

Harrow

Local Economic Assessment 2019 - 2020

Planning, Development and Infrastructure

Policy Context

10.1 The London Plan is the Spatial Development Strategy for Greater London, published by the Greater London Authority (GLA) in July 2011. It identified a number of locations throughout London as focus points for future growth and development, known as Intensification Areas. These are defined as locations that are typically built-up, with good existing (or potential) public transport accessibility, that can support redevelopment at higher densities and have significant potential for new jobs and homes.

10.2 The Harrow Local Plan Core Strategy was adopted in February 2012. It sets out the long-term vision of how Harrow, and the places within it, should develop by 2026 and sets out the council's strategy for achieving that vision. An Area Action Plan (AAP) for the Harrow and Wealdstone Intensification Area was adopted in July 2013. The AAP includes the policies that will inform planning decisions in the Area and proposals to guide the form of development and uses proposed on allocated sites.

10.3 In March 2015, the GLA published the Further Alterations to the London Plan (FALP) which indicated that the Intensification Area designation for Harrow and Wealdstone had been upgraded to an Opportunity Area designation as a result of detailed evidence base studies on site availability and development capacities for the Harrow & Wealdstone Area Action Plan (AAP) indicating the development potential of the area could sustainably accommodate a minimum of 3,000 jobs and 2,800 new homes, compared to 2,000 jobs and 1,500 new homes previously. This meant that the Harrow & Wealdstone area meets the thresholds for designation as an Opportunity Area within the London Plan. A new London Plan was published in March 2016.

10.4 Following the 2016 change of mayor in London, London Mayor Sadiq Khan outlined proposals towards creating a new London Plan, 'A City for all Londoners' which was expected to be released in 2019. The draft New London Plan (2017) retains the Opportunity Area status, with housing capacity increasing to 5,000 new homes. There is little indication/concern that Harrow and Wealdstone will lose its Opportunity Area status in the short to medium term.

10.5 The Harrow & Wealdstone Opportunity Area designation incorporates: Harrow Town Centre (one of the London Plan's thirteen 'Metropolitan' status centres); Wealdstone District Centre; the Station Road 'corridor' which links the two centres; as well as surrounding industrial and other areas that would benefit from urban renewal. Harrow's Core Strategy (2012) includes among the objectives for Harrow and Wealdstone: a strengthened role for Harrow Town Centre, regeneration of Wealdstone District Centre, improved amenity and connectivity along Station Road, employment-led redevelopment of industrial areas, and improvements to the infrastructure serving the area such as parks, Harrow-on-the-Hill Station and Harrow Bus Station.

10.6 Within the Opportunity Area, the following development sites were identified to meet the revised housing and jobs targets.

Kodak and Zoom Leisure, Harrow View/Headstone Drive, Harrow (Site 2)

Identified for development to provide 1,035 homes and 1,230 jobs, as well as small scale shops, community uses, education and open space. Outline planning permission was granted 23/12/2014 for the comprehensive, phased, mixed use development of land at Harrow View and Headstone Drive (Kodak site). Reserved matters were approved in October 2015 (P/2982/15) on land west of Harrow View, formerly the Zoom Leisure sports grounds for. 314 residential units and public open space. By the end of March 2019 136 of these units had been completed. Construction of Phase D7 (460 units and the Green Link) on the Kodak East site started in October 2018 by Barratt Homes. At the end of March 2019 detailed planning permission had also been approved for a further 1,000 units on Phase A and Plots B and C1.

Teachers Centre, Tudor Road, Wealdstone (Site 3)

Identified for a new secondary school and playing fields. Permission granted 26/10/14 (P/2512/14) for: All through community school combining Whitefriars Primary School with a new secondary school (proposed primary school to be three forms of entry (630 pupils) and the secondary school to be five forms of entry (750 pupils & 75 post-16). Completed in May 2016.

ColArt, Whitefriars Drive, Wealdstone (Site 4)

Permission was granted 30/09/13 (P/1383/13): Demolition of existing buildings, retention of the Winsor and Newton former office building for business and employment use (B1(a), B1(b) and B(c)) and new B1 (2,921 m²); up to 195 new dwellings; safeguarded area for education (D1); new streets, public realm, parking etc. Barratt Homes have constructed 189 new homes on this site, with 19 of these units managed by housing association Origin Housing. The new build workspace is complete, along with a new public space. Work has also been completed on transforming the historic ColArt head office to provide a creative industries hub, which has been subsidised by the Greater London Authority. The housing development is known as Artisan Place and the creative industries workspace is now Whitefriars Studios & Gallery.

Palmerston Road/George Gange Way, Wealdstone (Site 6)

Palmerston Road car parks, Wealdstone: identified for development to provide a new supermarket and replacement car parking. Five separate sites in Palmerston Road and Masons Avenue. The Palmerston Road sites include Travis Perkins, Dellers Cars, Capital Coachworks & Prime Tyres. A planning application (P/1619/16) for: Redevelopment of the site to provide 186 residential units (Use Class C3); 1,165 m² office floorspace (Use Class B1) and 695 m² flexible commercial and community floorspace (Use Classes A1 B1 D1 D2) in five buildings between 1 and 17 storeys in height was approved by the Mayor on 09/01/17, subject to legal agreement, with full permission granted in August 2019. This is on the Dellers Cars and Capital Coachworks/Prime Tyres site (5-11 and 37-41 Palmerston Road and 27-31 Masons Avenue and land adjacent to 47 Masons Avenue).

Harrow Leisure Centre, Christchurch Avenue, Wealdstone (Site 7)

Identified for development to provide 180 homes, additional open space and the retention of existing leisure facilities. This is a Harrow Council Regeneration Scheme, known as the Byron Quarter. Harrow Council is searching for a strategic partner to support this scheme as part of its multi-million-pound regeneration programme.

Civic Centre, Station Road, Harrow (Site 9)

Identified for development to provide 300 homes and 118 jobs, as well as replacement car parking, a public square, open space, hotel and office space, and small scale retail and community uses. This is a Harrow Council Regeneration Scheme, known as Poets' Corner. Harrow Council is searching for a strategic partner to support this scheme as part of its multi-million-pound regeneration programme.

Car Park South, Greenhill Way, Harrow (Site 13)

Identified for development to provide 90 homes and 100 jobs, as well as additional retail, community and leisure space, and public space for parking/market use. This is a Harrow Council Regeneration Scheme, but not currently regarded as a 'live' project.

19 to 51 College Road (Harrow Square) (Site 17)

Identified for development to provide 400 homes and 40 jobs, as well as a new central library, a public square and the creation of new town centre views towards Harrow on the Hill/St. Mary's Church spire. Permission was granted on 05/01/16 (P/0737/15) for: Redevelopment of former Harrow Post Office for 318 flats, retail (A1), financial/professional (A2), restaurants/cafes(A3), pubs/bars(A4), takeaways (A5), business (B1), non-residential institutions (D1), and library (D1) in buildings of up to 20 storeys, public open space, parking etc. Work commenced in January 2017 and was all complete by the end of March 2019. None of the commercial units were occupied by that time and the library fit-out had not yet commenced. There are no planning applications for the remaining part of this site (Phase 2).

Lowlands Recreation Ground, Harrow (Site 19)

Site to be retained as open space, but with investment to improve the quality and increase use of this valuable open space serving the town centre, and with the potential for use as an outdoor performing arts space. The site was allocated to provide a new outdoor performance space. The council secured funding for the project from the Mayor of London's Outer London Fund during 2012/13. The new space was completed by September 2015. The rejuvenated park offers children's play spaces, an orchard and the Arc House building provides space for performances and houses a café (P/1402/13).

Equitable House and Lyon House, Lyon Road, Harrow (Site 21)

Identified for development to provide 300 homes and 180 jobs, including replacement offices, and shops, a health centre and public open space. Permission was granted on 31/10/12 (P/3118/11) for: Demolition of existing buildings and the erection of seven new buildings of various heights. Mixed use development to provide 238 private and 49 affordable residential units and 3,050 m² of commercial floorspace. Work commenced in March 2015. All residential completed by December 2018 and commercial unit shells in May 2019.

Car Park, former Gayton Library & Sonia Court, Gayton Road, Harrow (Site 22)

Identified for development to provide 350 homes and 30 jobs, and the creation of new town centre views towards Harrow on the Hill/St. Mary's Church spire. Permission was granted on 06/07/16 (P/0291/16) for: Demolition of existing buildings & erection of 355 flats (five buildings of 5, 6, 8, 9 and 11 storeys) with 477 m² commercial and community use space (flexible uses comprising A2, A3, B1 and D1); parking; new public open space, landscaping etc. Work underway and whole development likely to be completed by end of 2019.

10.7 The current status of the other identified sites within the Opportunity Area which propose an increase in new homes and/or new jobs is as follows:

Wealdstone Infills (Site 5)

This site consists of three parcels: a) Former Sam Maguire PH, 19 High Street b) 16-24 Canning Road & former Case is Altered PH; c) Harrow & Wealdstone Station Car Park. Permission was granted 23/02/15 (P/2418/12) for the redevelopment of this plot for 27 flats and a ground floor retail unit. Work has yet to start on this scheme. 51 flats were completed in September 2013 (P/1770/09) at Knightly Court (Canning Road/George Gange Way) and in March 2014 31 flats (Essence Apartments) and a retail unit were completed at 72 High Street (P/1426/11). Harrow & Wealdstone Station car park is still operating as a car park and there are no planning applications on this site.

Civic Amenity and Council Depot, Forward Drive (Site 8)

The Harrow Council Depot site is primarily used for essential LBH fleet operations, along with a number of light industrial uses. The current development site is made up of five units comprising workshop, office and welfare space. There is also ground level parking across the site. The purpose of the redevelopment is to consolidate and intensify the existing depot uses to make more efficient use of the space and increase council revenue streams. Planning permission (P/4767/17) for: Redevelopment to provide part single, part two and part three storey building with plant room on roof and part first floor mezzanine incorporating workshop (B1 light industrial), office (B1 use), warehouse (B8 use) and ancillary uses; multi storey car park and external car parking; bin store (demolition of existing buildings) was granted on 22/02/18 and work commenced on 15/03/19.

Tesco, Station Road (Site 11)

Lapsed planning permission (P/0832/11 granted 30/03/12) for: Two storey extension to front side and rear of store; decked car park at first floor level over existing car park; new four storey building to provide four mixed use units of retail/financial and professional services/ food & drink uses (Class A1/A2/A3) at ground floor and 14 flats above fronting Station Road; landscaping and external alterations to existing building and car park layout.

Car Park North, Greenhill Way, Harrow (Site 12)

Planning permission (P/5545/15) granted 07/06/17 for: Redevelopment to provide a part three, four and five storey building to create 42 flats with associated parking and landscaping. New 101 bed Travelodge Hotel opened in December 2017 on remainder of site and at 221-225 Station Road (P/2224/11 granted 07/11/11).

Bradstowe House, Headstone Road, Harrow (Site 14)

Work was finally completed on this site in June 2016, ten years after initial commencement. Bradstowe House has 177 rental flats and the ground floor is occupied by The Gym. (EAST/106/01/FUL granted 16/09/05, P/1205/13 granted 16/10/13 & P/2283/15 granted 23/02/16).

College Road West (76-134 College Road & 5-9 Headstone Road), Harrow (Site 15)

Original site allocation estimate of 140 units. Virtually the whole site is covered by Prior Approval consents for conversion of upper floors to residential and upward extensions for residential use - in total 194 units including a 14-bed HMO (P/3122/17). See P/5345/15, P/4164/15, P/1092/16, &). In addition 85 flats have been completed at 88 and 116 College Road (P/1239/15, P/0312/16 & P/4480/15).

Havelock Place, Harrow (Site 16) (Site 16)

Two planning permissions have been granted on the eastern side of Havelock Place. 26 flats and B1 use were completed in December 2016 at 321 Station Road and land to the rear (P/1197/14). 10 flats are being constructed at 11-15 St Anns Road through office conversion and an upward extension (P/1118/14 & P/4011/14). In September 2018 planning permission was granted for the change of use of Fitz Gym (P/1773/18) to offices (1,070 m²). There are no other planning applications or permissions for the remaining parts of this site.

Harrow-on-the-Hill Station Car Park West, Lowlands Road, Harrow (Site 18)

There are no planning applications or permissions for this site. However, in March 2018 Transport for London (TfL) announced that it was working with the council to bring forward a development at Harrow-on-the-Hill station which would provide over 600 homes, 35% of which would be affordable. As well as providing hundreds of new homes, the 2.5 acre development would provide step-free access to the southern station entrance and improve the connection between the north and south of the station. It would also provide new retail, enhanced public realm around the Tube station and better bus station facilities.

Harrow-on-the-Hill Station Car Park East, Lowlands Road, Harrow (Site 20)

There are no planning applications or permissions for this site. However, in March 2018 TfL announced that it was working with the council to bring forward a development at Harrow-on-the-Hill station which would provide over 600 homes, 35% of which would be affordable. As well as providing hundreds of new homes, the 2.5 acre development would provide step-free access to the southern station entrance and improve the connection between the north and south of the station. It would also provide new retail, enhanced public realm around the Tube station and better bus station facilities.

10.8 The Harrow Core Strategy also makes provision for a further 1,000 jobs and 2,851 homes to come from infill development within Harrow's network of town centres and from identified strategic previously developed sites.

10.9 In the borough a total of 6,448 net (proposed units minus existing units) new homes were delivered between 2009/10 and 2018/19, the current local plan period. 2018/19 saw the highest number of completions in in any one monitoring year with 1,226 net additional units. Within the Harrow & Wealdstone Opportunity Area a total of 2,445 net new homes have been completed within the current local plan period. The highest number of completions was in 2018/19 with 736 net completions.

10.10 Harrow Council also sought to address the issue of the borough's out-dated office premises (with correspondingly low rental levels) and ageing industrial estates in a number of different ways, including office consolidation, renewal and modest long-term growth. The main approach was to allow existing office blocks to be redeveloped as mixed use proposals with an element of B1(a) office being re-provided. However, the introduction of permitted development rights, in May 2013, to convert office to residential space without the need to apply for planning permission has effectively removed the council's ability to deliver on this approach.

10.11 As at September 2019, 125,011 m² of office floorspace has effectively been lost through the granting of permitted development to residential use. Although it is not possible to say at this time how many of these permissions will be implemented, the effect on property values of these permissions means that the office use is unlikely to continue.

10.12 One effect of permitted development is to reduce the amount of office floorspace in the borough. This may result in office rents increasing if demand continues and thus make new office development

financially viable. However, it is too early to say if this will happen or whether the demand will be fulfilled outside the borough.

10.13 Given this situation, the council is limited in its ability to secure new office accommodation. Its focus will be to strengthen Harrow Town Centre's Metropolitan status, through the expansion of the centre's retail offer, diversification to provide for greater leisure and entertainment uses (restaurant's, cafés etc), and improvement to the quality of the environment within the town centre and the transport facilities serving the centre.

10.14 Of Harrow's forecast capacity for 37,700 m² net additional retail floorspace by 2020, the vast majority of capacity is to be accommodated within the Opportunity Area, with identified sites in Harrow Town Centre making provision for approximately 22,500 m² net of comparison floorspace and 4,000 m² net convenience floorspace, with an additional 8,000 m² net floorspace being provided for non-retail uses.

Infrastructure Capacity - Transport, Energy/Utilities & Broadband

Transport

10.15 Harrow's Local Implementation Plan for the period 2011/12 - 2014/15 maintained a commitment that the council will lobby Transport for London (TfL) to improve the quality, capacity and accessibility of Harrow-on-the-Hill Station. In 2016/17, following the completion of a feasibility study for lifts at the station, initial designs were prepared outlining a commercial development on the sites around the station, including Harrow Bus Station, which would help to fund infrastructure works including step free access at the station and a new bus station.

10.16 In 2017 TfL formally announced that Harrow-on-the-Hill Station will have step free access. Subsequently enabling works started on site in 2019 with an expected completion date of late 2020. Four lifts are being installed at the station providing access to all platforms from College Road (Town Centre side). A fifth lift would be added and constructed as part of the proposed TfL housing development if and when approved. The housing development plans are currently being reworked by TfL.

10.17 The Metropolitan Line, which splits into two branches after Harrow-on-the-Hill Station, varies from 16 to 22 trains per hour. The line has consistently eight car trains, so capacity with the relatively new stock can only be achieved by increasing the number of trains stopping at the station. TfL's Four Lines Modernisation project (4LM) is seeking to upgrade the track signalling to achieve increased capacity.

10.18 Mainline rail services connect the borough to London termini at Marylebone and Euston, and to Clapham Junction, Watford Junction, Aylesbury and Milton Keynes. Evidence shows that there is currently adequate carrying capacity on Underground services in the borough. However, there are some concerns about capacity on the main line trains from Harrow & Wealdstone Station, particularly during the morning peak.

10.19 Harrow's Local Implementation Plan for the period 2017/18 and 2018/19 maintains a commitment that the council will work with TfL to improve orbital bus links. The council has continued to lobby TfL to improve orbital bus connections. At the present time however no new orbital bus routes serving Harrow are planned or have been established. However, the 140 bus route which runs between Harrow Weald and Heathrow has seen an increase in frequency and new stock.

10.20 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 98% compliant and Harrow is one of only a few boroughs in London with such a high percentage of compliant bus stops.

10.21 The Harrow & Wealdstone Area Action Plan stated that there is a good amount of parking in Harrow Town Centre with some spare capacity, which could offer opportunities for redevelopment. Some of the car parks in the town centre have since been developed for housing, for example the Gayton Road

Car Park which is now part of the recently completed Lexicon development. However, a high number of parking spaces are still available both on-street and in the town centre's car parks.

Energy/Utilities

10.22 EDF Energy is an integrated energy company providing mains electricity and gas across the borough. EDF Energy is one the UK's leading renewable energy companies and is investing in a number of renewable energy sources e.g. wind farms. It is also investing in low-carbon nuclear power, with many of the UK's power stations closing in the next few years, nuclear power is the most affordable, low-carbon energy source currently available to the UK. EDF Energy is also investing in innovative technology applying new technologies and ways of working to help build a brighter energy future for the UK. Their cutting-edge technologies will accelerate the transition to a sustainable future and will therefore benefit residents, businesses and the environment in Harrow.

10.23 There are currently no issues with regard to infrastructure provision serving the borough's existing requirements, but that it is likely that some upgrading of facilities will be needed to meet the levels of growth expected resulting, for example, from the increase in the number of new housing developments.

10.24 National Grid Electric Transmission owns the electricity transmission network in England and Wales and National Grid Gas owns, manages and operates the national gas distribution network in Great Britain. There are no gas supply assets located within the borough or any future proposals affecting Harrow.

Broadband

10.25 76% of premises in Harrow now have access to Ultrafast broadband (300 Mbit/s or greater). However, there is a need to increase installation of Fibre to the Premises (FTTP) connections across the borough with only 10.6% of premises connected, compared to a London wide average of 13.4% (<https://maps.london.gov.uk/connectivity>).

10.26 The Council will need to work with the commercial sector to ensure this investment takes place. A number of new FTTP operators have emerged over the last few years and the council has started to work with them to bring their investment to the borough. Openreach are also rolling out their Openreach FTTP Fibre First at a number of locations across the borough.

10.27 The Council in conjunction with West London Alliance and TfL has secured external funding to provide FTTP connections to places delivering Council services over the next 18 months, via a new TfL network.