemborough Road, Kenton Lane, Kenmore Avenue, Honeypot Lane and Kenton town centre.

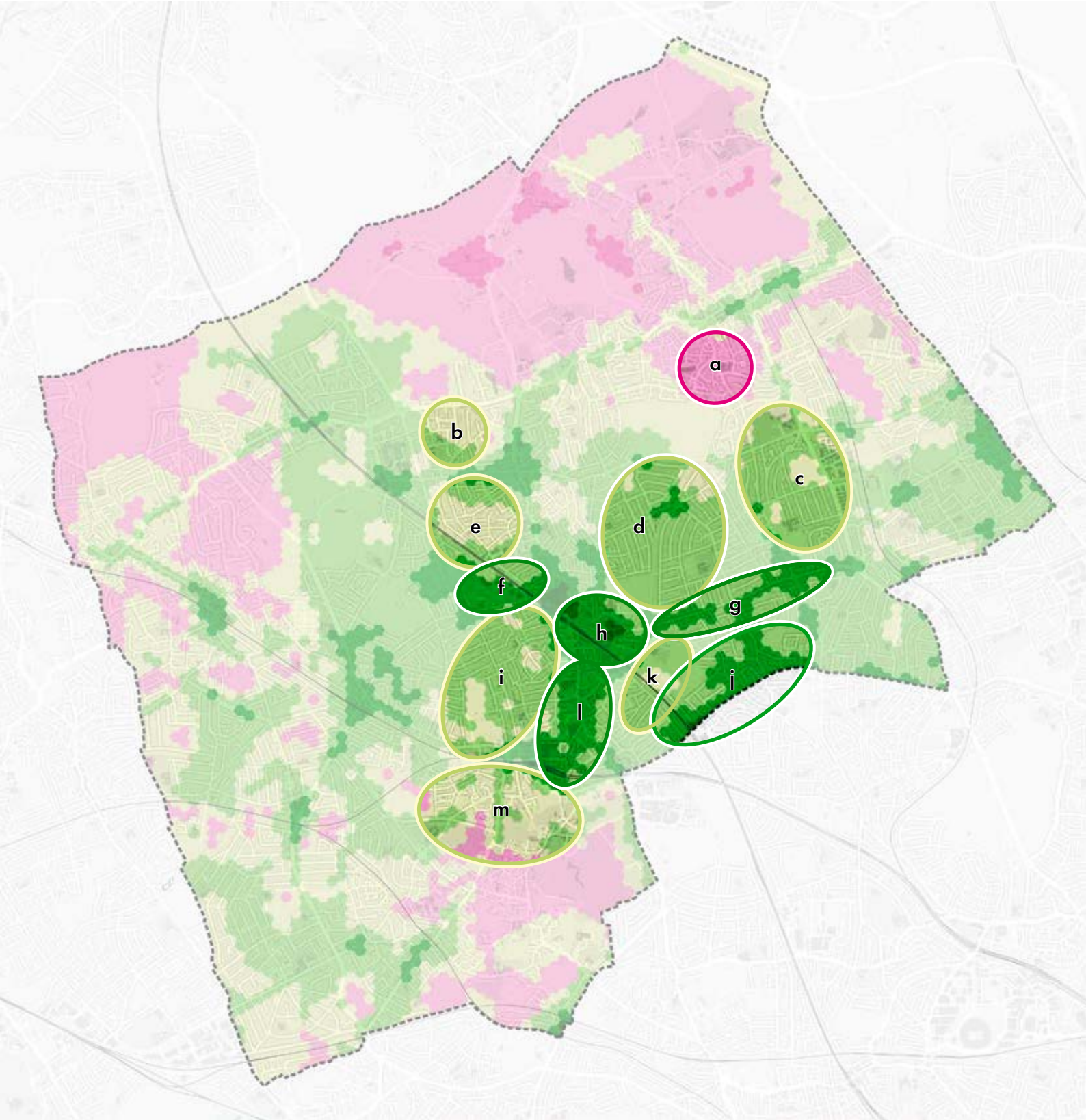


Analysis plans illustrating local views switched 'on and off' can be found on the following pages.

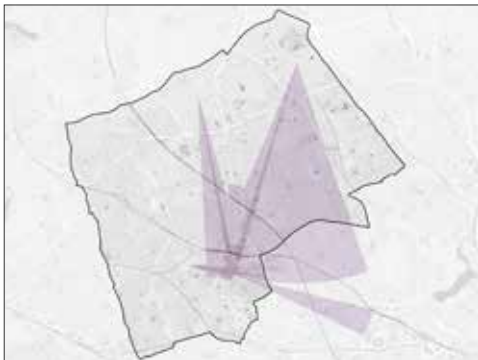
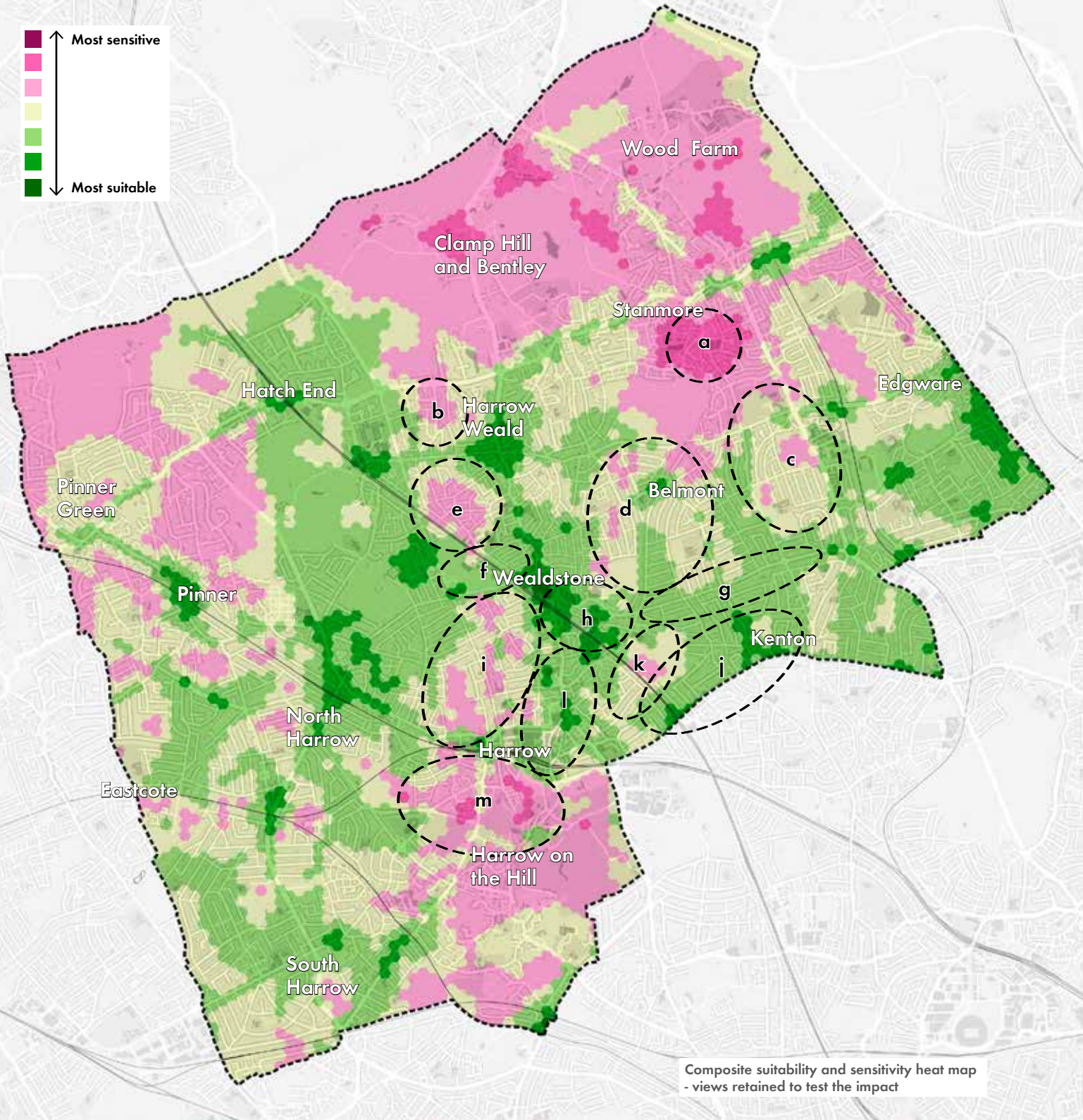
Areas that become more suitable: A number of areas become substantially more suitable for tall buildings development, becoming darker green or expanding areas of dark green. These include area F, G, H, J, and L.

Area H and L sees an expansion of dark green to broadly follow Station Road between Wealdstone and Harrow town centres. Indeed, this reflects the Opportunity Area designation where much of the borough's growth has been targeted in recent times. Dark green also expands to cover parts of Harrow View on the former Kodak Site, where regeneration plans currently exist.

Area G and J represent areas where the views testing analysis suggests tall buildings could be suitable. Generally these form lineated areas of dark green, representing wide movement corridors along Kenton Road, Kenton Lane, Christchurch Avenue and Streatfield Road. Mid-rise and tall buildings could play a role here in densifying suburban conditions or as a part of a strategic approach to regeneration in this area, with an increase in scale and density playing a role in defining an evolution of local character and townscape. This area also includes nearby access to Kenton town centre and train station, providing local services and amenities.



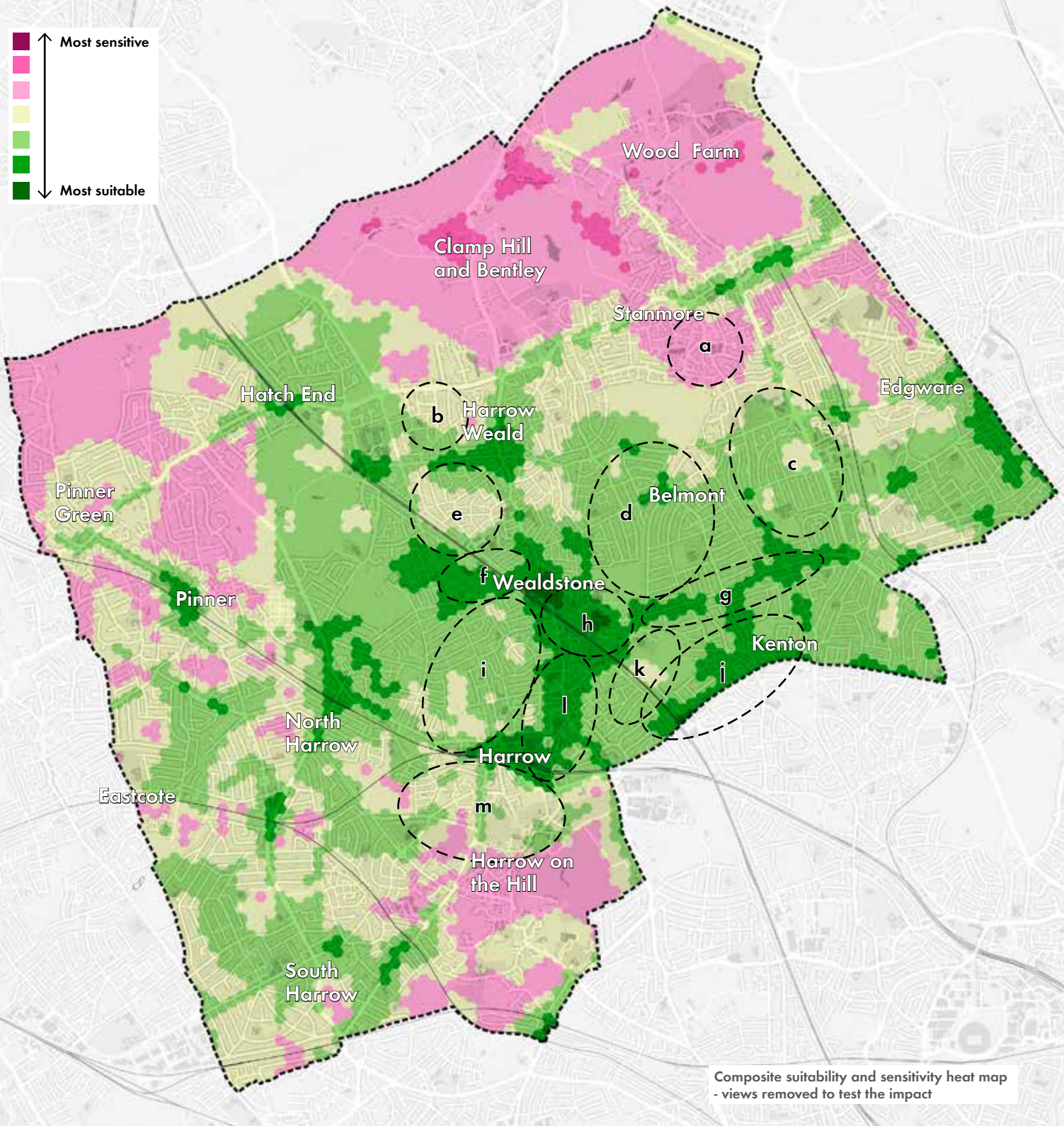
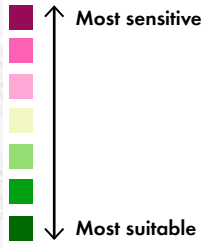
Areas of change identified on the summary composite plan having removed local views as a sensitivity criteria



Local views identified in the Core Strategy (2012) across Harrow borough



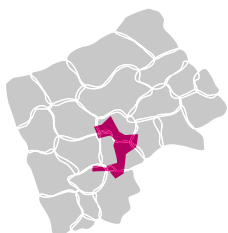
View across the eastern part of the borough towards central London



The key views from the north of the borough to the south. The above image shows part of that view across Harrow Town Centre to Harrow on the Hill rising in the background, with St Mary's Church spire perforating the tree line

10.5 THE ROLE OF MID-RISE AND TALL BUILDINGS IN DIFFERENT CONTEXTS

It is important to understand the role of mid-rise and tall buildings in different settings and how they can contribute positively to townscape, vitality and making best use of available land. In this section we introduce four distinct conditions found in Harrow, summarising key considerations; the spatial objectives growth should address; and the scale and typology of suitable buildings in this setting.



Relevant neighbourhoods:
Harrow town centre and
Wealdstone central

OPPORTUNITY AREA

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

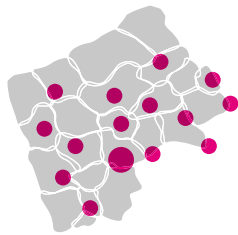
- Improve the image and function of both centres as well as their station environs
- Intensify existing employment and residential uses through targeted repair of the urban fabric with high density and potentially tall buildings
- Create a transition in density and uses between the town centres and surrounding 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



- A.** Lexicon on Gayton Road 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.
- B.** Harrow Square is a high density mixed use scheme that includes the creation of a new public space for the town centre. 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.
- C.** Agar Grove, Camden, provides a clear base, middle and crown to the building, with active frontage to the street and a stepped roofline, image © Hawkins Brown.
- D.** Safari Cinema on Station Road retrofits an historic building and provides additional storeys to the rear of the site, with a step back to the roofline, image © Evening Standard.
- E.** Pinner Road, Harrow, works with level changes and mediates height between two storey cottages/1930s homes to the north and a raised roundabout to the south. Extruding balconies/ garden rooms and brick detailing articulate the facade.
- F.** 67 Southwark Street, Southwark is an example of a diminutive tower which does not dominate the skyline but makes very efficient use of a small footprint, image © Allies and Morrison



Relevant neighbourhoods:
Stanmore, Rayner's Lane,
Queensbury, South Harrow

TOWN CENTRES

Characteristics and key considerations

- The Borough comprises a network of commercial centres including Harrow Metropolitan Centre; Edgware Major Centre; District Centres including North Harrow, South Harrow, Pinner, Wealdstone; as well as numerous local centres.
- Some of these straddle boundaries with neighbouring boroughs, including Edgware, Kingsbury and Kenton.
- Larger centres have seen their built form change in recent years with tall, high density residential schemes coming forward.
- Some town centres sit along strategic corridors within the borough and may have some shared objectives with this condition.

Spatial objectives and opportunities

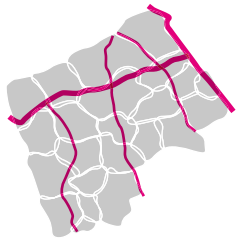
- High street facing developments should reinforce the character, grain and form of historic centres
- Taller buildings should improve local way-finding and contribute to 15 minute sustainable neighbourhoods
- Intensify behind high streets and parades, through additional storeys and surface car park development
- Provide a transition in height between the core town centre and residential streets beyond this.

Suitable scale and building types

- Mid-rise / mixed use buildings, deck access flats, modest extensions above commercial parades



- Stanmore station, a substantial scheme with a stepped facade and roofline to minimise the impact. Located in a sustainable location to accommodate high densities, though could have benefited from bulk and mass being broken down to reduce the visual impact of the width and horizontality.
- Marsh Road, Pinner, opposite a 2-storey cottage style parade, this 4-7 storey building increases height alongside the raised rail line. Top floors are set back, active ground floors are provided, windows have deep reveals. Balconies are to the rear, though outdoor amenity space is limited.
- Wellington House, Wimbledon, increases height in a compact manner, making good use of a corner site, reusing elements of the former site in a sustainable way image © MATT architecture
- King's College, Wimbledon, provides a varied roofline to bring interest and break up the massing, image © Allies and Morrison.
- Swain's Lane, Camden, replaced single storey commercial units with three storey mixed use buildings, providing active frontage and a better sense of enclosure to the street image © Google Maps.
- Number One, Wimbledon, increases height and makes good use of a corner site. Double height frames play with the sense of the number of storeys image © MATT architecture



Relevant routes:
The Uxbridge Road, A4006,
Honeypot Lane, A409 and the A5,
Courtney Ave, Alexandra Ave

CORRIDORS

Characteristics and key considerations

- The Borough is traversed by several historic routes which have become linear settlements over time
- These places maintain high levels of accessibility and intensity of land uses supporting
- Varied, ranging from terraces with ground floor shop extensions to more robust, mid-rise modern buildings
- Some corridors incorporate the borough's town centres and may share some objectives and opportunities with this condition.

Spatial objectives and opportunities

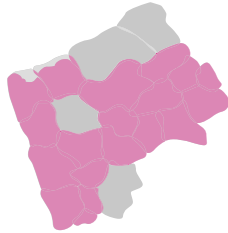
- Increase density and humanise the environment with public realm improvements and priority for active and sustainable modes of travel
- Continue the process of renewal and increase the scale at key junctions to balance the width of the route
- Under utilised buildings can be replaced or adapted as residential or mixed-use blocks
- Intensify behind high streets and parades, through additional storeys and surface car park development
- Numerous housing site allocations along the Uxbridge Road and the A5

Suitable scale and building types

- Perimeter and linear blocks ranging from tall to mid-rise, contemporary mansion blocks, deck access flats



- A. Northolt Road, South Harrow responds to existing office buildings and increases height in a stepped fashion. Clear boundary treatment is established, but front doors to the street are limited and screened inset balconies conceal windows on the facade
- B. Stonegrove, just over Harrow's border with Barnet, replaced 3-storey estate blocks with 4 to 5-storey blocks which front the A5, with articulated facades and generous open space and tree planting. A good example of mid-rise high density living.
- C. Kidderpore Gardens, Camden, works with the surrounding mansion block typology to increase height gently image © Allies and Morrison.
- D. South Gardens, Elephant Park by Maccreeanor Lavington delivers a new high density residential neighbourhood comprising a mix of streets-based typologies, including a 7 storey perimeter block that reinforces the street hierarchy to the adjacent junction and movement corridor.
- E. Westbourne Baptist Church, Westminster, has a stepped roofline, with massing readind as two separate buildings. The fenestration establishes a verticality to the facade. image © Allies and Morrison.
- F. Sargasso Court, Bow, introduced mid-rise residential blocks onto a site tightly bounded by a road and rail line, creating continuous frontage as well as creating a linear park for amenity and permeability that runs the length of the site.



Relevant neighbourhoods:
Hatch End, Belmont, Kingsbury,
Eastcote / Alexandra

SUBURBS

Characteristics and key considerations

- Most of the Borough consists of low-scale suburban neighbourhoods of semi-detached houses or short terraces with pitched roofs
- The suburban grain of neighbourhoods combine orthogonal and more organic blocks and roads which add to their visual intricacy at street level
- Generous front and rear gardens and tree planting create a typically green suburban character
- Some intensification of suburban areas has taken place within the Borough

Spatial objectives and opportunities

- Gentle suburban densification on small sites to maximise the efficiency of under performing blocks
- Consider land assembly of garages within blocks
- Infill of 'left over' land and stopped-up vehicular routes and edges to blocks, poorly defined corners and edges
- Modest vertical extensions along commercial parades
- Review opportunities for the intensification of cottage estates through modern reinterpretation of their character.
- Consider access to transport and open space when intensifying, these will be needed to support higher density living

Suitable scale and building types

- Mid-rise deck access flats, four storey stacked maisonettes and modern terraces



- Stanmore Place, Canon Park establishes 4-storey apartments and 3-storey townhouses in an area generally dominated by 2-storey semi-detached homes. There is clear frontage to streets, landscaping, varied rooflines and facade materials
- Sandpaper Drive, Rayners Lane successfully establishes 4-storey apartments and 3-storey townhouses with on-street parking and pocket green spaces
- Nunhead Green, Southwark, provides 4-storey maisonettes and town houses in a contemporary cottage estate style, in an area of predominantly two storey homes and a parade, image © AOC
- St Helen's Gardens, Westminster, reinterprets a traditional villa typology to accommodate 8 new flats within Oxford Gardens Conservation Area. image © Maccreeanor Lavington
- Flora Court, Thornton Heath, occupies a corner site in a suburban context, accommodating four storeys with the top within the roof form. A pitched roof reinforces the suburban context whilst inset balconies provides a sense of privacy to amenity space. image © Pitman Tozer Architects
- Stanmore Place, Canons Park, is a new high density mid-rise neighbourhood based around a legible street network, courtyard amenity areas and green outlook on all sides. image © GRID Architects

10.6 DESIGN SCRUTINY OF TALL BUILDINGS

London Plan (2021) policy D9 states that the higher the building the greater the level of scrutiny that is required of its design by local authority planning, design and conservation officers. In some cases proposals for tall buildings may also be referable to the Mayor of London, such as when they are classified as tall based by the borough or that is more than 30m in height where there is no local definition of a tall building - see policy D9.

For this reason, the following sections include a summary of key design guidance for tall buildings to be referred to when scrutinising proposals. It focuses on the importance of considering and responding to context of the built and natural environment; public realm design; the crown, middle and base of a tall building; key characteristics of London tall buildings; sustainability considerations; and the impact of proposals on microclimate.

This design guidance can be interpreted and applied to buildings at a number of scales but are increasingly important considerations when addressing the impact of the scale and density associated with metropolitan and town centre proposals for tall buildings.

Considering context: the built environment

Having established potential locations for tall buildings, the next step is to ensure that proposals:

- consider alternative options for equally dense but lower / medium-rise forms of development as part of the design process.
- form part of large sites where the benefits of development or regeneration are significant and can be demonstrated.
- present a clear townscape merit and justification for their height which ought to be proportional to their role and function in the immediate and broader context.
- integrate taller elements within larger blocks with varied massing which can mediate between the scale of proposed developments and existing buildings.



Proposed new build scheme of six storeys in a suitable-and-sensitive location, where the lower four storeys (R) reinforce the scale of existing buildings across the street (L) while the upper two floors stepped back from the street. Further in the background, a tower is proposed in a more central and suitable location next to a station.

- seek to retain or improve the cross-sectional profile and character of existing streets.
- reinforce the spatial hierarchy of the local and wider context by aiding legibility and wayfinding.

If proposals comprise clusters of tall buildings (i.e. three or more within close proximity) then it is encouraged that these:

- be designed with varied heights to provide visual intricacy across the existing skyline.
- position the apex of building heights closer to the centre and lower building heights towards periphery of the cluster.

Proposals for tall buildings should evidence how they respond sensitively to the local character through visual impact testing of nearby, mid-range and long-distance views. The analytic potential of 3D modelling of proposals in their context is encouraged through:

- Zones of Theoretical Visibility Testing (ZTV)
- Accurate Visual Representations (AVR)
- Verified views analyses



Harrow View East includes tall buildings that optimise capacity of the major opportunity site as well as contributing positively to wayfinding and legibility through the new neighbourhood.

These visualisation techniques can be used to ensure that tall building proposals have taken local heritage assets and historical settings into account and that no harm is done to the local character of the built environment. Such testing is particularly important within Conservation Areas, near listed buildings and in places where there is heritage at risk. In such areas, the choice of construction method and careful selection of materials, colours and outward appearance is key to ensuring that tall buildings enrich and reinforce rather than work against their historic settings.

Tall buildings will have the greatest impact on the evolving skyline of Harrow and its neighbourhoods. Therefore, it is advised that larger and taller proposals should undergo two rounds of design review by an independent panel: first, at the initial design stage and later during the detailed design stage to ensure that applications conform with Council policies, best practice guidance and demonstrate a positive contribution to their context.



High density, 10 storey perimeter blocks form a part of the Acton Gardens masterplan, Ealing, which includes an extensive open space network comprising three public parks, communal gardens, green streets and allotments.

Considering context: the natural environment

When considering nature, proposals for tall buildings should aim to:

- work with the site topography to exploit prospects and panoramas without impeding local views.
- limit excavation and, where possible, reuse excavated soil on site.
- assess whether a site is liable to flooding and ensure that the flood risk may be properly managed and mitigated if it is not prohibitively high.
- seek to protect and enhance the open quality and amenity of the Green Belt, Metropolitan Open Land and other Public Open Spaces including parks, rivers and canals.
- consider the existing ecosystems and surrounding site and demonstrate how the proximity of tall buildings to biodiverse woodlands or waterbodies supporting notable animal species would not negatively impact on their upon their habitats and migration patterns.

Public realm: Factors to consider

Successful tall buildings are those which are integrated well within neighbourhoods, balancing the interests of occupants and providing a good living environment while strengthening the sense of local community. To establish a positive relationship with their surroundings, proposals for tall buildings should seek to:

- **fine grain**
analyse the nearby urban morphology and, where possible, adopt a finer grain of building footprints.
- **connectivity**
provide new or extend existing linkages to roads, pavements and crossings encouraging active travel.
- **pedestrian permeability**
improve permeability through the site and assert pedestrian priority where possible.
- **movement hierarchy**
ensure that the width of footways are proportional to their role in the overall movement network.
- **accessibility**
create new, publicly accessible landscaped open spaces that are well-designed and enhance the outdoor amenity.
- **purposeful**
avoid ill-defined areas that have no clear and purposeful function.
- **nature**
introduce meaningful and durable soft-landscaping, tree-planting, sustainable urban drainage and other measures which enhance the natural character of the site whilst providing essential urban greening.
- **neighbouring amenity**
ensure that the quality and amenity of adjacent buildings and outdoor spaces are not diminished with regards to privacy, overlooking and overshadowing.
- **active ground floors**
offer a mix of uses, particularly at ground level, to animate the street and to encourage wider social and economic interactions.



Diagram illustrating 9 factors to consider when designing public realm associated with tall buildings

Public realm: Safety and management

Tall buildings benefit from a clear delineation of what is public and private space. Defensible spaces and active, street-facing frontages at ground floor can provide a sense of enclosure and safety. The security and management regime of communal areas should be set out clearly to ensure the design an operational use of the building follows policy and best practice guidance. Well-defined prevention, evacuation and response strategies will minimise the threats from fire, flooding, terrorism, and other situational hazards. If terror protection is considered relevant, the use of bollards, planters or low walls along the perimeter are preferable to taller fences.



Clear delineation of public and private space - St. Andrew's, Bromley by Bow, image © Allies and Morrison



Public spaces offset the pressure of dense development - St. Andrew's, Bromley by Bow, image © Allies and Morrison

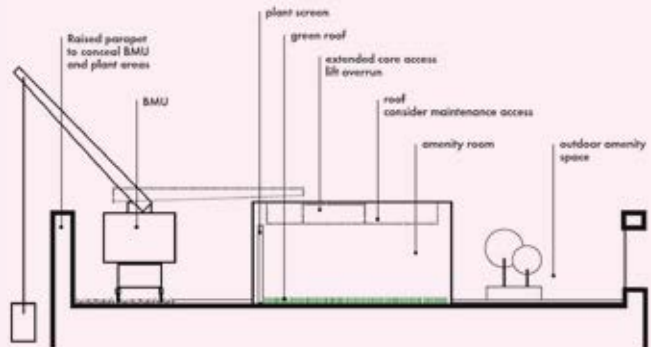
Good design: the crown, middle and base

London Plan (2021) policy D9 sets out the need for a well designed top, middle and base. The following guidance sets out a fundamental understanding of how these parts of a tall building should function and be designed.

The crown

Provide opportunities for new inflection points in the skyline. The extent to which it is iconic or sympathetic to the local character should depend on the role of the tall building in relation to its position and wider context.

- It is preferable that the uppermost floors (which also form part of the crown) should be articulated and distinct in material and form to the middle.
- Roof-top telecoms and mechanical equipment (such as plants, BMUs and lift overruns) ought to be integrated and concealed by parapets.
- While publicly accessible viewing platforms are encouraged, outdoor amenity spaces must ensure safety for persons at height and street level.

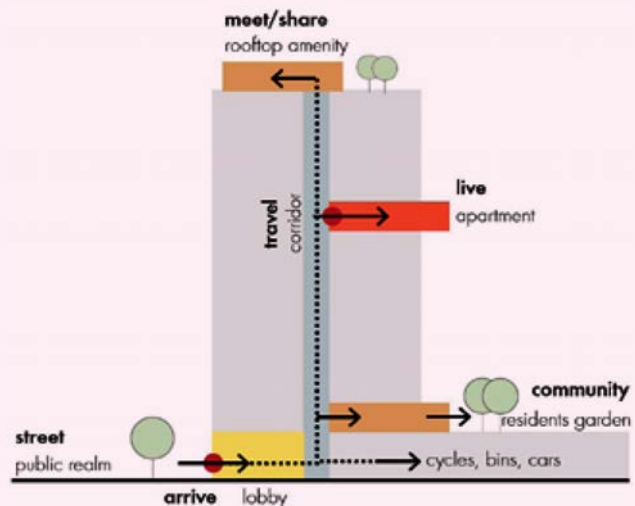


Roof section indicative of the variety of components and uses

The middle

Comprises the main building volume. Its three-dimensional form will affect the microclimate directly so the design should consider the impact on wind flow, ambient heat, privacy, light and overshadowing. The building envelope should balance the internal programmatic requirements with outward elegance and appearance to and from surrounding buildings, streets and spaces.

- A direct relationship between the typical floor plate(s) and facade composition is desirable.
- A harmonious modulation of elements such as balconies, recesses, and fenestration is desirable.
- The selection of materials and lighting ought to reinforce or enhance the townscape, particularly at night-time.



Cross-section diagram of the tiered functions in a tall building

The base

Creates a sense of belonging to one's home which is important for the sustained care and longevity of the built fabric. Base design comprises the:

- Building approach: the public realm and entrance should provide a welcoming arrival experience.
- Front of house areas: entrance lobby, circulation and shared spaces should be safe and well lit.
- Communal spaces should be easy to access, inclusive and animate the surrounding streets.
- Back of house areas should be well organised and sufficiently large to accommodate essential functions such as bike storage, bin storage, car parking and refuse collection.



Welcoming, attractive and clearly defined entrances which relate positively to the surrounding street

A characteristically 'London' tall building...

Many tall buildings in the City of London, at Canary Wharf and along urbanised parts of the river Thames adopt a more generic, international style of architecture which is characterised by the extensive use of glazing, metallic profiles and deep (usually office) floorplates. More recently, a new vernacular of tall buildings has emerged in less central parts of the city which share a set of common characteristics or aspirational qualities.

These traits can be interpreted for a buildings across a number of scales, though become increasingly important to consider as the height of a building increases. For this reason, these characteristics should be used to scrutinise particularly tall buildings in metropolitan and town centre locations.



...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.



...evolves existing types

- Extending London's long tradition of urban innovation by reinventing historical building types, augmenting their density potential and making them fit for purpose in the 21st century.



...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.



...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.

Microclimate

It is essential to understand the local, climatic context within which a proposed tall building will be situated. A 'microclimate' is shaped by the interaction between the climate and the built environment. It influences the way tall buildings perform and how end-users experience the urban environment through variations in temperature, humidity, rainfall, wind and other factors.

Examples of severe microclimatic variations which relate directly to tall building development include:

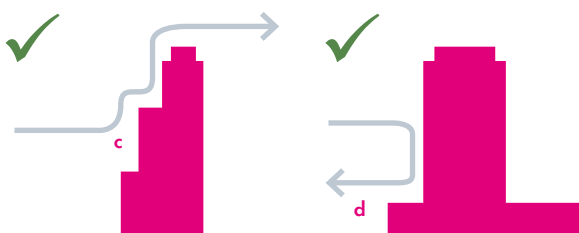
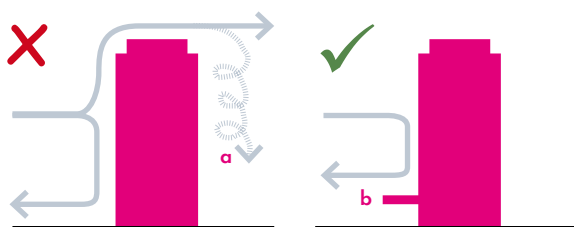
- Extreme wind turbulence: caused by the height and three-dimensional form of a buildings and its orientation to the prevailing wind direction.
- The urban heat island effect: whereby canyon-like developments with large surface areas absorb and reflect sunlight increasing the rate at which urban streets and spaces are heated.

Analyses of the macro and microscale climatic conditions for a site should be carried out at the earliest possible stage of the design process to ensure that a scheme can anticipate opportunities and mitigate risks in the way that the local climate interacts with the site.

Taking such early initiative will also ensure that effective passive design solutions can be implemented from the outset. This can lead significant downstream efficiencies in energy demands such as heating and cooling as well as improvements to occupational comfort.

It is advised that the following factors be considered when carrying out a comprehensive microclimate analysis:

- Solar radiation: evaluate annual levels of direct and indirect solar radiation in comparison to cloud cover. Can frequency of solar during winter months facilitate an effective passive solar design to aid heating demand? Or does cloud cover prevent this? Assess the seasonal daylight available to outdoor amenity spaces and sunlight penetration into the building and its effect on occupant comfort and thermal performance.
- Temperature: review annual peak high/low and average temperature by month. Consider the annual variation in temperature and any notable stress points from extreme high/low events.
- Wind: assess the direction and speed of prevailing winds and model its impact in relation to private amenities and public realm areas surrounding the building.
- Noise: consider the potential noise levels created by air movement, building use or operational machinery to maximise the enjoyment of internal and open spaces around the building.
- Air movement: model the building envelope and its effect on air movement. Consider massing options which encourage the effective dispersion of pollutants, but avoid adversely affecting street-level conditions.
- Climate change: develop adaptation strategies based on UK Climate Projections (UKCP) which provides the most up-to-date assessment of how the UK climate may change in the future. Climate mitigation measures should be identified and designed into the building as integral features from the outset to avoid retrofitting.



Canopies (b), setbacks (c) and podia (d) can mitigate wake and downwash effects of excessive wind (a)



Canyons may result in the urban heat island effect



Setbacks and wider street can mitigate the excessive heat

Sustainability

Tall buildings are held to a much greater level of design scrutiny than any other building type by the London Plan. At the same time, owing to their cost, scale, complexity and potential impact in terms of housing delivery, tall buildings are required to make considerable and positive social, economic and environmental contributions to their localities.

Managing these diverse requirements is challenging yet the benefits of truly sustainable tall buildings are significant. Proposals that integrate early and sustainable design strategies will benefit from the considerable economies of scale which tall buildings present. Factors to consider include:

- **Glazing ratio:** large amounts of glazing can lead to increasing levels of heat loss (in heating season) and solar heat gain (in cooling season) - both of which result in additional energy consumption (and the latter in overheating in residential properties). Glazing levels should seek to satisfy space heating demand, ensuring good daylight levels and limit peak solar gain.
 - **Equipment:** Energy associated with mechanical apparatus such as lifts increases with height. Tall buildings should seek to limit energy demand with vertical transportation systems.
 - **Embodied Carbon:** It is generally accepted that embodied emissions in the superstructure of tall buildings may rise with height due to the wind loading requirements. While there is little evidence to suggest the limit should be raised, design teams should pay careful attention to this target and potentially challenge the safety margins being used in structural design elements.
 - **Amenity space:** post-pandemic research indicates that levels of occupant discomfort in mid and high-rise properties mostly stems from the lack of private amenity space. Balconies may become unfeasible (and unused) at greater heights. Winter gardens offer one solution to this issue by providing a 'buffer' space between internal and outside conditions. Greater provision of communal amenity spaces is extremely desirable.
 - **Microclimate:** greater exposure to atmospheric conditions in taller buildings (sunlight, lower temperature, wind speeds) can lead to increases in energy demand. As such, the design impacts of tall buildings on environmental indicators is more acute and requires careful consideration.
 - **Externalities:** tall buildings also risk negatively impacting neighbouring properties, so care should be taken to properly evaluate and mitigate these risks during early design stages. Examples include solar access for daylight and renewable energy systems and build up of pollution build up.
- **Longevity and reuse:** many tall buildings only last as long as the facade system they employ. In the case of curtain wall cladding this is limited to 35-50 years, yet the design life of the structure is hundreds of years. The durability of building components (and the ability to replace some elements without compromising others) should be prioritised alongside the potential to recycle components as part of a wider circular economy.
 - **Construction methods:** low carbon construction methods can include off-site modular construction and 3D-printing, allowing rapid on site assembly and reduced carbon dioxide emissions from the site. Some carbon-sequestering construction methods also exist, including capturing waste carbon dioxide from industrial operations and injecting it directly into concrete.

Passivtowers

Given the Council's commitment to the genuinely sustainable planning of new developments across the Borough (see London Borough of Harrow Climate Change Strategy 2019-2024), prospective developments are encouraged to adopt Passivhaus design and consider issues which are especially relevant to tall buildings:

- **Construction sequencing** process for key details such as facade junctions. Identify the thermal boundary and air tightness layer and ensure both are present (and not compromised) in sequencing.
- **Key junctions** in the thermal envelope such as wall to floor connections, window head/cill/jamb and balcony connections as the efficiency gains/losses will multiply at such scale and any impact will be cumulative.



Agar Grove is a high density mid/high-rise Passivhaus development promoting a 'fabric-first' approach to energy performance and human comfort

PART D - GROWTH THEMES

11 CHARACTER EVOLUTION AND GROWTH THEMES

A borough-wide approach

Harrow is a borough that presents a number of opportunities for character-led growth, making best use of its heritage assets; network of town centres, parades and stations; open spaces and verdant landscape; and outer London location.

A principal conclusion of this study is about the need to create a borough-wide growth strategy - placing emphasis on all of the borough areas to deliver high quality, character-led growth. There is a need to look beyond the Harrow and Wealdstone Opportunity Area, that has accommodated much of the borough's recent growth, to other local neighbourhoods and suburbs, to complement this central spine of growth .

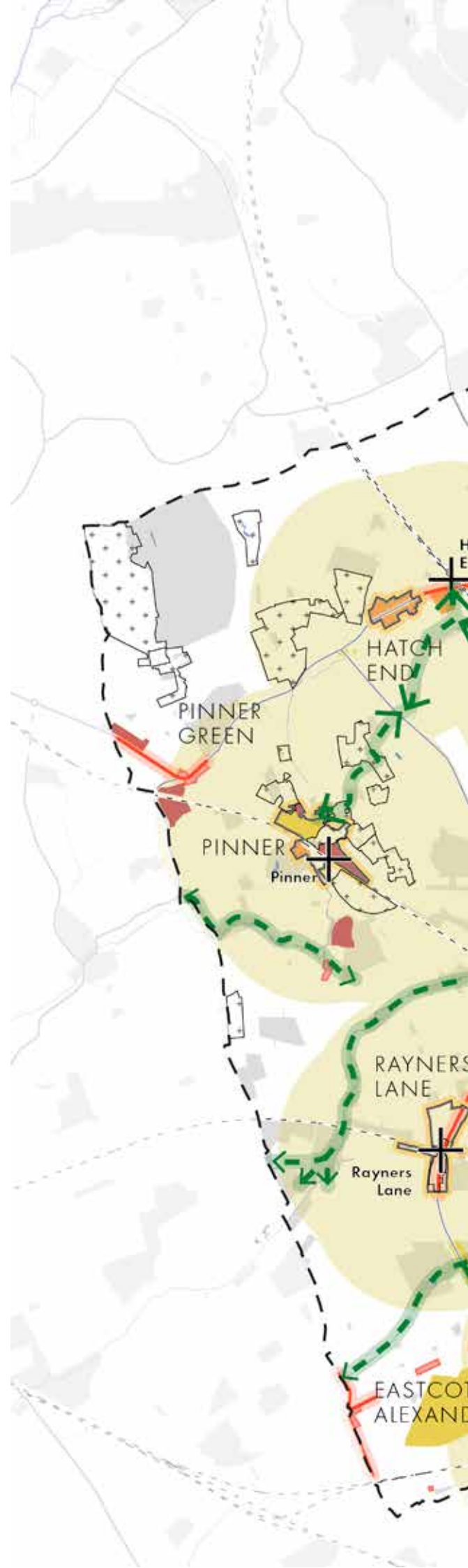
In the search for new homes and jobs, making best use of available land, responding to the climate emergency and creating well-designed, liveable places, a mixed and resilient growth agenda is needed across the borough. When done well, high quality growth can enhance local character and amenity, adding value to the quality of life and experience of local people. The priority is to set the standard for high quality, responsive design.

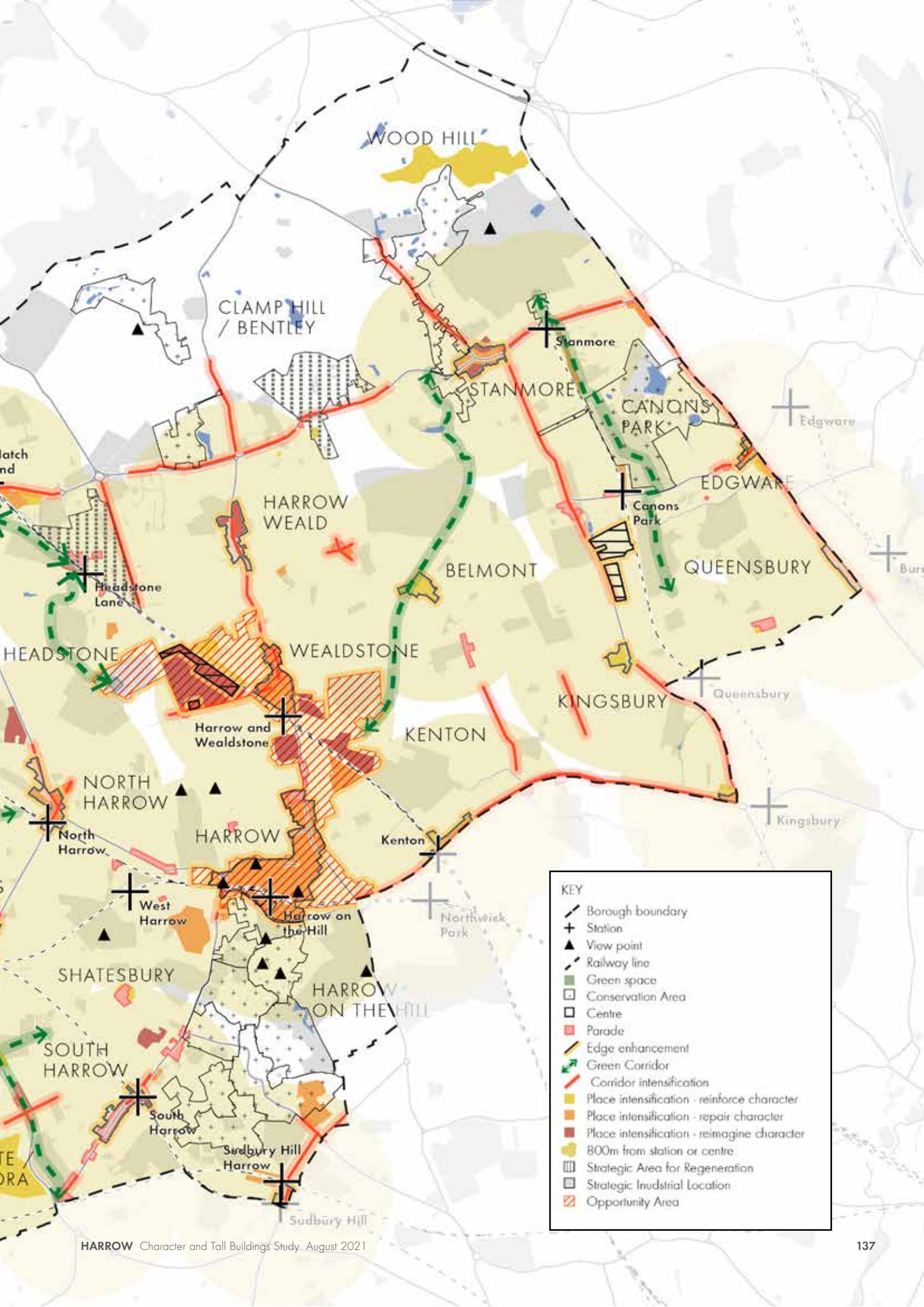
Character-led growth themes

Character-led growth themes have been developed for each of the borough areas, with guidance and recommendations specific to these localities (see Part B of this report). In some cases, themes are common across the borough and provide a strategic, cross-cutting agenda for delivering positive growth in Harrow, helping reinforce a coherent sense of place and inform future studies that provides localised and robust proposals.

The borough-wide themes include:

- 1. Celebrating and enhancing the verdant landscape;**
- 2. Strengthening the role of local centres and stations;**
- 3. Suburban evolution: growth beyond town centres;**
- 4. Celebrate and invest in placemaking assets;**
- 5. Changing character: from barriers to places; and**
- 6. Repairing edges and mediating scales.**





1 CELEBRATING AND ENHANCING THE VERDANT LANDSCAPE

Key characteristic

- *A rich and diverse landscape character set within an extensive network of publicly accessible green natural spaces and recreation grounds.*

Opportunities

- Improve connections, greened links and signage between green spaces and at key gateways.
- Enhance biodiversity and reinforce local distinctiveness through landscape character and planting mix - mature landscape in the north, historic estate parks and gardens, municipal parkland / recreation grounds.
- Draw greenery into hard urban landscapes, particularly Station Road and the wider Opportunity Area - in combination with public spaces and movement.
- Explore development opportunities to help improve pocket amenity spaces whilst looking for redevelopment opportunities for existing under-used pocket spaces.
- Seek to improve the sustainable transport connections and local walking routes to the north of the borough and natural assets here from southern Harrow.



Photo: Nigel Dunnett

Grey to Green scheme in Sheffield is a retro-fit SuDS project, initially delivered along an inner city road, reducing and slowing down surface-water runoff. By Nigel Dunnett / Zac Tudor / Sheffield City Council / Robert Bray Associates

2 STRENGTHENING THE ROLE OF LOCAL CENTRES AND STATIONS

Key characteristic

- *Neighbourhoods outside of the Opportunity Area are defined by their association to a centre, parade or station that forms a clear middle to each place.*

Opportunities

- Using the '15 minute city' as a tool to undertake a holistic review of gaps in local services to encourage local sustainable movement and 'living locally' e.g. providing community co-workspace at centres
- Development and intensification focused within centres, including vertical extensions of parades, to provide new space for services alongside new homes.
- Further enhance the parades as more significant nodes and opportunities to provide greater variation in character, stepping up in scale at these points to reinforce local distinctiveness and aid local legibility.
- Tailor regeneration at centres to respond to the unique needs and qualities of the communities it serves e.g. multi-generational living housing models.



Photo: Allies and Morrison

End of terrace site reinforces a local parade in Hackney, introducing positive frontage to a park and accommodates two flats above two ground floor retail units. By Cuozzo Fleming.

3 SUBURBAN EVOLUTION: GROWTH BEYOND TOWN CENTRES

Key characteristic

- *Suburban densification that sees high quality adaptation of existing homes, as well as higher density typologies introduced in the right locations.*

Opportunities

- Suburban design guidance that sets out the important features that have a positive impact in the character of these areas should be promoted to residents including the value of green front gardens, appropriate roof extensions and porch alterations.
- Enhance the efficiency of suburban blocks through small sites delivering, such as land assembly of garages within blocks or infill of 'left over' land.
- Street-facing infill that introduces secure, positive frontage to block edges, otherwise characterised by blank frontage and fencing.
- Higher density typologies with dual frontage introduced at junctions and block corner sites, stepping up in scale whilst responding to neighbouring properties e.g. pitched roof form, materiality, architectural detailing.



Photo: Brick by Brick

A four storey block of flats occupies the corner site of a suburban block, achieving a change in character and incremental increase in scale and density. By Pitman Tozer Architects.

4 CELEBRATE AND INVEST IN PLACEMAKING ASSETS

Key characteristic

- **Target investment in locally distinctive landmarks, open spaces and heritage assets - introducing variety in a consistent suburban character.**

Opportunities

- Placemaking strategies for under-valued heritage assets, local landmarks and their setting to create a stronger sense of gravity, develop identity and enrich a sense of place.
- Strategies should be holistic and focus on enhancing setting through public realm and landscape; responsive development that better frames and compliments assets; retrofitting and adaptive reuse that encourages mixed, public-facing uses where possible.
- Investment should be concentrated in areas which prioritise social exchange and interaction, including green spaces and pocket parks (see theme 1) and local parades (see theme 2).
- Temporal aspects i.e. long-term maintenance. Investment needs to be robust so improvements to character don't decline rapidly / require significant ongoing maintenance.



Photo: Nigel Cox

Harrow Arts Centre masterplan is breathing new life into listed but disused buildings, refurbishing them into a new dance school, events space and artist studios. By DK-CM.

5 CHANGING CHARACTER: FROM BARRIERS TO PLACES

Key characteristic

- **Reinforce historic spine routes and transform infrastructure corridors, adding to the layered character with buildings of different age, style and scale.**

Opportunities

- Continue the process of renewal and reinvention along these historic routes, with high quality development that adds to the borough's layers.
- Explore opportunities to increase scale on routes where the street ratio is poorly defined, through vertical extensions or new development, helping to balance the width of routes and reinforce the street hierarchy.
- Step up in scale and density and enhance the public realm at key junctions, centres and stations to reinforce a positive sense of place and importance.
- Improve built environment, public realm and landscape to support sustainable travel, including segregated cycle lanes in an appropriate locations.
- Areas of intense grey infrastructure should be reimagined to improve pedestrian experience and public use.



Photo: Morley von Sternberg

Folly for a Flyover transformed a disused motorway undercroft in Hackney Wick into an arts venue and new public space. By Assemble.

6 REPAIRING EDGES AND MEDIATING SCALES

Key characteristic

- **Enhance edges between different characters and scales, using development to repair and mediate comfortably between places.**

Opportunities

- Transform 'blunt' edges between mono-use areas, such as between industrial / commercial areas and residential neighbourhoods.
- Redevelop fringes to create more positive edges, introducing active frontage, entrances, mixed uses and high quality public realm and landscape.
- Repair scale changes from high density/scale urban centres to low density and scale suburban neighbourhoods - maximise use of mid-rise typologies at edges to comfortably transition.
- Explore opportunities to enhance entrances and introduce frontage to recreation grounds, adding overlooking - that is currently missing - and creating a positive relationship between open space and built development.



Photo: Studio Givanni

100% affordable housing over 6 storeys delivered on derelict parcel of Metropolitan Open Land, overlooking Peckham Rye Park. By Studio Givanni.

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