

Character Assessment of Harrow's Residential Areas

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1 Introduction

1.1 Background

1.1 In 1989 Wooton Jeffreys consultancy was appointed by Harrow Council to undertake an environmental assessment of the Borough's residential areas. The appointment was a response to concerns expressed by Council Members and local residents to the form and amount of development taking place, and its impact upon the environment of Harrow's suburbs. The report cited the following development pressures (page 3):

- Development of land not previously used for residential purposes;
- Infill schemes and subdivision of existing large plots;
- Continuing reduction in the amount of undeveloped land available for residential development;
- Increasing 'backland' development in areas of low density housing;
- A pronounced switch in emphasis in new building from houses to flats;
- Acceleration in the rate of activity involving the conversion of houses to flats; and
- Pressures for the conversion of existing residential buildings and construction of new premises to provide old persons' homes, bed and breakfast accommodation, guest houses, hotels and hostels.

1.2 The study was informed by 'extensive site survey with desk based work' and assessed residential areas against a comprehensive list of criteria covering the characteristics of the existing housing stock, urban design, residential amenity, traffic and highway matters, landscaping and the presence of statutory or policy protection designations. In addition to mapping some of the key characteristics of Harrow's residential areas (good building groups, major tree masses, areas of medium to high streetside greenness, rear garden tree and open space interfaces, and structural open land) the assessment identified four broad character areas. These were:

- Area A: primarily older properties (pre-1910), narrow fronted terraced houses with small front gardens and no off-street car parking; essentially 'urban' in character with comparatively high densities.
- Area B: mainly inter-war housing with a low to medium level of 'greenness' as seen from the street.
- Area C: mainly inter war housing with a medium to high level of 'greenness' as seen from the street.
- Area D: exceptionally green areas, with very low densities.

1.3 The findings of the assessment informed the preparation of the Harrow Unitary Development Plan (1994). In particular, the assessment directly influenced and justified policies relating to trees and forecourt greenery, the protection of back gardens, building heights, residential design and layout, and conversions. Some, though not all, of the principles established by these policies were taken forward into

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the policies of the replacement Harrow Unitary Development Plan (2004) which remains in force as part of the development plan for Harrow pending the adoption of relevant new documents in the Local Development Framework.

1.4 The 2001 Census recorded 80,904 'household spaces'⁽¹⁾ in Harrow. Of these, 9,877 were detached, 32,309 were semi-detached and 16,397 were terraced houses or bungalows. Purpose-built blocks of flats accounted for 16,159 homes. The remaining 6,162 homes were household spaces forming part of a converted or shared house (4,734), household spaces within a commercial building (1,395) and caravans or other mobile or temporary structures (33). In terms of ownership, the Census revealed that the majority of Harrow's stock was in owner occupation (75%), with the rental sector dominated by private lettings (11%), Council housing (7%) and housing associations (4%).

1.5 Although the 2011 Census has recently taken place, the results and analysis from this are unlikely to be available until at least 2012. However, local monitoring⁽²⁾ shows that by 2008/09 there were 85,390 homes in Harrow and that the broad distribution of tenure, with owner-occupation and private renting dominant, was largely unchanged. Monitoring also shows that the majority of additional stock added since 2001 has been flats (purpose built and conversions) rather than traditional houses⁽³⁾ and that the average density of major residential developments over the period 2001-2009 is 327 habitable rooms per hectare.

1.2 Harrow's Local Development Framework

1.6 In 2004 the Government introduced a new development planning system in England & Wales. Local planning authorities must now produce a Local Development Framework (LDF) for their area, comprising a suite of documents instead of a single local plan or unitary development plan. Within the Harrow LDF, those documents which constitute part of the statutory development plan for the area, known as development plan documents (DPDs), include the Core Strategy, the Development Management Policies DPD, the Site Allocations DPD and an Area Action Plan (AAP). The Core Strategy will sit at the heart of the LDF and will be the Council's spatial development strategy, setting out how much development will take place in the Borough over a 15 year period, the broad location(s) for change and the supporting infrastructure to be provided. The Development Management Policies DPD will include the detailed policies against which planning applications must be determined, but will not need to replicate national planning policies or those contained in the London Plan which can be used for decision making purposes in their own right. The Site Allocations DPD will identify the sites needed to deliver the development set out in the Core Strategy and can detail the site specific constraints, parameters and

1 Household spaces are defined as the accommodation available for a household.

2 The Harrow Annual monitoring Report (2009)

3 In the monitoring year 2008/09 for example, there were 902 residential completions of which 92% were flats and only 8% were houses

development principles. An Area Action Plan for Harrow town centre, Station Road (Harrow) and Wealdstone will provide location specific allocations and policies to deliver the proposed growth component⁽⁴⁾ of Harrow's spatial development strategy.

1.7 Pending the adoption of the Core Strategy and related DPDs, a number of the policies of the Harrow Unitary Development Plan (2004) remain 'saved' for the purposes of managing development in the Borough. However the LDF will eventually replace the UDP in its entirety. With revisions and updates, as appropriate, upon the adoption of the Core Strategy and associated DPDs, Harrow's proposals map will remain in force as the visual expression of local planning designations and area/site specific policies.

1.8 The Harrow LDF also includes supplementary planning documents (SPDs) which provide more detailed guidance for planning applicants in relation to specific policy issues. These issues include the Borough's conservation areas, accessible housing, sustainable building and the design of residential development.

1.3 A New Characterisation Study

1.9 The increase in the number of homes in Harrow over the period 2001-2008/09 represents just over 5% of total household spaces recorded by the 2001 Census. Almost two-thirds of Harrow's housing stock dates from the inter-war period. Taken together, therefore, it is evident that the traditional, Metroland housing which is common to many outer-London boroughs continues to be the principal characteristic of Harrow's suburbs. In this respect it may be considered that the 1989 EARA study remains relevant in many respects. However, in identifying only four broad character areas the 1989 study necessarily treats very large areas of the Borough's suburbs as a homogeneous group, differentiated only by the level of streetside greenness in the case of inter-war housing. Such an approach ignores the variation in architectural detail, spaciousness, layout and building form that exists throughout Harrow's suburbs.

1.10 To provide a more robust appreciation of Harrow's suburbs a more detailed audit was carried out by Council officers in 2008. As with the 1989 EARA study, so too this exercise involves subjective judgement about the nature and characteristics of residential areas and, through classification of areas into more detailed typologies, the drawing of boundaries between different areas. However the purpose of this new work is not to express opinion about the quality of some residential areas in relation to others; rather, it is an attempt to enhance the quality of information available about the characteristics of Harrow's suburban areas. The information will form a part of the evidence base for the Borough's Local Development Framework including the emerging Harrow Core Strategy.

4 formally referred to as the 'Harrow and Wealdstone Intensification Area' and included as a proposed additional designation in the draft replacement London Plan (2009)

2 Methodology and Policy Review

Assessment of Residential Areas

2.1 During 2008 an officer of the Council's LDF Team carried out a fresh assessment of the Borough's residential areas. The assessment deliberately excluded residential areas within conservation areas, as it was considered that these were already comprehensively and thoroughly assessed by the Council's Conservation team and documented in character appraisals (or, in some cases, policy documents) for each conservation area. The assessments of all other residential areas were carried out through a combination of site visits and the use of online satellite and streetview websites. To ensure a consistency of information collected the following tabulated format was used:

Characterisation pro forma	
Location: xxxxxx	
Photo location (might have other photos with details/showing views.	Architecture: Prompts – interesting details, use of materials, well used uniformity or variety, group value
Layout: Prompts: Pattern of development, sense of openness, verges, street trees, gaps between buildings, permeability, interesting rhythm of layout . Use of topography/views?	Front Boundary treatment Front gardens retained? Y or N Boundaries retained? Y or N Uniform or mixed styles?
Relationship to open space – parks, greens, trees	Landmark buildings? Or problem sites/eyesores
Potential enhancement?	

2.2 As part of the assessment the UDP proposals map was used to delineate the extent of character areas. This was partly an iterative process, particularly in locations of subtle or gradual 'on the ground' character changes, where the Ordnance Survey base map revealed more obvious development boundaries. Each character area was then plotted and given a unique number.

2.3 Whilst no two of the individual areas are exactly the same, the identification of their general date, architectural, layout and (in some cases) geographical size enabled broad classifications to be developed and assigned to the areas. These classifications were then in turn brought together under broad groupings to facilitate a more strategic,

as well as fine grained, analysis of findings. Both the individual areas (with their character classification) and the groupings were mapped on the Council's GIS⁽⁵⁾ mapping system.

2.4 The groupings and their constituent classifications are shown below.

Pre and Post War Suburban (Group 1)

- Victorian/Edwardian Terraced Housing (1a)
- Post-War Experimental (1b)
- Post-War Mock Georgian (1c)
- Modern Large Housing Estates (1d)
- Post-War Suburban Housing Estates (1e)
- Post-War Pocket Infill Housing and Flats (1f)
- Edwardian Villas (1g)

Inter-War Housing Estates (Group 2)

- Tudorbethan Estates (1b)
- Extensive Planned Estates (2b)
- Large Planned Estates (2c)
- Smaller Planned Estates (2d)
- Infill Planned Estates (2e)
- Speculative Estates (2f)

Linear (Group 3)

- Suburban Rural Lanes (3a)
- Former Lanes and Principal Thoroughfares (3b)

Utopian and Social (Group 4)

- Garden Suburb Estates (4a)
- Post-War Local Authority Housing (4b)

Spacious (Group 5)

- Highly Spacious, Speculative Housing (5a)
- Spacious Detached & Semi-Detached Housing (5b)
- Village Green Enclaves (5c)

Bungalows and Miscellaneous Areas (Group 6)

- Bungalow Estates (6a)
- Miscellaneous (6b)

Flats and Maisonettes (Group 7)

- Art Deco Flats (7a)
- Modernist Flats (7b)
- Post-War Flats in Parkland Settings (7c)
- Post-War Infill Flatted Developments (7d)
- Maisonettes (7e)

Assessment of Town Centres and Neighbourhood Parades

2.5 At the request of English Heritage an assessment of Harrow's town centres and local shopping parades was carried out and added to this report in Spring 2011. The assessment was carried out using online satellite and streetview websites, together with local knowledge, to observe common building styles, heights, uses and environmental characteristics. The town centres were not been classified, but a description of findings/observations has been set out at Chapter 7 of this report.

2.6 In broad terms, and as anticipated, the town centres fall into two broad groups: those with historic origins as settlements in the pre-suburban landscape of the Borough, and those with classic Metroland characteristics dating from the inter-war or immediate post-war periods.

2.7 National planning policy statements emphasise the importance of evidence in the preparation of development plans. Evidence should be "...proportionate to the job being undertaken by the plan, relevant to the place in question and be as up to date as practical having regard to what may have changed since the evidence was collected"⁽⁶⁾. The draft replacement London Plan (2009) includes the proposed new Policy 7.4 *Local Character* which, if adopted, requires LDF preparation to include identification of landscapes, places and buildings that have a character and that should be sustained and protected; the reasoned justification to the proposed policy states that "The physical character of a place can help reinforce a sense of meaning and civility through the layout of buildings and streets, the natural and man-made landscape, the density of development and the mix of land uses. In some cases, the character is well preserved and clear. In others, it is undefined or compromised by unsympathetic development. Existing character should be identified and used to inform a strategy for improving the place. This should help ensure the place evolves to meet the economic and social needs of the community and enhances its relationship with the natural landscape. The community should be involved in setting these goals for the future of the area" (para. 7.13).

2.8 Both the adopted London Plan (2008) and the draft replacement London Plan (2009) include a matrix of density ranges for residential development in areas of low, medium and high public transport accessibility. The matrix is intended to help secure the efficient redevelopment of sites to make the optimum contribution to London's housing need, but also includes density ranges according to setting - central, urban and suburban - as defined in the Plan. Interpretation of the appropriate density within

6 Planning Policy Statement12: Local Spatial Planning (2008)

the ranges provided-for within a given setting and accessibility level is informed by local context, among other considerations. An understanding of local context through the LDF process is therefore vital.

2.9 In 2010 the Government issued a new planning policy statement to replace a sixteen year old Planning Policy Guidance Note 15 on *Planning and the Historic Environment* (1994). The new Planning Policy Statement 5: *Planning for the Historic Environment* includes advice on the need for a robust evidence base to support plan making (Policy HE2). It states that local planning authorities should ensure that evidence about the historic environment and heritage assets is available and publicly documented, that there is access to an historic environment record, and that this should be used to help predict the likelihood that unidentified heritage assets will be discovered in the future. In Greater London, the historic environment record is hosted by English Heritage. In Harrow, information about statutory listed buildings, conservation areas, scheduled ancient monuments and historic parks & gardens (designated heritage assets) as well as locally listed buildings, archaeological priority areas, identified local views and areas of special character (non-designated heritage assets) are all available on the Council's website and/or on the Unitary Development Plan (2004) proposals map. Where relevant to the character assessment of residential areas, heritage information has been reproduced or referred to in this report. For the avoidance of doubt, a full list of Harrow's evidence base (and where to find it) about the historic environment and heritage assets is provided at Appendix 10 to this report.

2.10 English Heritage and the Commission for Architecture and the Built Environment have jointly produced advice for the consideration of high-rise development, *Guidance on Tall Buildings* (2007). The guidance argues strongly for a plan-led approach to tall buildings and highlights character appraisal as one of the considerations that should inform the development of policies or locations for tall buildings. Policy 7.7 of the emerging replacement London Plan⁽⁷⁾ sets out the strategic approach, criteria for planning decisions and the role of local development frameworks in managing the location and design of tall buildings. In particular, the policy also promotes a plan-led approach, generally limits tall buildings to sites within intensification areas and town centres with good public transport accessibility (among others), recognises heritage and local views as potentially sensitive to tall buildings, and indicates that boroughs should identify through local development frameworks the areas that are appropriate, inappropriate or sensitive to tall buildings.

2.11 It is not the role of this report to identify the locations in the Borough that may be suitable, unsuitable or sensitive to tall buildings. However the character assessment will constitute an important component of Harrow's evidence base to inform policies and allocations for the promotion or control of building heights.

7 The Consolidated Draft Replacement London Plan (December 2010)

3 Geological and Hydrological Context

3.1 Geology

3.1 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. Bagshot clay is also found to the south of the Borough while, to the north of the Borough, Stanmore gravel comprising predominantly sand and gravel may also be found to depths of up to 4m. Black Park gravel can be found in an isolated patch on the south-western boundary of the Borough.

3.2 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⁽⁸⁾.

3.2 Hydrology

3.3 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. Further explanation and illustration of these London region catchments can be found at the River Restoration Centre's website: <http://www.therrc.co.uk/lrap.php>

3.4 A rudimentary comparison of Harrow's watercourses and its historic farms and settlements shows that a strong relationship existed in the pre-urbanised landscape of the area between the two. The remains of a Roman settlement at Brockley Hill, Stanmore, exist close to Lymes Brook and its tributary. Parts of the Woodridings Stream, a tributary to the River Pinn, follow closely the alignment of Grim's Ditch; an adjoining tributary, the Woodhall Gate Ditch, flows from Pinnerwood Farm and past the site of the former Woodhall Farm. The River Pinn itself flows close to the old settlement of Hatch End (in Headstone Lane), through Pinner Park Farm and through the historic Pinner village. The Edgware Brook originates and flows through the former grounds of Bentley Priory and on its route to Edgware passes the locations of the old settlements of Stanmore and Little Stanmore. Headstone Manor is located at the origins of the Yeading Brook and makes use of the brook to supply its moat, whilst the origins of the Wealdstone Brook and The Roxbourne relate closely to the old settlements of Wealdstone and Roxeth respectively.

3.5 Today, much of the Borough's water network is concealed as a consequence of culverting to facilitate development in the twentieth century or simply because the water channels are concealed from public view, for example as they pass through private gardens. As well as helping to explain how areas within the Borough developed

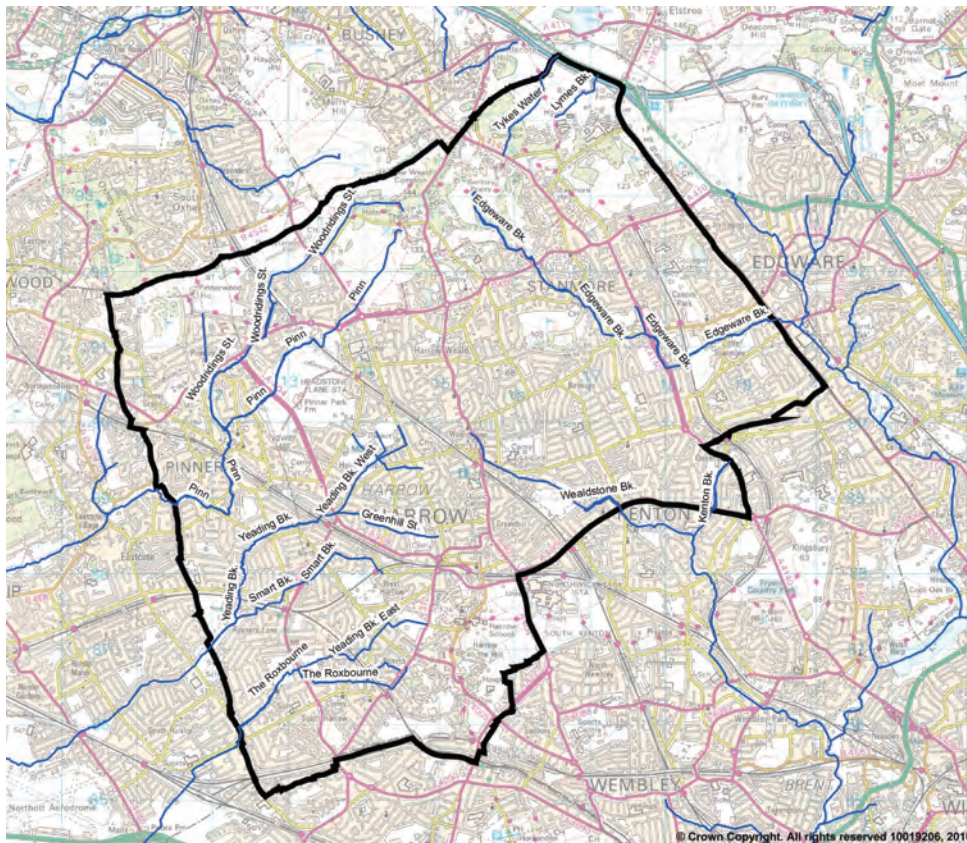
8 Bowlt E.M. *Harrow Past* (2000) Historical Publications Ltd

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and how the subterranean network relates to the present day layout of streets and open spaces, revealing the water network also contributes to an understanding of the flooding and sustainability issues associated with the development of Harrow.

Picture 3.1 Harrow's Watercourses



3.2.1 Brent Catchment

3.6 From its multiple origins in Harrow and Barnet, the River Brent flows through the London Boroughs of Brent, Ealing and Hounslow. There are three principal tributaries to the Brent in Harrow: Edgware Brook, Kinton Brook and Wealdstone Brook. All three are classified by the Environment Agency as 'main rivers'. In addition there are two further, short tributaries of the Brent catchment in the north-east of the Borough: Tykes Water and Lymes Brook.

Edgware Brook

3.7 The Edgware Brook is the longest tributary of the Brent within Harrow, originating on the high ground of the Borough's Green Belt at Bentley Priory and flowing in a south-easterly direction towards the London Borough of Barnet. From Bentley Priory open space, where it forms an open watercourse to Uxbridge Road, it is largely piped through the urban area until it reaches Little Stanmore east of the Jubilee line. However short open sections along the otherwise piped section include Stanmore Park, deculverted as part of development to form a new residential estate, the Montrose walk (between Gordon Avenue and Stanmore Golf Course), Whitchurch

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Playing Fields and at Stanmore Marsh open space, Honeypot Lane. Further deculverting is also taking place as part of a new residential development at Honeypot Lane.

3.8 East of the Jubilee line, the Edgware Brook has an open watercourse through the open spaces of Prince Edward Playing Fields, Chandos Recreation Ground and the site of the former Edgware town football club, and to the rear of residential property in Buckingham Road, Buckingham Gardens, Bransgrove Road, Chandos Crescent and Methuen Close. Beyond the Edgware Road, within the London Borough of Barnet, the brook continues to flow east for a short section before it joins Dean's Brook to continue southward.

Wealdstone Brook

3.9 The Wealdstone Brook flows south from Harrow Weald through Wealdstone and Kenton into the London Borough of Brent. The Brook is culverted for most of its length to Becmead Avenue in Kenton, at which point it flows in an open section of watercourse adjacent to the gardens of residential property, before a further piped section underneath Kenton Lane/Kenton Road. The brook re-emerges within the London Borough of Brent in an open watercourse again at Woodcock Park.

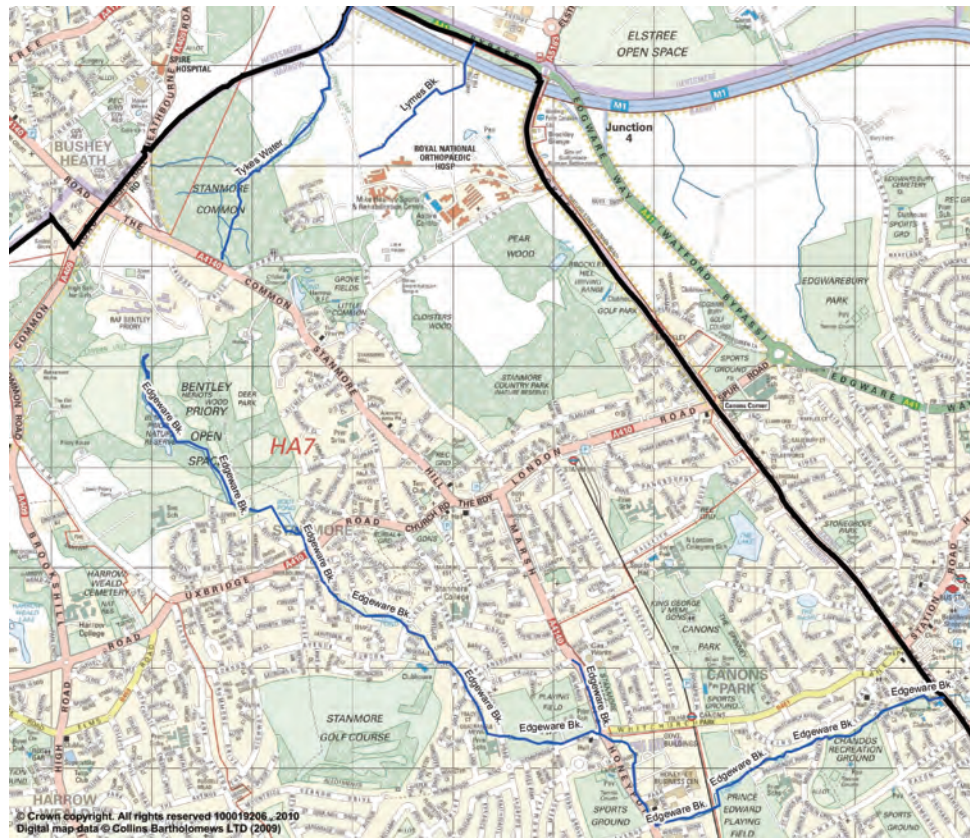
Kenton Brook

3.10 The Kenton Brook is a small section of open watercourse that flows through Queensbury Recreation Ground and to the rear of properties in Clifton Road/St. Paul's Avenue, east Kenton. The brook is culverted just north of the Kenton Road and continues in piped section south into the London Borough of Brent, where it joins the Wealdstone Brook.

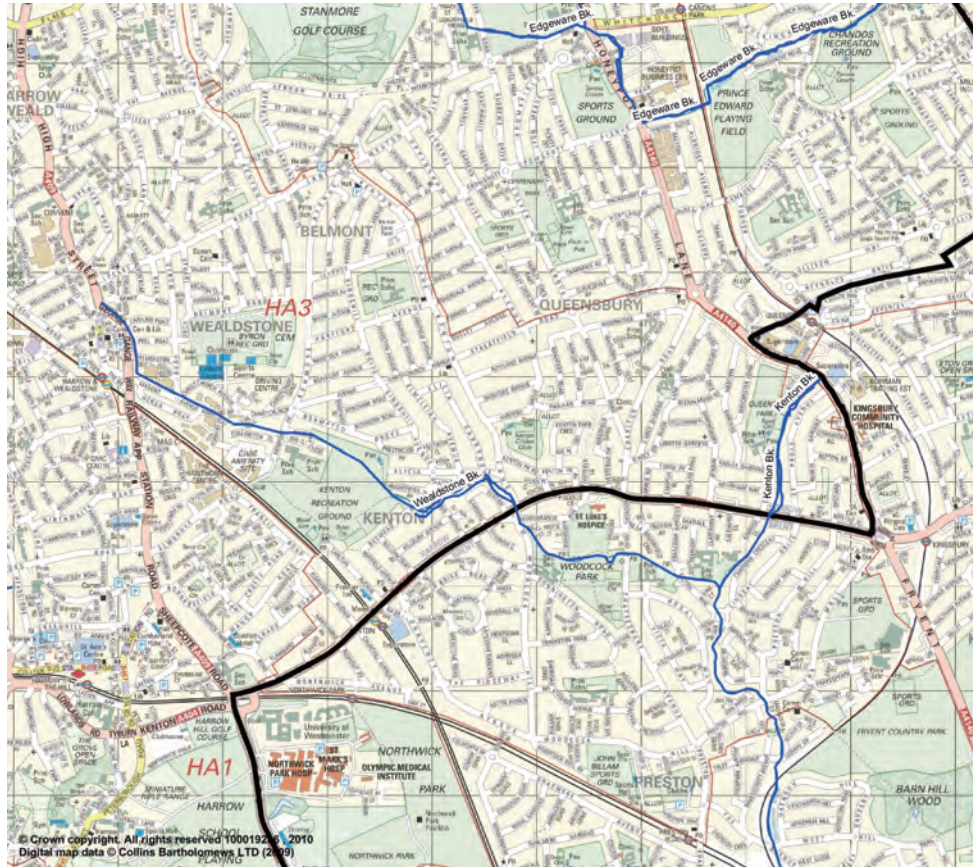
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Picture 3.2 Brent Catchment (north)



Picture 3.3 Brent Catchment (south)



3.2.2 Colne Catchment

3.11 From its origins in Harrow, the River Pinn flows into the London Borough of Hillingdon, where it joins other tributaries of the Colne from within that Borough and from Hertfordshire. There are two principal tributaries within Harrow: the River Pinn and Woodridings Stream. Both are classified by the Environment Agency as 'main rivers'. A further tributary, the Woodhall Gate Ditch, is classified as an ordinary watercourse.

River Pinn

3.12 The River Pinn originates on the high ground of the Borough's Green Belt, at Harrow Weald Common. From there it descends along an open watercourse, in a south-westerly direction, underneath Uxbridge Road and into recently deculverted sections of Hatch End playing fields. It re-emerges to flow again in an open channel through the historic Pinner Park Farm and, other than a small number of short piped sections, continues through residential property at Moss Lane/Moss Close, Paines Lane, Barrow Point Avenue, Leighton Avenue and Avenue Road in Pinner. It continues again in short open and piped sections through Pinner village and adjacent to residential gardens at Ashridge Gardens/Howell Place, Eastcote Road, Grove Avenue,

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and Cannon Lane. From Cannon Lane the River then flows in a north-easterly direction through open space and allotments, and continues towards Eastcote within the London Borough of Hillingdon.

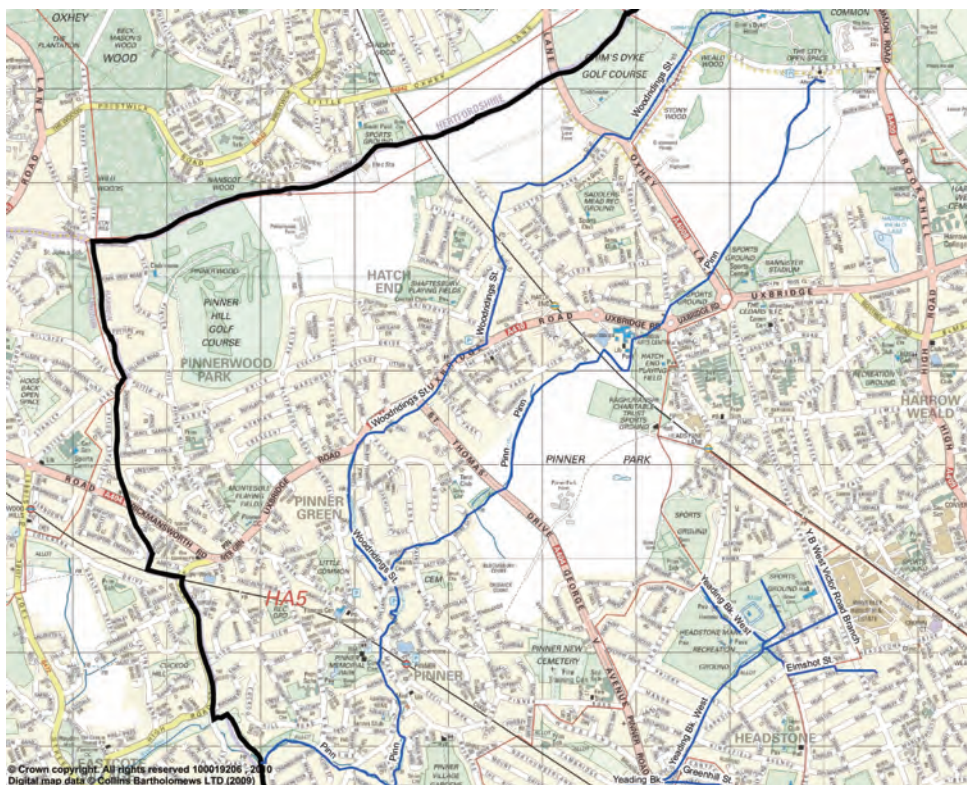
Woodridings Stream

3.13 Woodridings Stream also originates in the vicinity of Harrow Weald Common, descends along the course of Grims Ditch before crossing underneath Oxhey Lane and continuing in an open channel through the gardens of residential property in Royston Park Road and The Avenue. It re-emerges to follow a course to the rear of property in Sylvia Avenue and Hillview Road, before entering a piped section through Hatch End, and re-emerging to the east of Nugent's Park. After passing underneath St. Thomas Drive the stream continues to flow in a south westerly direction to the rear of property in Uxbridge Road, Woodhall Gate/Lawn Vale, Waxwell Lane and Barrow Point Avenue. It then enters a short piped section to meet the River Pinn in the vicinity of Avenue Road.

Woodhall Gate Ditch

3.14 The Woodhall Gate Ditch originates on high ground at Pinnerwood Farm, within the Green Belt. For most of its course the stream is culverted along the length of Woodhall Gate, passes underneath Uxbridge Road and joins Woodridings Stream to the rear of houses in Woodhall Avenue.

Picture 3.4 Colne Catchment



3.2.3 Crane Catchment

3.15 From its multiple origins in Harrow and Hillingdon, the River Crane flows through the London Boroughs of Hillingdon and Richmond-upon-Thames. Within Harrow there are two principal, separate tributaries: the Yeading Brook and The Roxbourne. The Yeading Brook is classified by the Environment Agency as a 'main river' and has a number of tributaries of its own - Greenhill Stream, Smarts Brook, Elmshot Stream - as well as short branches at its origins in the vicinity of Headstone Manor. The Roxbourne and its principal tributary, Yeading Brook East, are both also classified as 'main rivers'. The upper reaches of The Roxbourne and its return arm are classified as ordinary watercourses.

Yeading Brook

3.16 The Yeading Brook becomes a main river at North Harrow but derives from four short tributaries originating at Pinner Park Farm, Kodak Sports Ground, Harrow View and View Close. The tributaries confluence at Headstone Manor to form the Yeading Brook, which then flows in a westerly direction along an open channel between the Headstone Manor recreation ground and associated allotments. The brook then enters a long culverted section across Priory Way, Manor Way, Southfield Park and through North Harrow centre, re-emerging at the Cambridge Road car park. The brook continues in a south-westerly direction along an open channel passing underneath Cambridge Road, the Metropolitan line (Amersham branch) and Northumberland Road, at which point it enters a linear strip of open space (not all publicly accessible) through to the London Borough of Hillingdon. The space comprises the Yeading Brook open space between Northumberland Road and Rayners Lane/Whittington Avenue, through allotments and informal open space to the rear of property in Church Avenue/St. Michael's Crescent, Durley Avenue, Southbourne Close and The Glen. It then crosses underneath Eastcote Lane and the Metropolitan line (Uxbridge branch) into Roxbourne Park.

Greenhill Stream

3.17 The Greenhill Stream originates in the vicinity of Headstone Road and is culverted along its entire length. It passes underneath Roxborough Road and across Headstone Recreation Ground, before following a route contiguous with the rear garden boundaries of property in Grafton Road, Canterbury Road, Sussex Road and Cumberland Road. The stream then meets the piped section of Yeading Brook at Station Road, North Harrow.

Smarts Brook

3.18 Smarts Brook originates in the vicinity of Vaughan Road, West Harrow, and follows a culverted route north-west along The Gardens before cutting across Dorchester Avenue, Grosvenor Avenue, and Elm Drive. It then does a ninety degree turn to take a south-westerly direction across Parkthorne Drive, The Ridgeway, Alfriston Avenue and The Drive. The brook emerges for a short, open section through Rayners Mead Allotments but is reculverted to cross Imperial Drive. On the west

side of Imperial Drive the route of the brook is contiguous with the long straight boundary which runs to the south of Rayners Mead Park and to the north of shops in Rayners Lane centre. After crossing Rayners Lane the stream flows through the area of South Close, the Pinner Village Allotments and passes underneath the Metropolitan line (Uxbridge branch). It re-emerges to the west of Rayners Lane car park, turns again to flow to the rear of residential gardens in High Worple and passes underneath Newlyn & Trescoe, after which it joins the Yeading Brook in Roxbourne Park.

Yeading Brook (East Arm)

3.19 The East Arm of the Yeading Brook originates at the lower slopes of Harrow-on-the-Hill, at the western end of West Street, but is fully culverted until it emerges at Newton Park. The culverted section follows a course across Harrow School cricket ground to Merton Road, along Porlock Avenue, Shaftesbury Circle, Roxeth Green Avenue, Southdown Crescent, underneath the Piccadilly line and Elliot Drive within the Rayners Lane Estate. The Brook then flows in an open channel through Newton Farm Ecology Park, passes underneath Alexandra Avenue and re-emerges in Newton Park. It passes underneath Malvern Avenue and through the site of St. Andrew's Church and open space to the rear, underneath Kings Road and continues along the rear boundaries of property in Stuart Avenue and Leamington Creasant. As the stream crosses underneath Field End Road into the London Borough of Hillingdon it re-enters culverted section.

The Roxbourne

3.20 The Roxbourne and its short return arm originate in Roxeth (South Harrow) in the vicinity of Grange Close and Osmond Close respectively. Both are largely culverted. The Roxbourne flows underneath Northolt Road, Sherwood Road before crossing underneath property in Eastcote Avenue, Maple Avenue and Roxeth Green Avenue. The watercourse re-emerges west of Rayners Lane to flow to the rear of gardens in Sandringam Crescent, Learner Drive and Alexandra Avenue. It then re-enters piped section underneath Alexandra Avenue where it joins the east arm of the Yeading Brook. The return arm of the Roxbourne follows a course underneath Brember Road and at the ends of Stanley Road & Sherwood Road to join the main Roxbourne at Eastcote Avenue.

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Picture 3.5 Crane Catchment



3.2.4 Hydrology and Harrow's Sustainability

Hydrology and Harrow's Sustainability

3.21 During the early and middle part of the twentieth century, the time when Harrow saw most of its urban expansion, watercourses were regarded solely as a means of land drainage. For the most part they were engineered away from development either by redirection or, more commonly, were piped into culverted sections below ground often as part of the storm water drainage solution. Consequently, of the total 93.39 km length of water courses that run through Harrow, 39.65km (just under 43%) is culverted⁽⁹⁾

9 Figures taken from Harrow Biodiversity Action Plan (page 92) and include main rivers and ordinary watercourses.

3.22 Today, watercourses are recognised as an important resource both for biodiversity and for sustainable flood management. Particularly with the Green Belt to the north of the Borough, Harrow's watercourses flow through Sites of Special Scientific Interest (SSSIs) and Sites of Importance to Nature Conservation (SINCs). They provide important habitats for wildlife both as open, flowing channels and where they are controlled to form areas of standing water, such as Summerhouse Lake and Boot Pond at Bentley Priory. Harrow's Biodiversity Action Plan recognises the importance of both standing and running water habitats within the Borough. Water environments also serve as an amenity for residents and visitors where they can be enjoyed for their natural value or used for recreational purposes.

3.23 Harrow's Strategic Flood Risk Assessment identifies the areas of the Borough that fall within Flood Zones 2 (medium probability), 3A (high probability) and 3B (the functional floodplain), as so defined by the Environment Agency. National planning policy seeks to steer development to areas of lowest flood risk, to assess the vulnerability of development to flood risk according to its use, and to restore natural drainage systems such as flood plains, permeable ground surfaces and water channels.

3.24 The natural flood plains of many of Harrow's watercourses have been lost to residential and other development, and the adverse impact of this development can be exacerbated by further building. Increasing hard-surfacing of garden areas with impermeable materials to provide parking spaces and patio areas increases surface water run-off and in so doing adds to the pressure upon stormwater drainage systems which, by the nature of such infrastructure, does not have infinite capacity to carry away increasing volumes of storm water. Overloaded drainage infrastructure, which cannot cope with volumes of water which exceed the design capacity of the system, leads to surface flooding. Where the stormwater drains also form the culverted sections of natural watercourses, the additional run off from buildings and hard surfaces will exacerbate system stress resulting from the swollen natural flows at time of high rainfall.

3.25 Misconnection of foul water drains to the storm water drainage system poses a further issue for Harrow. Where misconnections take place, leading to pollution of the Borough's watercourses, this results in nuisance, potential health hazard and a threat to biodiversity, and such effects are exacerbated at times of flood. Misconnections may also increase the risk of stormwater drains becoming blocked by debris thereby increasing the potential frequency of flooding.

3.26 Recognising the national policy position on flooding and these local circumstances, Harrow's strategic flood risk assessment makes a series of recommendations. These include:

- Identification, protection and, where opportunities arise, restoration of the functional floodplain;
- Rigorous application of national policy to direct vulnerable and other development away from areas of flood risk;

Character Assessment of Harrow's Residential Areas

- Encourage 'sustainable urban drainage systems' to achieve greenfield run-off rates in the urban area; and
- Encourage the deculverting of watercourses with wildlife and maintenance buffers.

3.27 In addition, the Council's drainage Team carries out routine maintenance of the Borough's flood defences, to ensure their continued effective functioning. The team also monitors to detect and enforce against foul connections to stormwater drains.

3.28 Both the Biodiversity Action Plan (BAP) and the Strategic Flood Risk Assessment (SFRA) can be viewed via the Council's website: <http://www.harrow.gov.uk>

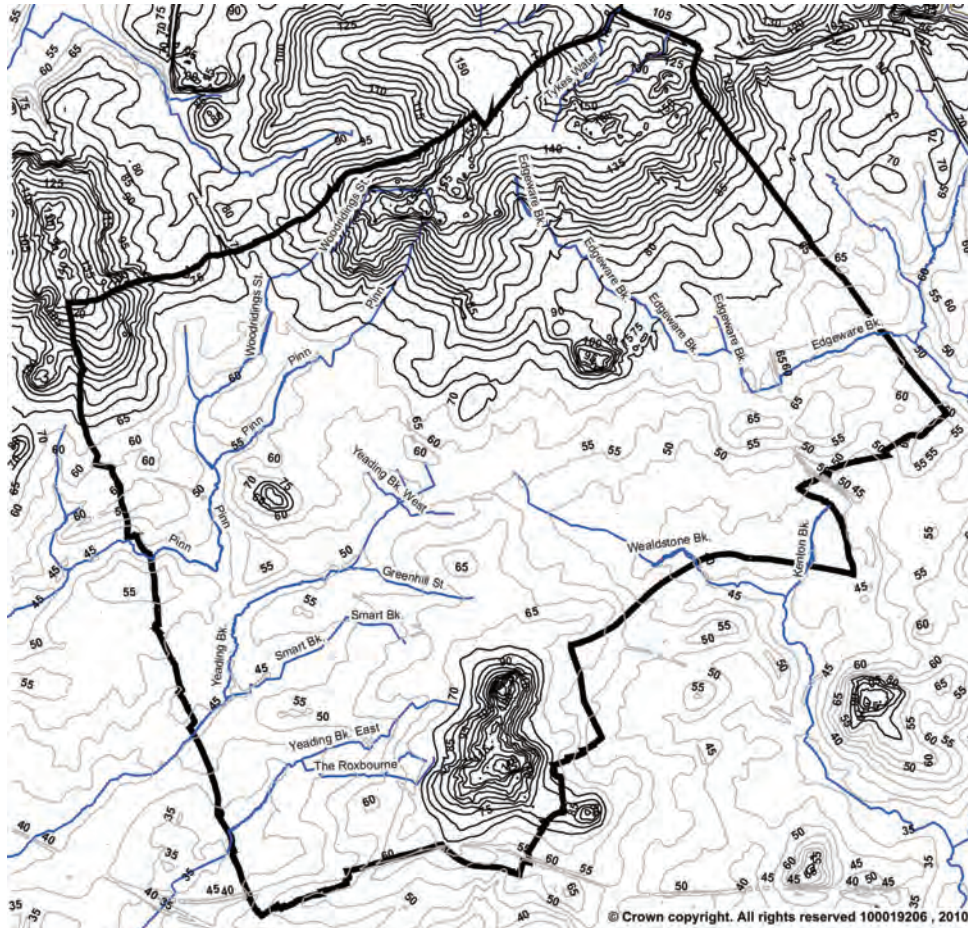
4 Topography and Views

4.1 Topography

4.1 Reflecting Harrow's location at the upper reaches of the London basin, north of the River Thames, there is a general rise in levels in the Borough from south to north. Across the Borough's central 'lowlands' the rise in levels is comparatively gentle, from between 50m & 60m above sea level towards the south, rising to between 60m & 70m above sea level towards the north. However there are areas within the Borough of significantly higher land, with levels up to double those of the central lowlands.

4.2 Picture 4.1 'Harrow's Topography and Watercourses' shows the relationship between Harrow's topography and hydrology, discussed in the previous section. Interestingly, the contours also reveal human impact upon the landscape as the alignment of railway lines and the M1 motorway through cuttings in the topography can be clearly seen.

Picture 4.1 Harrow's Topography and Watercourses



Pinner Hill

4.3 Pinner Hill is located to the north-west corner of the Borough and forms the southern tip of a land ridge that runs north into the Hertfordshire district of Three Rivers. The ridge reaches a height of 110m in Harrow but rises to a peak of 130m above sea level over the Borough boundary.

4.4 Most of the Hill is occupied by the Pinner Hill Estate, a spacious development of detached houses, and by Pinner Hill golf course. The lower slope of the Hill, to the south, is also occupied by suburban residential development in Lyndhurst Gardens & Avenue and Athol Gardens & Close.

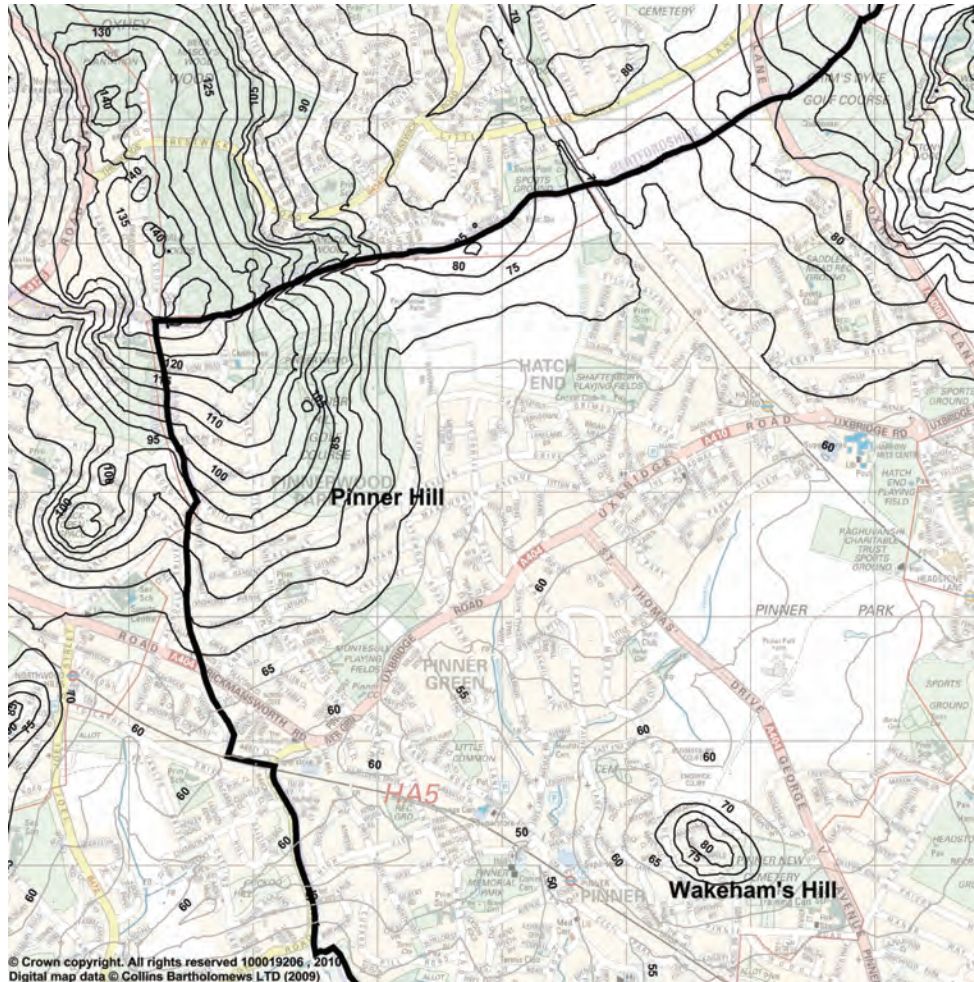
Wakeham's Hill

4.5 Wakeham's Hill is a smaller outcrop of higher land to the south-east of Pinner Hill and to the east of Pinner village. It reaches a height of 75m above sea level and is partly occupied by residential development in The Squirrels, Wakeham's Hill and Moss Lane. The north-east facing slopes of the Hill form part of the Green Belt and are occupied by Pinner Park Farm.

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Picture 4.2 Pinner Hill and Wakeham's Hill



Harrow Weald Ridge

4.6 Harrow Weald Ridge forms the most substantial area of high land in Harrow, located across the north and north-east corner of the Borough, and is part of a larger area that extends north into the Hertfordshire district of Hertsmere. The ridge has two peaks of 160m above sea level in the region of Warren Lane, Stanmore, and at Harrow Weald Common, Old Redding.

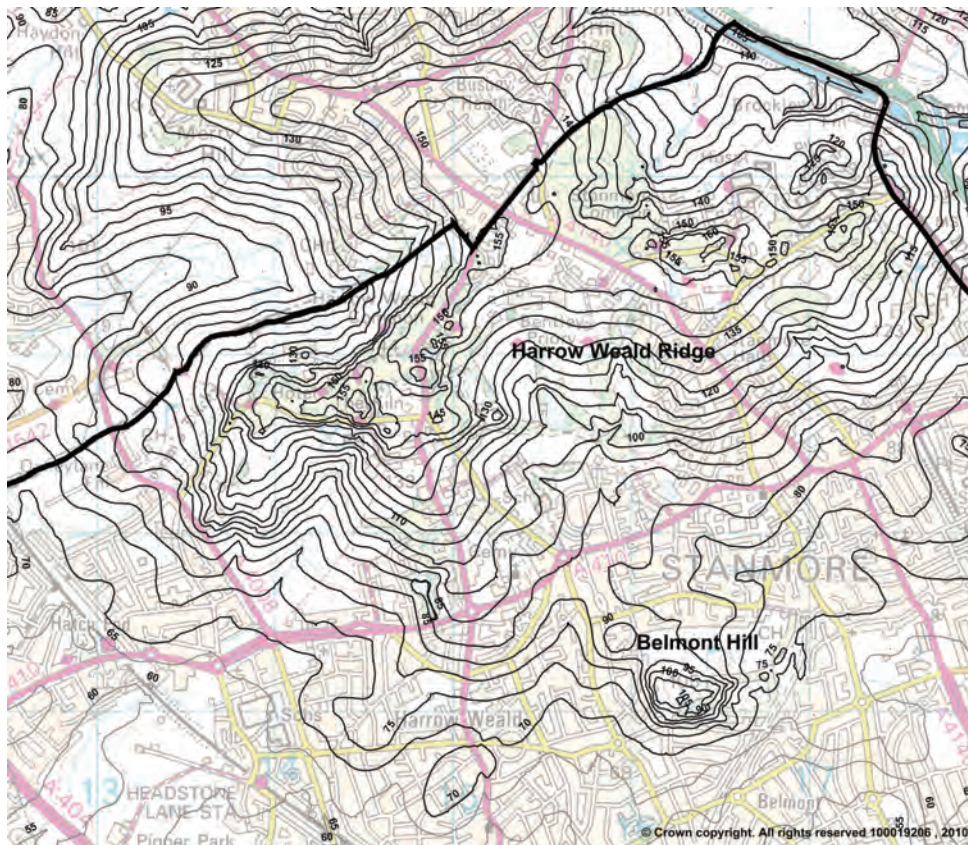
4.7 The Ridge and its lower slopes are predominantly open land and constitute a major part of Harrow's Green Belt. Agricultural occupiers of the Ridge and surrounds include Copse Farm, Oxhey Lane Farm, Wood Farm, Brockleyhill Farm and Grove Farm. There are also large areas of public open space at Bentley Priory, Stanmore Country Park, Stanmore Common and Harrow Weald Common, as well as the Roger Bannister sports ground, two golf courses (Grimsdyke and Brockley Hill) and a historic country hotel (Grimsyke Hotel). The Green Belt area includes ribbon development along Brookshill, Clamp Hill, Stanmore Hill and Dennis Lane; pockets of more spacious, residential development also exist in the former grounds of Bentley Priory

and Stanmore Hill. The lower slopes of the Ridge, beyond the Green Belt area, are occupied by an expanse of residential development north of Uxbridge Road and by Stanmore district centre.

Belmont

4.8 Similar to Wakeham's Hill, Belmont is a small man-made outcrop of higher land to the south of Harrow Weald Ridge. It reaches a peak of 105m above sea level and is predominantly occupied by Stanmore Golf Course, designated as Metropolitan Open Land. The lower slopes to the south and west are occupied by inter-war suburban residential development.

Picture 4.3 Harrow Weald Ridge



Harrow Hill

4.9 Harrow Hill is located within the south-west quarter of the Borough and dominates the surrounding lowlands, with twin peaks of 125m above sea level. The Hill has a broadly 'L' shaped formation, extending into the London Borough of Brent and forming a third peak, 80m above sea level, at Sudbury.

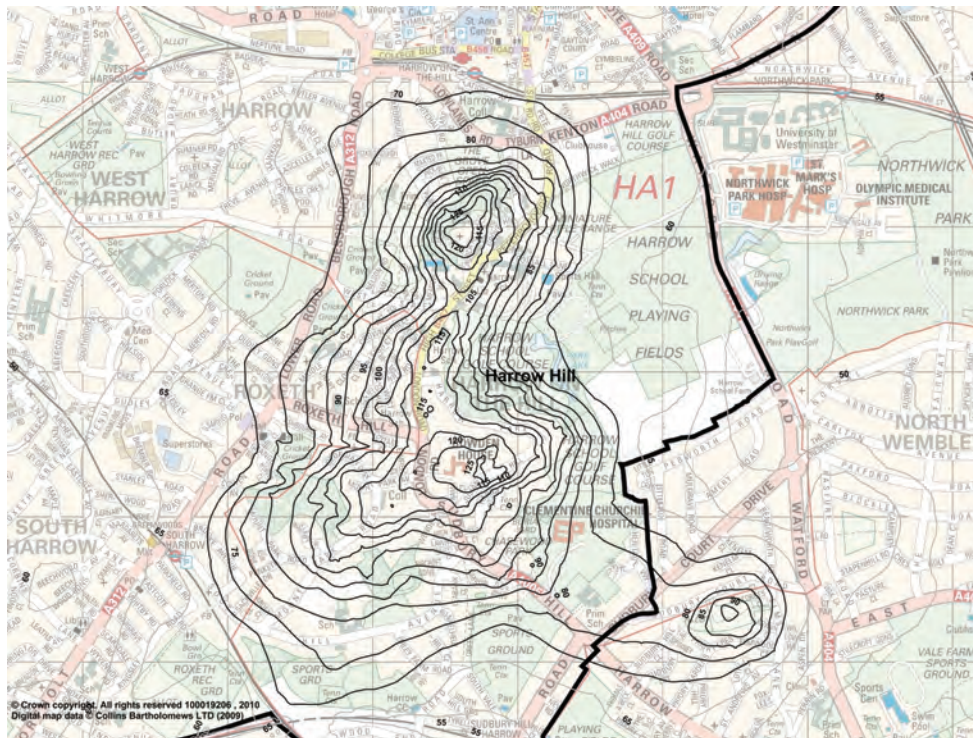
4.10 The Hill's principal feature is St. Mary's Church, with its spire rising above the surrounding tree line to a height of 175m above sea level. Occupation of the Hill is dominated by Harrow School and its associated village settlement; the historic core follows the alignment of the north-south with later residential development on the

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lower slopes particularly to the south and west. The slopes of the Hill also form large areas of Metropolitan Open Land, particularly to the east, used as school playing fields and public open space.

Picture 4.4 Harrow Hill



4.1.1 Topography and Harrow's Landscape Character

4.11 Rising above the predominantly two storey, suburban development of the central lowland areas, Harrow's areas of high ground are an important part of the Borough's character. Pinner Hill and Harrow Weald Ridge provide an elevated horizon of tree cover and open countryside which spans across the north of the Borough and acts as a visual reminder that Harrow is an outer-London borough, a transition between the highly urbanised characteristics of central & inner London and the more rural character of the counties beyond. Wakeham's Hill and Belmont provide visual interest within the surrounding suburban lowlands and also, by their visual elevation, emphasise the contribution of the tree cover and open land that exists upon them.

4.12 Harrow Hill's topographical importance is in part a function of its location to the south of the Borough, which does not benefit from the setting of the Green Belt provided at the north of the Borough. However, it is also inextricably linked to the cultural importance of the Hill to Harrow as an historic settlement and as the location of Harrow School.

4.13 The strategic importance of Pinner Hill, Harrow Weald Ridge and Harrow Hill are reflected in their designation as Areas of Special Character. The designation originates in the Greater London Development Plan of the 1970/80s which, indicatively, identified two special areas relevant to Harrow: Harrow-on-the-Hill and

Totteridge/Harrow Weald. For Harrow-on-the-Hill, the Plan's identified policy objectives were to 'safeguard scale, character and tradition' and 'protection of skyline'. For Totteridge/Harrow Weald, the objectives (shared with other areas) were to 'safeguard the individual quality and character of each of these extensive areas of open land and their architectural and historic features; protection of skylines and views; appreciation of recreational opportunities'.

4.14 The 1986 Harrow Borough Local Plan gave definition to the boundaries of the areas broadly identified in the Greater London Development Plan. The criteria used were:

- Harrow Weald Ridge: having regard to the significant backdrop it provides to the generally lower suburban development to the south, inclusion of high ground with extensive tree cover and major open areas; and
- Harrow on the Hill: having regard to the architectural and historic character of the area and the open land which provides setting and views of the hilltop settlement, inclusion of all of the Hill's conservation areas and significant open spaces around the Hill.

4.15 The 1986 Plan also designated the high ground at Pinner Hill as part of the Harrow Weald Ridge Area of Special Character. The justification given for this addition was that "...the Council also considers it is appropriate to include the Pinner Hill Estate in the western sector of the Green Belt, which is situated on rising ground and whose extensive tree cover forms a natural extension to Oxhey Woods in Hertfordshire. The adjacent area of Pinner Hill Golf Course is also considered worthy of inclusion by virtue of its open character, its height and tree cover; the Pinnerwood Farm Conservation Area is included for architectural and historic reasons" (para 2.7, Harrow Borough Local Plan 1986).

4.16 Recognition of these areas of special character was carried forward and incorporated into the Harrow Unitary Development Plan of 1994, and into the replacement Unitary Development Plan of 2004. Whilst still of importance to the character of the Borough, the areas covered by this landscape designation are also an integral part of Harrow's sustainability. The Council's Biodiversity Action Plan identifies locally significant habitats and species related to the natural environments that exist within these areas. In providing large areas of permeable surface and tree cover, they also form part of the natural drainage system the importance of which increases in the context of predicted climate change effects. And their contribution to wellbeing of residents, providing for access to nature and outdoor recreation, cool shaded areas in summer and opportunity to view the night sky, should not be under-estimated.

4.17 National planning policy underlines the role of spatial planning in safeguarding an area's natural assets, both for their intrinsic value and for their contribution to social and economic wellbeing (PPS 12). In March 2010 the Government consulted on a draft replacement planning policy statement 'Planning for a Natural and Healthy

Environment⁽¹⁰⁾. Its draft new policy NE3 *Local planning approach for the natural environment* states that local planning authorities should include criteria based policies for non nationally designated landscapes that are particularly highly valued, but that rigorous consideration should be given to the justification for retaining local landscape designations and that they should only be retained where it can be clearly shown that criteria based planning policies cannot provide the necessary protection.

4.2 Views

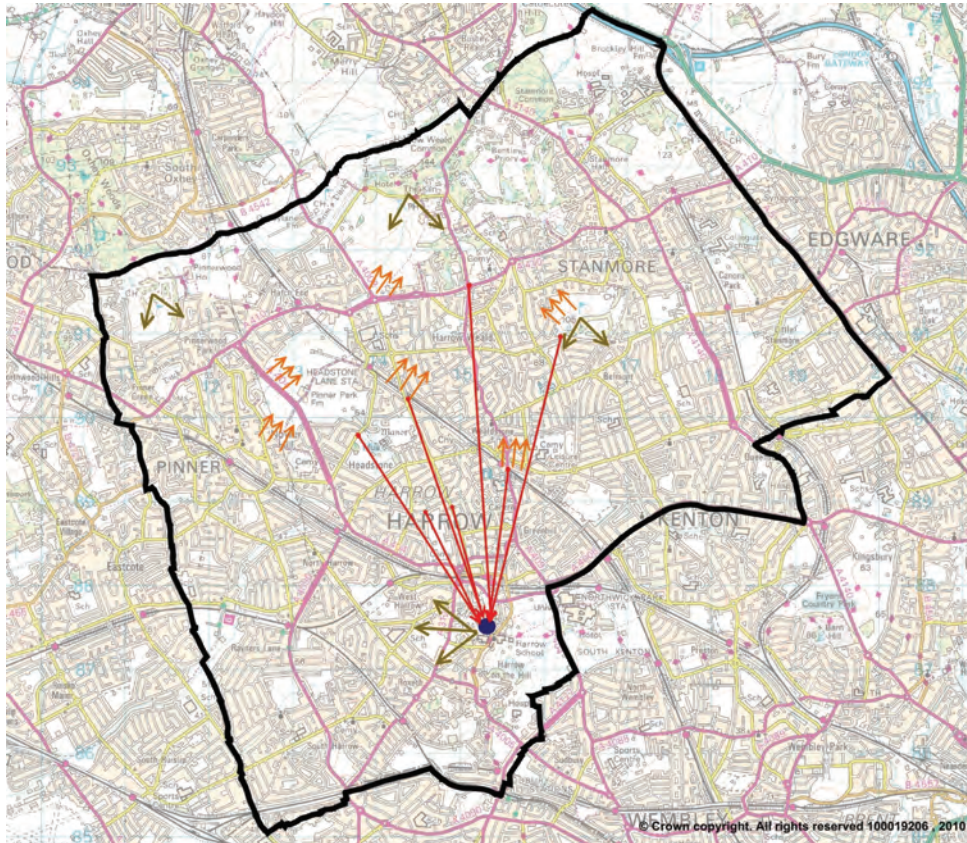
4.18 The predominantly low rise, moderate density of suburban development across Harrow's central 'lowlands' results in many glimpses and views of the Borough's areas of special character and, more specifically to their immediate localities, of the two outcrops of high ground at Wakeham's Hill and Belmont. Generally, as described more fully in the previous section, the high ground to the north of the Borough provides a backdrop of open countryside and woodland whilst Harrow Hill rises above the surrounding lowland and has a distinctive, verdant profile. Within the Harrow Weald Ridge Area of Special Character, the principal visible building is Bentley Priory, the prominence of which is emphasised by its light colour against the green background and by its distinctive clock tower. At Harrow Hill, the spire of St. Mary's Church forms a visual pinnacle atop the Hill which affords the Hill its significant local distinctiveness. From more immediate vantage points historic terraced housing and Harrow School buildings on the slopes of the Hill are also visible and a part of its character.

4.19 Given the nature of the urban landscape it is not feasible to identify all of the individual, public views⁽¹¹⁾ and glimpses of high ground and landmarks. However the Harrow Unitary Development Plan (2004) recognises St. Mary's Church, Harrow-on-the-Hill, as an important landmark and identifies strategically important views of the Church and of Harrow Weald Ridge.

10 to replace PPS 9, PPG 17 and relevant elements from other PPSs.

11 Note that private views are not a material planning consideration.

Picture 4.5 Views and Landmarks in Harrow



4.2.1 Views of St. Mary's Church

4.20 The following views look towards St. Mary's Church, Harrow-on-the-Hill, from specific public vantage points. They occur at elevated points which allow a clear perspective of the Church without interruption from surrounding buildings, and represent both long and short distant views.

Headstone Manor Recreation Ground, North Harrow

4.21 The identified view is from the north boundary of the park, where it meets Headstone Lane opposite the junction with Melbourne Avenue. The foreground setting for the view comprises the open vista of the park and suburban development on rising ground at Pinner View, in which St. George's Church also features.

Harrow Recreation Ground, Harrow

4.22 The identified view is from the north park entrance, on rising ground at Cunningham Park, opposite its junction with Cross Road. The foreground setting for the view comprises the open vista of the park and development in the adjoining part of Harrow town centre, including Bradstowe House (under construction) and St. George's shopping centre.

Courtenay Avenue, Harrow Weald

4.23 The identified view is from the section of the road that is elevated over the railway. The foreground setting for the view comprises the open corridor of Harrow View as it rises to its ridge at the junction with Radnor Road, and suburban development either side. The complex of industrial buildings at Kodak are a dominant feature in the immediate foreground to the east.

Harrow View, Harrow

4.24 On the same ridge of rising ground as Cunningham Park, this identified view is from Harrow View opposite its junction with Radnor Road. The foreground setting for the view comprises the open corridor of Harrow View as it descends towards Harrow town centre, and development in the adjoining part of Harrow town centre including Bradstowe House (under construction) and St. George's shopping centre.

High Road, Harrow Weald

4.25 This identified view occurs at the northern end of High Road, at its junction with Uxbridge Road and Brookshill. The view is a more distant one, but shows the Hill and St. Mary's Church in the context of town centre development in Wealdstone and Harrow.

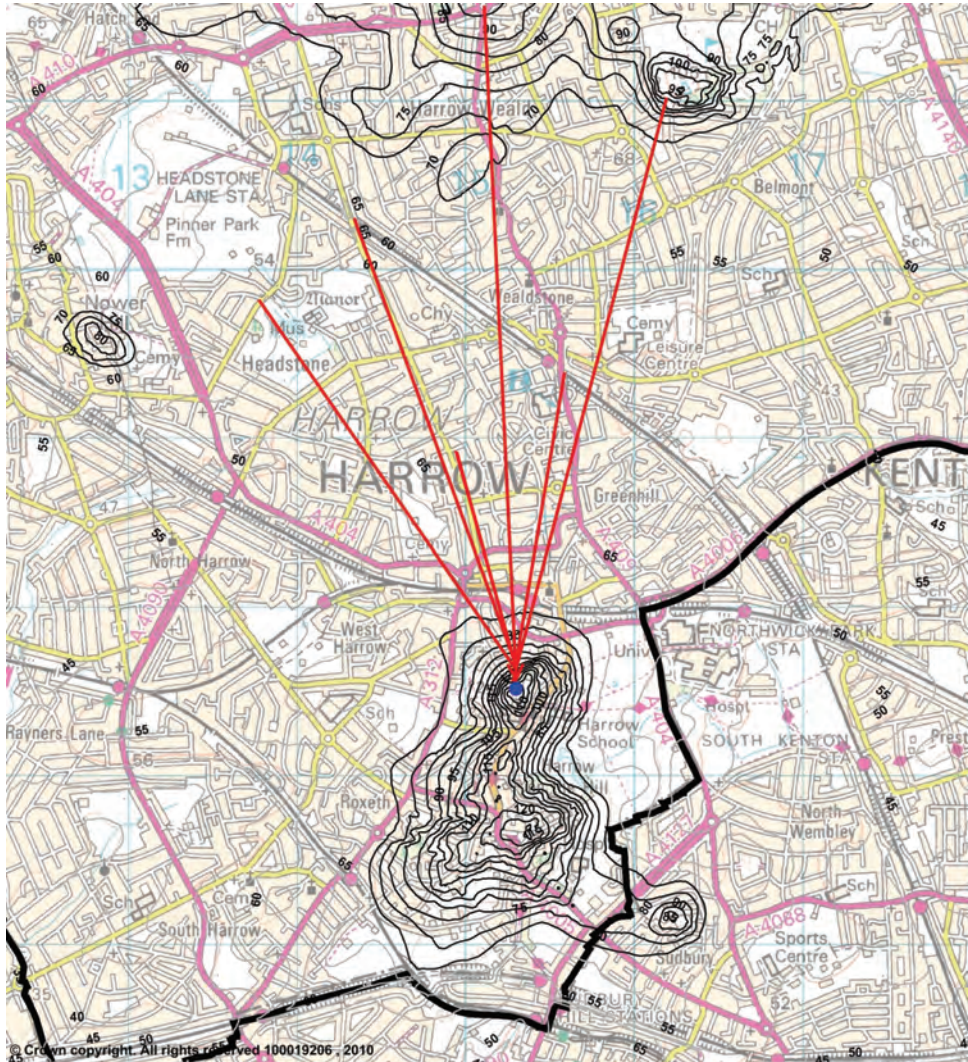
The Bridge, Wealdstone

4.26 The identified view is from The Bridge, which links Station Road and George Gange Way, over the railway at Wealdstone. The foreground setting for the view comprises the commercial character of Station Road and Harrow town centre development.

Belmont (Stanmore Golf Course)

4.27 The identified viewpoint occurs along the public footpath through the golf course, which rises steeply from Mountside/Vernon Drive. As with High Road this is a distant view with a foreground setting of suburban development.

Picture 4.6 Views of St. Mary's Church



4.2.2 View of Harrow Weald Ridge

4.28 These are views towards Harrow Weald Ridge from public vantage points. As with the views of St. Mary's Church, they provide urban and open settings from which to view the Ridge across short and longer distances within the Borough.

Wakeham's Hill

4.29 The identified view is from the south-western end of the public footpath which crosses Pinner Park Farm, where it approaches the residential road of Wakeham's Hill. The foreground setting is the open farm land of Pinner Park Farm and the 1960s blocks of flats at Dove Park also feature in the view.

George V Avenue/St. Thomas Drive

4.30 The public footpath from Wakeham's Hill descends down to George V Avenue which crosses Pinner Park Farm. The Harrow Weald Ridge remains visible from George V Avenue, across the open farmland and with the Dove Park flats featuring.

Courtenay Avenue, Harrow Weald

4.31 The identified view is medium range from the section of the road that is elevated over the railway. The foreground setting for the view comprises suburban residential development across the adjacent lowlands.

Roger Bannister Playing Fields

4.32 This is a short range view at the lower slopes of the Harrow Weald Ridge itself, from the Roger Bannister sports ground and adjoining public footpath. The foreground setting for the view is the rising, open farm land of this part of the Green Belt.

The Bridge, Wealdstone

4.33 The identified view is from The Bridge, which links Station Road and George Gange Way, over the railway at Wealdstone. The foreground of the view takes in some moderately tall buildings within Wealdstone centre and general suburban development across the central lowlands. Bentley Priory is clearly visible from this vantage point.

Belmont (Stanmore Golf Course)

4.34 Views of Harrow Weald Ridge are obtained along the length of the public footpath that crosses the summit of the golf course. It is a close proximity view with an open, verdant foreground setting provided by the adjacent part of the golf course.

Picture 4.7 Views of Harrow Weald Ridge



4.2.3 Viewpoints

4.35 The following sites are locations from which the wider landscape of the Borough and surrounding area may be appreciated.

Old Redding

4.36 The Old Redding viewpoint is a public car park serving nearby Harrow Weald Common. It occupies a position approximately 140m above sea level and therefore offers wide, panoramic views to the south. Within Harrow, principal visible features include Harrow Hill and development within Harrow town centre, the Kodak industrial site, the art deco blocks of flats at Pinner Court and the 1960s blocks of flats at Dove Park. Wembley Stadium is the dominant visible feature beyond the Borough, however in clear conditions tall central London buildings such as the BT Tower and Canary Wharf can also be seen, as can Heathrow Airport to the west.

Pinner Hill Golf Club

4.37 This viewpoint relates to a public bridleway that crosses Pinner Hill Golf Course, providing panoramic views of Harrow. The bridleway reaches a peak height of approximately 110m above sea level.

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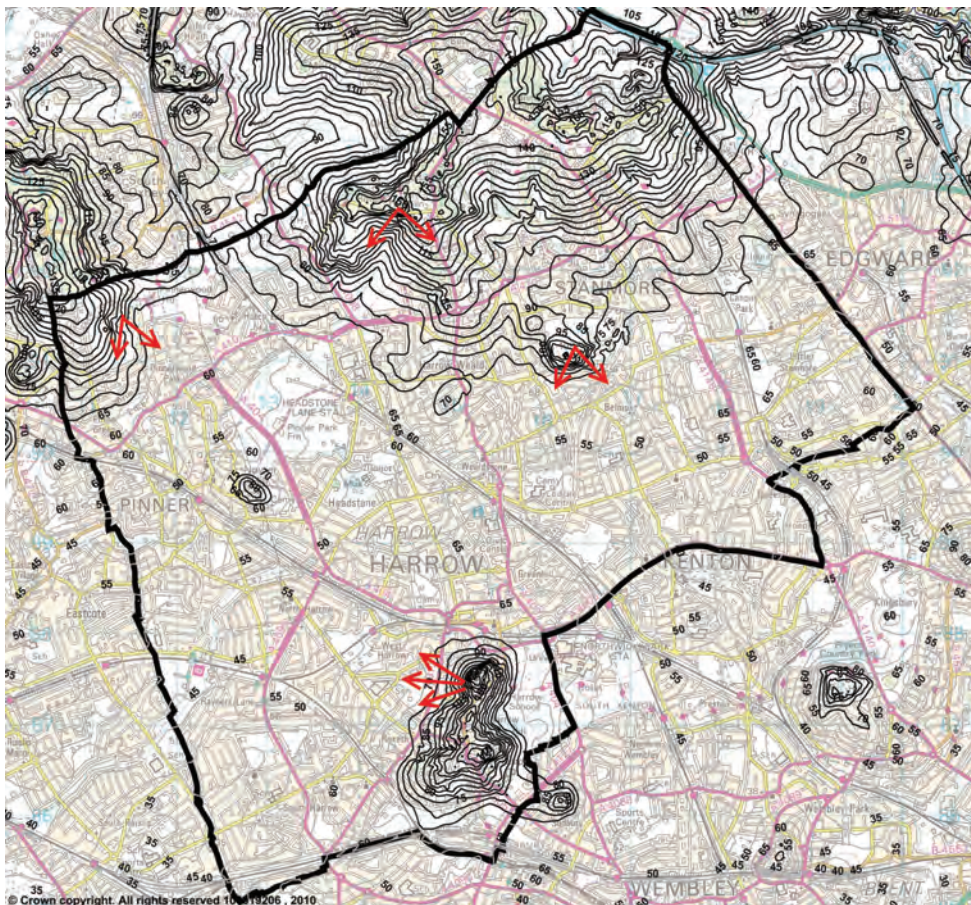
St. Mary's Church, Harrow-on-the-Hill

4.38 This is a viewing platform located to the west of St. Mary's churchyard, at the top of Roxborough Park, and has a position approximately 125m above sea level. Visible features within Harrow include local churches and the art deco flats at Pinner Court. A plaque at the viewing platform points out the features that can be seen beyond London in clear conditions.

Belmont (Stanmore Golf Course)

4.39 At its highest point the footpath that crosses the golf course reaches a height of 100m above sea level. The dominant features looking south are Harrow Hill and Harrow town centre, within the Borough, and outside of the Borough Wembley Stadium. As at Old Redding, when conditions permit, the BT Tower and Canary Wharf are also visible from this vantage point.

Picture 4.8 Viewpoints



4.40 Although not formally identified, other notable local viewpoints include:

- Stanmore Hill (Wembley Stadium & central London)
- Bentley Priory open space (Wembley Stadium & central London)
- Kenmore Road (Wembley Stadium)
- Pinner Station platforms (Harrow Hill)

4.41 Although not formally identified, other notable local landmarks (i.e buildings that can be 'picked out' in the local landscape at a distance) include:

- Bentley Priory, Common Road
- St. George's Church, Pinner View
- St. George's Shopping Centre 'green dome', Harrow town centre
- Pinner Court art deco flats, Pinner
- Kodak factory - chimney and tall building
- Dove Park (two high rise blocks), Hatch End

5 Heritage Assets

5.1 Scheduled Ancient Monuments

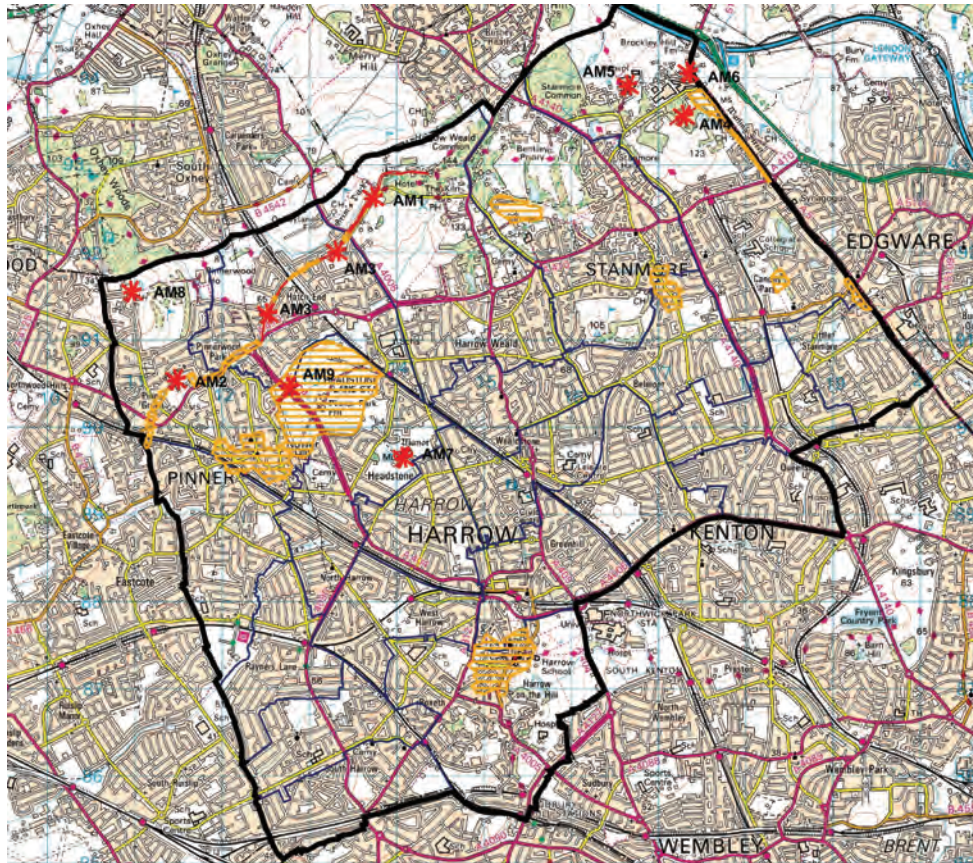
5.1 Harrow has a rich archaeological heritage. This reflects the Borough's proximity to London, which has dominated trade and governance in Britain since Roman times, but is also strongly related to the natural heritage of the area. The landscape of Middlesex was a hospitable one, being rich in woodland, fertile agricultural land and abundant availability of water. It provided for early industrial activity and settlement, for farming and was attractive to nobility as a domestic and recreational location. The benign nature of the environment and landscape processes in the area has resulted in a legacy of well preserved archaeological features; the greatest threat to archaeological resource has been and remains human activity.

5.2 Scheduled Ancient Monuments are those features or sites afforded statutory protection in law. These Monuments are recognised as having national importance and are therefore safeguarded for their intrinsic value for the benefit of current and future generations. Any work that might affect a Scheduled Ancient Monument requires consent, for which English Heritage is the administering authority. There are nine Scheduled Ancient Monuments in Harrow spread across seven sites.

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Picture 5.1 Scheduled Ancient Monuments and Archaeological Priority Areas



Grim's Dyke Earthwork (AM1-AM3)

5.3 Grim's Dyke is a linear bank and ditch which had formed a continuous earthwork from the Harrow Weald Ridge, within the grounds of the Grim's Dyke Hotel, to Cuckoo Hill (and possibly beyond). Little conclusive evidence has been found to accurately date Grim's Dyke, but it is thought to date from the period just before the Roman invasion of England. The name 'Grim' is the Saxon word for devil or goblin and was given to other linear earthworks similar to the one in Harrow.

5.4 The original function of Grim's Dyke is not known, however many such earthworks served as defence lines or boundary markers in Saxon times. Archaeological excavation at Grim's Dyke Hotel carried out in 1979 found a 1st Century, or slightly earlier, fire hearth. Other discoveries include Iron Age and Belgic Pottery found during excavations of the Montesole Playing Fields in 1957.

5.5 The earthwork suffered damage as a result of searches for brickearth and gravel during the 19th Century and again, in the 20th Century, as parts were removed to facilitate residential development. Consequently the continuity of the earthwork was destroyed, and there are now three separate Scheduled Ancient Monument orders protecting the surviving sections of Grim's Dyke:

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- AM1: section 1,370m north-east of Oxhey Lane, to Grim's Dyke Hotel (Harrow Weald);
- AM2: section north of Blythwood House, within Montesole Playing Fields (Pinner); and
- AM3: four linear sections between Uxbridge Road and Oxhey Lane (Hatch End).

5.6 The sections of Grim's Dyke between the above statutorily protected lengths are designated as archaeological priority areas on the proposals map of the Harrow Unitary Development Plan (2004).

Picture 5.2 Grim's Dyke Scheduled Ancient Monuments & Archaeological Priority Areas; Pinner Hill Ice House Scheduled Ancient Monument



Pinner Hill Ice House (AM8)

5.7 Icehouses were subterranean structures designed specifically to store ice, removed from ponds in winter and used to help preserve food and cool drinks in summer months. They were first built in England in the early 17th Century and were commonplace by the 18th Century.

5.8 The ice house at Pinner Hill is believed to date from the mid 19th Century and formed one of the many estate buildings commissioned by Arthur William Tooke, owner of Pinner Hill House from 1844 to 1871. The structure comprises a cylindrical brick chamber & dome and access passage which originally linked back to the service quarters of the house. It represents one of only two well preserved survivals of ice houses in the Greater London area.

Brockley Hill Roman Settlement (AM6)

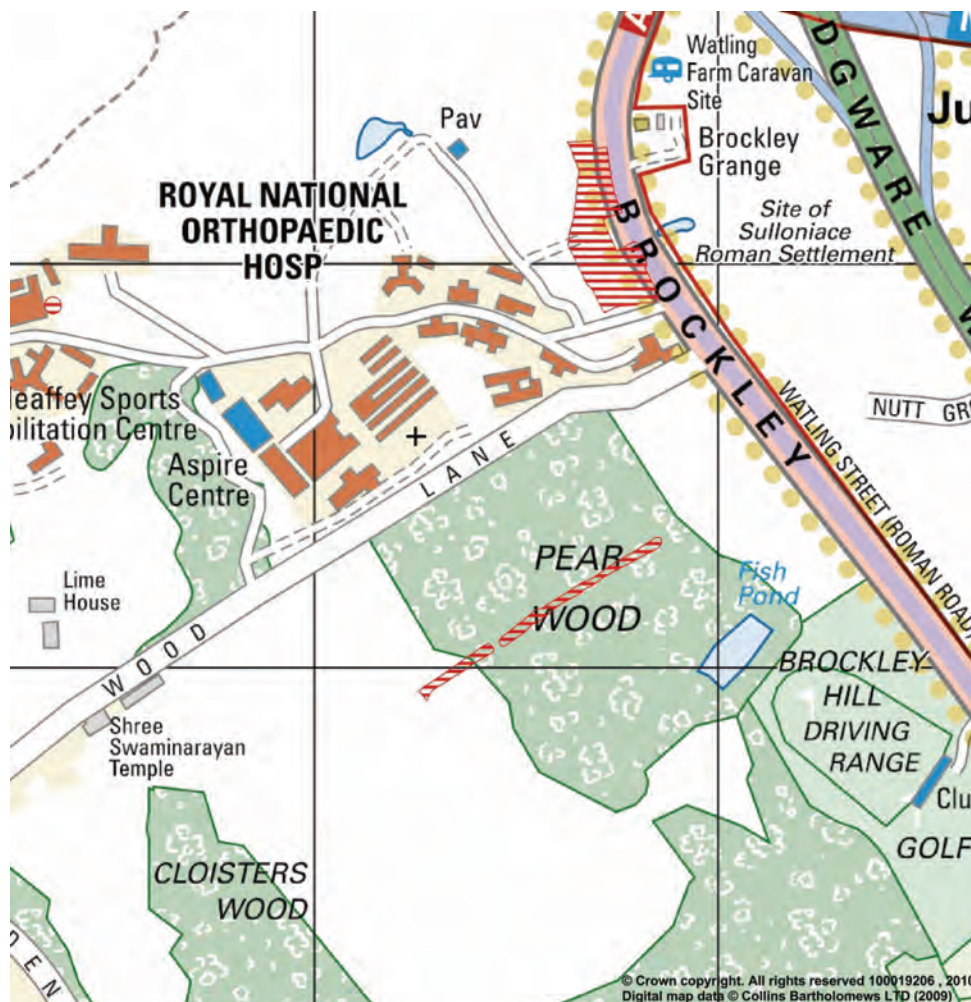
5.9 The buried Roman remains at Brockley Hill are associated with a pottery manufacturing centre and associated settlement that grew-up alongside Watling Street, a principal route within Roman Britain which is believed to have been constructed in the period AD 43-49. The road ultimately linked the channel ports of Kent to London and continued northward through the Midlands to North Wales and was therefore important for trade as well as for military and official Government use.

5.10 There are nearly 400 known Roman potteries in England and all are located with ready access to markets, raw materials, water and fuel. The site at Brockley Hill developed along both sides of Watling Street and has been the subject of a number of archaeological investigations between 1947 and 1971. These investigations revealed the remains of fourteen kilns, workshops, clay extraction pits, puddling hollows, wells, preparation floors and large accumulations of kiln waste. Dating of evidence suggests that activity began on the site around AD 60 and declined from around AD 160. Although Brockley Hill supplied London and the south-east remains of pottery manufactured at the site have been found as far afield as Cumbria and lowland Scotland.

5.11 Excavation of remains has also revealed evidence to suggest that occupation of the site continued beyond AD 160 until the fourth century. The site also includes the alignment of the earliest version of the Roman Watling Street and a section of later roadway which perpetuated the route into the Medieval and post-Medieval period.

5.12 Further remains, forming part of the Scheduled Ancient Monument, exist on the east side of Brockley Hill within the London Borough of Barnet. Although the pottery manufacturing site and associated settlement almost certainly extended along the road frontage to the south the remains in this area are not sufficiently understood to be included within the Monument designation. The alignment of the Roman and later Medieval road also continue down the hillside in the form of a hollow way. The strip of land to the west of Brockley Hill, between the junction with Wood Lane and Canons Corner, is designated as an archaeological priority areas on the proposals map of the Harrow Unitary Development Plan (2004).

Picture 5.3 Pear Wood, Brockley Hill Roman Settlement and Brockley Hill Obelisk Scheduled Ancient Monuments



Brockley Hill Obelisk (AM5)

5.13 The Brockley Hill Obelisk is located within the grounds of the Royal National Orthopaedic Hospital at Stanmore. It is a stone obelisk on a square base that was erected by the Secretary to the Duke of Chandos in 1760. It commemorates the supposed site of the battle between the Catuvellauni and Caesar's tenth legion.

Pear Wood Earthwork (AM4)

5.14 This earthwork is a linear bank and ditch, similar to Grim's Dyke, located within Pear Wood at Stanmore. It starts 167m west of Watling Street and has a length of 365m in a broadly south-westerly direction and is interrupted two thirds of the way along by a trackway cutting. The bank has a maximum width of 4m and in some sections reaches a height of 2m from the bottom of the ditch.

5.15 As with Grim's Dyke, the original function of the bank and ditch is not understood. However it is speculated that the earthwork at Pear Wood could be an eastward extension of Grim's Dyke.

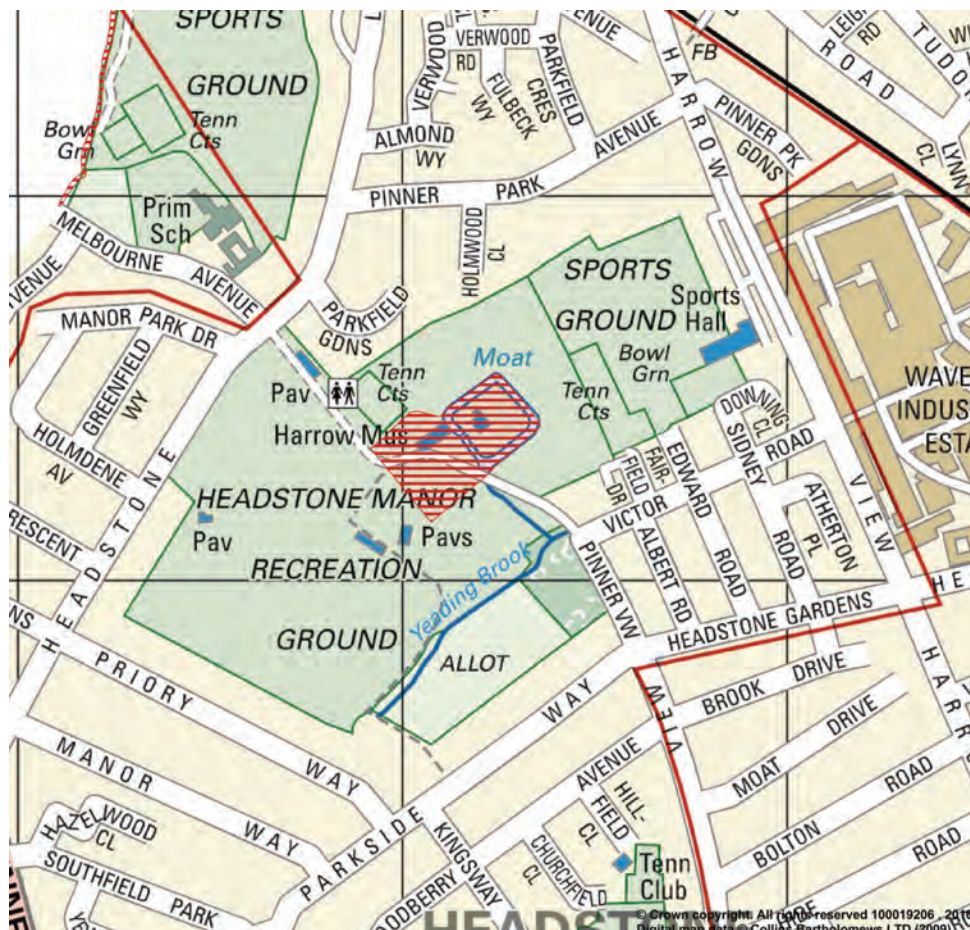
Headstone Manor Moated Site (AM7)

5.16 This Scheduled Ancient Monument reflects the rarity of surviving moated sites in London. The moat is complete and water filled, varying in width between 7m and 14m, forming an island platform of some 65 square metres which is accessed by a red brick bridge. It is believed to date from the 14th Century, constructed as a status symbol to reflect the status and wealth of Headstone Manor's owners.

5.17 Headstone Manor is itself a grade I listed building built circa 1310 and altered/added to in the 17th and 18th Centuries. The building is of significance not only because it is the earliest surviving timber framed building in Middlesex, with examples of high quality work from each of these periods, but because it forms part of an in-tact domestic complex comprising the grade II* listed timber-framed Tithe Barn dating from 1506, and a small barn with 14th Century foundations. Up until the early 20th Century Headstone Manor had been a working farm with many other ancient farm buildings, but were subsequently destroyed after falling into disrepair. The area of the wider farm complex, to the south west of the moat, is therefore also included in the Scheduled Ancient Monument designation.

5.18 The land upon which Headstone Manor stands was first recorded as belonging to the Archbishop of Canterbury in 825 AD. Records show that the Manor remained part of the Archbishop of Canterbury's estate, used as his main residence in Middlesex, until 1546 when it was surrendered to Henry VIII. Soon after that time it was sold and remained in private ownership until 1934 when it was purchased by Hendon Rural District Council.

Picture 5.4 Headstone Manor Scheduled Ancient Monument



Pinner Deer Park (AM9)

5.19 Deer parks were areas of land, usually enclosed, set aside and equipped for the management and hunting of deer and other animals and comprised a combination of woodland and grassland. It is thought that there were once as many 3,000 deer parks nationally, particularly popular during the period AD 1200 to 1350, but that by the end of the 17th Century the deer park in its original form had largely disappeared.

5.20 In the 13th Century the area of Pinner Park Farm was in the Manor of Harrow, owned by the Archbishops of Canterbury. The earliest documentary reference to Pinner Deer Park dates from 1273/74 and describes some 250 acres surrounded by a bank and double ditch. During the 15th Century the park was converted to agricultural land and the ditch and fences were replaced with hedgerows; a survey in 1986 revealed that some of the existing hedgerows date back to the late Medieval period. The Deer Park was transferred to Henry VIII in 1546 and was then owned and tenanted out by various families. The boundary of the old deer park is largely reflected in the boundary of the farmland at Pinner Park Farm which exists today, and therefore represents a rare survival of ancient landscape in Greater London.

5.21 The Scheduled Ancient Monument at Pinner Park Farm relates to the following features of the former Deer Park:

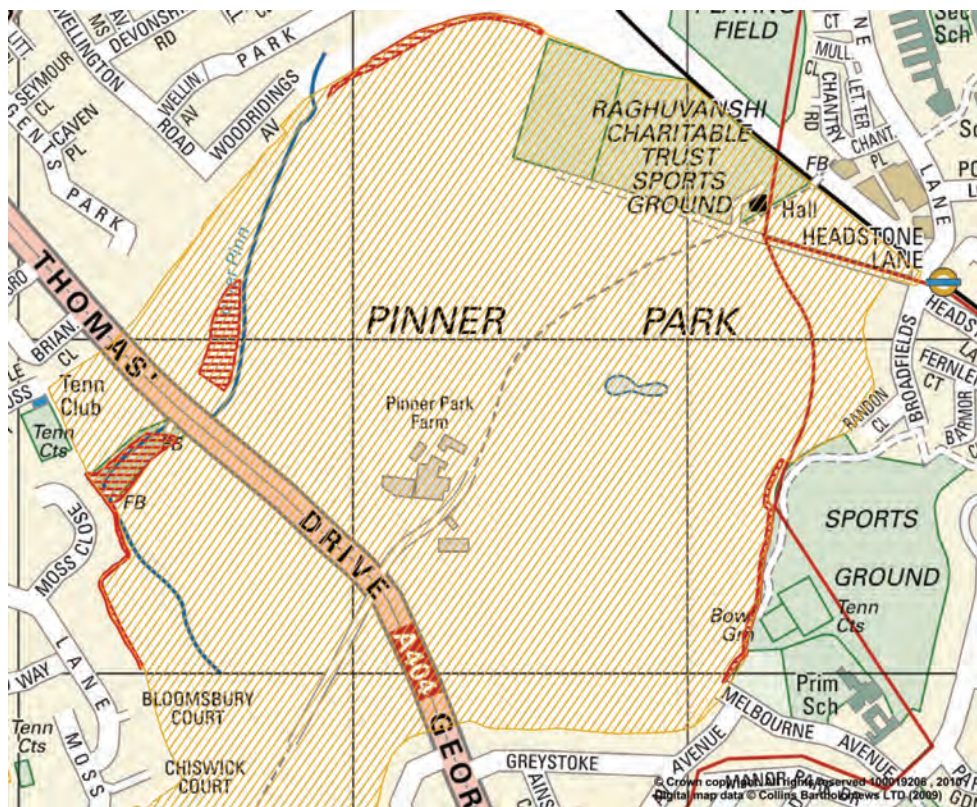
Character Assessment of Harrow's Residential Areas

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- 350m long earth bank and double ditch to rear of Park View, Hatch End;
- 250m long earth bank and double ditch adjacent to Broadfields sports ground;
- 200m long earth bank and double ditch to rear of Moss Lane/Moss Close;
- 50m long clay damn, retaining banks and ditches forming a fish pond (now dry) rear of Moss Close; and
- 150m x 35m shallow pond (now dry) north-east of George V Avenue.

5.22 In addition to the Scheduled Ancient Monument, all of the land at Pinner Park Farm is designated as an archaeological priority area on the proposals map of the Harrow Unitary Development Plan (2004). This reflects the broader archaeological interest of the site; for example an earlier farmhouse with a three-sided moat, located slightly to the south of the present day farm complex, is shown on a plan of 1634 and is itself thought to have occupied the site of the original hunting lodge within the deer park.

Picture 5.5 Pinner Deer Park Scheduled Ancient Monument and Archaeological Priority Area



5.2 Archaeological Priority Areas

5.23 Scheduled Ancient Monuments protect the most important, nationally significant archaeological survivals. However, as noted above, Harrow has a rich archaeological heritage which includes some sites of more local significance as well as areas where insufficient evidence exists to justify formal scheduling. Locations within Harrow which are suspected to contain below ground archaeology, upon the advice of English

Character Assessment of Harrow's Residential Areas

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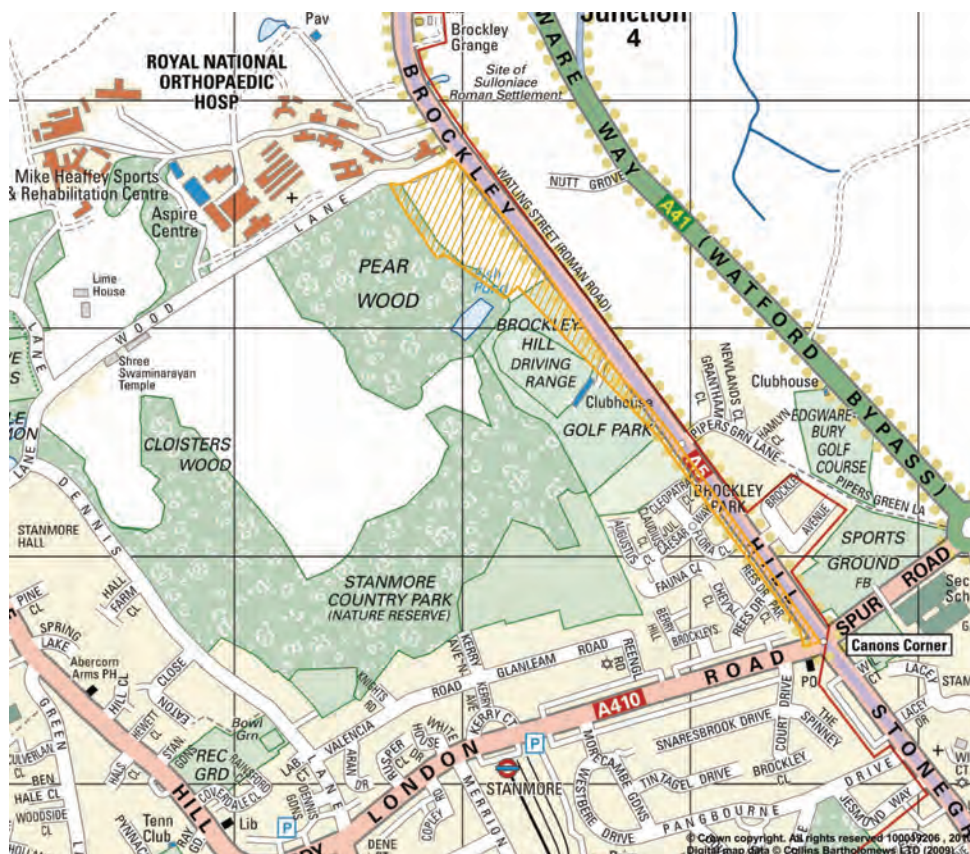
Heritage, are designated in the Harrow Unitary Development Plan (2004) as Archaeological Priority Areas. They are defined on the proposals map which accompanies the Plan.

5.24 When development is proposed within Archaeological Priority Areas the Council may require, as a condition of planning permission, investigation of below ground archaeology together with recording and preservation of any important finds. There are nine Archaeological Priority Areas in Harrow.

Brockley Hill

5.25 This area is related to the Scheduled Ancient Monument at Brockley Hill (AM6). It reflects the possibility that further evidence of Roman settlement associated with the Brockley Hill pottery manufacturing centre and this part of Watling Street may be uncovered in this area.

Picture 5.6 Brockley Hill Archaeological Priority Area



Edgware Village

5.26 The name Edgware is believed to derive from 'Ecgi's weir fishing pool' and this reflects the historic location of the village, where the Watling Street crosses the Edgware brook. The Archaeological Priority Area reflects the extent of the Medieval village of Edgware on the west side of the A5, from the Edgware bridge extending north beyond the Station Road/Whitchurch Lane junction.

Character Assessment of Harrow's Residential Areas

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Picture 5.7 Edgware Village and Canon's Park Archaeological Priority Area



Canons Park

5.27 Tile making occurred within Canons Park in Roman times. This area seems to have been a production centre for official tiles for the provincial procurator's office, based in London. Up to 26 Roman potters may have had their workshops in the area, engaged in the production of mortaria (shallow bowls with grit inside to help grind food), flagons, amphorae, jars, lids, bowls, beakers and central heating (hypocaust) elements. The church of St. Lawrence in Whitchurch Lane has Roman tiles incorporated in the fabric of the medieval Tower and the shelters, kilns, waste dumps and clay stores associated with this industrial activity may explain some of the uneven ground in the park.

Medieval Stanmore

5.28 Although the modern district centre of Stanmore is located along Uxbridge Road, at the southern end of Stanmore Hill, evidence shows that the historic settlement of Stanmore existed further south, along Old Church Lane. The Archaeological Priority Area reflects the extent of the historic village.

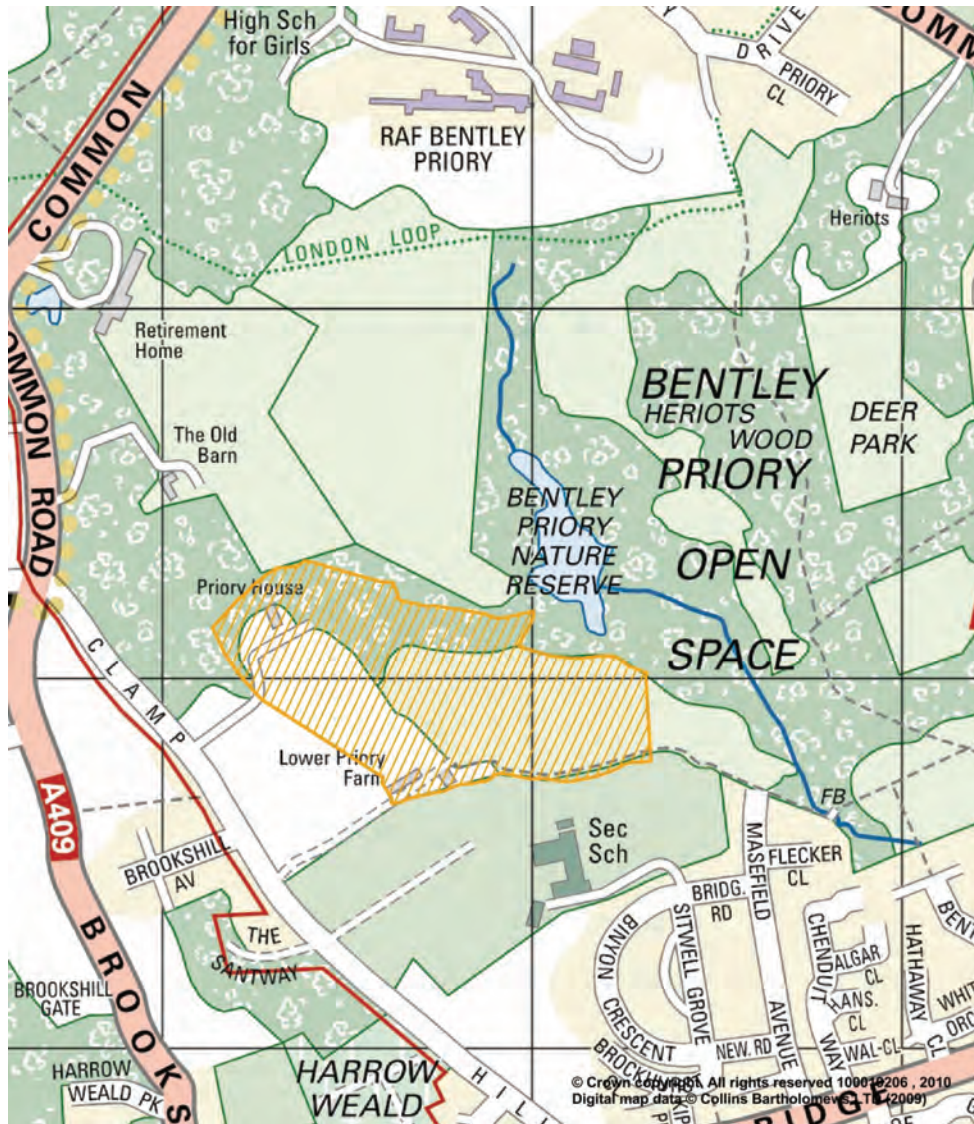
Picture 5.8 Stanmore Archaeological Priority Area



Bentley Priory

5.29 The name Bentley is thought to derive from the Anglo-Saxon words for course (or bent) grass and land that is cleared for cultivation or pasture. The original priory at Bentley is believed to have been founded in 1170 and located downslope of the 18th Century building that today bears the name Bentley Priory. This Archaeological Priority Area, east of Clamp Hill, is the estimated location of the historic priory complex.

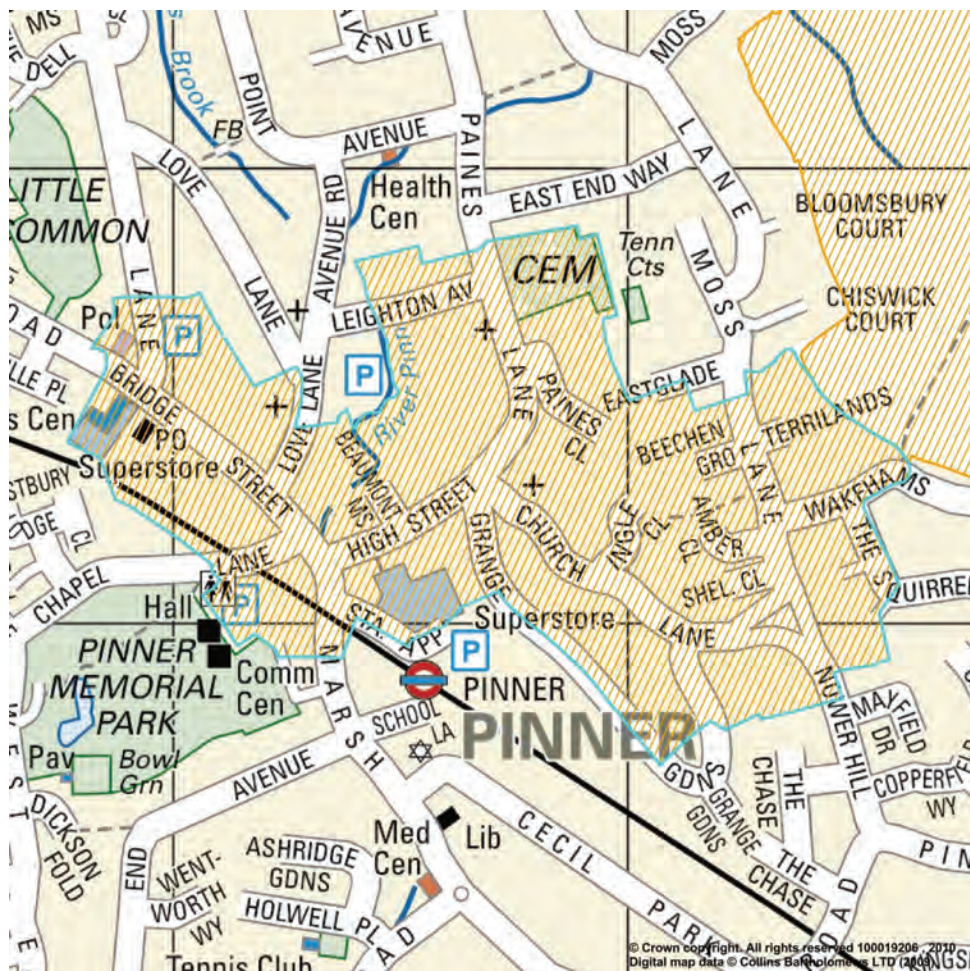
Picture 5.9 Bentley Priory Archaeological Priority Area



Medieval Pinner

5.30 The importance of the surviving historic development of Pinner Village, around the High Street and Church Lane, is recognised by other designations and statutory protection. The Archaeological Priority Area focuses upon the potential for below ground archaeology over a much wider area extending north towards Waxwell Lane, and east towards the summit of Wakeham's Hill where it adjoins Pinner Park Farm.

Picture 5.10 Pinner Archaeological Priority Area



Old Pinner Deer Park

5.31 This Archaeological Priority Area supplements the formal Scheduled Ancient Monuments to provide complete coverage of the old deer park at Pinner Park Farm described in the section above.

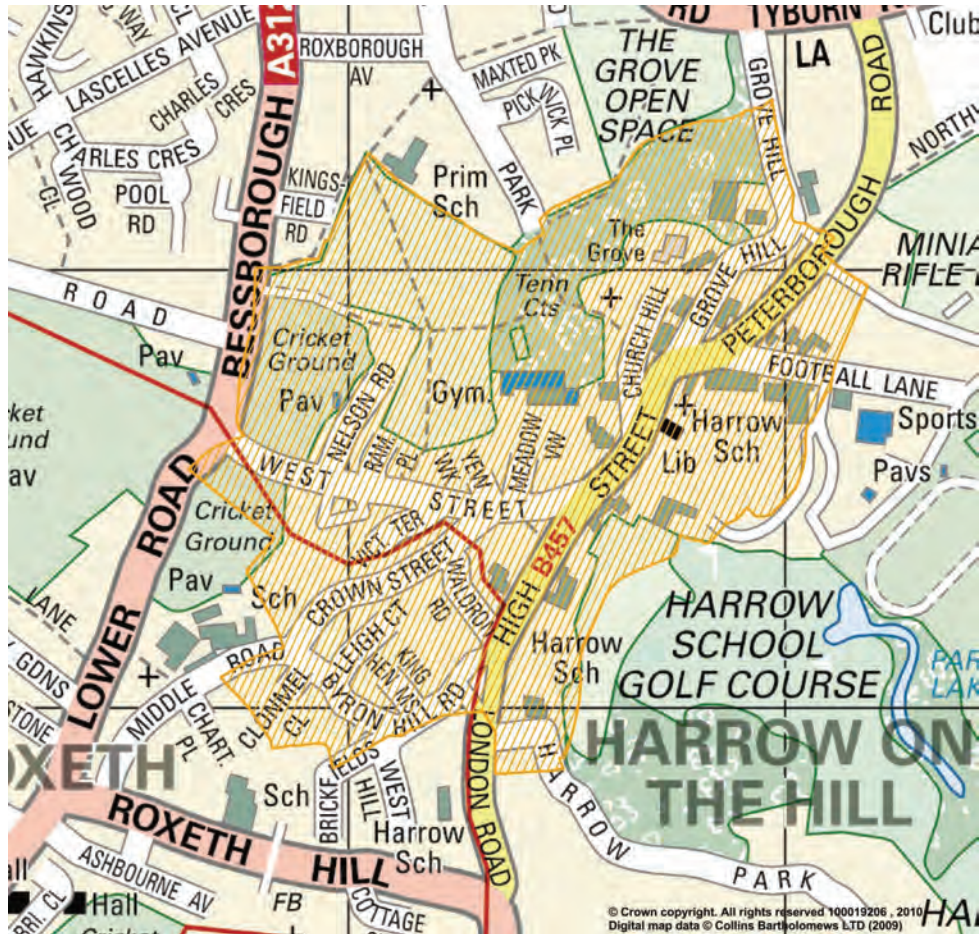
Harrow on the Hill

5.32 The special character of Harrow Hill, as a whole, and of the historic importance of the existing development upon it is recognised by other designations and statutory protection. The Archaeological Priority Area focuses upon the potential for below ground archaeology in the area around the High Street and west slopes to reflect the historic settlement core.

Character Assessment of Harrow's Residential Areas

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Picture 5.11 Harrow-on-the-Hill Archaeological Priority Area



Grim's Dyke

5.33 These Archaeological Priority Areas supplement the formal Scheduled Ancient Monuments to provide complete coverage of the route of Grim's Dyke as described in the section above.

5.3 Listed Buildings

5.34 Statutory listed buildings are those designated under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest. There are 279 entries on the statutory list for Harrow, although 66 of these entries cover more than one building meaning that there are over 300 listed buildings in the Borough. The list includes 16 ecclesiastical buildings and over 40 'structures' such as telephone boxes, gates, milestones etc.

5.35 Listed buildings are graded in accordance with their degree of interest. Those of exceptional or international interest are identified as Grade I; particularly important buildings of more than special interest are identified as Grade II*; all other listed buildings - of national importance and of special interest - are identified as Grade II. In Harrow there are four Grade I and sixteen Grade II* listed buildings; they are:

Character Assessment of Harrow's Residential Areas

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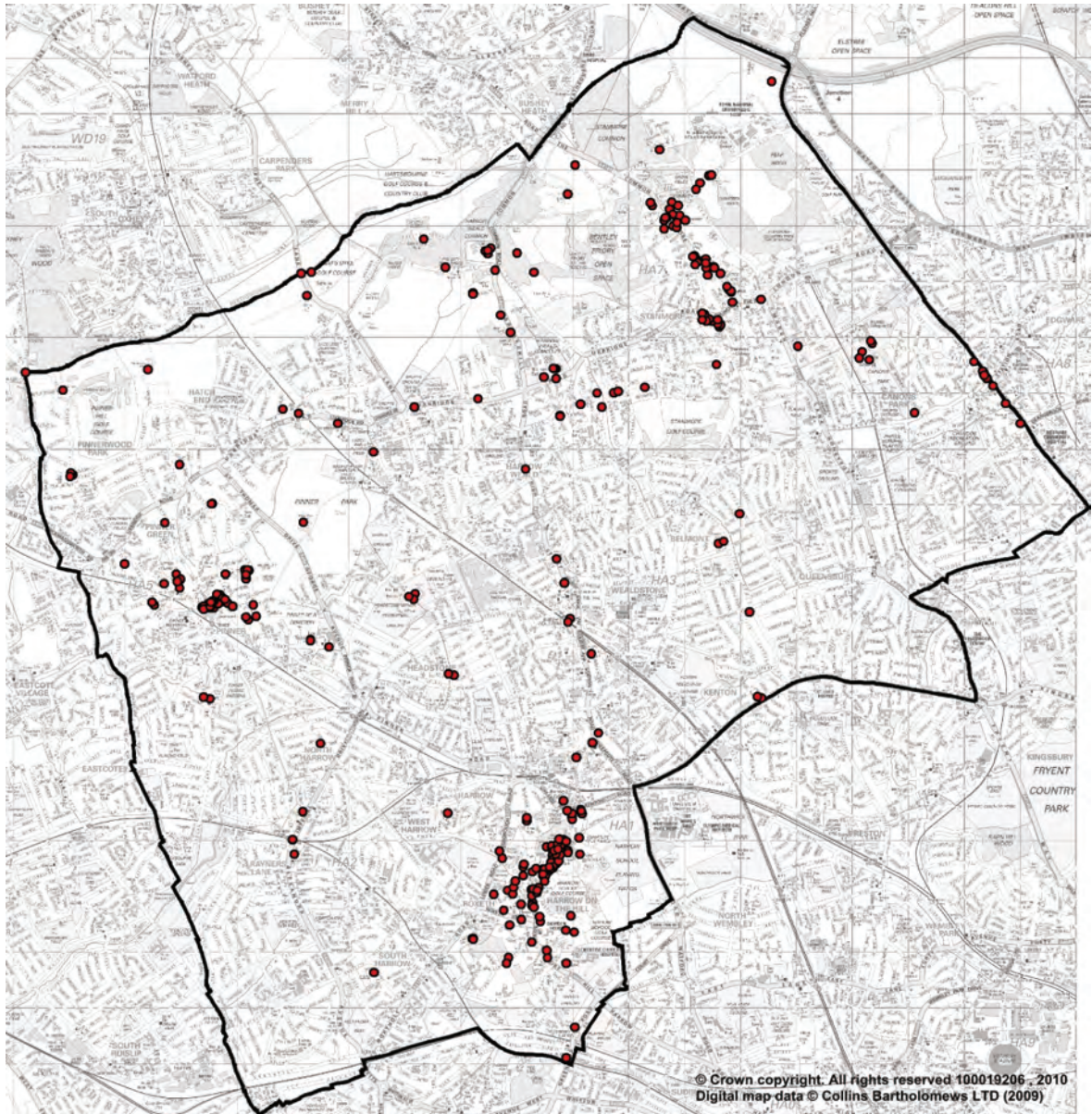
- St. Mary's Church, Harrow on the Hill (Grade I);
- The Old School, Harrow on the Hill (Grade I);
- Headstone Manor, Pinner View (Grade I);
- Bydell House, Sudbury Hill (Grade I);
- Former Ace Cinema, Rayners Lane (Grade II*)
- Church of St. John the Baptist, Pinner (Grade II*)
- Pinner House, Pinner (Grade II*)
- Church of St. John, Stanmore (Grade II*)
- Old Church of St. John, Stanmore (Grade II*)
- Bentley Priory central block, Stanmore (Grade II*)
- Vaughan Library, Harrow on the Hill (Grade II*)
- St. Mary's Church and Parish Hall, Kenton (Grade II*)
- East End Farm Cottage, Pinner (Grade II*)
- Grims Dyke, Harrow Weald (Grade II*)
- Barn, Headstone Manor, Pinner View (Grade II*)
- No. 73 Stanmore Hill, Stanmore (Grade II*)
- The White Cottage, Sudbury Hill (Grade II*)
- Church of All Saints, Harrow Weald (Grade II*)
- Sweetman's Hall, Pinner (Grade II*)
- Stanmore Hall, Stanmore (Grade II*)

5.36 The geographical distribution of listed buildings is shown on the map below. This highlights three main clusters which relate to the settlements of Harrow on the Hill, Pinner, Stanmore and Edgware that occupied the pre-existing rural landscape. Linear clusters of listed buildings are also identifiable along the main roads and lanes which permeated the pre-existing rural landscape. Outlying listed buildings typically relate to the best components of 20th Century development in the Borough, notably comprising 1930s modernist or art deco buildings including Kenton Lane library, the former Ace Cinema (now Zoroastrian Centre) at Rayners Lane, Rayners Lane and Sudbury Hill Piccadilly line stations, Elm Park Court and Pinner Court flats.

Character Assessment of Harrow's Residential Areas

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Picture 5.12 Harrow's Statutory Listed Buildings



5.37 The London Heritage at Risk Register (2010) identifies eight of Harrow's listed buildings as being vulnerable to decay or neglect. They are:

- Brick Kiln, The Kiln, Common Road, Stanmore (grade II) (condition: very bad)
- Cannons Farm Barn, Hereford Gardens, Pinner (grade II) (condition: fair)
- The Hermitage, Kenton Lane, Harrow Weald (grade II) (condition: poor)
- Charlgrove, Peterborough Road, Harrow (grade II) (condition: fair)
- Boundary wall fronting 118-128 Stanmore Hill, Stanmore (grade II) (condition: poor)
- Boundary wall fronting 173 Stanmore Hill, Stanmore (grade II) (condition: poor)

- Bentley Priory central entrance block, The Common, Stanmore (grade II*) (condition: fair)
- The Rayners Public House, Village Way East, Rayners Lane (grade II) (condition: fair)

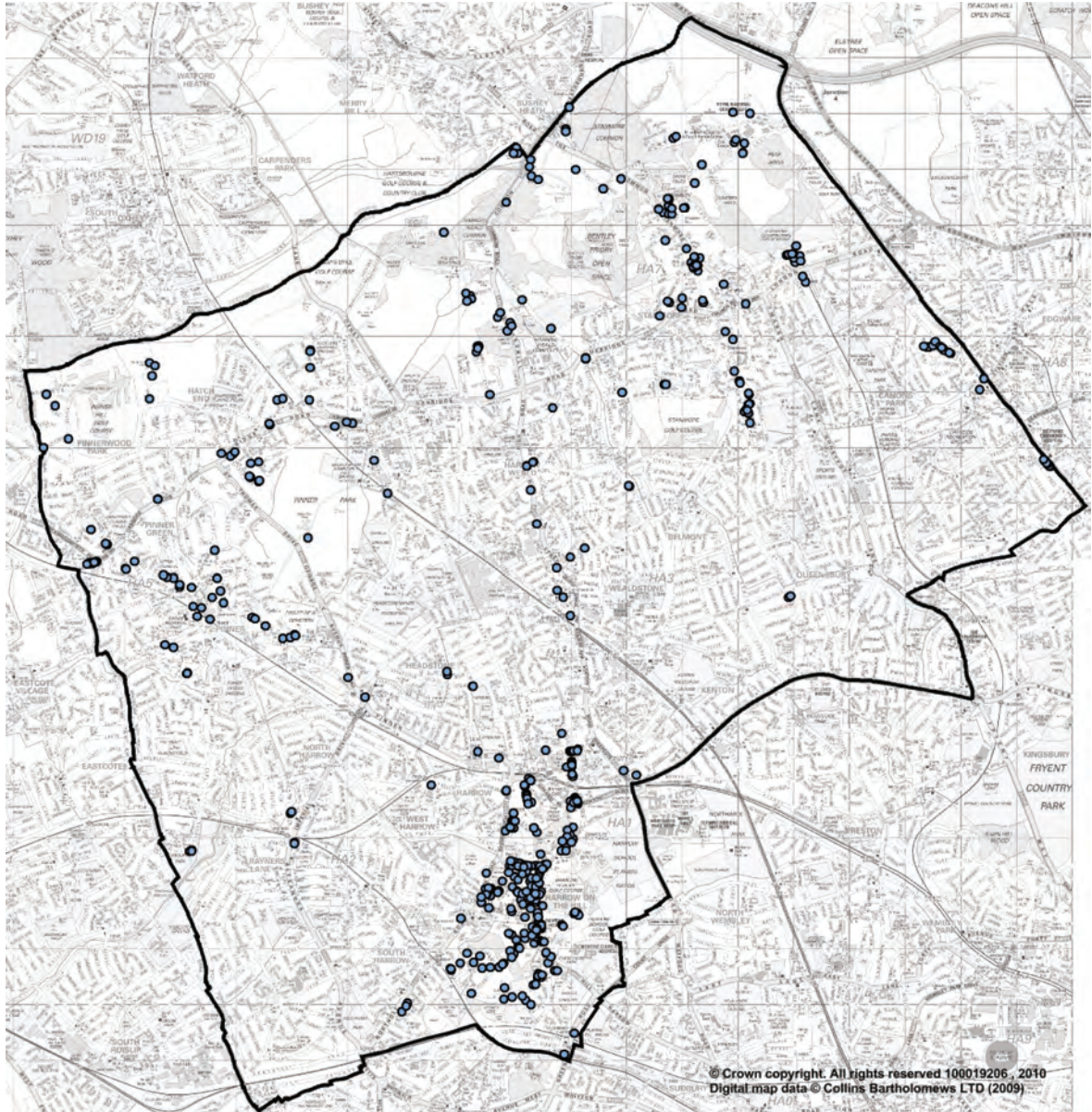
5.38 In addition to the Borough's stock of statutory listed buildings, the Council maintains a list of buildings considered to be of local architectural or historic interest. Many of these locally listed buildings were transferred from the statutory list in 1983 when the former category of Grade III buildings was abolished, and a number of others were as a consequence of the 1989 Environmental Assessment of Residential Areas which highlighted 'interesting' and 'good' buildings in the local townscape. There are 379 entries on the local list and, as with the statutory list, a number of these include multiple properties meaning that there are over 400 locally listed buildings in Harrow.

5.39 As with the statutory listed buildings, so too the distribution of locally listed buildings highlights strong clustering around Harrow on the Hill, Pinner, Stanmore and Edgware. Smaller clusters are apparent around Hatch End and Wealdstone, and along main roads.

Character Assessment of Harrow's Residential Areas

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Picture 5.13 Harrow's Locally Listed Buildings

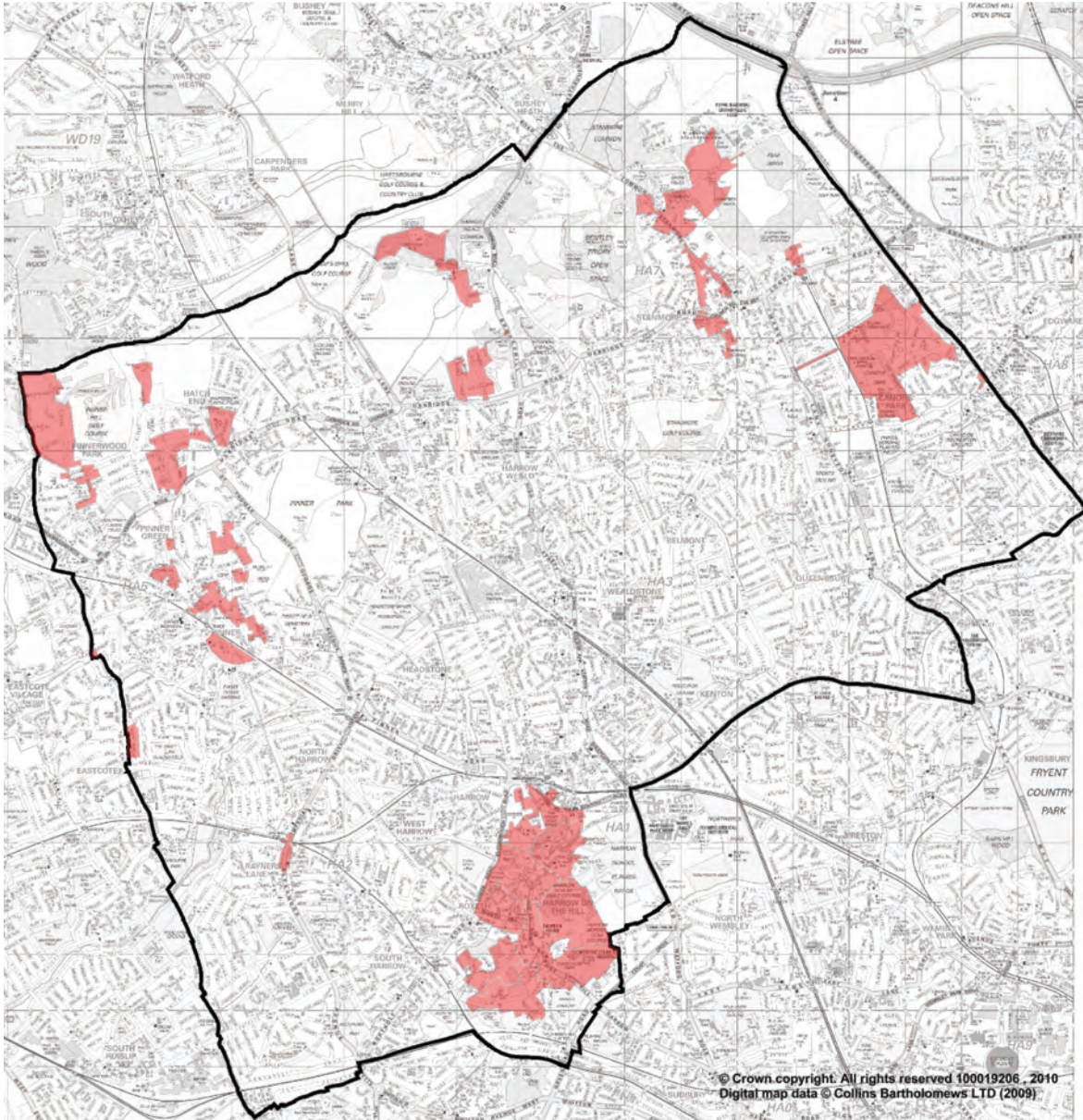


5.4 Conservation Areas

5.40 Conservation Areas are areas of special architectural or historic interest, designated under the Planning (Listed Buildings and Conservation Areas) Act 1990, which it is desirable to preserve and enhance. There are 28 Conservation Areas in Harrow.

5.41 As with the distribution of listed buildings, so too there is a strong correlation between the locations of conservation areas in the Borough and the historic settlements of Harrow on the Hill, Pinner, Stanmore and Edgware. In addition there is a further cluster of conservation areas at Harrow Weald.

Picture 5.14 Harrow's Conservation Areas



5.42 Reflecting this distribution the Council has grouped Harrow's conservation areas into four, broad locations. These are described below.

Harrow on the Hill

5.43 The Harrow on the Hill grouping comprises the following eight conservation areas:

- Roxeth Hill
- Harrow Park
- Harrow School
- Harrow on the Hill Village
- Sudbury Hill

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- South Hill Avenue
- Mount Park Estate
- Roxborough Park & The Grove

5.44 The conservation areas cover a range of character areas including the historic village core of Harrow on the Hill, the institutional development of Harrow School, and large villas in spacious, leafy grounds associated with the high-quality residential development on the slopes of the Hill during the late 19th and early 20th Centuries.

5.45 An overarching supplementary planning document for the Harrow on the Hill group of conservation areas was adopted in 2008. In addition each conservation area has an adopted character appraisal and management strategy in place, and four of the conservation areas are subject to Article 4 directions controlling aspects of development that would otherwise be permitted development.

Pinner

5.46 The Pinner grouping comprises the following twelve conservation areas:

- Waxwell Lane
- Waxwell Close
- Pinner High Street
- Moss Lane
- East End Farm
- West Towers
- Tookes Green
- Pinnerwood Park Estate
- Pinner Hill Estate
- Pinnerwood Farm
- Rayners Lane
- Eastcote Village

5.47 Many of Pinner's conservation areas reflect Pinner's history as a medieval village settlement and farming community. However a number of the conservation areas also offer protection to the best of the area's suburban development of the late 19th and early 20th Centuries, including Edwardian villas, a spacious countryside estate and an 'arts and crafts' garden suburb, as well as the classic Metroland centre at Rayners Lane.

5.48 An overarching supplementary planning document for the Pinner group of conservation areas was adopted in 2009. In addition each conservation area has an adopted character appraisal and management strategy in place, five of the conservation areas are subject to Article 4 directions, and three are also accompanied by detailed design guides.

Stanmore and Edgware

5.49 The Stanmore and Edgware grouping comprises the following six conservation areas:

- Little Common
- Stanmore Hill
- Old Church Lane
- Kerry Avenue
- Edgware High Street
- Canons Park Estate

5.50 These conservation areas largely reflect Stanmore and Edgware's history as village settlements and the later development of wealthy country estates, as well as a good example of inter-war modernist architecture associated with extension of the London Underground network to Stanmore.

5.51 An overarching supplementary planning document for the Stanmore and Edgware group of conservation areas is forthcoming. Three of the conservation areas have adopted policy statements and two have an adopted character appraisal and management strategy. Four of the conservation areas are subject to Article 4 directions controlling aspects of development that would otherwise be permitted development.

Harrow Weald

5.52 The Harrow Weald grouping comprises the following two conservation areas:

- West Drive
- Brookshill Drive and Grimsdyke Estate

5.53 These conservation areas largely reflect the presence of historic farm complexes and the former country estates of Grimsdyke and Harrow Weald Park. However in 2007 the West Drive conservation area was substantially extended to include the adjoining residential estate of West Drive and Bellfield Avenue.

5.54 An overarching supplementary planning document for the Harrow Weald group of conservation areas is forthcoming. In addition the Brookshill Drive and Grimsdyke Estate conservation area has an adopted character appraisal and management strategy, and is the subject of an Article 4 direction.

5.5 Historic Parks & Gardens and Open Space

5.55 Historic Parks and Gardens are open spaces listed by English Heritage as being of national importance. In Harrow there are four such historic parks and gardens; they are:

- Grimsdyke Hotel Gardens, Stanmore

Character Assessment of Harrow's Residential Areas

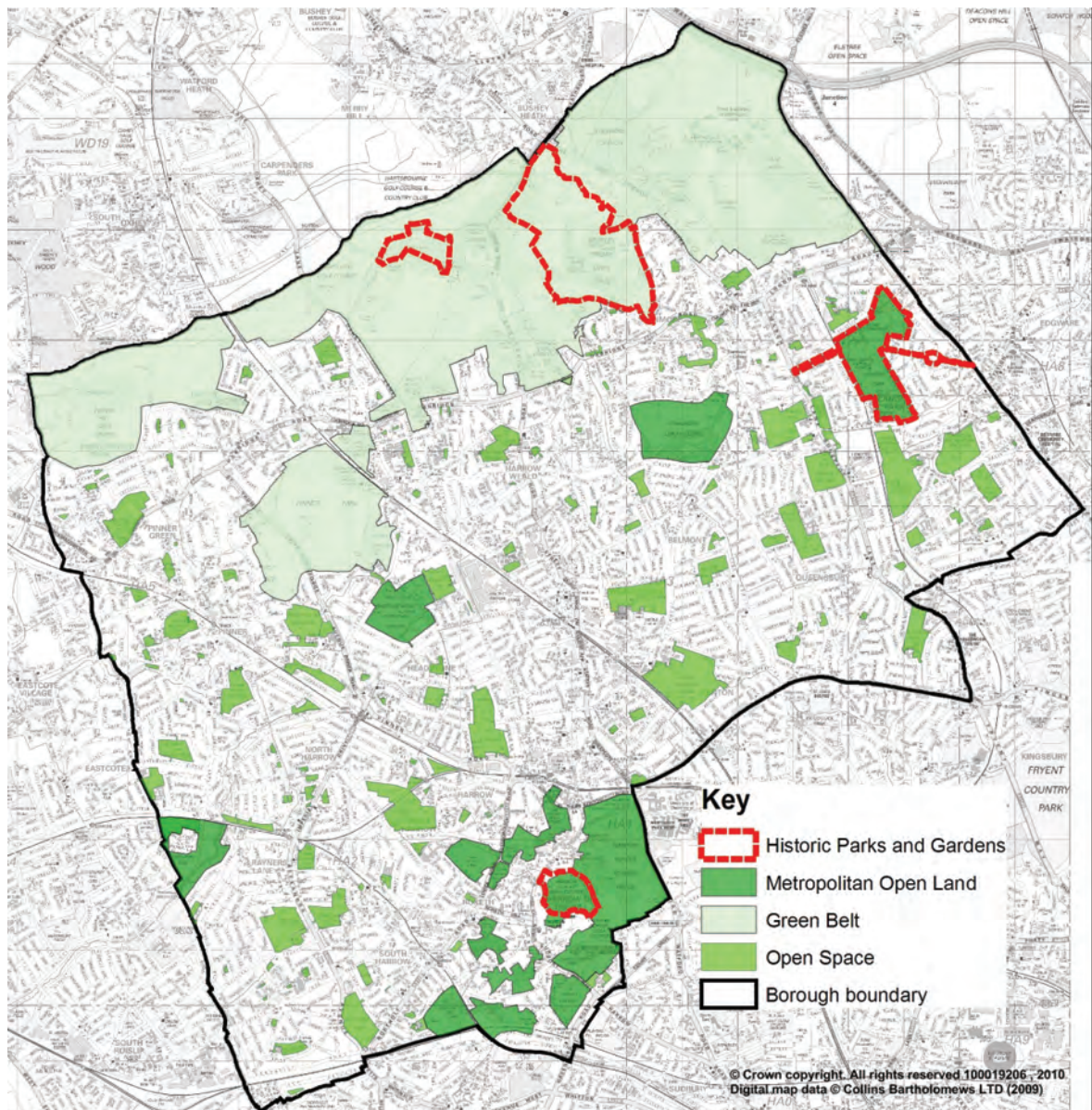
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- Canons Park, Edgware
- Harrow Park (formerly Flambards), Harrow on the Hill
- Bentley Priory, Harrow Weald

5.56 The 2010 London Heritage at Risk register identifies the Bentley Priory historic park and garden as being vulnerable to neglect and decay.

5.57 In addition to the four formally designated historic parks and gardens, the Council has begun compiling a local register of Parks and Gardens which are considered to contribute to the character and local heritage of their area. The list comprises two sites: Bernays Gardens in Stanmore and Pinner Memorial Park.

Picture 5.15 Harrow's Historic Parks & Gardens and Open Spaces



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5.58 Open space is an important of Harrow's character by contributing to the leafy, spacious setting of the Borough's suburban areas (in the form of playing fields, parks and allotment gardens, etc) and by confirming the outer London location of the Borough (in the form of farm land, woodland and other countryside components). There are 1,334 hectares of open space in Harrow, equivalent to 26% of the Borough's total land area.

5.59 The Green Belt represents a substantial proportion of the Borough's land area (nearly 20%) and its landscape value to the rest of the Borough is enhanced by its location along the Harrow Weald Ridge and at Pinner Hill (see Chapter 3: Topography and Views). Two of the Borough's historic parks and gardens (Grimsdyke Hotel Gardens and the estate of Bentley Priory) are located within the Green Belt. In addition Green Belt land at Pinner Park Farm protects this historic former deer park and provides a countryside setting for Pinner village.

5.60 Metropolitan Open Land has a similar, strategic function to the Green Belt. The playing field and other open spaces which form the lower slopes of Harrow Hill provide a particularly important setting for the historic hilltop settlement and Harrow School, and is therefore designated as Metropolitan Open Land. Other Metropolitan Open Land, at Headstone Manor and Canons Park, each form an important setting for their host historic buildings; whilst at Roxbourne Park and Stanmore Golf Course it provides significant visual and landscape relief to the surrounding suburban landscape.

5.61 Open space performs a variety of valuable functions: for visual relief and landscape, as areas for natural drainage and flood storage, as important habitats for biodiversity, as areas for sport and recreation, as areas for quiet contemplation and wellbeing, and as a counter to urban heat and air pollution. For these reasons all open spaces in the Borough are afforded protection from development and inappropriate uses.

5.62 Many of the Borough's public open spaces were provided for the benefit of occupiers of the new, Metroland suburbs of the 1920s and 1930s. Parks were often large and formally laid out with a network of paths, planted and grassed areas, seating, pavilions, etc, and these open spaces survive with a strong 'municipal park' character. Examples include Alexandra Park at South Harrow and West Harrow Recreation Ground, both of which have entrances as the 'destination' of the road layout of adjoining planned estates. Others large parks of this character are Pinner Village Gardens and Pinner Memorial Gardens, Harrow Recreation Ground, Byron Recreation Ground, Queensbury Recreation Ground, Chandos Recreation Ground and Centenary Park. There are numerous smaller open spaces of similar style. All are an integral part of the Borough's 'Metroland' outer-London suburban character.

5.63 Other open spaces provide multiple sports pitches and a more naturalistic environment. Large examples include Newton Park, Roxeth Recreation Ground, Kenton Recreation Ground and Montesole Playing Fields. Again there are numerous smaller open spaces of this type, including private open spaces used by sports clubs

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and educational institutions. And again, all contribute to the character of Harrow as a spacious suburb at the edge of London, where urban and countryside components co-exist.

5.64 Many of the residential character areas identified in this Assessment incorporate smaller and incidental open spaces, known as amenity greenspace, as part of estate design and layout. Most commonly in inter-war developments these are narrow grass verges which run along the carriageway and which provide growing space for street trees. Other forms of amenity greenspace include 'island' greens around which houses are arranged, larger triangular verges at corners (typically where houses are turned away from their neighbours to face the road junction) and, in later estates, as spaces alongside pedestrian routes and children's play areas. The presence of amenity greenspaces have been identified in the relevant area assessment forms reproduced in the appendices to this Report.

5.65 As well as formal, municipal parks, a common feature of Harrow's Metroland suburbs of the 1920s and 1930s is the presence of allotment gardens. There are 37 active allotment sites in Harrow (and one disused site) and many of these exist as 'backland' open spaces to the rear of houses and gardens, whilst others are provided within parks. Representative of the era in which much of the Borough was developed and a vital component of the leafy spaciousness of its suburbs, allotments are also an important heritage component Harrow's residential character.

6 Railways and Suburban Development in Harrow

Introduction

6.1 The present London Borough of Harrow is formed largely from the former administrative areas of Hendon Rural District Council, Harrow-on-the-Hill Urban District Council and Wealdstone Urban District Council, all within the County of Middlesex. The process of contemporary urbanisation commenced in the 19th Century and rapidly accelerated in the first half of the 20th Century, almost exclusively associated with the development of radial rail routes out of London; most notably, as a result of the ambition and entrepreneurialism of the Metropolitan Railway. In the second half of the 20th Century further suburban expansion has been checked by London's Green Belt, but redevelopment within the urbanised area continued to provide new housing.

6.2 The pre-existing rural landscape of the 19th Century and the chronology of the railways' construction provide the starting point for understanding the spatial development of the Borough. The role of the railways in the development of existing settlements, and in the formation of the new suburban districts, provides the context for understanding in greater detail the character of the constituent areas of the Borough. For this purpose the areas are grouped to broadly reflect the sub areas identified in the Harrow Core Strategy.

6.1 Chronology of Railways in Harrow

19th Century Rural Landscape

6.3 The Middlesex landscape of the 19th Century was one predominantly of agricultural production, with village and hamlet settlements - some also centres of modest industrial activity - and country estates. Harrow-on-the-Hill was the dominant settlement in the Borough, as the economic and administrative centre over much of the area, and as the location of Harrow School. However the villages of Pinner and Stanmore were also well established communities and economic centres in their own right, and hamlets at Roxeth (South Harrow), Kenton, Hatch End (Headstone Lane), and Wealdstone (Harrow Weald) also formed part of the network of settlements and farms within the rural landscape. From Roman times Watling Street, to the east of the Borough, formed an important transport and trading route from London; by the 19th Century Edgware and Burnt Oak were well established settlements straddling both sides of the road. Canons Park, home of the Duke of Chandos, and Bentley Priory were the two largest country estates in the area, but others included Stanmore Park, Stanmore Hall, Grims Dyke, Harrow Weald Park and Pinner Hill House.

6.4 That landscape of historic settlement, agricultural holdings and landed estate which had slowly evolved over many centuries was about to change, in a matter of decades, with the arrival of railways through and to the Borough. Themselves private enterprises of often precarious financial viability, the fate of the 19th Century railway companies and their routes was in part determined by investors, land ownership interests and ultimately the Parliamentary approval needed for construction. To maximise potential passenger numbers, and insofar as the route enabled, the first railway through the Borough sought to serve the existing settlements of Harrow and Pinner on its way between Birmingham and London. In a process mirrored across London's 19th Century rural county neighbours, the railway companies began to recognise the potential of Middlesex (and beyond) to generate passenger revenue by serving existing towns and villages, and by opening-up development opportunities in between. Suburbia, and the modern concept of commuting, were born.

1865

6.5 The Ordnance Survey Map of 1865 shows Harrow as an established part of the rural County of Middlesex. Harrow-on-the-Hill village is clearly visible to the south, with the settlements of Pinner in the north-west and Stanmore in the north east also visible but secondary settlements, in terms of size, to Harrow. Canons Park is clearly visible as a country estate adjacent to Edgware, at the eastern fringe of the map. Principal routes through the rural landscape can be identified. These include Northolt Road linking Northolt to Harrow, Sudbury Hill linking Sudbury to Harrow, and Eastcote Lane linking Roxeth to Eastcote. Pinner Road is visible, linking Harrow to Pinner. Traversing the Borough can be seen Uxbridge Road, linking as it does so Stanmore and Pinner, and this is crossed in turn by High Road, linking Harrow to Bushey via Wealdstone, and Kenton Lane linking Kenton to Bushey.

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6.6 The dominant feature of the map is the London to Birmingham Railway. However it is notable that the original settlement of Wealdstone (now Harrow Weald) has yet to be outgrown by its modern station-orientated neighbour to the south.

Picture 6.1 Ordnance Survey Map 1865 showing the London & North Western Railway through Harrow



1896

6.7 The Ordnance Survey map of 1896 shows the arrival of the Metropolitan Railway through Harrow on its way to Aylesbury, and the LNWR branch line to Stanmore. Whilst development growth at Pinner and Stanmore have yet to make a significant impact, the striking features of the map are the growth of Greenhill (which barely registers on the earlier 1865 map) into a lowland extension of Harrow, adjacent to the station, and the development of Wealdstone in its modern day location adjacent to the LNWR station.

Picture 6.2 Ordnance Survey Map 1896 showing the London & North Western Railway with Stanmore branch extension, and the Metropolitan Railway through Harrow and Pinner



Railway Chronology

London & North Western Railway

6.8 The first section of the London & Birmingham Railway, between Euston and Boxmoor, opened in 1837. By late 1838 the continuation of the line to Birmingham was complete. In 1846 it became the London and North Western Railway (LNWR) and in 1923 the company name changed again to London, Midland & Scottish (LMS). The main line was electrified in 1967.

6.9 In 1890 a branch line to Stanmore was added and in 1912 local services were further embellished with the introduction of the electrified suburban 'New Line' between Watford Junction and Euston & Broad Street stations in London.

Baker Street and Waterloo Railway

6.10 The Baker Street and Waterloo Railway opened in 1906 and in 1907 was extended southwards to Elephant & Castle and northwards to Edgware Road. The line was further extended to Paddington in 1913 and to Queen's Park in 1915 where

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it formed an interchange with the London & North Western Railway's 'New Line'. From 1917 the Baker Street and Waterloo Railway extended services along the New Line to Watford Junction station.

Metropolitan Railway

6.11 The Metropolitan Railway opened its first section of underground line (between Paddington and Farringdon) in 1863. By 1880 the railway had been extended to Harrow and progressive extensions in subsequent years saw the line reach Aylesbury, in Buckinghamshire, in 1892. In 1900 a second pair of tracks were added to Harrow to accommodate the Great Central Railway (see below) and further additions were subsequently made to enable fast and slow services to be provided.

6.12 Branch extensions to the Metropolitan Railway saw the addition of services to Uxbridge, via Ruislip, in 1904 and to Stanmore in 1932. The Uxbridge branch extension had been built for electrification and with conversion of the Harrow-Baker Street stretch at this time electric trains were introduced in 1905⁽¹²⁾.

Metropolitan District Railway

6.13 The Metropolitan District Railway was set up as a subsidiary of the principal company in the 1860s. In the 1890s construction of the Ealing & South Harrow Railway was underway, forming a branch extension from the company's existing line at Ealing Common to South Harrow. The Metropolitan Railway's 1904 branch extension to Uxbridge included a link section to South Harrow, via a junction at Rayners Lane, which the Metropolitan District Railway began to use in 1910.

Great Central Railway

6.14 The Great Central Railway was formed by the 1899 extension of the Manchester, Sheffield and Lincolnshire Railway to a new London terminus, at Marylebone. To achieve the link to London the GCR used the Metropolitan Railway's existing route between Quainton in Buckinghamshire and Finchley Road. In 1906 a second main line was opened between Northolt Junction and Ashenden Junction in Buckinghamshire.

Edgware, Highgate and London Railway

6.15 In 1867 the Edgware, Highgate and London railway opened a branch line from Finsbury Park (on the main line from Kings Cross) to serve the historic village of Edgware.

Charing Cross, Euston & Hampstead Railway

6.16 Opened in 1907, the original railway ran between Charing Cross and Golders Green, via Euston and Camden Town. In 1923 a branch was extended to Hendon with a further extension completed in 1924 to Edgware.

12 Horne M *The Metropolitan Line* Capital Transport (2003)

London Transport

6.17 In 1933 London Transport was formed, integrating the (by then) amalgamated Underground Electric Railways Company of London group of lines and the remaining, independently owned railways into a single network. As part of the process of amalgamation the identity of the former railways had been largely preserved in the name of the constituent lines, and this practise continued with the formation of London Transport: the Bakerloo line, the Metropolitan line, the District line and the Northern line, etc. Some re-organisation and re-branding of lines also took place during this period. The Metropolitan District Railway's line to Uxbridge became part of the Piccadilly line in 1933 and, in 1939, the Metropolitan Railway's extension to Stanmore (and the part of the Metropolitan Railway serving the stations between Wembley Park and Finchley Road) was converted to form a second branch of the Bakerloo line.

Nationalisation & Privatisation

6.18 In 1948 both London Transport and the national railways were nationalised.

6.19 The mainline rail network became part of the British Railway's London Midland Region. During the network rationalisation of the 1960s the Great Central Railway was abolished and, as a consequence, services north of Aylesbury from Marylebone were withdrawn in 1966. The branch line to Stanmore was closed in 1964 although passenger services beyond Belmont station had already been withdrawn in 1952. The British Rail network was privatised between 1994 and 1997. Train operating companies which serve stations in Harrow now comprise Chiltern Railways (from Marylebone to Aylesbury and High Wycombe) and London Midland (from Euston to Tring).

6.20 London Transport remained in public ownership. In 1979 the second branch of the Bakerloo line, between Finchley Road and Stanmore, was re-branded as part of the formation of the new Jubilee line. In 1982 Bakerloo line services north of Queens Park were withdrawn, but were re-instated between Queens Park and Harrow & Wealdstone from 1984. As part of the newly created Greater London Authority, control of the London Transport network was transferred to Transport for London in 2000.

6.21 The train operating company Silverlink provided services on the line between Euston and Watford Junction until control was transferred to Transport for London in 2007. This line now forms part of the London Overground network.

20th Century Urban Landscape

6.22 By the mid-20th Century the landscape of the Borough had transformed from one of a working, rural landscape to one of a sprawling, suburban landscape. Large, single-developer estates in open farmland were made possible by intermediate stations, compounding the urbanising effect of incremental development activity around the pre-existing settlements. Within the constraints of the road and railway

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network, components of the pre-existing rural landscape - such as field boundaries, farm complexes, lanes and country estates - often influenced the extent and layout of residential development. The area assessment forms, appended to this report, identify any such surviving features and influences.

1914

6.23 The Ordnance Survey Map of 1914 shows growing suburban development to the north and west of Greenhill, particularly the 'infill' of open land between Station Road and Harrow View, the 'County Roads' extending westwards along Pinner Road, and the emerging district of West Harrow. Wealdstone can clearly be seen extending northwards with residential development either side of High Street, whilst further growth at Pinner/Hatch End and Stanmore is also evident to the north. The new Metropolitan Railway branch to Uxbridge, and the link extension of the District (now Piccadilly) line to Rayners Lane, are in place ready to open-up large swathes of farmland to residential development.

Picture 6.3 Ordnance Survey Map 1914 showing the addition of the Metropolitan Railway's branch extension to Uxbridge, the District Railway's extension to Rayners Lane Junction and the Great Central Railway's Alternative Main Line from Northolt Junction

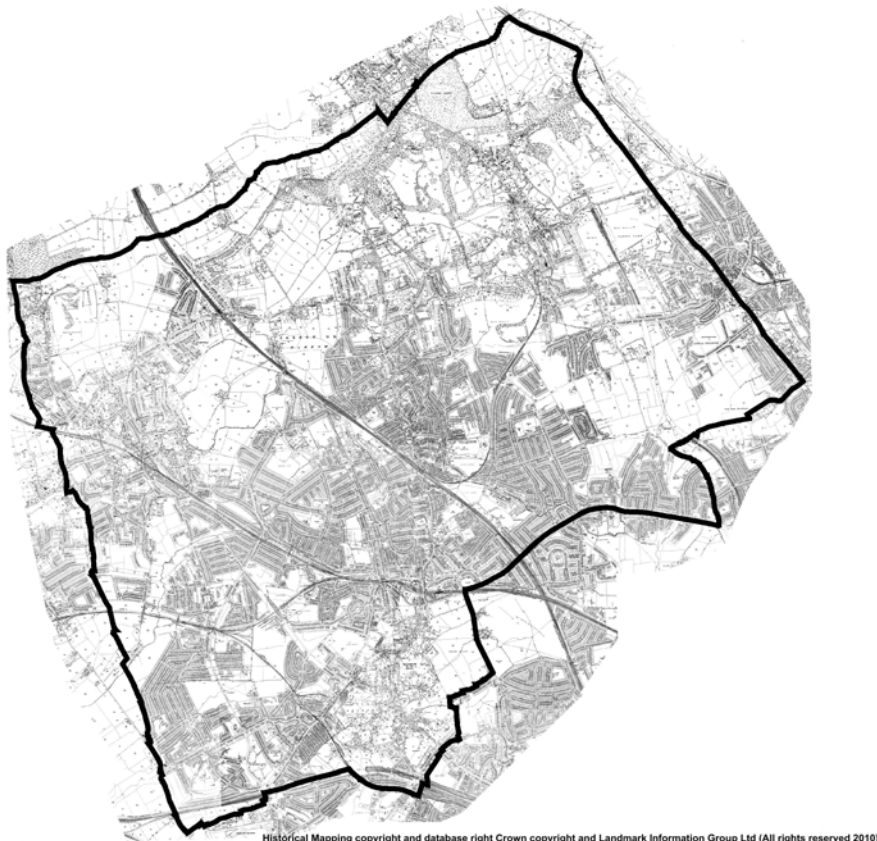


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1941

6.24 The Ordnance Survey Map of 1941 is a now recognisable portrayal of modern Harrow. The large planned estates at Rayners Lane, South Harrow and Kenton are largely *in-situ*, whilst the northward growth of Wealdstone appears to have reached and largely subsumed the former hamlet from which it takes its name. The westward advance of Edgware into Harrow is also evident. The new suburban boulevards Alexandra Avenue/Imperial Drive, Kenton Road and Honey Pot Lane are all present, although George V Avenue has yet to bisect the historic deer park at Pinner Park Farm. The extension of the Bakerloo (now Jubilee) line to Stanmore, opening up farmland to the east of the Borough to residential development, completes the Borough's railway network.

Picture 6.4 Ordnance Survey Map 1941 showing the addition of the Metropolitan Railway's branch extension from Wembley to Stanmore




6.2 Wealdstone and Harrow

6.25 The station now known as Harrow & Wealdstone was opened on the newly constructed Euston to Boxmoor stretch of the London & Birmingham Railway, in 1837. Initially known simply as 'Harrow', the station was intended to serve the principal settlement of Harrow village (on the Hill) about a mile to the south of the railway. Much closer to the railway, uphill of the station and upstream of the watercourse that

bore its name, was the farm and small associated hamlet of Wealdstone. Inevitably, development occurred within the vicinity of the station such that, by the late 19th Century, a bustling new settlement to rival the historic village at Harrow had been formed. This new settlement took the name of the nearby hamlet and became a centre of some industrial significance with companies such as Kodak, Winsor & Newton and Whitefriars locating in the area, served by large areas of Victorian & Edwardian terraced housing.

6.26 The station was re-named Harrow & Wealdstone in 1897 and was partly rebuilt in 1911. As the population of the new town grew, shops and other local services formed along the historic main road between Harrow and the old hamlet of Wealdstone to the north. The resulting High Street, partly redeveloped and by-passed in the 1980s, is at the core of Wealdstone district centre.

6.27 The arrival of the railway in 1837 also saw some development take place along the route from the station in the lowlands area, known as Greenhill. The village atop Harrow Hill remained dominated by Harrow School, a virtue which did much to safeguard the village's setting through the establishment's ownership and use of the many surrounding open spaces as playing fields. Beyond the Hill, the northward extension of the Metropolitan Railway had a similar effect to that of the London & Birmingham Railway at Wealdstone. The Metropolitan Railway occupied the lowlands to the north side of the Hill and the new Harrow station, opened in 1880, formed a focus around which to develop in the following decades. Complimenting Wealdstone's industrial character, development in the vicinity of Harrow station assumed a more commercial and administrative role and supported the development of Victorian & Edwardian terraced and semi-detached housing in the surrounding area.

6.28 Harrow station was re-named Harrow-on-the-Hill in 1894 and was rebuilt . The retail/commercial centre of Greenhill that had grown up to the south of the station was comprehensively redeveloped in the post war period, including new road links, several major office developments in the 1960/70s, a new supermarket, and two new shopping centres as part of the remodelling of St. Ann's Road in the 1980/90s. The redevelopment transformed the Victorian/Edwardian heart of Greenhill into a contemporary town centre for the whole Borough. Re-named Harrow town centre, it now forms one of eleven Metropolitan centres in the London Plan.

6.3 Sudbury and South Harrow

6.29 Sudbury Hill and South Harrow stations opened in 1903 as part of the District Railway's extension from Ealing. At Sudbury Hill the new station served a small hamlet of terraced houses, Roxeth Sunday School, the Rising Sun Public House and 'Rosebank' villa, all located along this part of Greenford Road. South Harrow station, originally located on South Hill Avenue, served both the southern side of Harrow Hill and the settlement of Roxeth located along Northolt Road and which, prior to the line extension, included a gas works, Harrow School laundry and some roads of Victorian & Edwardian terraced housing including Grange Road, Sherwoods Road and Stanley Road. With the arrival of South Harrow station the area's historic name of Roxeth was gradually lost. The Railway's connection to Rayners Lane junction necessitated

the construction of a viaduct to cross the low lying fields of Roxeth; this structure remains a dominant feature of the now suburban landscape of South Harrow to this day.

6.30 In following decades the stations facilitated suburban growth - initially further terraced housing particularly as 'ribbon' development along Greenford and Northolt Roads, and then in the inter-war period as estates of suburban semi-detached and detached housing. In 1935 both stations were rebuilt to new London Transport designs by the architect Charles Holden (and in the case of South Harrow, relocated from South Hill Avenue to Northolt Road), forming part of the new parades of shops and maisonettes along Greenford and Northolt Roads. These parades are now the basis of Sudbury Hill local centre and South Harrow district centre. In the post-war period part of Northolt Road to the north of South Harrow station was redeveloped for industrial & office, and as an out-of-town retail park.

6.31 South Harrow and Roxeth station, on the Great Central Railway's second mainline (between Northolt Junction and Ashenden Junction), was opened in 1926 at the western end of Northolt Road. In 1929 it was renamed Northolt Park Station. This additional rail link facilitated further suburban development of this part of South Harrow and additional retail parades at the junction of Northolt Road and the newly formed Alexandra Avenue.

6.4 Rayners Lane and North Harrow

6.32 As part of the Metropolitan Railway's branch extension to Uxbridge, a station was opened where the line crossed the historic lane between Roxeth and Pinner (Rayner's Lane) and west of the (then) planned junction with the District Railway's link extension, in 1906. However it was not until the inter-war period, when the combination of more frequent services and a desire on the part of the railway companies to generate greater passenger traffic, that the otherwise unpopulated area of Rayners Lane began to develop. The availability of open farmland surrounding the railway enabled large new housing estates to be developed including the Nash estate, to the south, and the Metropolitan Railway Country Estate's Harrow Garden Village to the north. As at Sudbury Hill and South Harrow, so too Rayners Lane station was rebuilt in 1935 in the new corporate style of Charles Holden. To serve the population of the new estates, parades of shops were developed in a planned layout either surrounding the station together with a cinema, a public house and (later) offices. This commercial core to the new railway suburb forms the Rayners Lane district centre.

6.33 At principal axis of the new Rayners Lane centre was not the old, meandering rural lane but instead a new suburban boulevard linking Northolt Road to the south (the Alexandra Avenue section) and Pinner Road the north-east (Imperial Drive/Station Road). The junction of the new boulevard with Pinner Road occurred approximately half way along that Road's existing route between Greenhill and the old village of Pinner. In 1915 a new station was opened close to this junction, where the new boulevard passed under the Metropolitan Railway's by now well established main line, and was named North Harrow. As at Rayners Lane, the surrounding area was

hitherto largely open farmland (nearby West Harrow had opened only two years earlier, in 1913) and the station therefore represented an opportunity to generate new passenger traffic through residential development. During the inter-war period large suburban estates enveloped a new centre of retail parades along Pinner Road, including a landmark tower at the junction with the new residential road 'Woodlands', and a cinema. The retail parades also extended a short distance along the new boulevard either side of the station. In the 1960s the cinema was redeveloped to provide a small supermarket and bowling alley leisure facility, and in the 2000s this site was redeveloped again for residential and retail. This commercial core of the new railway suburb, which also includes a small office park (Station Road), industrial premises (Canterbury Road) and community facilities (off Cambridge Road), now forms the North Harrow district centre.

6.5 Pinner and Hatch End

6.34 The London & Birmingham Railway from Euston included a stop north of Harrow, originally known as Pinner, opened in 1842. As at Harrow, the station was not conveniently located for the settlement it purported to serve but was in fact located about a mile to the north-east. As at Harrow, so too the area surrounding the new station attracted development in its own right and assumed the name of an existing nearby hamlet (in Headstone Lane): Hatch End. Initial suburban development was dominated by Woodridings, an estate of semi-detached Victorian villas in the 'Italianate' architectural style along Uxbridge Road, Cornwall Wall, Devonshire Road and Wellington Road. Other development included large detached villas such as that at Dove Park, and the establishment of a Travellers' School on land to the east of the railway. As part of LNWR's 'New Line' between Watford Junction and Euston, the station was rebuilt in 1917 and re-named 'Pinner & Hatch End'. A further name change took place in 1920 - Hatch End (for Pinner) - with the Pinner reference not completely dropped until 1956. As services on the line improved more widespread but high quality suburban development took place in the inter-war period, including the garden suburb of Pinnerwood Park Estate, the Tudorbethan estate at Sherrington Avenue, and Royston Park. Incremental redevelopment of some of the earlier Victorian and Edwardian housing took place during this period and continued into the post-war decades, notably the landmark 1960s tower blocks at Dove Park. Estate development also continued, in the 1960s development, with the extension of Pinnerwood Park Estate west and northwards (Albury Drive etc), and the extension of Royston Park eastwards (Sequoia Park etc). Though some distance from the railway station, parades of shops developed in the inter-war and early post-war period formed a focus for the new suburb along the Uxbridge Road with some small scale industrial, commercial and community uses behind. This forms the basis of the Hatch End local centre. In addition, following the closure Travellers' School in 1967 further community uses including a swimming pool, library and the Borough's arts centre, and a new supermarket, were developed on the site east of the railway.

6.35 By 1885 the Metropolitan Railway had been extended beyond Harrow to serve the village of Pinner. Unlike Harrow, the line at Pinner was able to run close enough to the existing settlement to enable the station to meaningfully serve the village.

In view of the dramatic changes brought about by the arrival of the railway elsewhere, the survival of Pinner's historic medieval core (High Street, Church Farm, East End Farm) is particularly remarkable. Initial railway-related residential development took the form of modest estates of semi-detached villas - such as those found in Cecil Park and West End Avenue - and incremental developments of large detached houses along existing rural lanes. In subsequent decades further small scale suburban growth, redevelopment and infill, rather than large planned inter-war estates, characterised the residential areas immediately surrounding Pinner. Expansion of commercial activity within the village to serve the growing population was inevitable, resulting in the development of Metroland parades north and south of the railway along Bridge Street and Marsh Road respectively. Some modest, post-war office development along Marsh Road and two supermarkets on backland sites either side of the High Street were added in the post war period. Together with the old village High Street and the 1930s retail parades, this forms the Pinner district centre.

6.6 Harrow Weald and Stanmore

6.36 Harrow Weald occupies the location of the original hamlet of Wealdstone. Not served by any railway and superseded by the new lowland settlement of Wealdstone, the hamlet remained largely intact until enveloped by suburban development in the inter war period. The northward extension of Harrow View to Uxbridge Road and the formation of Long Elmes as an east-west link road between Headstone Lane and High Road opened up the large area of land to the west of the hamlet for development. In the post war period the redevelopment of large houses and their grounds enabled continued suburban growth around Harrow Weald, including the Cedars Estate off Uxbridge Road and Kynaston Lodge in Boxtree Road. With reduced reliance on public transport as car ownership increased, incremental developments of detached houses also continued north of Uxbridge Road until checked by Green Belt designation.

6.37 Surrounding residential development supported some modest development of retail parades on the west side of High Road, on the site of Wealdstone Farm, although Wealdstone House - behind the parade in Weald Lane - survived into the post-war decades. With the construction of a bus terminus garage and the redevelopment of the historic Red Lion public house, these contributed to the formation of a small commercial village which is now Harrow Weald Local Centre. In the post-war period redevelopment within the centre has provided a fast-food outlet and large-format DIY store, two small supermarkets and, more recently, residential redevelopment of a former pub and petrol garage.

6.38 The London & North Western Railway extended a branch line to serve the village of Stanmore in 1890, with its station in Old Church Lane. By this time the village had already migrated north from Old Church Lane to Uxbridge Road, and the nature of the junction at Harrow & Wealdstone station meant that the line could provide only connecting services rather than direct trains to London. Nevertheless, the arrival of the railway proved a stimulus for some residential development, notably the layout of Gordon Avenue linking Kenton Lane with Old Church Lane (its junction

adjacent to the station) serving detached houses in large grounds along its route, as well as modest speculative development in Old Church Lane and Marsh Lane. However it was the Metropolitan Railway's branch line to Stanmore, extending up to Uxbridge Road and providing direct services to London, which opened up the area to inter-war and post war suburban development. The line bisected Canons Park, enabling estate development west of the railway and south of Uxbridge Road. Incremental development of parts of other large estates - Stanmore Hall, Stanmore Park and Bentley Priory - also began in the inter-war period and continued in the early post-war decades. As at Harrow Weald, the extension of development northwards onto Harrow Weald Ridge is likely to have been fuelled by increased car ownership in the post-war period, but checked by Green Belt designation and the public ownership of open land at Bentley Priory, Stanmore Common and Wood Farm/Stanmore Country Park. Further major residential redevelopment has taken place in recent years on previously publicly owned sites at Stanmore Park (former RAF), Brockley Hill and Honeypt Lane (former Government offices).

6.39 Other than a small number of historic buildings, the commercial heart of the settlement is largely the product of post-war redevelopment along Uxbridge Road and Stanmore Hill, about a quarter of a mile east of Stanmore Underground station. Reflecting demand during the period of redevelopment and proximity to the M1 motorway, many of Stanmore's retail parades provide office rather than residential accommodation above. In 2000 a new supermarket was developed to the south of The Broadway. This commercial core of the area now forms Stanmore district centre.

6.40 The L&NWR's Stanmore Village Station, as it had been renamed in 1950, was closed to passengers in 1952 prior to the complete removal of the branch line in 1964. The area of the station was subsequently redeveloped as September Way.

6.7 Edgware and Burnt Oak

6.41 The Edgware, Highgate and London Railway's extension of a modest branch line to the historic village of Edgware resulted in some growth of the village along Edgware Road and small-scale developments of Victorian & Edwardian terraced housing. However the extension of the Golders Green section of the Northern line to Edgware in 1924, providing frequent services via an electrified line to London, and the opening of nearby Canons Park station on the Metropolitan Railway's branch extension to Stanmore in 1932, stimulated rapid suburban development of the surrounding area in the remaining inter-war years. A high quality estate on land at Canons Park, focusing on the carriage drive leading from Edgware Road to the house, formed the largest residential development in the area. Other developments tended to be of smaller estates, constrained by existing highways (Edgware Road/Whitchurch Lane), the retained open land at Canons Park, and Edgware Brook. Commercial uses continued to take place along Edgware Road and extending a short distance into Whitchurch Lane, now forming a part of Edgware district centre, but the main focus of the settlement lies further east along Station Road around Edgware Station (within the London Borough of Barnet). The old railway link to Edgware from Finsbury Park closed in the 1950s.

6.42 A small, local parade of shops was also developed adjacent to Canons Park station fronting Whitchurch Lane.

6.43 In 1905 a tramway had opened along Edgware Road from Cricklewood, extending as far north as Burnt Oak where modest development of Victorian & Edwardian terraced housing had taken place alongside Hendon Union Workhouse. As at Edgware, the extension of the Northern line to the area - with a station opened for Burnt Oak a year earlier in 1923 (rebuilt 1928) - provided a major catalyst for suburban growth and in particular the London County Council's Watling Avenue Estate east of the railway (within the London Borough of Barnet). With the availability of open farmland, rapid development of large suburban estates occurred to the west of Edgware Road in the remaining inter-war period. Some of the Victorian & Edwardian terraced housing lining Edgware Road was redeveloped with retail parades and a public house, which now forms the Burnt Oak district centre. From 1936 the trams were phased out and replaced by bus services.

6.8 Kingsbury and Queensbury

6.44 The Metropolitan Railway's branch extension passed through largely open, undeveloped farmland on its way to Stanmore from Wembley. In addition to Canons Park station at Whitchurch Lane (see above) the Railway opened a station for Kingsbury in 1932. The station was located at the point where the line crossed beneath Kingsbury Road (the eastward continuation of Kenton Road towards Edgware Road) some distance to the west of the historic village of Kingsbury. Major widening/remodelling of Kenton Road & Kingsbury Road, including a large roundabout at the junction with Honeypot Lane (also remodelled), was carried out and a new route was extended southwards to meet London's new orbital road. Parades of shops were developed around the station, either side of Kingsbury Road, creating the core of what is now Kingsbury district centre (within the London Borough of Brent). Further retail parades were developed on Kenton Road, west of the junction Honeypot Lane, forming a severed continuation of the centre. The surrounding farmland was rapidly developed with suburban estates in what remained of the inter-war period and various non-residential uses, including industrial premises and a Maternity Hospital, were located on land between Honeypot Lane and the railway cutting. Many of these have since been redeveloped to provide large format retail outlets and housing.

6.45 Queensbury station, north of Kingsbury, opened in 1934. With no existing nearby settlement, the name was chosen to compliment Kingsbury. As at Kingsbury, the former rural lane of Honeypot Lane was remodelled to include a wide, formal tree-lined boulevard between Marsh Lane/Whitchurch Lane and a roundabout at the junction of the newly formed east-west link road (Streatfield Road/Taunton Way). Suburban development rapidly followed, comprising both large and small suburban estates and a London County Council 'garden suburb' estate at Kenmore Road. East of the new Honeypot Lane/Streatfield Road roundabout the 'Queensbury Circle' parades of shops were developed, forming Queensbury local centre. Between

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Honeypot Lane and the new railway cutting land business and industrial premises were also developed; part of this area (former Government offices) are now undergoing redevelopment for residential use.

6.9 Kenton and Belmont

6.46 The historic hamlet of Kenton, comprising Kenton Farm, the Plough Inn, Kenton Grange and a small number of dwellings, existed at the junction of Kenton Road and Kenton Lane. In 1912 Kenton station opened on the London & North Western Railway's suburban line between Watford Junction and Euston. Located about half a mile west of the hamlet, the settlement remained initially unaffected as residential development took place on roads either side of the railway (Elmwood Avenue and Carlton Avenue) and the new 'Rest Hotel' fronting Kenton Road. However by the end of the inter-war period, and with the Metropolitan Railway's nearby station opened in 1923 (initially as Northwick Park and Kenton; renamed Northwick Park in 1937), the surrounding farmland east of the railway had been substantially developed into large suburban estates. As part of this growth Kenton Road was remodelled and re-aligned (part of the old route exists at Woodgrange Avenue) into a wide suburban boulevard, and parades of shops formed along its route in the vicinity of the station, now forming Kenton local centre. Further parades of shops were developed on Kenton Road east of the junction with Kenton Lane in the location of the former hamlet. Only Kenton Grange (now St. Luke's Hospice) survives, and the 1930's public house which replaced the Plough Inn on the same site.

6.47 In 1932 (rebuilt 1937) an additional station was opened on the London & North Western Railway's Stanmore branch line. Approximately halfway along the line's length between Harrow & Wealdstone and Stanmore Village stations, at the point where the railway passed underneath Kenton Lane, the new station took its name from the nearby mound artificially created by the Duke of Chandos in the early 1700s: Belmont. To the east of the station and railway new parades of shops and a public house were developed along Kenton Lane and around a new, landscaped roundabout, giving what is now Belmont Circle local centre its distinctive character. Other than the new Circle, the old alignment of Kenton Lane was largely retained but new roads were extended westwards towards Wealdstone (Locket Road) and eastwards to link with Honeypot Lane & Whitchurch Lane (Wemborough Road). The surrounding, open farmland was rapidly developed as predominantly large, inter-war estates. In 1964 Belmont station was closed. Additional development within Belmont local centre within the post-war period included a small parade of shops, a petrol filling garage and community facilities.

7 Assessment of Harrow's Town Centres and Neighbourhood Parades

7.1 The railway companies responsible for the development of the lines which now pass through and serve the Borough planned their routes to secure traffic by serving as closely as possible the existing rural settlements. As the popularity of rail travel as a method of commuting to London increased, it inevitably followed that settlements

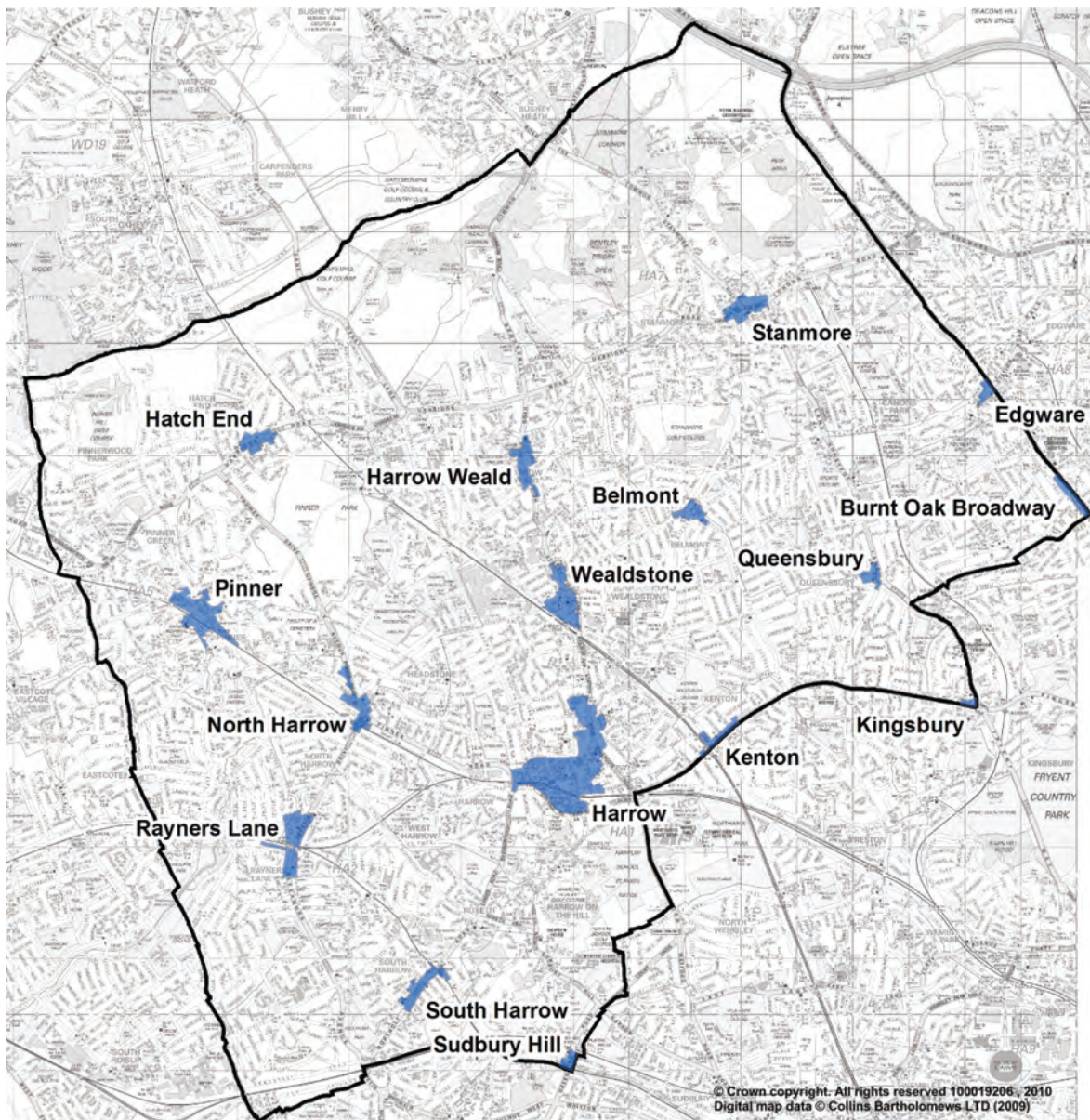
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served by railway stations saw their populations grow. Recognising the ability of the railway to generate development potential as well as to create passenger traffic, the Metropolitan Railway Company (and others) purchased land for the creation of new suburbs to be served by intermediate stations. At the heart of the resulting 'Metroland' suburbs new settlement centres of shops and other facilities needed to serve the growing resident population were formed, and the focus of each new centre the railway station.

7.2 The resulting village and Metroland centres form the present day network of town centres in the Borough and provide identity to Harrow's constituent suburban districts.

Picture 7.1 Harrow's town centres



Harrow town centre

7.3 Harrow town centre is the largest centre in the Borough and is classified as a 'Metropolitan centre' in the London Plan. This classification places Harrow in the second tier of London's town centre hierarchy, after the international centre tier comprising the West End and Knightsbridge, and one of only 12 such centres. Metropolitan centres are defined as having multi-borough catchments, around 100,000m² retail floorspace including a high proportion of comparison shops, good accessibility and a mix of other employment and leisure uses.

7.4 The centre as a whole is effectively enveloped by a network of road systems developed in the post-war period to carry through traffic around but outside of the centre. This network comprises Greenhill Way, Lowlands Road/Kenton Road and Sheepcote Road/Station Road (north). In terms of character, this network helps to keep most of the town centre free of large volumes of traffic, as only buses, shoppers and employees need to enter the town centre core. However the network also has the negative effect of severing the town centre from the surrounding residential suburbs, and due to the limited presence of evening uses the town centre has a perception of being isolated at night. The Metropolitan line/Chiltern line railway runs through the southern part of the town centre and forms a significant physical barrier due to the limited number of crossing points. Harrow-on-the-Hill station has a strong 1930s character as a 'first impression' to visitors arriving by train.

7.5 Reflecting its Metropolitan centre status, with a mix of activities and a large amount of retail, office and leisure floorspace, Harrow town centre comprises a number of different character areas. These are described below.

St Ann's Road

7.6 St. Ann's Road is the principal, pedestrianised shopping precinct within the town centre. The road was substantially redeveloped in the 1980s and early 1990s to provide a wide, pedestrian friendly environment with trees, planting and the 'Skipping Katie' statue at its eastern end. Although redevelopment was not carried out comprehensively, the buildings conform to a broadly consistent building line and three storey height with a red/dark coloured brick finish. Upper floors are mainly used for retail or ancillary storage. Canopies either side of the street provide rain shelter to shoppers. Features in the street include Sherbourne House, an office block which rises to eight storeys with a feature entrance at the corner of Havelock Place, and the entrance to St. Ann's Shopping Centre. The western end of the street is dominated by the St. George's Shopping Centre & Vue Cinema development, in contrasting yellow brick and with entrance doors/glazing forming a visual focal point.

7.7 Surviving historic features in the street are the Royal Oak public house (locally listed), a two storey late Victorian/Edwardian rendered building, and Nos. 2-24 St. Ann's Road (also locally listed), a three-storey plus dormers brick and render Edwardian terrace of ground floor shops with residential above turning the corner

into (and continuing along) Station Road. On the facing corner of St. Ann's Road and Station Road is Natwest Bank, a substantial and imposing red brick building dating from 1915 (grade II listed).

7.8 Havelock Place provides access for service vehicles from Greenhill Way to St. Ann's Shopping Centre service yard. This crosses St. Ann's Road approximately a third of the way along its length west of the junction with Station Road and is a significant interruption to the otherwise pleasant pedestrian shopping environment.

Station Road (central section)

7.9 The central section of Station Road forms a continuation of the primary shopping area of Harrow town centre, with the Debenham's store a major draw to shoppers. Although not pedestrianised, this part of the road has recently undergone public realm renewal (surfaces, street furniture, wider pavements etc) as part of a project to re-introduce two way bus traffic. Access to other vehicles is restricted.

7.10 On the east side of the road a number of Edwardian semi-detached houses survive at first floor level, their ground floors projecting forward to the pavement edge to form shop units. On the west side Nos. 307-313 form a continuation Edwardian terrace which turns the corner from St. Ann's Road (locally listed). At the southern end of this section of Station Road, Nos. 329-353 is an Edwardian terrace in brick with mock-Tudor details and gables, bay windows and a distinctive corner turret, and some surviving original glazing (locally listed). Otherwise the built form of this part of Station Road comprises two and three storey post-war buildings in a variety of materials and styles, all with ground floor shop frontages and a mix of (mainly) commercial uses or ancillary shop space at upper levels.

7.11 Feature buildings include a former 1930s cinema (above Burton's) with black tiled finish, the location of which forms a focal point at the eastern end of St. Ann's Road, the 1960s Debenham's facade, and St. John's Church of Greenhill (grade II listed).

7.12 To the rear of this section of Station Road is a large 1960s complex of buildings forming part of the Debenham's store, and a surface car park with access from Greenhill Way.

Station Road (north section)

7.13 The north part of Station Road takes on a more peripheral retail function, with a greater proportion of small independent shops, restaurants, take aways and service uses. This part of Station Road carries very high volumes of traffic, fed from Sheepcote Road and forming a part of the London distributor road network. However the parade on the east side is set back behind a service road and has a wider pavement.

7.14 In terms of built form, there is a strong 1930s character to this area with classic three storey parades of ground floor shop units and red-brick maisonettes above. Some of the parades incorporate architectural details such as columns, feature brickwork panels, pediments etc. There are two 1930s former cinema buildings in

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this section of Station Road. The former Granada Cinema (now Gold's Gym) survives largely intact (grade II listed) but with a plain facade. The former **??** Cinema (now Gala Bingo and Safari Cinema) has an original Art Deco frontage but this is hidden from view behind 1960s cladding which now appears dated.

7.15 At the northern extremity of the town centre, a 1980s Tesco store sits back from the road behind an extensive surface car park. On the opposite side is a 1980s three/four storey red brick office development.

Station Road (south section)

7.16 As with the north part of Station Road, so too the southern section takes on a more tertiary character of mainly non-retail uses including financial and professional services, pubs, food outlets and some offices. However traffic is limited to buses and access only meaning that the environment for pedestrians is more favourable.

7.17 On the west side of the road there is a substantial continuous frontage of red brick, three/four storey buildings including a distinctive late Victorian parade, Nos. 361-369, with surviving sash windows (locally listed). These buildings have active uses at upper floor level (mainly offices). By contrast, the east side comprises a continuous frontage of two storey buildings, rendered/painted in light colour, with few active uses above ground floor level. In the approach to the Peterborough Road bridge over the railway development becomes more mixed - single and two storeys, variable building lines and styles, etc.

College Road

7.18 College Road has a range of functions which give it a unique character within the town centre. At its eastern end, the road continues the tertiary function of Station Road comprising smaller retail premises, restaurants, and financial & professional services including the main Post Office. This component leads into the rear frontage of St. Ann's Shopping Centre, which has shop window displays at ground floor for two of the main anchor tenants and an entrance which feeds from Harrow on the Hill Station on the opposite side of the road.

7.19 However this part of College Road also has a strong employment role, with some of the town centre's more modern office accommodation provided in six to eight storey blocks and dating from the late 1980s and 1990s. This includes Avanta House, which was constructed atop the approach to Harrow on the Hill Station and therefore provides a weather-protected public space at the station's entrance, but obscures the 1930s station building. Adjacent to Avanta House is Harrow bus station, a single storey utilitarian structure with a now dated appearance.

7.20 The western section of College Road is characterised by older office stock, dating from the 1960s and 1970s, and predominantly four/five storeys in height. There are few active ground floor uses here and consequently this part of the road

has much less vibrant feel. Beyond this are some more recent developments, including high density residential schemes (eight to ten storeys) and Aspect Gate, a five storey late 1980s office block.

7.21 In terms of built form, retail frontage on the north side of the road includes a traditional three storey 1930s parade, and the neo-classical Post Office building with some good architectural detail. St. Ann's Shopping Centre provides a two storey frontage to the pavement edge, with canopy over, and car parking levels over set back from the road (overall height 7 storeys). Other office buildings are mixed, including some poor quality 1960s office structures on the south side and the more modern offices in glass and brick.

7.22 The pavements in this part of the town centre are wide and frequent bus traffic contributes to the sense of vibrancy. At the western end, vehicular traffic associated with the shopping centre car parks and the lack of active ground floor uses result in a less vibrant character.

7.23 The principal pedestrian link between College Road and St. Ann's Road is the the St. Ann's Shopping Centre. Alternative points of access when the shopping centre is closed are Swaine Street (shared surface and no active frontage) or Station Road (convoluted).

Lyon Road

7.24 This area incorporates Lyon Road and St. John's Road. It comprises a mix of office and residential uses, with no 'active' frontages at ground floor level, and has wide roads with on street parking.

7.25 Consistent with the predominant uses, this part of the town centre takes on a quiet, leafy character. The area around Lyon Road (and part of Gayton Road) comprises mainly 1960s office buildings up to seven storeys in height and set back from the road with surface car parking and some landscaping. There are also some mature street trees reflecting the origins of this road as an Edwardian residential suburb. As Harrow's office market has restructured many of the office buildings have undergone changes, for example to subdivide for multiple occupancy or comprehensive conversion to residential/other uses.

7.26 St. John's Road has its principal developed frontage on the east side only, with office and residential buildings set back from the road frontage and in the region of four/five storeys in height. The Gayton Library, at Garden House, and the Cumberland Hotel provide a transition of uses between this area and the more vibrant central shopping area of Station Road.

Peterborough Road and Grove Hill Road

7.27 Peterborough Road forms a continuation of Station Road (south section) and Gayton Road (which provides access to car parks and through to Sheepecote Road), and therefore carries more substantial bus and car traffic than the core parts of the

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town centre. Uses are mixed between some residential (in new blocks of flats) and offices. By contrast Grove Hill Road has a traditional suburban appearance and is strongly residential in character.

7.28 In terms of built form, the east side Peterborough Road comprises four storey red brick office buildings from the 1980s and 1990s, flanked by more recent residential blocks at the corner of Kenton Road and at the edge of the railway cutting (with a distinctive turret feature). Its west side comprises a Victorian three storey red brick terrace incorporating some gothic architectural design and with active ground floor frontages, albeit in a range of tertiary uses. Grove Hill Road comprises a late Victorian rendered three storey terrace, adjacent to the pavement, and two storey brick and render Edwardian semi-detached houses set back from the road.

Lowlands Road

7.29 Lowlands Road occupies the southern periphery of the town centre, severed from the main retail core by the railway. It comprises a mix of 1970s to early 1990s office blocks, in five storey buildings, and the main Harrow College campus set back from the road in its own leafy grounds (centred around an early 19th Century grade II listed villa). Open space adjacent to Harrow College forms part of a larger area of Metropolitan Open Lane on the opposite side of the road and contributes to the transition in character between the town centre and Harrow on the Hill. Unlike the station entrance on the south side, the north entrance to Harrow on the Hill station can be viewed from Station Approach, off Lowlands Road.

7.30 As with the relationship between College Road and St. Ann's Road, so too there is limited pedestrian connectivity between Lowlands Road and College Road. The principal access is via Harrow on the Hill station ticket hall, which suffers congestion at peak times, or otherwise via Grove Hill Road/Peterborough Road/Station Road (to the east) or via an underpass/footbridge arrangement Pinner Road/Bessborough Road.

Wealdstone

7.31 Wealdstone is classified in the London Plan as a district centre. As with Harrow town centre, so too Wealdstone town centre is partially by-passed as a consequence of two distributor roads - George Gange Way and Ellen Webb Drive - added in the 1980s to enable the partial pedestrianisation of the southern section of the High Street and east end of Headstone Drive. Two way bus and other local traffic was re-introduced to the High Street in the 2000s. Whilst nevertheless helping to limit the impact of high volumes of through-traffic upon the main part of the centre, George Gange Way is a barrier to pedestrian permeability between the centre and the immediately neighbouring industrial and residential area to the east. Main through traffic rejoins the High Street at the northern section of the centre and has a significant impact upon the environment of this part of the centre. The West Coast Mainline and local services railway forms a barrier to the residential and industrial areas to the west, with poor pedestrian access provided by a heavily trafficked tunnel in Headstone Drive, and this is compounded by the junction layout between Ellen Webb Drive,

Headstone Drive and Cecil Road. Ellen Webb Drive feeds Borough distributor traffic through the centre to Mason's Avenue, resulting in a further barrier to free pedestrian movement between the High Street and Harrow & Wealdstone Station.

7.32 The present Wealdstone district centre is essentially Victorian/Edwardian in origin and some two storey buildings from this period survive, much altered, in the High Street and Canning Road. However the High Street is very mixed in character including some three storey 1930s parades and 1960/70s redevelopment. Taller buildings in the centre comprise Premier House, a 1980s office tower to a height of five storeys, and more recent high density residential development at Grant Road (up to six storeys) and High Street/Palmerston Road (five storeys). Red brick is the predominant material used, and building lines vary at the upper level reflecting the different periods of development. Some Victorian/Edwardian terraces incorporate decorative mouldings, gables/dormers at roof level, etc.

7.33 Headstone Drive has a more consistent character, comprising 1960s (and later) two and three storey buildings and a wide 'boulevard' type carriageway. There are a mix of retail and other uses at ground floor level, with ancillary commercial and residential above.

7.34 Buildings with identified heritage interest in the centre include Harrow & Wealdstone Station (grade II listed), the Metropolitan Police Station (grade II listed), Holy Trinity Church (locally listed), Wealdstone Baptist Church (locally listed), Lloyds Bank (locally listed) and Wealdstone War Memorial (grade II listed). Also of interest is the 1939 former cinema on the corner of High Street and Graham Road.

Sudbury Hill

7.35 Sudbury Hill is a small local centre formed along Greenford Road on a sliver of land between the Chiltern Railway line, to the north, and the Piccadilly line to the south. The two railway lines physically contain the extent of the centre (although there are further parades of shops to the south, within the London Borough of Ealing) and limit the degree of pedestrian permeability with the wider residential area. Greenford Road is part of the London distributor road network and as such is heavily trafficked.

7.36 The centre comprises mainly two storey 1930s parades with gables and dormers providing further accommodation at second floor level, designed to appear as a traditional 'market town' High Street. However there is also a modernist 1930s parade, with a conventional three storey height, flat roof and horizontal emphasis. The Sudbury Hill Underground Station (grade II listed) is the first to be built in the iconic, modernist 'brick box with concrete lid' format designed by Charles Holden specifically for the Piccadilly line. The signal box at Sudbury Hill railway station is also locally listed.

South Harrow

7.37 South Harrow is classified in the London Plan as a district centre. It is formed along the Northolt Road, a busy London distributor road, with the Piccadilly line railway viaduct forming the dominant visual feature at its north-eastern end. The viaduct incorporates a 'brick box with concrete lid' station and a bus station of complimentary materials and modernist design (not listed), on the south side of Northolt Road, and the undercover South Harrow market opposite.

7.38 Buildings in the centre comprise a mix of 1930s red brick three storey parades and two storey rendered terraces of simple architectural appearance. The three storey parades are mainly in the classical style, with vertical emphasis and features such as columns, herringbone brickwork panels and neo-Georgian sash windows. The parades largely follow the alignment of Northolt Road with standard width pavements; however Nos. 302-320 Northolt Road are set back behind a service road and this parades includes a 'centrepiece' store (formerly Woolworths) reflected in the more detailed design of the upper storeys.

7.39 Post-war development in the centre includes the 1960s three storey Sainsbury's supermarket, the Iceland store, and the single storey Middlesex County Council designed 1950s Roxeth library. A former 1930s cinema fronting Northolt Road, between Scarsdale Road and Wyvenhoe Road, was partially redeveloped for residential use in the 1980s but the tiled, flank components of the original building were retained at the corners. There are no designated heritage buildings within the centre. Non designated features of interest include the Piccadilly line and associated bus station and (although not strictly within the South Harrow centre) a matching, handed pair of modernist parades either side of Roxeth Grove to a height of three storeys with a flat roof, brick and render details and horizontal emphasis.

Rayners Lane

7.40 Rayners Lane is classified in the London Plan as a district centre. Although it takes the name of the former, rural lane that linked South Harrow to Pinner, the centre is largely focused upon the wide, formal inter-war boulevard of Alexandra Avenue and Imperial Drive, and which now forms a part of the London distributor road network. The centre is located at the point at which the boulevard sweeps around from a north-south to a north-east direction, and where it rises above surrounding natural ground level to cross over the Metropolitan and Piccadilly lines. These components combine to emphasis the formal, planned character of the centre and its relationship with the surrounding residential area. It also creates focal points to buildings within the centre, and vistas from within the centre to the surrounding suburbs and Green Belt beyond.

7.41 The southern section of the centre, along Alexandra Avenue, has a strong coherence comprising mainly two and some three storey red brick parades, with pitched roofs, small dormers and casement window design creating a traditional 'market town' appearance. Unusually, the upper storeys are served by communal

stair wells and terraces accessed from the front of the parades. Wide pavements with planters and street trees add to the village/market town feel whilst also emphasising the formality of the boulevard layout.

7.42 The central section of the centre is anchored by the Piccadilly line station (grade II listed), in the classic 'brick box with concrete lid' design, and the former Ace Cinema (grade II* listed) designed with a flamboyant Art Deco main frontage. The station sits atop the railway and this dominant position is emphasised by the tall ticket hall, which forms a focal point in the approach from Alexandra Avenue and Imperial Drive. The Art Deco facade of the former Cinema creates part of a formal, circular feature in the pedestrian layout of the centre and is also focal point in the rising approach from High Worple. The Nos. 462-472 Alexandra Avenue (locally listed) building fills the wedge created by the boulevard and the old Rayners Lane in this central section consolidates the modernist character of this core part of the centre, featuring a corner turret and with white render finish and horizontal emphasis window panels, but has been altered by the addition of telecommunications equipment to its roof.

7.43 In the northern section of the centre the shopping focus departs from Alexandra Avenue along Rayners Lane, which descends back to natural ground level, and Village Way East. This part comprises a mix of buildings. Among them a mock Tudor three storey parade with dominant front projecting gables which help this parade to 'step down' the street along Rayners Lane, and more modest two storey mock Tudor parades north of Village Way East which aid the transition between the centre and the architecture of Harrow Garden Village beyond. There are also conventional 1930s three storey flat roof red brick 'classical' parades, featuring communal access stairways from the front, and a three storey art-deco parade with horizontal emphasis. Parades in Village Way East are mainly two storey again reflecting the transition between commercial centre and residential suburb. By contrast Imperial Drive - the northern continuation of Alexandra Avenue - retains boulevard character but with large three/four storey 1950s and 1960s office blocks set back from the road. At the corner of Village Way East and Imperial Drive, the 'Rayners Hotel' (grade II listed) is a rare surviving example of a 1930s public house with its interior intact.

North Harrow

7.44 North Harrow is classified in the London Plan as a district centre. It is located at the junction of the Alexandra Avenue/Imperial Drive boulevard with the former, rural lane which now forms Pinner Road, part of the London distributor road network. Unlike Rayners Lane centre, which crossed over the railway, at North Harrow the Metropolitan line is elevated above ground level on an embankment, with the bridge over of Station Road/Imperial Drive a dominant visual feature and the station tucked discretely within the bridge/embankment structure. As at Rayners Lane, the centre has wide pavements, some tree planting and a 'planned' feel to its design and layout.

7.45 The centre comprises red/dark brick 1930s parades, with pitched roofs and some classical/neo Georgian design details. Many are built to a conventional three storey height, with others at two storeys with dormers serving accommodation in the

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roofspace. The principal feature building in North Harrow centre is 491 Pinner Road (locally listed), a distinctive three storey tower at the junction of Pinner Road and Woodlands, which forms a focal point in the approach from the south. This junction also provides a pleasing vista into the tree-lined Woodlands residential road, in the approach from the south, visually emphasising the relationship between the centre and the surrounding suburban character.

7.46 Other interesting buildings include: Nos. 378-386 Pinner Road, a short two storey parade in the classical style but with some higher quality architectural detailing, and the former Lloyds Bank again in the classical style and located on the Pinner Road/Station Road junction. The Counting House (locally listed) is a single storey former bank on the opposite corner of the Pinner Road/Station Road junction, whilst the gate posts and former public convenience at the Pinner Road entrance to the Cambridge Road car park also reinforce the 1930s character of this centre.

7.47 Post war developments in the centre comprise the North Harrow library and children's services complex, a three storey red brick building dating from the 1980s, the Churchill Court 1990s two storey light brick office park with surface car parking off Station Road, and the more recent four storey Genesis housing development fronting Pinner Road.

Pinner

7.48 Pinner is classified in the London Plan as a district centre. The historic core of this former rural settlement - the High Street - retains much of its Medieval village character with original timber-framed and Georgian buildings, and some Victorian/Edwardian redevelopment. The historic feel is emphasised by the comparatively narrow carriageway/footway width at its western end, gradually flaring to an increased carriageway and footway width as it climbs uphill towards the 14th Century Parish Church. Although slightly out of scale to the original buildings in the High Street, the mock-Tudor design of Grange Court at the eastern end of the High Street, which turns the corner into Grange Gardens, forms an appropriate transition between the historic High Street and surrounding inter-war suburban development. By contrast the historic Church Farm complex and its green, opposite Grange Court, is a reminder of the relationship between the High Street and the area's agricultural past. A small area of open space and the deculverted section of the River Pinn at the junction of Bridge Street and Chapel Lane also add to the village character, at the western end of High Street.

7.49 The Metropolitan line skirts to the south of the High Street, elevated above ground level on a steep embankment, and the bridge across Marsh Road/Bridge Street forms a dominant visual feature in the southern part of the centre. Parades in Bridge Street and Marsh Road date from the inter-war period and are predominantly in the 'market town' style, for example high quality the mock-Tudor terrace that turns the corner from Love Lane into Bridge Street, and many neo-Georgian buildings. Building heights are two storey with gables/dormers or conventional three storeys. A wide pavement on the west side of Bridge Street contributes to the Metroland character of this part of the centre.

7.50 Marsh Road includes some 1980/1990s three/four storey office development, but this is at the periphery of the centre and has a limited impact upon overall character. Some further office floorspace are present above ground floor level in Bridge Street, but otherwise upper floor uses are predominantly residential throughout the centre. The centre includes two food supermarkets accommodated on backland sites but integrated by small shopping courts to the High Street. In other parts of the centre backland sites provide space for small scale commercial and industrial activities that contribute to the vibrancy of the centre.

7.51 In terms of heritage, there are twenty four listed buildings and two listed structures (a war memorial and telephone box) in Pinner High Street, and a further two locally listed buildings. Other notable buildings in the centre include the George Public House in Marsh Road (locally listed), No. 60 Bridge Street (locally listed) and the milestone outside the Oddfellows Public House (grade II listed).

Hatch End

7.52 Hatch End is a local centre formed along Uxbridge Road, a heavily trafficked part of the London distributor road network. The centre comprises a mix of 1930s three storey, flat roof modernist parades, two storey parades with pitch roof and gables/dormers, and a wide parade on the south side with classical architectural details. There are also a number of later (1950s) three storey parades. Upper floor uses within the centre are almost entirely residential. Unlike most of Harrow's centres, Hatch End's railway station is not located within the centre but instead some 300m to the east along Uxbridge Road.

7.53 Parades on the south side of Uxbridge Road are set back behind a service road. The resulting wide, central island pavement, and a wide pavement on the north side, together with tree planting, create a pleasing boulevard effect. As at Pinner, backland sites behind the shops (served by separate service roads) provide space for small scale business and some community activities.

7.54 No. 246 Uxbridge Road, the former Post Office (locally listed), is a two storey stone and render building in Elizabethan style and now used as a pizza restaurant. Others of interest in the centre include the Moon in the Sixpence public house, the Natwest Bank and the BT Telephone Exchange; all in the neo-Georgian style to create the feel of a market town high street.

7.55 The centre comprises three storey and two-storey with dormers red brick parades to give an overall 'village' appearance. Parades on the south side are set back from Uxbridge Road by a service road, and include a parade with neo-Georgian classical details and a later (possibly 1950s) parade of plain appearance in light-coloured brick. Also on this side a modernist red brick parade with flat roof and horizontal banding.

7.56 New development in the centre is limited. Most recently, a four storey residential block with ground floor retail, on the site of the former Railway Hotel, has introduced an element of modern design and (to the rear) some conventional houses

to the centre. Less successfully, the conversion and development of No. 296 Uxbridge Road, at the junction of Grimsdyke Road, has resulted in a substantial red brick block with large dormers on a prominent corner site.

Harrow Weald

7.57 Harrow Weald is a local centre formed along High Road, a heavily trafficked part of the London distributor road network. The west side of the road has a strong coherence of red brick, three storey and two storey with dormers 1930's parades, with some neo-Georgian and 'market town' design references. A later parade, from the 1950/60s, turns the corner into Weald Lane.

7.58 The east side of High Road is more mixed in character, comprising some early 20th Century two storey buildings and an interesting 1930s mock-Tudor parade, with pitch roof and gables, which follows the curve and rise of High Road in the approach from the south. This side of the road also accommodates two small supermarkets in a two storey, late 1980s/early 1990s complex, and a large format single storey DIY store set back from the road behind an extensive surface car park.

7.59 Harrow Weald is not served by any railway but features a large single storey brick bus garage with a 1930/50s frontage to High Road. Other buildings of interest in the centre are the Wealdstone Inn, a two storey 1930s public house in Elizabethan style forming a focal point in the approach from Long Elmes, and the neo-Georgian Natwest Bank building on the corner of High Road and Long Elmes.

7.60 In the 1990s and 2000s the redevelopment of a former public house and petrol filling station resulted in two brick and render, three-storey blocks of flats within the centre.

Stanmore

7.61 Stanmore is classified in the London Plan as a district centre. The centre is formed along Uxbridge Road (here known as Church Road and The Broadway), a heavily trafficked part of the London distributor road network, and has its origins as part of the historic rural settlement of Stanmore. A small number of historic village buildings survive within the centre: Nos. 57-65 The Broadway (grade II listed), a terrace of 16th Century two storey cottages; No. 21 Church Road (grade II listed) a 17th Century red brick two storey house; the Bernays Institute (locally listed), a two storey red brick and stone Victorian community building; and a mid/late Victorian two storey terrace. However the centre's character is much altered from its origins as an historic settlement by much inter war and post war 20th Century redevelopment.

7.62 The north side of The Broadway is largely characterised by two and three storey Metroland parades, with pitched roofs, in red/brown brick and with classical architectural features. The parade is set back from The Broadway by a service road and gaps in the parade provide narrow vehicular access to a large surface car park

at the rear. At its eastern end there is a later three storey parade (1950/60s) and a 1980s three storey red brick small supermarket and office block at the corner of Dennis Lane.

7.63 The core of the centre, at Stanmore Hill/The Broadway and on the south side of Church Road, are dominated by 1960s three storey flat roof parades in light brown coloured brick. Similar smaller parades also exist on the north side of Church Road. The parades incorporate canopies over adjoining pavements, providing shelter to shoppers and pedestrians, and provide accommodation for a mix of residential and commercial uses at upper floor level. The Church Road parade also incorporates an eight storey tower block, set back from the frontage of the parade and a feature of the centre particularly in the approach from Stanmore Hill. The Stanmore Hill/The Broadway parade turns the corner and steps down hill, adding further visual interest, and is set back from the junction behind a wide service road with parking bays. Together these parades give the centre a strong post-war character, unusually in Harrow, and a coherence with some of the nearby residential development (particularly around London Road and Marsh Lane) which is contemporary with the 1960s period. Other post war characteristics include 1980s two and three storey red brick and glass buildings in Stanmore Hill (the library/offices and No. 3 respectively) and in The Broadway (Fanum House shop and offices).

7.64 Barclays Bank and Natwest Bank occupy a prominent late 19th Century/early 20th Century mock-Tudor building in brick with stone details, gables and dormers, which turns the corner and climbs uphill in Church Road opposite Stanmore Hill. Another notable buildings is the centre Lloyds Bank, a prominent 1950s building on the corner of Church Road and Stanmore Hill. More recently (2000s) a single storey supermarket with double decked car park has been developed to the rear of the 1960s parade on the south side of Church Road, but with a frontage to The Broadway which introduces a good quality modern design to the centre. The development also included the provision of a piece of public art.

Edgware

7.65 Edgware is mainly located within the London Borough of Barnet and is classified as a major centre in the London Plan. The Harrow part of the centre is located along the west side of Edgware High Street, part of the A5 and a busy London distributor road, extending westwards along part of Whitchurch Lane. Consistent with its peripheral location in relation to the primary retail area of Edgware, the Harrow part of the centre consists of smaller scale retail/town centre and other commercial activities.

7.66 Much of the Harrow part of Edgware centre is characterised by historic development reflecting the settlement's origins as a stopping point for travellers between London and St. Albans. In particular the west side of High Street is characterised by 16th, 17th, 18th and 19th Century two storey buildings, forming a cluster of thirteen historic buildings (11 x grade II listed and 2 x locally listed), and a two storey mid-Victorian terrace in Whitchurch Lane is a further reminder of Edgware's the centre's historic origins.

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7.67 The remainder of the Harrow part of Edgware centre is mixed in character, comprising two plain, two storey red brick Metroland parades, a three storey 1950s parade and a large 1960s concrete and glass retail unit with ancillary accommodation above. Buildings of interest include the Metropolitan Police Station (locally listed) on Whitchurch Lane, an early 20th Century symmetrical red brick building, and the Masons' Arms on the corner of Whitchurch Lane and Edgware High Street, a two storey plus dormers 1930s public house of neo-Georgian design.

Burnt Oak

7.68 Burnt Oak straddles the Borough's of Barnet and Brent, as well as Harrow, and is classified as district centre in the London Plan. The Harrow part of the centre is located along the west side of Burnt Oak Broadway, part of the A5 and a busy London distributor road. The centre is predominantly characterised by 1930s two and three storey red brick parades, with a mix of pitch and flat roofs, some with strong classical architectural details including detailed timber eaves, gables/pediments, columns, decorative roundels windows to stair wells, etc. Examples of this - with many original features intact - include matching two storey parades either side of the junction of Burnt Oak Broadway with Oakleigh Avenue, chamfered at the corners, and a three storey parade north of the junction of Burnt Oak Broadway with Stag Lane.

7.69 The parades are set back from the road behind wide pavements or service roads. Although not within the London Borough of Harrow, a good feature building is the three storey Portland stone 'department store' on the south side of the Stag Lane/Burnt Oak Broadway junction.

7.70 To the rear of the parades, a service road (known as Park Way) links neighbouring residential roads and also provides access to a range of business and other commercial premises.

Queensbury

7.71 Queensbury is a local centre fronting the western half of the Honeypot Lane/Streatfield Road/Taunton Way roundabout, but with significant return frontages to Honeypot Lane, Charlton Road and Streatfield Road. It should not be confused with Queensbury Station Parade, located approximately 1km to the east within the London Borough of Brent. Honeypot Lane forms a part of the London distributor road network, whilst Streatfield Road and Taunton Way are Borough distributor roads.

7.72 The centre has a strong Metroland character comprising three storey red brick parades in modernist and classical styles. In particular those facing the roundabout have a flat roof and communal stair/balconies providing access to upper floors from the front. Further modernist parades, with horizontal emphasis and brick banding, are present to the frontage in Streatfield Road. To Honeypot Lane a more traditional classical parade, with neo-Georgian architectural details.

7.73 In terms of layout, the parades are set back behind service roads with parking, whilst the landscaped traffic island forming the centrepiece of the Honeypot Lane roundabout provides a green focal point, particularly in the approach from Streatfield Road.

Kingsbury

7.74 Kingsbury is mainly located within the London Borough of Brent and is classified as a district centre in the London Plan. Both Kenton Road and Honeypot Lane form part of the London distributor road network.

7.75 The Harrow part of the centre fronts a short section of the north side of Kenton Road, west of its junction with Honeypot Lane. It comprises a 1930s three storey parade, in brown brick, with shallow bay windows and a pitched roof; the upper floor flats are served by communal entrances and stairwells accessed from the front of the parade. On the corner of Kenton Road and Honeypot Lane, facing the roundabout, is a former filling station and three storey block; although originally in brick this is now painted white and used as a shop.

7.76 The parade is set back from Kenton Road by a service road, and is largely severed from the rest of Kingsbury centre (including the Jubilee line station) by Honeypot Lane. The distinction between this part of Kenton Road and the surrounding suburban areas is emphasised by three storey modernist flats facing the parade on the opposite side of Kenton Road. The landscaped traffic island forming the centrepiece of the Honeypot Lane roundabout provides a green focal point, particularly in the approach from Honeypot Lane and Kenton Road.

7.77 Although hidden from view in the general streetscene, to the rear of the parade is a two storey mid Victorian house probably the remains of a former farm complex.

Kenton

7.78 Kenton straddles the Borough's of Harrow and Brent, either side of Kenton Road, and is classified as district centre in the London Plan. Kenton Road forms part of the London distributor road network.

7.79 The Harrow side of Kenton Road is characterised by two and (mainly) three storey parades in red brick with pitched roofs, Design features include arched vertical emphasis windows, dormers, etc to give the appearance of a 'market town' high street. Brent House, at the eastern end of the centre, is a 1960s office block. Wide pavements and tree planting, together with the dual carriageway form of Kenton Road through the centre, contribute to the visual sense of a formal boulevard typical of the inter-war period. This is particularly pronounced in the approach from the west when passing over the railway bridge.

7.80 The Travellers' Rest public house is a large, 1930s building in mock-Tudor style located prominently at the junction of Kenton Road with Carlton Avenue and Draycott Avenue, and a neighbouring single storey, red brick estate agent's premises.

On the opposite side of Kenton Road, the early 20th Century Kenton Station single storey red brick and stone ticket hall also adds some interest, though is not a dominant feature of the centre.

Belmont Circle

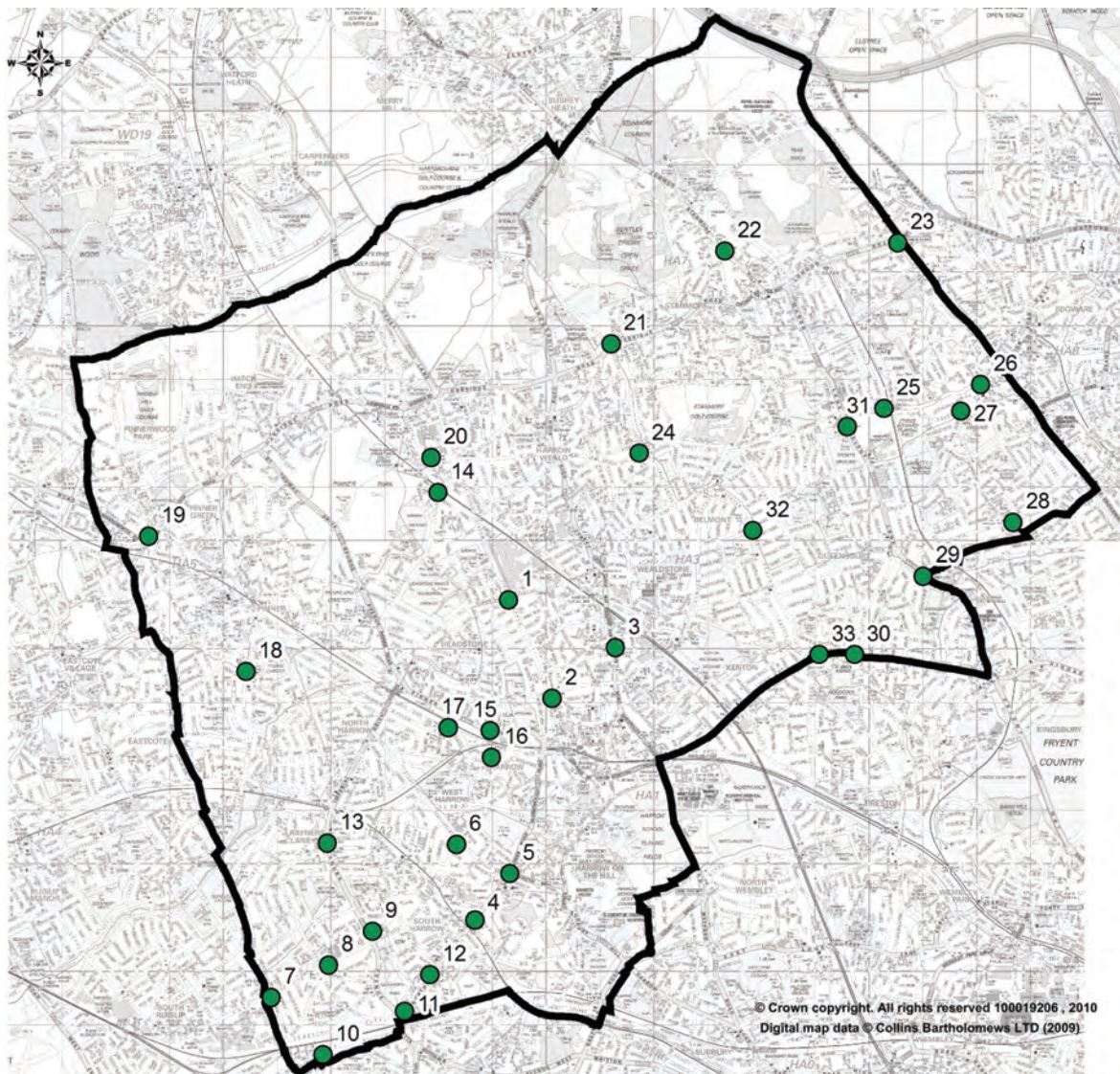
7.81 Belmont Circle is a local centre formed at the junction of Kenton Lane and Weston Drive. It has a strong Metroland character, comprising three storey red brick classical parades with pitched roofs. Vertical emphasis windows, herringbone brickwork panels, stone/decorative pediments and columns all add to the architectural detail of the centre. The Metroland character is further strengthened by wide pavements and the curved alignment of the parades, which turn the corner from Kenton Lane (both approaches) and 'enclose' the main circle feature. At the same the parades also tackle rising site levels, partly a rise in natural ground levels and partly exacerbated so that the shopping parade runs seamlessly from the bridge over the former Belmont Railway. This levels treatment adds to the visual effectiveness of the continuous, sweeping parades. Within the roundabout a landscaped traffic island provides a visual focal point to the centre.

7.82 Upper level uses within the centre are entirely residential.

7.83 A feature building in the centre is the Spanish Arch public house. This occupies the north-western corner of the centre and has a distinctive ground floor elevation of arches and a large pantiled roof. However a petrol filling station on the south western corner and a car sales garage in Kenton Lane detract from an otherwise highly distinctive character. A short 1960s two storey retail parade and a collection of inter-war community buildings also form part of the centre in Kenton Lane, as does the site of the former Belmont Railway Station (now a surface car park and part of the Belmont Trail).

7.84 Throughout Harrow there are many parades which often share the characteristics of the Borough's town centres, and which provide premises for neighbourhood shopping and walk-to services, but do not qualify for inclusion as part of the formal town centre network. As with the town centres, these neighbourhood parades form an integral part of Harrow's suburban fabric and by reflecting the traditional vs. modernist approach to design prevalent in outer London during the inter war period. Each of the neighbourhood parades is identified and described briefly below.

Picture 7.2 Harrow's neighbourhood parades



Headstone Drive/Headstone Gardens/Harrow View/The Quadrant (1)

7.85 Metroland type parade on three corners of a crossroad junction, with wider pavements than surrounding residential roads. Comprises a two red brick two storey parades largely intact and one three storey rendered parade much altered externally but with 1930s communal entrances to flats above. The fourth corner of the junction is occupied by the Goodwill to All, a now disused 1930s two storey public house; planning permission has recently been granted for residential redevelopment of the site.

Hindes Road/Headstone Road (2)

7.86 Edwardian/early 20th Century short parades fronting part of Hindes Road and Headstone Road. Formed in two storey, red brick terraced/semi-detached buildings, probably originally converted from residential dwellings. The shops have their own forecourts behind standard width pavements.

Station Road (between Harrow town centre and Wealdstone district centre) (3)

7.87 Early 20th Century/Metroland type parades along the west side of Station Road between Harrow town centre and Wealdstone. Mainly red brick in a mix of two storey with flat roof, two storey with pitch roof and dormers, and conventional three storeys. Mix of wide and narrow pavements.

Northolt Road (east of Brooke Avenue junction) (4)

7.88 A late Victorian two storey parade in London stock brick (some painted), probably originally converted from residential dwellings. The terrace includes units at the ends and centre of the terrace with feature gables and arched windows. Moderately wide pavements formed from the former front gardens of the terrace.

Northolt Road (Roxeth Hill junction) (5)

7.89 Short parades located two sides of a busy traffic junction with safety railings limiting cross-permeability for pedestrians. Mainly three storey light-coloured brick 1950s parades. Moderately wide pavements (but much traffic-related clutter). The Half Moon public house and a three storey Victorian corner building in Roxeth Hill add features of historic interest.

Shaftesbury Circle (6)

7.90 Classic Metroland parades, three storey red brick with some classical architectural details arranged around two sides of a roundabout feature. Wide pavements, a service road, grassed segments and a central, landscaped traffic island all create a perception of suburban spaciousness. On the other two sides of the circle are a three storey block of flats (1950s) and a former public house now used as a fast food restaurant.

Eastcote Lane/Field End Road (7)

7.91 To Eastcote Lane, a good example of a 1930s modernist parade and complimentary public house (The Eastcote) fronting the Field End Road roundabout. Red brick parade, chamfered at corners, with some original crittal windows and front access to first floor flats. Very wide pavement. The Eastcote set further back with a symmetrical front elevation and single storey wings.

7.92 In Field End Road there is a later (1950s) three storey parade set back behind a short service road.

Eastcote Lane (east & west of Kings Road junction) (8)

7.93 Two 1930s parades fronting Eastcote Lane, either side of the Kings Road junction. The parades are red brick and two storey, each unit with three vertical emphasis windows at first floor level, and some also with original dormers above. Very wide pavements and the flank elevations set-in from the Kings Road pavement to respect the residential building line in that street.

Alexandra Avenue (north of Eastcote Lane junction) (9)

7.94 Two storey 1930s parade which turns the corner at the Eastcote Lane/Alexandra Avenue junction, with further parades (some with small front dormers) fronting Alexandra Avenue north of Sandringham Crescent junction. Very strong similarity in style to parts of Rayners Lane centre (probably Nash built): two storey with communal stairs from front leading to recessed balcony access to the first floor flats. Red brick with pitched roof and overall 'cottage' style. Wide pavements in front of shops, with wide grass verge and a further pavement adjoining the carriageway - all create a sense of suburban spaciousness.

7.95 The former 1930s Matrix public house on the opposite corner of the Eastcote Lane/Alexandra Avenue junction is now demolished. A petrol filling station on the opposite side Alexandra Avenue maintains the overall commercial character.

The Heights/Dabbs Hill Lane (10)

7.96 This short parade forms the transition between the 1930s, inter-war suburban development of The Heights and the post-war local authority estate of Dabbs Hill Lane. The parade is a three storey 1950s building in yellow brick, set back by a wide grass verge and service road. A canopy over the shops is used to form a balcony with railings for the maisonettes above.

Northolt Road (east of Petts Hill/Alexandra Avenue junction) (11)

7.97 Metroland parades on both sides of Northolt Road in the approach to the Alexandra Avenue/Petts Hill junction. On the north side, a classic red brick modernist parade turns the corner into Alexandra Avenue. After a more conventional two storey parade (with later mansard roof addition) a further, 1930s modernist parade provides a very wide frontage with render and horizontal emphasis to the upper floors. The parades on the north side are set back from Northolt Road behind a service road.

7.98 On the south side there is a short 1930s brick parade, two storeys with gable and dormers over. This parade is set back behind a moderately wide pavement and forecourts. Post war single storey development adds to the retail mix on this side.

Northolt Road (between Park Lane and Corbins Lane junctions) (12)

7.99 Two storey brick and much altered parades, some with front dormers, fronting the north side of Northolt Road. The parades are set back from the road with forecourts, some enclosed or used for car parking, and there is a moderately wide pavement. On the opposite side there is a good matching, handed pair of modernist parades either side of Roxeth Grove junction (see description for South Harrow centre).

Alexandra Avenue (southward continuation of Rayners Lane district centre) (13)

7.100 A short, two storey 1930s parade, effectively a continuation of those north of Warden Avenue junction (within Rayners Lane district centre): two storey red brick and pitched roof, with communal stairs from front leading to recessed balcony access to the first floor flats. Wide pavements in front of shops, with wide grass verge and a further pavement adjoining the carriageway. On the opposite side of Alexandra Avenue there is a single storey small supermarket.

Headstone Lane (north of Parkfield Avenue junction) (14)

7.101 Two storey rendered parade with pitch roof and frequent feature gables to front. The parade staggers around the curved alignment of this part of Headstone Lane and partially turns the corner into Parkfield Avenue. Some of the first floor flats have entrances to the front of the parade. There is a petrol and car repair garage opposite.

Pinner Road (between Pinner View and Devonshire Road) (15)

7.102 A long frontage to the north side of Pinner Road of Edwardian/early 20th Century parades, red brick with first floor bay windows, pitched roofs and dormers. The parades are separated by the junctions of adjoining residential roads and are set back from Pinner Road by forecourts, many enclosed and used for parking or display of goods, etc.

Vaughan Road (West Harrow) (16)

7.103 Short two storey Victorian/Edwardian parade, with pitched roof and feature front gables, probably originally converted from residential dwellings. Some red brick, some rendered. Short forecourts behind a standard pavement width.

Blenheim Road (West Harrow) (17)

7.104 Red brick 1930s parade in Blenheim Road, partially turning the corner into The Gardens. Two storey, red brick with pitched roof and front dormers. A very wide pavement ensures that the parade lines up with the front building line of neighbouring residential property which continues along this side of Blenheim Road.

Cannon Lane (junction Whittington Way/Lyncroft Avenue) (18)

7.105 This collection of Metroland parades is located at the junction of Whittington Way with Cannon Lane. On the north side it comprises a three storey parade with pitched roof and classical features, set back behind a service road and grass verge. On the south side a two storey parade with Georgian-style windows and mock-Tudor gables has three main facades to wrap around Whittington Way, the junction and Cannon Lane. It is also partially set back behind a service road and verge.

7.106 On the north side, the two storey red brick Whittington public house compliments this inter-war group of shops and services.

Pinner Green (opposite and east of Ash Hill Drive junction) (19)

7.107 On the north side of Pinner Green there is a two storey 1930s red brick and mock-Tudor parade, with pitch roof, black & white and decorative brick gables. The parade sweeps round to follow the curved alignment of this part of Pinner Green and is set back from the bust Rickmansworth Road/Cuckoo Hill/Ash Hill Drive junction by a service road.

7.108 On the south side a three storey, flat roof matching handed pair of brick parades sit either side of the junction with Bell Close and are set back from Pinner Green by a wide pavement. Also on this side there is a petrol filling garage, and a small parade forming part of a 1960s complex around a small, public square. There is a large supermarket nearby in Ash Hill Drive.

Long Elmes (east of Headstone Lane junction) (20)

7.109 On the north side only is a three storey, 1950s brick parade with pitched roof forming a part of the surrounding local authority estate from the same period. The parade is set back from the road by a service road.

Brockhurst Corner (Uxbridge Road/Kenton Lane junction) (21)

7.110 Mainly Metroland parades arranged around the junction of Uxbridge Road with Kenton Lane. On the west corner, a two storey red brick parade is set back from the junction behind a triangular green with a number of mature trees. The parade incorporates some simple architectural details and is served by a wide pavement which links Kenton Lane and Uxbridge Road.

7.111 On the west corner there is a substantial, red brick parade with a conventional first floor, a second floor set into a tile-hung mansard feature, and a pitched roof over. The parade curved around to the turn the corner from Kenton Lane into Uxbridge Road, and is set behind a wide pavement. The first floor flats are accessed from the front with many original doors and fanlights intact.

7.112 On the north side there is a single and a two storey shop, and further along Uxbridge Road a 1960s public house/restaurant.

Stanmore Hill (south of Green Lane junction) (22)

7.113 This parade is located along the west side of Stanmore Hill and is made up from a mix of historic buildings, two and three storey Victorian/Edwardian buildings, and a small number of post-war infill/redevelopments. Consistent with the area's historic character the buildings mainly are located immediately behind a standard width pavement. On the opposite side there is an historic public house, the Abercorn Arms.

Canons Corner (London Road junction) (23)

7.114 A distinctive 1930s parade on the south side of London Road and partially turning to face Canons Corner. It is two storey, with vertical arched windows at first floor level, roundels, and contrasting red and London stock bricks. Each of the first floor windows has a small railing at the base, and at roof level each unit has two front dormers set within the original slate roof. Some surviving metal framed windows. At the corner the parade becomes a conventional three storeys but is a continuation of the same parade, with matching design details. The parade is set back behind a wide pavement.

Kenton Lane/College Hill Road (junction) (24)

7.115 A continuous, two storey parade fronting both Kenton Lane and College Hill Road, on the north-west corner of the junction, finished in white render but with a contrasting red brick finish to the chamfered corner elevation. Pitched roof over with dormers. A very wide set backs the parade substantially from the road. The parade also tackles a change of levels in College Hill Road.

Whitchurch Lane (west of Canons Park Underground Station) (25)

7.116 A long Metroland parade located on the north side of Whitchurch Lane, west of Canons Park underground station. It is a two storey parade with a second floor of accommodation set within a 'mansard' roof (with dormers), and rises to a conventional three storey height in the centre of the parade. Communal stairs from either end of the parade lead to recessed balcony access to the first floor flats. The parade is set back behind a service road and moderately wide pavement.

7.117 A matching, handed pair of two storey flat roof buildings, with neo-Georgian windows, brick to ground floor, rendered at first floor and chamfered at the corners, is situated either side of Canons Park station.

Whitchurch Lane (opposite Mead Road) (26)

7.118 Located on the south side of Whitchurch Lane, just outside of the Edgware town centre boundary, this is a single storey parade of shops with pitched roof over. The parade staggers to follow the curved alignment of this part of Whitchurch Lane, set behind a wide pavement. A separate two storey unit projects forward at the corner of the junction with Buckingham Road.

Buckingham Road/Chandos Crescent (junction) (27)

7.119 Two storey parade with pitched roof and central gable feature fronting the Buckingham Road junction. Neo-Georgian windows and some good architectural details; the building form is symmetrical and angled to turn the corners into Merlin Crescent and Chandos Crescent, originally with two single storey wings as the end shop units. However the end unit to Merlin Crescent has added a first floor, sympathetically designed to be subordinate with matching window design and parapet. The parade is set back behind a wide pavement/forecourt.

Mollison Way (between Cotman Gardens and Constable Gardens) (28)

7.120 Classic Metroland parades on both sides of Mollison Way between Cotman Gardens and Constable Gardens. Three storey red brick parades with pitched roof behind parapet and some classical architectural details. A repeated feature of the parades is a rendered panel (in contrast to the red brick) between the first and second floor windows. Each parade is located behind a moderately wide pavement, service road and a central paved island which separates from the principal carriageway.

7.121 At each end of this part of Mollison Way is a roundabout with a landscaped traffic island, and these both form a focal point and help to create a transition between the commercial area and the surrounding suburbs. At the eastern end the parades are angled to face the roundabout. At the western end there was a 1930s public house fronting the roundabout, but this has recently been redeveloped.

Honeypot Lane (south of Everton Drive junction) (29)

7.122 A short, three storey modernist parade with pitch roof behind a parapet. The ground floor is render with the upper floors in brown brick. The facade is symmetrical with two communal stairwells (accessed from the front of the parade) flanked by suntrap windows and a central balcony feature to the first and second floor levels. The overall design has a strong coherence with the adjoining Everton Drive estate and mansion blocks.

7.123 The parade is set back from Honeypot Lane behind a service road and a central, landscaped island.

Kenton Road (east and west of Charlton Road junction) (30)

7.124 This parade is mixed in character. It includes a short three storey, classic red brick Metroland parade set behind a service road, a recently completed brick and render four and five storey block on the corner of Charlton Road and Kenton Road, two 1960s three storey yellow brick office blocks, and a three storey dark/reflective glass 1980s office block.

Honeypot Lane (south of Brick Lane junction) (31)

7.125 Three storey 1930/40s red brick parade with pitched roof. Distinctive wide windows (some original crittal windows surviving) and horizontal brick banding. Part of central section picked out with parapet and contrasting vertical emphasis windows. The parade is set back behind a service road and central landscaped island, but has a standard width pavement.

Kenton Lane (between Ivanhoe Drive and Hartford Avenue junctions) (32)

7.126 A matching, handed pair of 1930s parades fronting Kenton Lane separated by a central section of maisonettes in semi-detached pairs. The parades are two storey white render with pitched roof behind a parapet, intermittently forming shallow decorative gables as a feature along the parade. The first floor flats are individually accessed from the front at ground level.

7.127 The parades are set behind wide pavements. On the opposite side of Kenton Lane are a series of two storey modernist mansion blocks which distinguish the character of this part of Kenton Lane from the traditional suburban character of surrounding residential roads.

Kenton Road (east of Kenton Lane junction) (33)

7.128 Metroland parades fronting the north side of Kenton Road. Mainly two storey red brick parades with pitched roof and dormers, incorporating individual access to the first floor flats. East of the junction with Kenton Lane there is a symmetrical, three storey red brick parade with two forward projecting gables at the outer ends and a smaller, central gable feature. A communal stairwell is accessed from a central archway feature in the ground floor frontage of the parade and provides access to the upper level maisonettes via a first floor balcony.

7.129 The parades are set back behind a wide pavement. A feature building in the parade is a wide, three storey red brick telephone exchange; however the appearance of the building has been affected by the use of its roof to accommodate a substantial amount of telecommunications apparatus.

8 Assessment of Harrow's Residential Areas

8.1 Pre and Post War Suburban (Group 1)

8.1 This grouping of typologies represents an eclectic mix of suburban development types from the period prior to 1914 and after 1945. Although comprising a range of characteristics in terms of house type, layout and spaciousness this grouping reflects the comparatively modest extent of suburban development in the Borough during the pre-First World war and post-Second World War periods. The spatial distribution of typologies in this grouping is shown at Picture 8.1 'Map of Pre & Post War Suburban

Areas in Harrow'; this illustrates the compact distribution of pre-war suburban development and the more dispersed distribution of suburban development in the post-war period.

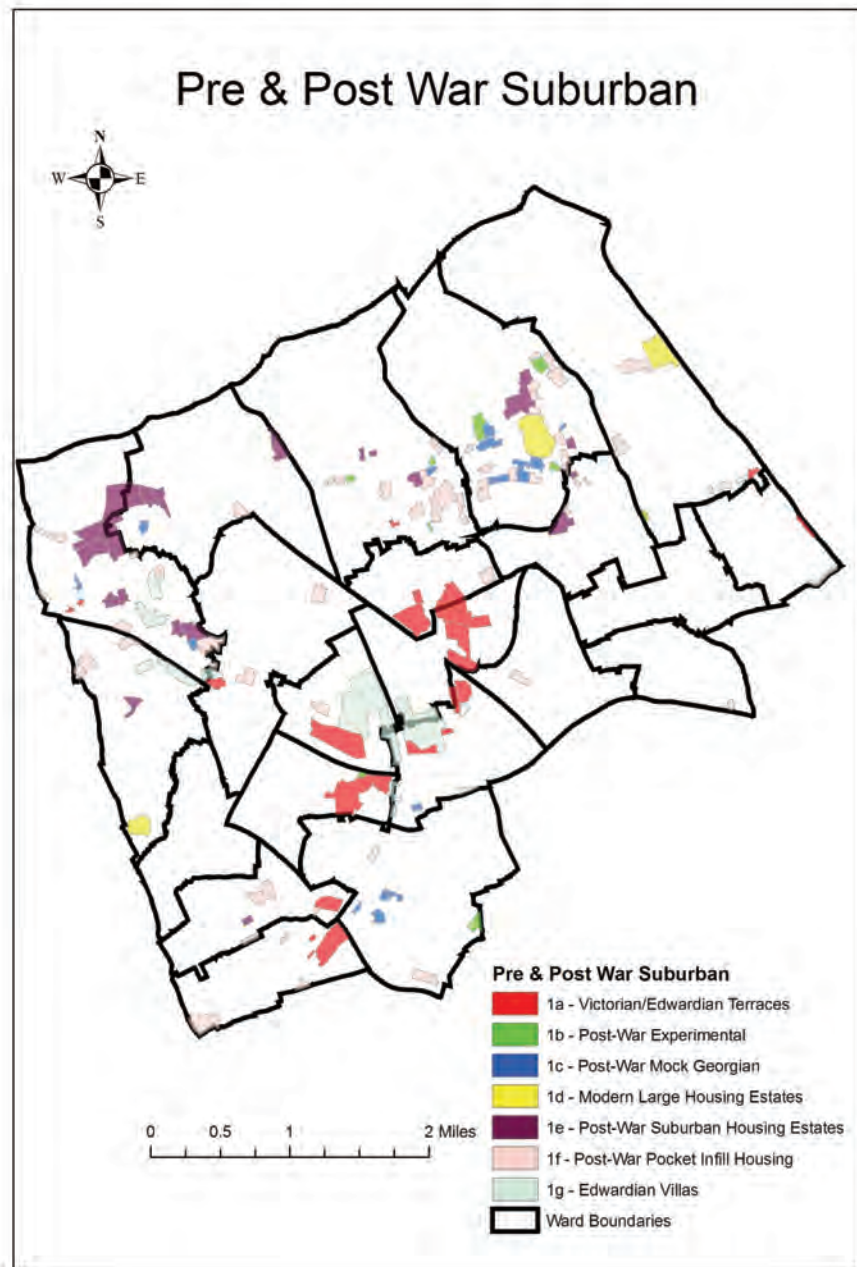
8.2 The compact distribution of pre-war suburban development can be explained by the availability of land in relation to existing/emerging settlements or railway stations. At a time when the private motor car was a new phenomenon and was therefore only available to a small number of very privileged households, and as Harrow was not served by tram services more common to inner London areas during the late Victorian period, the geographical spread of suburban development was constrained by the practicality of its occupants' need to access local shops, services and employment by foot or train. Consequently development in this period tended to take the form of terraced housing to higher densities than later suburban development in the Borough, although as Harrow remained at the time still very much on the fringe of London's urban area, these densities were still lower than comparable development in parts of inner London during the Victorian era.

8.3 By contrast, the more dispersed pattern of post-war suburban development in Harrow was shaped by a number of influences including the establishment of a greater number of railway stations and suburban centres in the preceding inter-war period, rapid growth in households' car ownership and planning policies which, while helping to establish and safeguard protected areas like the Green Belt and Conservation Areas, sought to limit the density of residential development. In later decades, the availability of previously developed sites suitable for housing development and planning policies which favoured higher densities in relation to areas well served by public transport have also influenced the spatial pattern of suburban development.

Character Assessment of Harrow's Residential Areas

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Picture 8.1 Map of Pre & Post War Suburban Areas in Harrow



Victorian & Edwardian Terraced Housing (1a)

8.4 These areas are typical of the era: long straight roads forming a regimented grid layouts. The speculative basis upon which these areas often developed results in some variety in the detail of the housing in these areas, such as the use & height of bay windows, use of architectural features, etc. The basic form of the housing falls into two types – late Victorian/Edwardian terraces with deep single/two storey rear projections, and later terraces with no rear projections.

8.5 These areas often occur adjacent to pre-existing settlements and rail stations. Some are mixed with later 1920/30s development of semi-detached

Architecture

8.6 This typology comprises two storey terraced houses usually in brick with end gables and (originally) slate roofs. Common features include bay windows, sash window units, recessed entrance porches, parapets and large chimney stacks. Most include a rear projection, some as a modest single storey element but others with more substantial two storey projections. The vertical emphasis of individual houses in the terrace and of openings are important elements in the streetscene, as is repetition and uniformity of fenestration details (such as transoms) and any architectural details used.

Layout

8.7 Areas of terraced housing from this era typically follow a regimented layout of long, straight parallel roads and perpendicular linking roads (the 'grid iron' layout). Together with the terraced form of the housing, which creates almost continuous building frontage along the road, the effect is one of enclosure of the street with only limited glimpses of rear gardens at corners and, overall, a more urban appearance. Later planting of small street trees in some areas helps to soften the appearance of these roads. Narrow alleyways to the rear of the terraces are also common features of the layout of this typology.

Picture 8.2 Typical example of Victorian/Edwardian terraced housing



Boundary Treatment

8.8 Formal enclosure of property forecourts is a strong, original characteristic of this typology and one that has survived because - in most instances - terraced housing forecourts are not large enough to provide off-street parking. Brick and fence enclosures in the region of 1m height are most common.

Variation

8.9 Terraced houses from this era were usually constructed on a speculative basis by small, independent builders along roads already laid out by the landowner. Consequently there can be many subtle variations in design detail along a single road or even spanning a single terrace.

8.10 Terraced housing from the mid-late Victorian period in Harrow tended to comprise short terraces (sometimes including semi-detached pairs in a street) of flat fronted narrow houses built in London stock brick, with modest rear projections and little architectural detail. Examples in Harrow include Camden Row at Pinner Green (well preserved) and Elm Terrace at Harrow Weald (much altered), both probably originally to serve as dwellings for agricultural workers' associated with these small rural hamlets.

8.11 The more widespread areas of terraced housing in Harrow date from the turn of the 20th Century up until the First World War. They remain Victorian in appearance, but unlike the earlier examples tend to be of red brick, have wider frontages and more substantial rear projections, and details often include bay windows (at ground floor or on both storeys), recessed porches and moulded architectural details. Examples include the Graham Road/Havelock Road/Wolseley Road at Wealdstone, and Kingsley Road/Melrose Road at Pinner, and Butler Road/Vaughan Road/Drury Road at West Harrow. These areas probably provided middle class housing for the new commuter population and for those providing professional services and trades locally.

8.12 Some areas, although laid out and predominantly developed in the pre-war period, also include pockets of later development. Such development includes infill of vacant or redeveloped plots or, in some instances, entire streets that were not completely developed until after the First World War. An example of this is can be seen in the roads between Northolt Road and Kinglsey Road at South Harrow where, with increasing distance from South Harrow station, there is an greater presence of rendered terraces of more horizontal emphasis from the inter-war period.

Post War Experimental (1b)

8.13 These are areas of post-war development comprising more unusual architecture and/or layout than conventional housing from the same era. Some of them are introspective in layout and unapologetically urban.

Architecture

8.14 This typology brings together a small number of areas of more unusual post-war architecture and or layout than conventional types from the same era. Although each area covered by this typology is different, common characteristics include the architectural coherence of buildings within the area, reflecting the history and scale of each as a single development project, and the attention paid to the layout of the public and private spaces within the development. The combination of design and layout in this typology produces areas of distinctive appearance relative to their surroundings.

Layout

8.15 As noted above, the layout of each area within this typology is unique to that area, but with the common benefit that combined with the architecture of each area a distinctive place is created.

Picture 8.3 Example of Post-War experimental layout



Boundary Treatment

8.16 Areas in this typology tend to be open plan, though some incorporate a mix of open plan and enclosed forecourt areas as part of the original design.

Variation

8.17 A number of the areas use design and layout to create an enclosed, introverted sense of place. A good example of this can be found in Water Gardens at Stanmore which is a cul-de-sac of unusually designed detached houses served by a narrow, shared road surface and well landscaped verges. All Saints Mews at Harrow Weald similarly comprises two and three storey buildings arranged around an urban, but well landscaped, cul-de-sac square. Bramble Close at Stanmore and Carrington Square at Harrow Weald constitute examples of more conventional architecture - terraced houses - but arranged around larger, more open squares.

8.18 Heritage View at Harrow and Spring Lake at Stanmore are good examples of unusual architecture in spacious, well landscaped settings. Heritage View arranges a number of different house types - two storey and chalet - with 'Tudorbethan' design references around a shared surface road on the lower slopes of Harrow Hill. Spring Lake, set on the slopes of Harrow Weald Ridge at Stanmore and within the former grounds of Stanmore Hall, incorporates the topography and mature landscaping with two storey houses and bungalows of Scandinavian influence design, arranged informally around two branches of the cul de sac.

Post War Mock Georgian (1c)

8.19 These are areas usually dating from the 1970s/80s employing mock-Georgian architecture. Houses are usually in brick with Georgian detailing. A wide variety of housing forms are covered by this style – from quite dense terraced developments to luxury detached housing estates in spacious grounds.

Architecture

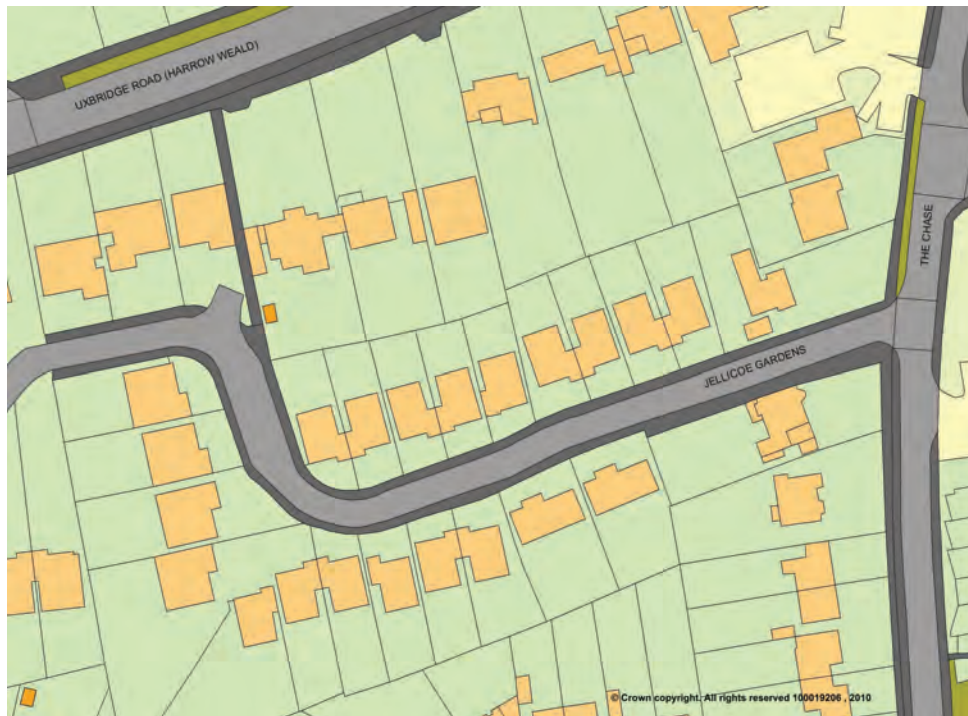
8.20 Architecture is the unifying feature of areas in this typology. Typically dating from the 1970s and 1980s, dwellings are usually of light or dark coloured brick finish and loosely reinterpret/replicate classical architectural features typically used in Britain in the Georgian era. The style was employed both in developments of large, spacious detached dwellings with shallow hipped roofs as well as more dense developments of terraced houses with end gables. Integral or attached garages are also a common feature of this typology.

Layout

8.21 Developments employing this style often came about through the redevelopment of earlier, detached houses in large grounds or through the redevelopment of a smaller number of properties and their gardens. These areas therefore tend to have conventional cul-de-sac estate roads accessed from the principal highway network and are strongly characterised by open plan frontages with forecourt parking. The degree of spaciousness between houses varies, with larger detached houses in this style enjoying substantial spaces to both sides and

therefore providing significant views from the streetscene of garden trees/landscaping. More conventional cul-de-sacs of modest detached houses have only narrow gaps to the sides resulting in a greater sense of enclosure of the public realm.

Picture 8.4 Example of Post War mock Georgian



Boundary Treatment

8.22 The original layout of most mock Georgian housing developments employs an open plan layout of forecourts and driveways. However in many instances planting or low level boundary treatment has been used to delineate the boundary between public and private areas.

Variation

8.23 As noted above, the principal variants in this typology are between the developments of larger dwellings in more spacious settings and smaller, more compact developments of detached and terraced houses utilising the style. An example of the former can be found in Georgian Way/Ingleby Drive at Harrow-on-the-Hill where architectural details include frontage symmetry, porticos, vertical emphasis windows, shallow pitch roofs and parapets. An example of the latter can be found in Jellicoe Gardens, Stanmore, comprising predominantly smaller detached houses with attached garages, narrow gaps and a more limited palette of architectural detailing. A slightly later variant of the typology takes the form of three storey town houses, often with integral garages at ground floor level, and examples of this type can be found in The Coppins, Harrow Weald, and Tudor Wells Close at Stanmore.

Modern Large Housing Estates (1d)

8.24 These areas comprise modern, planned housing estates from the 1990s & 2000s. Typically led by a single developer, they display strong co-ordination notwithstanding the use of a variety of materials and architectural details or styles. They are predominantly houses though some also include flats.

Architecture

8.25 This typology typically comprises two storey houses and large gable roofs, often providing additional accommodation in the roof space served by small feature dormers. However the nature of large single development estates is such that variation is deliberately employed and this can include a range of house types - detached, semi-detached and terraced - and contrasting architectural features from historical periods including, for example, Victorian sash-style windows, neo-Georgian doors or Tudor black and white beams. The common material is usually brick but again with variation in colour and texture used across a single estate.

Layout

8.26 A common characteristic of this typology is a subtle hierarchy of road access, with a 'main' estate road serving other roads and cul-de-sacs, and incorporating formal geometric features such as circles, crescents or interfaces with open space. Car parking is planned-in with integral garages, forecourt parking areas or designated communal parking courts. There tend to be narrower gaps between houses and smaller rear gardens than are characteristic of older more traditional estates, giving a more compact urban feel in the streetscene. Pedestrian routes and areas of landscaped public open space provision also tend to feature.

Picture 8.5 Example of Modern Large Housing estate



Boundary Treatment

8.27 Although the provision of forecourt parking has the effect of opening up large areas of the front of houses on large estates, nonetheless some means of enclosure tends to be provided of the remaining front garden areas. These include more formal means such as railings or softer, informal means such as planting/hedges.

Variation

8.28 As a consequence of the history of suburban development in Harrow and planning policy, which protects remaining open land, there have been few opportunities for the large scale single-developer estates in Harrow. This typology therefore only relates to three sites: the former Council nursery depot at Cannon Lane, Pinner; the former Government offices site at Brockley Hill, Stanmore; and the former RAF Stanmore base at Stanmore Park. Of these it is RAF Stanmore that is the largest development incorporating greater variety including large blocks of flats, a range of building heights and styles and substantial areas of open space as a setting for the development. It also retains historic gateposts and creates new viewpoints/vistas of St. John the Evangelist Church.

Post-War Suburban Housing Estates (1e)

8.29 These areas typically represent post-war (1950s, 60s & 70s) continuation of earlier suburban housing development. Often detached or link detached as well as semi-detached, they reflect a continuation of the principles of 1930/40s spread, comprising variation in house type through application of different features/types but have a coherent appearance across a whole estate. They tend to differ from 1930/40s housing by having 'picture' windows, being predominantly brick, open plan frontages and with integral or attached garages provided.

Architecture

8.30 This typology covers two storey mainly detached and semi detached houses in brick and, in later estates (of the 1960/70s) often with comparatively shallow pitch roofs. They tend to have large, casement windows horizontal in emphasis. Architectural detail is usually quite limited but can include tile-hanging, catslide roofs or single storey front projections (usually to provide an integral garage). Repeated use of a palette of house types, in small groups or spread throughout the estate, creates the coherence of a single development whilst avoiding monotony. This might include for example a mix of end or front-on gabled houses in groups.

Layout

8.31 The formality of long straight roads or more geometric layouts tend to be avoided. Instead, more organic arrangements of roads and cul-de-sacs, responding to the available developable area or other features such as topography, produces informal estate layout. Verges and central green islands of open space also feature, but usually less formally landscaped than their inter-war counterparts. Staggered

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building lines are sometimes used and are particularly visually effective where the same house type is employed. These estates typically provide ample car parking both within garage spaces and on forecourt driveways. Remaining front gardens tend to include some grass or planting and, because of their (usually) open plan design, make a good contribution to the perception of greenery in the streetscene.

Picture 8.6 Example of Post-War suburban housing estate



Boundary Treatment

8.32 As noted above the original design of these estates, particularly those of the 1960/70s, is open plan. However where boundary treatment is used these are commonly dwarf walls of brick, and in many locations other forms of boundary treatment have been introduced by occupiers.

Variation

8.33 Earlier estates, from the immediate post-war period, can include more traditional inter-war suburban characteristics such as larger hipped roofs and render as well as brick finish. An example of this would be Blythwood Road/Murray Crescent at Pinner. Gaps above attached garage spaces and passageways to the (other) side of detached houses provides a degree of spaciousness on these estates, however some areas display very spacious characteristics such as Haywood Close at Pinner, and Manor House Estate at Stanmore.

Post-War Pocket Infill Housing & Flats (1f)

8.34 These areas differ from the post war suburban housing estates in that they represent small areas of infill within pre-established suburbs rather than a post-war continuation of the inter-war suburban spread through Harrow. These areas tend to be more compact/dense than the post war estates, sometimes including terraced housing and blocks of flats, with cul-de-sac and (later) car-dominated layouts. As

well as 1950-70s housing there is a notable presence of development from the 1980s, 1990s and 2000s as planning policy checked the general suburban spread that was characteristic of previous decades.

Architecture

8.35 This typology comprises smaller post-war 'infill' estates of mainly detached and semi detached houses from the 1960/70s, with architectural characteristics similar to the above, and later infill developments of modest semi-detached & terraced houses, maisonettes and small blocks of flats. They are mainly finished in brick, with gable roofs and with little architectural elaboration.

Layout

8.36 Due to developable area constraints these estates tend to focus around a limited number of cul-de-sacs or, in later developments, around communal parking courts. They are usually open plan and in earlier developments, of the 1960/70s, provide a sense of suburban openness and greenery, as described for typology 1e above. However in later developments, of the 1980/90s, the dense arrangement of houses and small size of forecourts, together with the dominance of forecourt and communal parking areas, leaves little space for landscaping or greenery and as such give a more urban feel to the public realm. Again staggering of building lines is used both to address the road layout and to add visual interest to terraces/closely spaced semi-detached pairs.

Picture 8.7 Example of Post-War Pocket Infill



Boundary Treatment

8.37 As noted above, these estates are usually open plan but in later, denser developments the effect is to increase the visibility of hardsurfaced parking areas. Later estates often also include small 'left over' green amenity areas.

Variation

8.38 Not all of the later developments displayed the more urban, car dominated characteristics of higher density development from this period. Some later infill developments comprised larger detached houses, but still closely spaced, with architectural features such as Tudor detailing, tile hanging etc. Examples include Lavender Gardens at Harrow Weald and Maytree Lane/Woodward Gardens at Stanmore.

Edwardian Villas (1g)

8.39 These areas include a high proportion of good quality Edwardian villas – typically semi-detached and detached, mainly in red brick. The original development tends to have good architectural detailing, wide tree lined streets and substantially proportioned houses. However in some instances there have been subsequent infill and redevelopment which have undermined the coherence of the original estates.

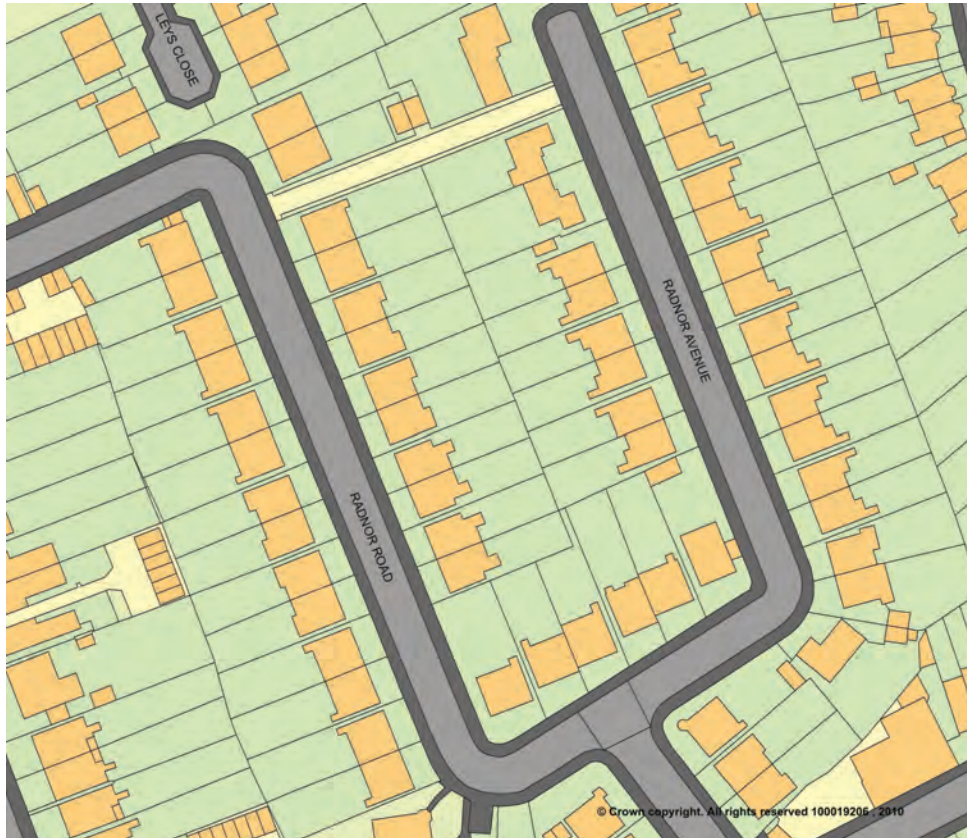
Architecture

8.40 This typology reflects the higher quality, often larger housing built in the Edwardian period. It includes terraced housing, such as the County Roads of Harrow/North Harrow, where the proportions, quality and detailing of the terraces places their architectural origins closer to the arts and crafts movement that inspired many Edwardian villas rather than to the 'by-law' housing of the 19th Century. However the architectural typology falls into two main sub groups: developments of mainly uniform detached & semi-detached pairs; and areas of speculative, individually designed detached houses. The former sub group predominantly in brick with large hipped roofs and (where they survive) sash windows or 'arts and crafts' style casement windows, and rich in architectural detail. The latter, by definition, more architecturally varied and with a mix of materials/finishing.

Layout

8.41 This typology tends to enjoy wide tree-lined streets and often, in the case of the mainly uniform detached and semi-detached pairs, follow a formal road layout. These typically have forecourts large enough for planting but too shallow to provide significant areas of off-street parking. The more speculative areas tend to follow longer, relatively straight roads along which plots were created and developed individually.

Picture 8.8 Example of Edwardian Villas



Boundary Treatment

8.42 Formal boundary treatment of walls or hedging is characteristic of this typology. A common feature around central Harrow is a distinctive front capped boundary walls with brick piers and stone-clad panels.

Variation

8.43 As noted above, this typology covers both areas of uniform, red brick semi-detached pairs and areas of more mixed development. Good examples of the former include West End Avenue at Pinner and Radnor Road/Radnor Avenue, Harrow. Examples of the latter can be found in Love Lane at Pinner and Salisbury Road/Roxborough Road at Harrow.

8.2 Inter-War Estates (Group 2)

8.44 This grouping of typologies covers the inter-war period, between 1918 and 1939, when rapid development associated with the formation of radial rail links to London saw the Borough transform from a predominantly rural landscape to a number of suburban districts and centres. This is reflected by the extensive coverage of typologies within this grouping as shown at Picture 8.9 'Inter-War Estates' and is typical of the suburban sprawl that took place around London during this period, creating what are now the outer London boroughs. In broad terms, the typologies in

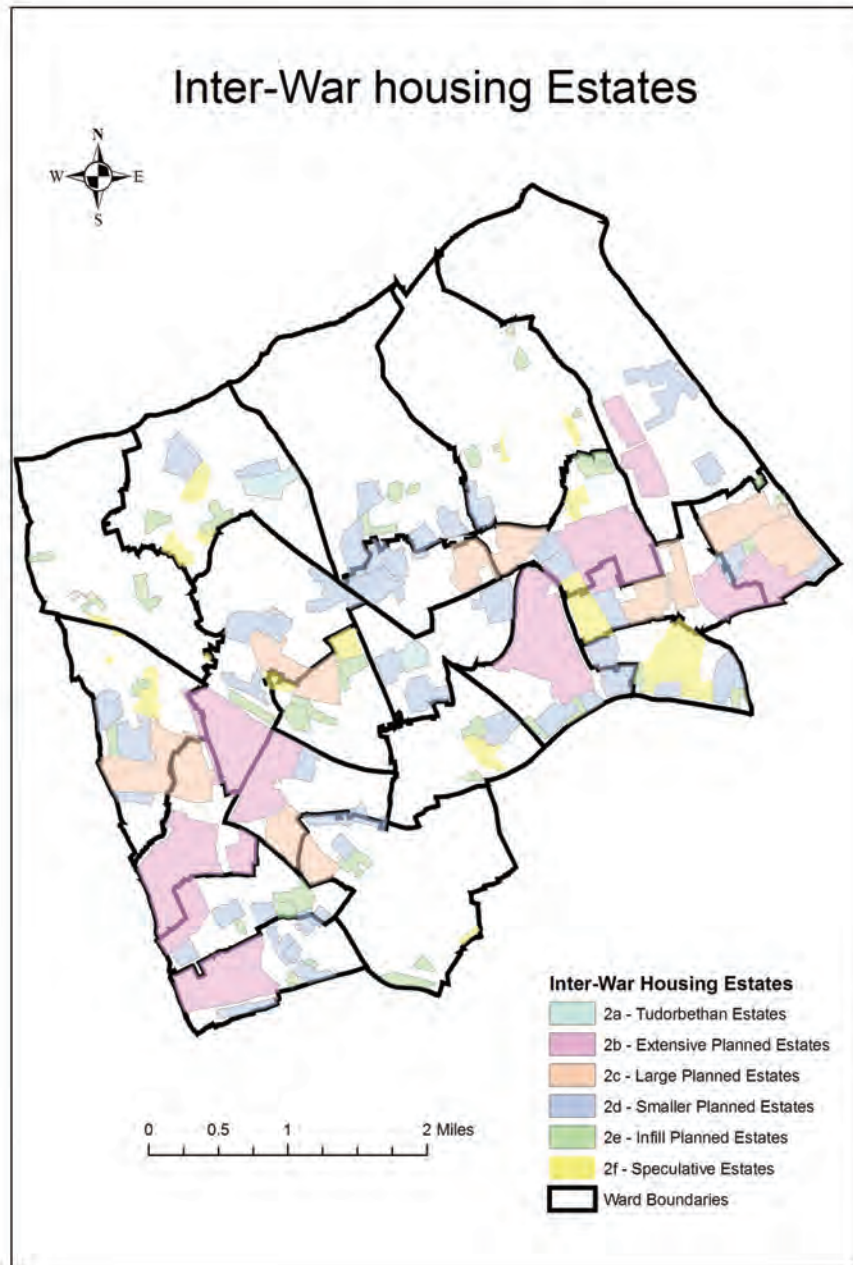
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this grouping share the characteristics that typify housing development of the 1920/30s and which to many is the defining image of suburbia: semi-detached houses or terraced with bay windows set in tree-lined roads with grass verges. However there are, in reality, subtle but important distinctions in character between many of the areas that make up the Borough's inter-war housing stock.

8.45 The typologies in this grouping relate principally to the scale of development of individual areas, and the distribution of these helps to tell the story of how Harrow was developed during the period. By 1914, existing settlements in the Borough had experienced some suburban expansion of terraced housing or more expensive semi-detached and detached villas. The continuation of this expansion around the existing settlements after 1918 appears to have taken place on a largely incremental basis, as reflected by the clusters of smaller & infill estates around Harrow, Wealdstone, Pinner and South Harrow (Roxeth), and often leaving property boundaries that reflect the field boundaries of the pre-existing rural landscape. By contrast, the extensive and large estates seem to relate more closely to the new stations and associated newly formed parades/centres - Rayners Lane, Belmont Circle, Queensbury, Canons Park and west of South Harrow - where very large areas of undeveloped land were suddenly opened up for development during the period. This permitted large scale acquisition of land by development companies and a comprehensive approach to the planning and layout of suburbs.

Picture 8.9 Inter-War Estates



Tudorbethan Estates (2a)

8.46 These areas consistently display very strong 'Tudorbethan' architectural detailing across the estate, typically good quality 'mock Tudor' timber cladding, deep bays, tile hanging, etc. Where part of an estate they are also supplemented by layouts with verges, green areas, trees etc reminiscent of the garden suburbs.

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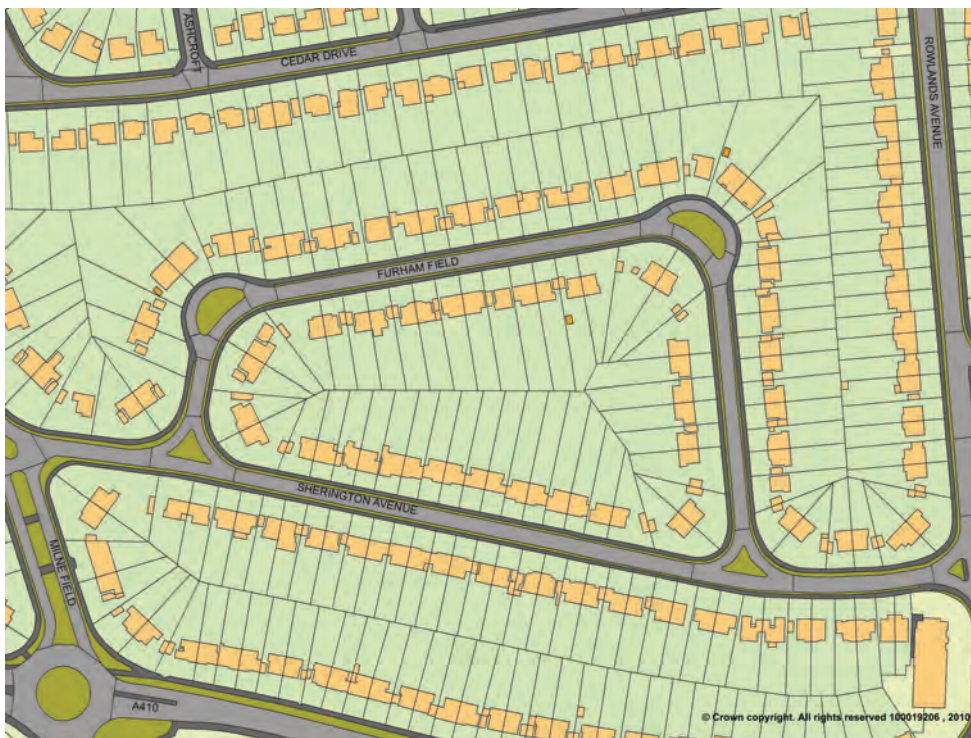
Architecture

8.47 This typology is singled out from other estates in the grouping for the very high quality of architectural finish. Although many other estates reflected the popular 'Tudorbethan' style to a greater or lesser degree, the quality of design and finish in these areas demonstrated a greater attention to detail. Such details included effective use of timber beams to create a convincing mock-Tudor details (in contrast to rather more obvious timber beam cladding in other areas), projecting gables, deep square or rounded bay windows, feature brickwork such as herringbone-panels, etc. Original window designs, where they survive, include small timber framed panes suggestive of a rural cottage, or more Elizabethan style diamond-leaded panes.

Layout

8.48 Narrow roads with verges and street trees combined with the architectural detailing to again give a strong village characteristic to these areas. The building line is set back to give houses a front garden space though many have subsequently been hardsurfaced to provide forecourt parking, a problem perpetuated by narrow carriageway width which limits the availability of forecourt parking. Although most houses have only a garage space to one side many corner plots or those where there is a bend in the road have larger spaces which contribute to a sense of spaciousness and provide important glimpses of rear gardens in the streetscene.

Picture 8.10 Example of Tudorbethan estate



Boundary Treatment

8.49 Formal front boundary treatment in the form of walls, fences or hedges is a traditional characteristic of this typology, however many have been reduced in width or removed altogether to facilitate forecourt parking.

Variation

8.50 Tudor Road, at Pinner Green, displays many of the architectural qualities associated with this typology but comprises larger houses and an informal, wider gravel carriageway.

Extensive Planned Estates (2b)

8.51 These estates were probably master-planned by a single developer. They typically occupy an extensive area of land which allowed a comprehensive approach to be taken to the road layout - employing geometric patterns, curves, green islands/roundabouts, etc – influenced by garden suburb principles. Variety in design detail was often employed to avoid monotony and to give the perception of individually, but these details derive from a common palette which gives each estate an architectural coherence. Estates are either mainly single house type (semis) or a mix of mainly two house types (terrace + semis) (semis + detached).

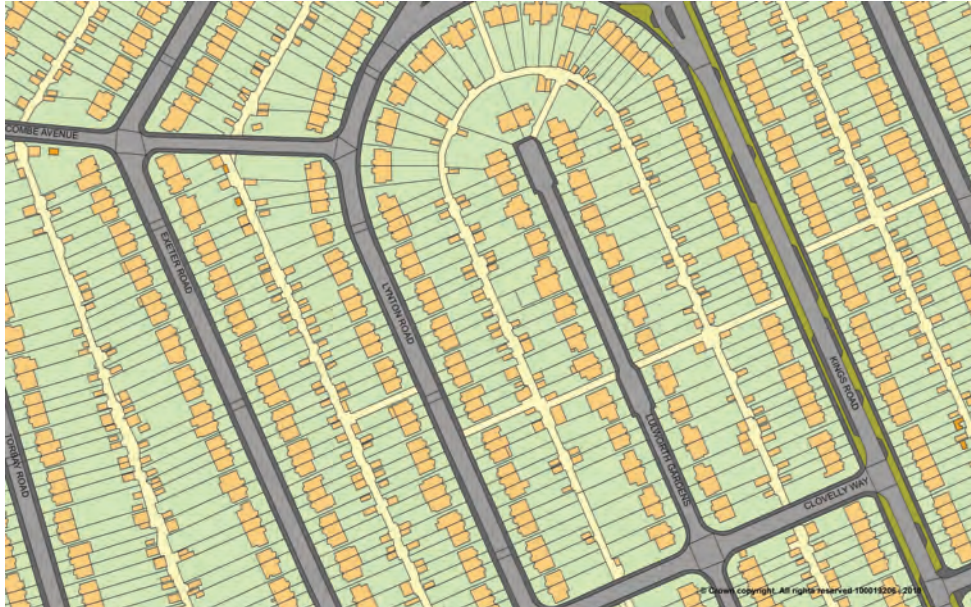
Architecture

8.52 Predominantly semi-detached and/or terraced houses with bay windows (many variations), usually a mix of brick and render. Most include a feature gable over the bay and some other architectural feature such as tile hanging or mock-Tudor timber beams, but of lesser detail/quality compared to the Tudorbethan estates. As an alternative to the more common bay fronted house type, semi-detached pairs with 'M' gable frontages may also feature.

Layout

8.53 The defining feature of this typology is the comprehensive way in which they were planned and developed, often following formal geometric layouts with landscaped islands, an implied hierarchy of main roads & side roads and the use of footway links providing pedestrian access between roads. Houses are set back with front gardens in the conventional way, but some estates also feature rear service roads along which garages or other outbuildings have subsequently developed. The gaps between houses varies also: most have a garage space at the side but semi-detached pairs separated only by a shared driveway, and just passageways between end-terrace houses, are also common.

Picture 8.11 Example of extensive planned estate



Boundary Treatment

8.54 Formal boundary treatment of hedges, fences and walls are characteristic in these areas but are increasingly reduced, or removed altogether, to provide forecourt parking.

Variation

8.55 As noted above this typology includes significant variation in architecture. The Laing Estate at Stanmore, for example, is characterised by red brick semi-detached pairs with shallow bay windows, and its layout includes landscaped verges and amenity greens. The Nash Estate at Rayners Lane, by contrast, comprises predominantly rendered houses but many original windows (where they survive) are in metal rather than timber frames. The Howberry Road Estate includes houses with 'suntrap' bay windows.

Large Planned Estates (2c)

8.56 As with the extensive planned estates these areas also display master-planning by a single developer over a large, but less extensive area of land and the layout often reflecting or constrained by the area boundaries. Nonetheless interesting road layouts are produced and, again, there is an overall architectural coherence through a common palette of design details. Again house types vary on these estates from mainly semis, to a mix of mainly terrace and semis or mainly semis and detached.

Architecture

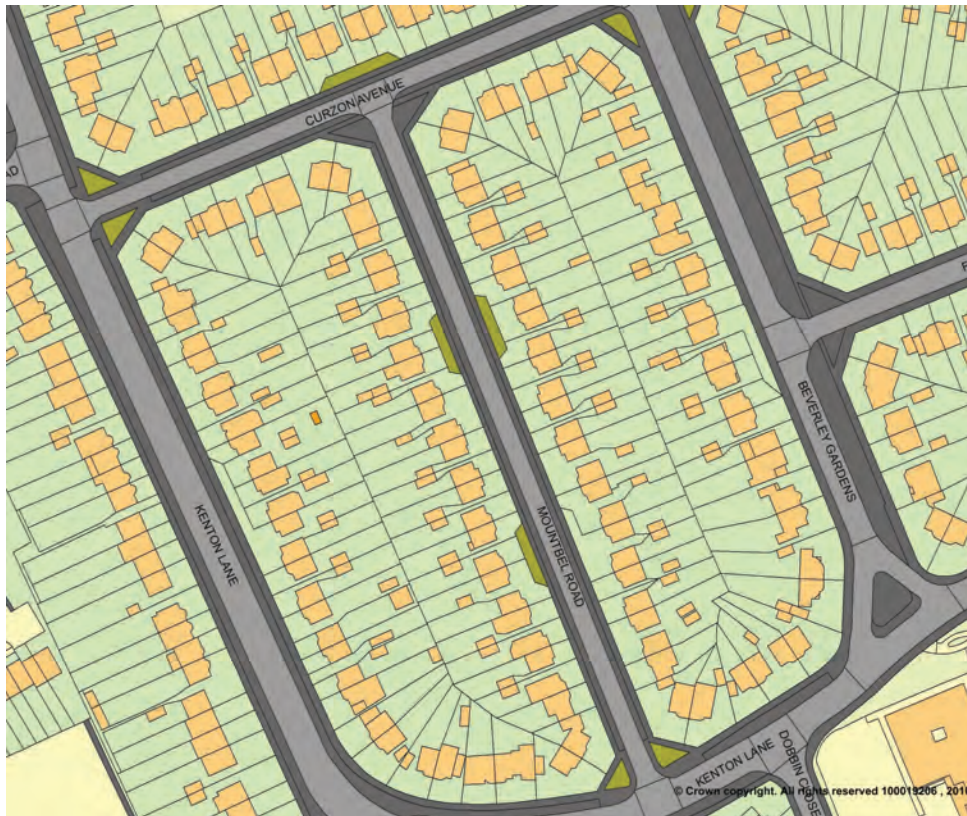
8.57 These large, but not extensive planned estates also comprise predominantly semi-detached and terraced, or semi-detached and detached houses of brick and render. Again the traditional bay fronted house, with or without feature gable/hip roof

over, is the most common form often with modest tile hanging or mock-Tudor detailing. The alternative semi-detached pairs with 'M' gable frontages also feature on many estates.

Layout

8.58 Although on a smaller scale than the extensive planned estates, this typology also demonstrates strong formal, planned characteristics in the layout of roads and coherence of houses. Many include amenity green areas, verges and trees. Again the gaps between houses varies also: most have a garage space at the side but semi-detached pairs separated only by a shared driveway, and just passageways between end-terrace houses, are also common.

Picture 8.12 Large Planned Estate



Boundary Treatment

8.59 Formal boundary treatment of hedges, fences and walls are characteristic in these areas but are increasingly reduced, or removed altogether, to provide forecourt parking.

Variation

8.60 The Beverley Gardens estate is a particularly good example in this typology, the layout of which takes full advantage of the rising ground upon which it is situated, and which features some houses in the modern architectural style (with flat roofs

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and suntrap windows), houses with integral balconies/feature corner windows, and semi-detached pairs which are turned to face the corner at road junctions. The area of Parkside Way, North Harrow, is by contrast routed in the garden suburb tradition with more traditional house types, narrow carriageway widths, verges and street trees.

Smaller Planned Estates (2d)

8.61 Again these areas display master-planning by a single developer but over a much smaller area of land than the large & extensive estates. Some interesting road layouts are produced and, again, there is an overall architectural coherence through a common palette of design details. Again house types vary on these estates from mainly semis, to a mix of mainly terrace and semis or mainly semis and detached.

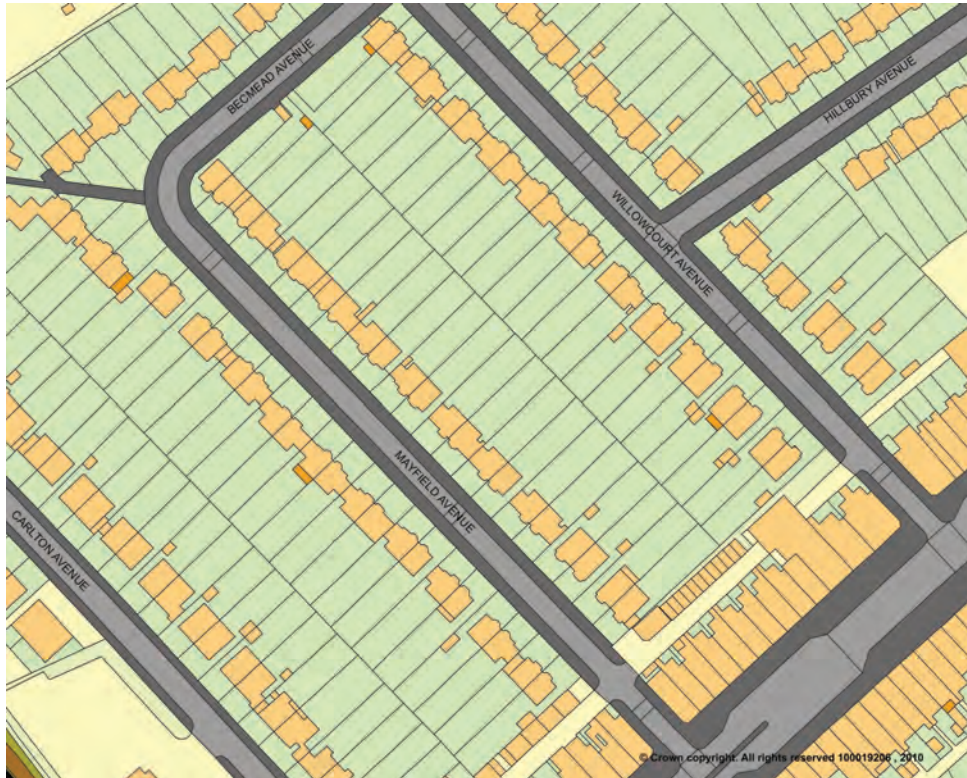
Architecture

8.62 As with the larger planned estates, this typology tends to comprise estates of either predominantly semi-detached and terraced, or semi-detached and detached houses of brick and render. In these areas the traditional bay fronted house, with or without feature gable/hip roof over, continues to dominate but there is significant variation particularly in areas of mainly semi-detached and detached housing.

Layout

8.63 The estates in this typology typically cover much smaller areas than the large/extensive planned estates. Consequently they tended to be developed more economically, and while many layouts incorporate street trees and verges they generally lack more geometric form, amenity areas and permeability of the larger estates. Spaciousness tends to be limited to the gaps between houses (and on corner sites) which, again, vary between shared driveway spaces and attached-garage spaces.

Picture 8.13 Smaller Planned Estate



Boundary Treatment

8.64 Formal boundary treatment of hedges, fences and walls are characteristic in these areas but are increasingly reduced, or removed altogether, to provide forecourt parking.

Variation

8.65 As noted above there is significant architectural variation particularly between areas dominated by detached houses. For example Cedar Drive at Hatch End comprises distinctive red brick detached houses with angular bay windows and overhanging hipped roofs, and a strong sense of spaciousness. Cranbourne Drive at Pinner comprises flat fronted detached houses, with a mix of brick and render finish, and link attached garages set back from the front elevation creating gaps between houses in the streetscene. In terms of layout, one notable exception is Park Crescent at Harrow Weald which forms a distinctive circus bisected by College Avenue.

Infill Planned Estates (2e)

8.66 These estates occupy much smaller areas of land, sometimes as little as a single field of the pre-existing rural landscape, constraining the ability of the estate planners to produce the level of interest and creativity in layout of the larger planned estates. However the layouts of these infill estates are not without interest, often

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avoiding the regimented plan-forms more reminiscent of Victorian & Edwardian suburbs, and as with the other planned estates there is an architectural coherence in design detail which indicates the work of a single developer.

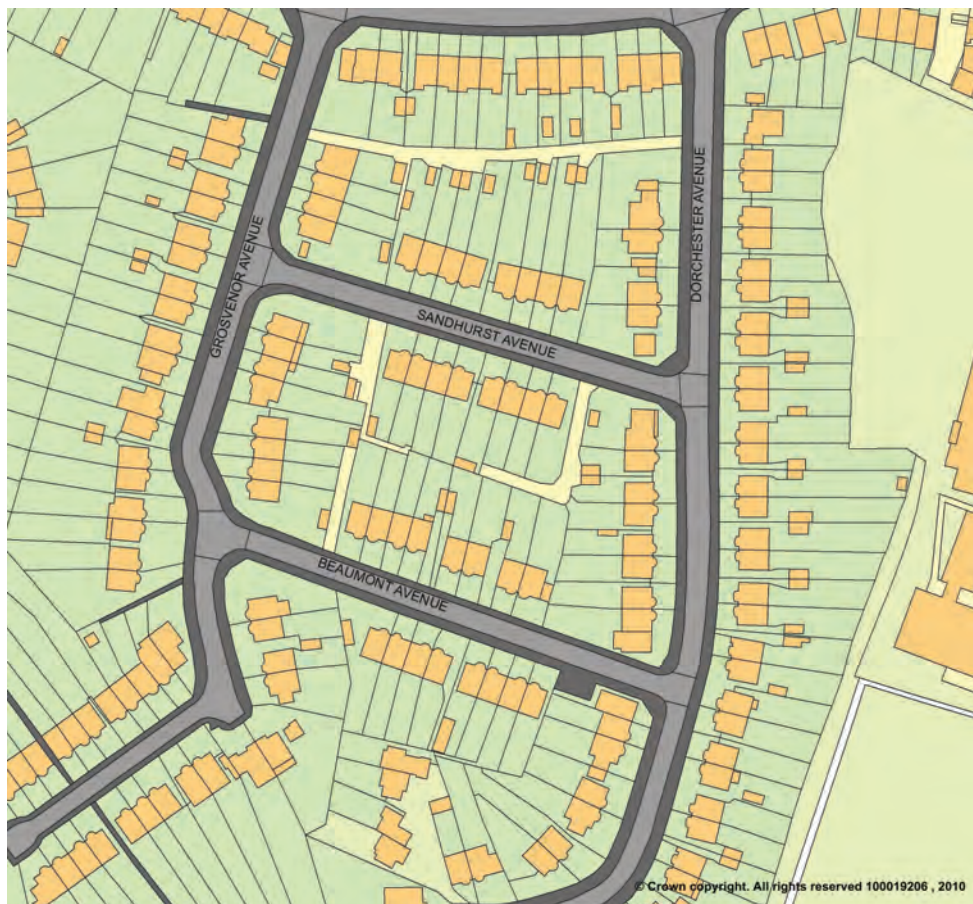
Architecture

8.67 Again, although traditional bay fronted houses are common in these areas they also often display some more unusual housetypes, reflecting the likelihood that they were developed by small-scale developers. As with the smaller planned estates, this typology includes significant architectural variation between individual areas.

Layout

8.68 The practicality of developing such small areas tends to mean that there is usually little elaboration in the form and layout of estates in this typology. Many are confined to just one or two roads and their alignment is typically determined by the constraints of adjoining development or the pre-existing field boundaries. As a consequence of their small scale and constraints, lateral link paths or roads with neighbouring areas are rarely incorporated. Spaciousness tends to be limited to the gaps between houses (and on corner sites) which, again, vary between shared driveway spaces and attached-garage spaces.

Picture 8.14 Infill Planned Estate



Boundary Treatment

8.69 Formal boundary treatment of hedges, fences and walls are characteristic in these areas but are increasingly reduced, or removed altogether, to provide forecourt parking.

Variation

8.70 Notable architectural variation includes a mix of semi-detached houses and dormer bungalows at Stanmore; detached houses with two storey front projections at Anselm Road/Park View, Hatch End; and modernist, rendered semi-detached pairs with suntrap windows at Kynaston Close/High Road, Harrow Weald.

Speculative Estates (2f)

8.71 These estates often have a utilitarian road layout, designed to maximise the development potential of the land, sometimes with narrow carriageways and an absence of garden suburb influence displayed in the planned estates. However their most distinctive characteristic is the variety of architectural style, indicating that the area was probably developed on a speculative basis. Sometimes a whole road or just individual groups of houses have common design characteristics and house types in these areas can vary considerably. They lack the coherence of the planned estates.

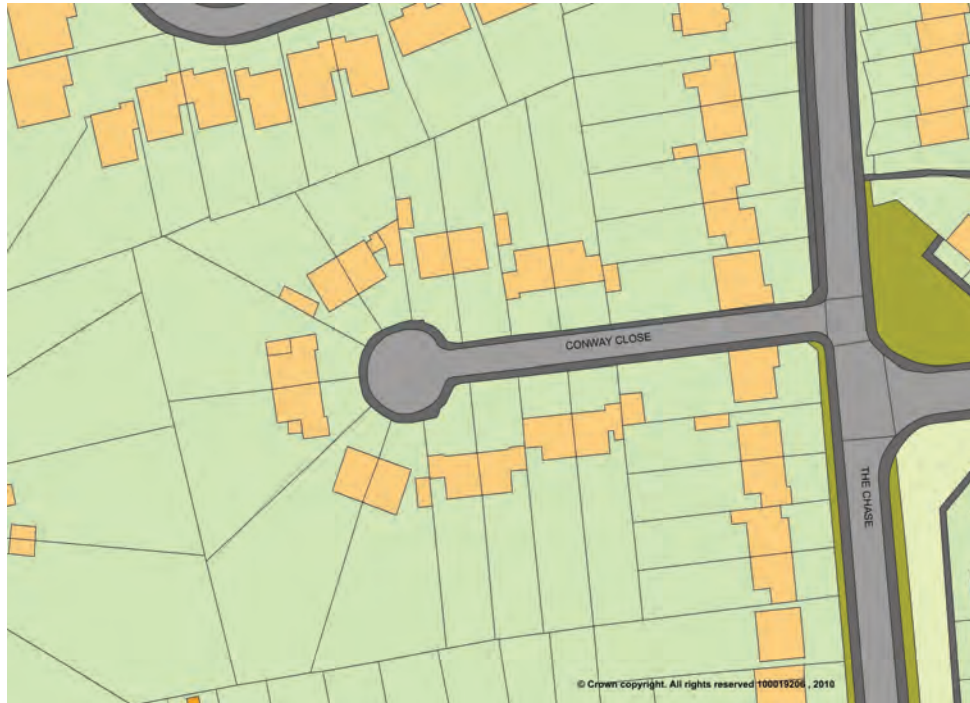
Architecture

8.72 By definition architecture in this typology is highly varied, with individual areas often displaying a range of house types and styles. For example Belmont Lane at Stanmore includes a mix of traditional bay fronted semi-detached houses and red brick detached houses with angular bay windows and overhanging hipped roofs, as well as larger individually designed detached houses. Similarly St. Thomas Drive at Hatch End comprises matching groups of brick or render detached houses and again larger individually designed detached houses.

Layout

8.73 These areas reflect: ribbon development along suburban boulevards laid out in the inter war period, as at St. Thomas Drive, Hatch End, or Sudbury Court Drive, Greenford; or in fill/redevelopment along pre-existing lanes or residential roads such as Belmont Lane, Stanmore and Wellington Road, Hatch End; or development of plots along single roads such as Lyncroft Avenue/Eastcote Road, Pinner.

Picture 8.15 Speculative Estate



Boundary Treatment

8.74 Boundary treatment varies as a reflection of the varied nature of development covered by this typology. However as there is a high representation of detached houses in these areas, many with large front gardens, some forecourt greenery tends to be present.

Variation

8.75 As described above there is much architectural and layout variation within and between areas in this typology.

8.3 Linear (Group 3)

8.76 This grouping is characterised by the linear formation of the constituent areas along local lanes or principal routes that existed in the rural landscape. Development in these areas predominantly (but not exclusively) dates from the inter-war period or the immediate post-war period of the 20th Century, and appears to have occurred either as piecemeal development of individual plots and groups of plots, or as part of the more general spread of suburban development out from existing settlements and the newly formed 'Metroland' centres. In some areas development along the principal thoroughfares formed the interface between estate development in adjoining areas.

8.77 As with other groupings of typologies, there is a chronological dimension to the spatial distribution of the two typologies within this grouping. The spacious, incremental development of rural lanes seems to have a strong correlation to the

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historic settlements of Pinner, Stanmore and Harrow Weald. The more suburban development of lanes/routes also shows some clustering in relation to these settlements, but this typology also displays a strong presence to the south of the Borough as development extended out from central Harrow, Kenton, Edgware/Canons Park, and around the newly formed Metroland centres of Rayners Lane and North Harrow. Development along Eastcote Lane, South Harrow, represents a substantial interface between two extensive planned estates along a thoroughfare which linked Roxeth and Eastcote in the pre-existing rural landscape of the area.

Picture 8.16 Harrow linear typology



Suburban Rural Lanes (3a)

8.78 These areas are characterised by piecemeal development along lanes and driveways that were present in the pre-existing rural landscape. Typically the houses are individually designed or in small groups and predominantly date from the 1930-1950s but with earlier (e.g. Edwardian) and later (post-war infill) development. The lanes retain an informality (boundary treatments, footpaths) and level of greenery that give them an informal, suburban-rural charm. Some of these areas also have a good degree of spaciousness.

Architecture

8.79 These areas comprise predominantly detached houses, in a mix of brick and/or render finish and usually with typical suburban features from the inter-war/immediate post-war period such as bay windows, feature gables, integral or attached garages, etc. Areas of larger, more spacious housing in this typology are often characterised by houses of individual design, but more frequently there are clusters or groups of similar design/palette suggesting that development along these lanes was carried out incrementally by individual builders or small scale developers.

Layout

8.80 By definition, these areas are linear in nature but strongly characterised by forecourt and streetscene greenery, in many instances giving the appearance of a village lane for example by narrow carriageway width or the absence of a formal footway for pedestrians. These areas also generally have a very strong sense of spaciousness with large forecourts and wide gaps between buildings.

Picture 8.17 Suburban Rural Lane



Boundary Treatment

8.81 As noted, boundary treatments tend to be informal and make an important contribution to the perception of greenery in the streetscene.

Variation

8.82 Good examples of this typology can be found in Moss Lane and Old Hall Drive, Pinner.

Former Lanes & Principal Thoroughfares (3b)

8.83 These areas also follow the route of former rural lanes, but have been 'suburbanised' in character by the development of more conventional semi-detached and terraced houses either side, and with more suburban features such as formal verges & street trees instead of mature tree cover and informal hedges etc. Many of them have become principal routes for traffic through the borough with consequent implications for noise, street furniture, the level of forecourt parking etc.

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Architecture

8.84 These areas are predominantly characterised by inter-war suburban development of traditional semi-detached and terraced houses, although the design and architectural detailing of the houses can vary significantly within a single area. Some areas also include terraced housing from the Edwardian period and subsequent (post war and recent) redevelopment.

Layout

8.85 By definition, these areas are linear in nature. Development in these areas is typically set-back from the road but as many of the areas form part of main traffic routes through the Borough it is common for forecourts to be largely or fully hardsurfaced to provide off-street parking. Gaps to the side of houses and longer forecourts in some areas give them a sense of spaciousness, but this is not a common characteristic of all areas in the typology.

Picture 8.18 Former Lanes & Principal Thoroughfares



Boundary Treatment

8.86 Formal boundary treatment of hedges, fences and walls are characteristic in these areas but are often reduced, or removed altogether, to provide forecourt parking.

Variation

8.87 Corbins Lane, South Harrow, has a wide variety of detached, semi-detached and terraced houses and some bungalows giving a more mixed architectural character along this former, rural lane than others in the typology. Headstone Road, at Harrow, features Edwardian terraced and semi-detached housing with very short forecourts either side of a narrow road, giving a more urban character, but gradually increasing in suburban character as it extends northward (as it becomes Harrow View) away from Harrow.

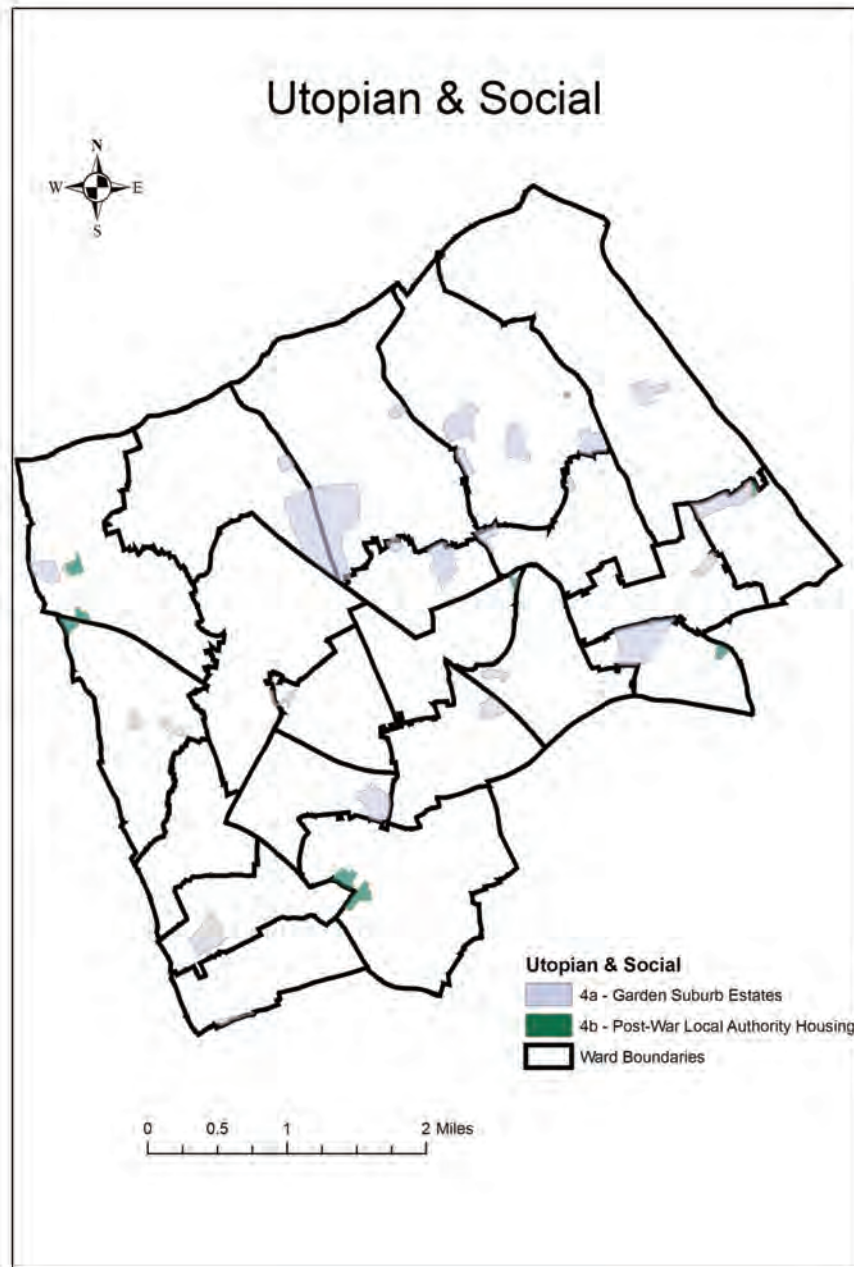
8.4 Utopian and Social (Group 4)

8.88 During the inter-war and immediate post-war period both private sector and local authority housing was influenced by early town planning ideals of the garden city and a desire to replicate the perceived benefits of a non-urban living environment. However, while the private developer interpretation produced the now classic Metroland suburbs - the 'Tudorbethan' architecture, the verges and street trees, geometric road layouts etc - the response from local authorities, housing charities and others led to suburbs of a different character, based on minimum standards for housing and a 'purist' interpretation of the garden city design and layout principles. These garden suburb estates form the first typology in this grouping.

8.89 The second typology in the grouping relates to areas of post-war local authority housing from the 1960s and 1970s. Typically higher density estates than their garden suburb predecessors, and with a greater mix of houses and flats, these areas nevertheless display a high degree of coherence and demonstrate contemporary ideas about estate design and layout.

8.90 The spatial distribution of the garden suburb estates, shown in Picture 8.19 'Utopian and Social Housing Areas', indicates that they tended to be developed in more peripheral areas, away from existing settlement centres and the new Metroland town centres, where land was more cheaply available and, perhaps, where there was less competition for land from private developers. The distribution of post war local authority housing estates tended to be more *ad hoc*, as these occurred through in fill and redevelopment of sites that became available during the period.

Picture 8.19 Utopian and Social Housing Areas



Garden Suburb Estates (4a)

8.91 These areas demonstrate distinctive garden suburb characteristics: quite plain semi detached and terraced housing, a clearly planned road layout, open spaces, variation in building lines to add interest & variety, etc. Some of these areas are entire estates, others are more limited frontage development along main roads. They predominantly date from the 1930s-1950s. The integrity of some of these areas has been damaged by later new development, for example on former open spaces, or modifications to the original road layout to accommodate redevelopment.

Architecture

8.92 Houses are characterised by their plain, simple appearance, to give the perception of a cottage or rural dwelling. Limited features in earlier estates included windows with glazing bars, storm porches/canopies, etc. However the common design theme of all estates in this typology is a deliberate absence of the architectural elaboration - bay windows, stained glass, feature gables etc. - that is characteristic of the sprawling Metroland estates. Houses are predominantly semi-detached or terraced and finished either in brick or in render.

Layout

8.93 Layout is the strongest feature of these estates. Road layouts typically follow a planned, geometric layout with verges, street trees and amenity green areas. The overall sense of spaciousness is added to by gaps between semi-detached pairs, terraces and on corner sites. The houses are often arranged around greens, or bends in the road, or with staggered building lines to avoid monotony. As many estates remained in local authority ownership for much of the post-war period there have been comparatively few additions or alterations, helping to conserve the uniformity of buildings and spaciousness of these areas.

Picture 8.20 Garden Suburb Estates



Boundary Treatment

8.94 Classic boundary treatments are hedges or fences, or dwarf walls. Many remain intact, however there is an increasing tendency to open up front gardens for forecourt parking as houses have entered private ownership.

Variation

8.95 The Kenmore Road estate in Kenton includes some houses with mock-Georgian sash windows. The large Cedars estate in Harrow Weald includes extensive use of BSBF prefabricated houses from the 1950s. At Buckingham Road/Chandos Crescent in Edgware a large area of open space, forming part of the original design of the estate, was redeveloped to provide flats in the 1970/80s.

Post-War Local Authority Housing (4b)

8.96 These are areas of post-war local authority housing development, typically from the 1960s & 1970s and comprising a mix of housing and flats. Some areas have strong similarity with others suggesting that they were part of a co-ordinated programme of development of the period. Much architectural uniformity exists within each area.

Architecture

8.97 These estates typically comprise a mix of two storey houses and three storey flats. Designs employed across estates in Harrow include light coloured brick terraces and flat blocks with distinctive 'butterfly wing' roofs, and red brick terraces and flat blocks with conventional roofs. The houses usually incorporate integral garages and staggered building lines are used to break the visual bulk/monotony of the buildings.

Layout

8.98 The houses and flats of the estates with the distinctive 'butterfly wing' roof design are arranged around short cul-de-sacs off main roads, reflecting their origins as comparatively small scale in-fill developments. The red brick houses and flats tend to have occurred on estates previously a part of garden suburbs but subsequently redeveloped (presumably to achieve higher density) and these often retain some elements of the original road layout, but with breaks to form open spaces, cul-de-sacs etc. The flat blocks are usually set in open, landscaped grounds. Parking is frequently designed into the layout of these estates with garage or surface parking courts and on-street bays.

Picture 8.21 Post War Local Authority Housing



Boundary Treatment

8.99 Mixed use of open plan and enclosed front gardens. Many front gardens are used for forecourt parking despite incorporation of parking into the design and layout of these estates.

Variation

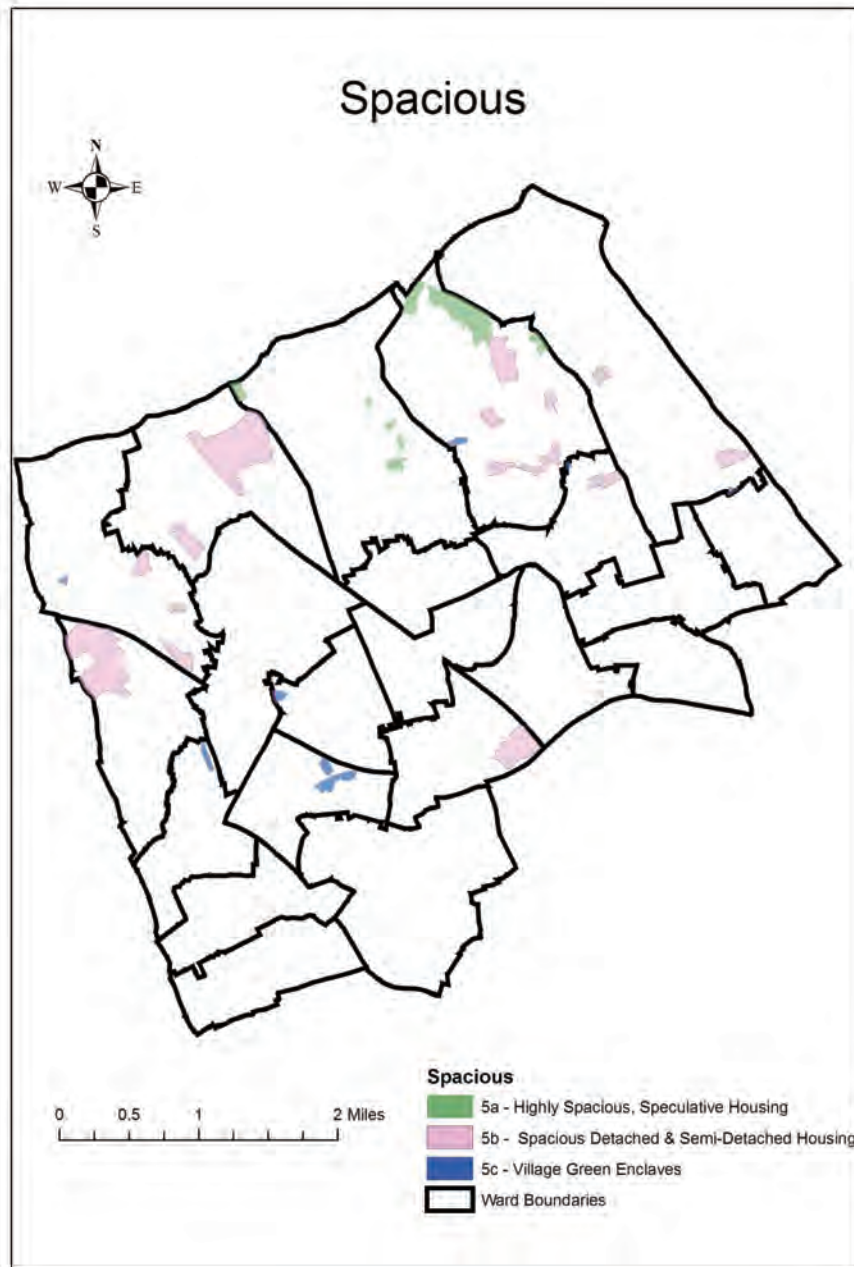
8.100 Other examples include an estate of 1960s flat roofed two and three storey blocks of flats in Hazeldene Drive at Pinner, and 'resiform' prefabricated three storey blocks of flats at Grange Farm Close, South Harrow.

8.5 Spacious (Group 5)

8.101 This grouping of typologies represents areas of particularly spacious development. The typologies include areas developed throughout the principal building periods of the 20th Century - pre-war, inter-war and post war - and therefore cover a range of architectural styles. The spatial distribution of typologies in this grouping is illustrated at Picture 8.22 'Spacious Areas' and shows that these areas are predominantly located to the north of the Borough.

8.102 The most spacious areas of development are located exclusively within the Green Belt and in particular around Bentley Priory, reflecting the way in which parts of the Bentley Priory estate were released for development, the desirability of the location on Harrow Weald Ridge and the comparative remoteness from railway/Underground stations (meaning that it was less attractive for more suburban development). Other, larger areas in this grouping are the result of estate layout which encouraged the development of more expensive suburban houses and, with it, large gardens/spacious setting; smaller areas tend to reflect subsequent redevelopment of earlier Victorian/Edwardian villas in very large grounds. Finally, the 'village green enclave' typology relates to a small number of traditional suburban development arranged around large, communal greens or gardens.

Picture 8.22 Spacious Areas



Highly Spacious, Speculative Housing (5a)

8.103 These are areas of very high quality housing set within a spacious, often verdant setting. They fall into two broad categories: those formed as speculative building plots along pre-existing lanes which retain a degree of rural character; and those formed by speculative development arranged around a planned road layout, typically within the grounds of earlier Victorian country estates. Many but not all of these areas are within the Green Belt.

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Architecture

8.104 This typology comprises predominantly detached houses of individual design or, where part of small estates, infrequently repeated house types. It includes red brick Edwardian villas, traditional inter-war houses and more modern designs from the 1950/60s.

Layout

8.105 These areas are characterised by informal layout along existing roads or by informal arrangement of houses around cul-de-sacs spurs. Large forecourts, wide gaps between houses and informal arrangement of houses in relation to each other combine to create significant spaciousness in the streetscene. This also allows for mature landscaping and views or rear garden spaces & trees.

Picture 8.23 Highly Spacious Speculative Housing



Boundary Treatment

8.106 No continuity of boundary treatment exists, but typically trees and shrubs are used to delineate public vs. private areas adding to the overall greenery of these areas.

Variation

8.107 As noted above, there is much architectural variation between areas within this typology.

Spacious Detached & Semi-Detached Housing (5b)

8.108 These are also areas of high quality, usually but not exclusively detached housing. Development of these areas appears to have taken place largely on a speculative basis arranged around planned estate roads and more spacious in setting than typical suburban development in Harrow.

Architecture

8.109 Again there is much architectural variation between the areas in this typology. It includes areas of predominantly large Edwardian and inter-war detached houses (with subsequently redeveloped sites) and housing development from the 1950/60s. Unlike the highly spacious typology, these areas do include groups of houses of similar palette/design, or repeated use of house types, suggesting that some development took place on more than an individual plot by plot basis.

Layout

8.110 This typology includes some large areas such as The Avenue at Hatch End, High View at Pinner and Gerrard Road/Flambard Road at Harrow. These areas demonstrate a more comprehensive approach to the layout of estate roads but lack the formal, planned geometric layout of more traditionally suburban estates. Houses in these areas tend to be more conventionally arranged, with front building lines and broadly consistent forecourt depths. Gaps between buildings contribute to the sense of spaciousness and provide glimpses through to rear gardens and associated landscaping & trees.

Picture 8.24 Spacious Detached & Semi-Detached Housing



Boundary Treatment

8.111 Boundary treatment in these areas is typically more formal - including dwarf walls and fences - supplemented by trees and landscaping. Although forecourt parking is increasingly provided on front gardens they are usually large enough to allow generous areas for landscaping to be retained.

Variation

8.112 As noted above there is much architectural variation between areas within this typology. Old Church Lane at Stanmore, for example, comprises modest 1950s detached houses with strong uniformity/coherence. High View/Cuckoo Hill and Grange Gardens at Pinner include some examples of 'Tudorbethan' architectural detailing.

'Village Green' Enclaves (5c)

8.113 These are small groups of suburban housing centred around open, often landscaped gardens giving the impression of a village green. Typically they date from the 1930s and appear to be strongly influenced by the garden suburb movement, though some are later.

Architecture

8.114 The architecture of houses in these areas is more traditionally suburban, including a number of areas with inter war detached and semi detached houses, or early 20th Century terraced houses. Gaps between buildings are more conventional than other typologies in this grouping, but their sense of spaciousness is enhanced above the norm by layout (see below).

Layout

8.115 The common characteristic of these areas is the arrangement of houses around a central green space, often landscaped. The effect of the layout is to create the perception that the houses enclose, at least in part, the central open space and the overall impression is one of a village green.

Picture 8.25 Village Green Enclave



Boundary Treatment

8.116 Boundary treatments include fences, walls and hedges. In some areas the houses are served by narrow access roads around the central open space, and in these areas pressure for parking has led to widespread loss of boundary treatment and the use of forecourts for parking.

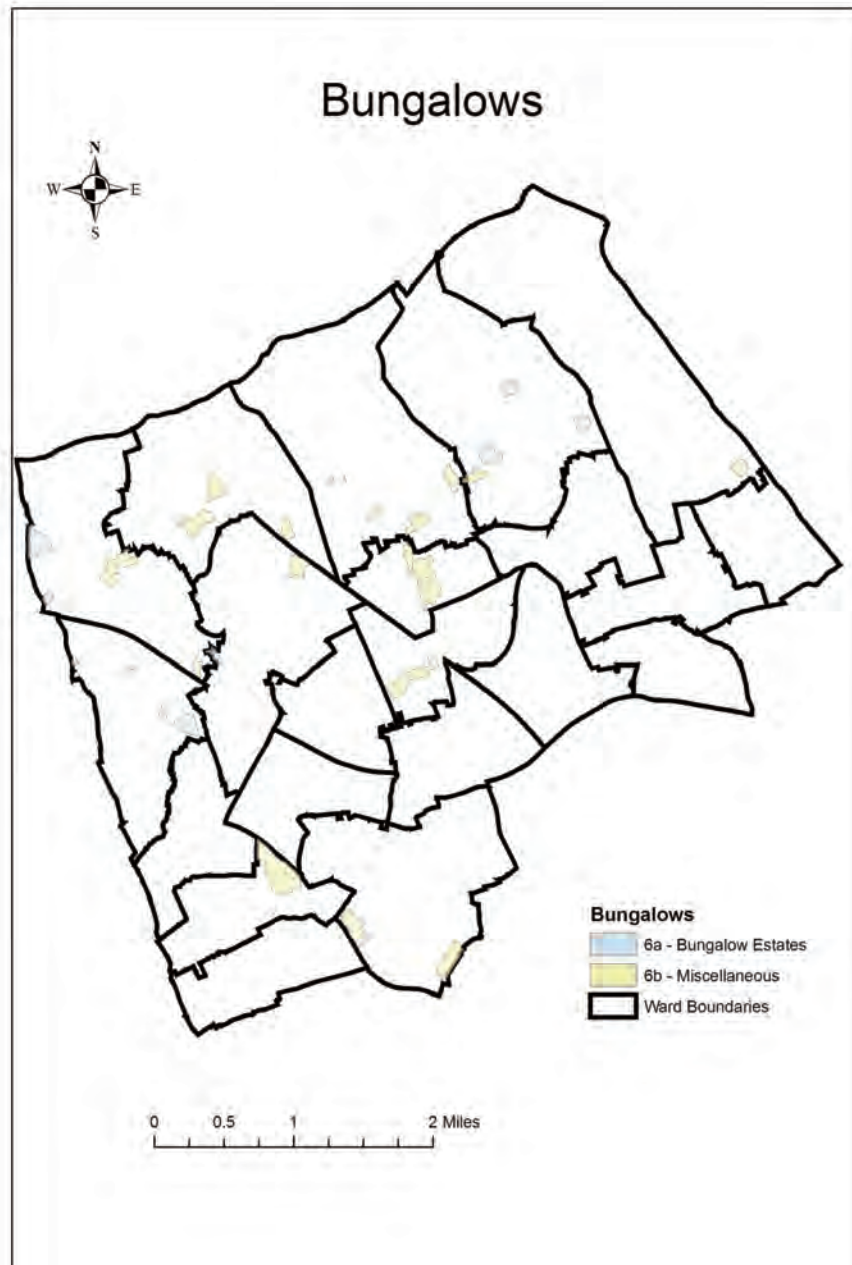
Variation

8.117 The typology includes examples of 1960/70s development - Miller Close at Pinner and Winton Gardens at Edgware.

8.6 Bungalows and Miscellaneous (Group 6)

8.118 Although bungalows were occasionally included in small groups as part of larger estate developments in the inter-war period, this typology relates areas which are wholly or predominantly bungalow estates. As can be seen from Picture 8.26 'Map of Bungalow Estates and Miscellaneous' below, these areas are few in number and broadly relate to the wider areas of Pinner and Stanmore to the north of the Borough. The rarity of bungalow development in Harrow may be a reflection of their relatively high land take and the traditional perception of bungalows as a form of housing for older people.

Picture 8.26 Map of Bungalow Estates and Miscellaneous



Bungalow Estates (6a)

8.119 These areas comprise estates of wholly or predominantly bungalows predominantly from the 1930s, 1940s & 50s. They usually have strong uniformity/architectural coherence.

Architecture

8.120 The bungalows comprise a mix of brick or render buildings, with pitched roofs, mostly in semi-detached pairs but also some detached. Those dating from the 1930s include traditional design features such as bay windows and door canopies, or modernist 'suntrap' type windows. Later estates, probably dating from the 1950s, tend to be of simpler design with large 'picture' windows.

Layout

8.121 As these estates occupy comparatively small areas they tend to have modestly planned layouts usually with one estate road, with street trees and verges, and a small number of cul-de-sac spurs. Small but regular gaps between buildings provide some degree of spaciousness.

Picture 8.27 Bungalow Estates



Boundary Treatment

8.122 Original dwarf brick walls are common. Increasingly however these are removed to facilitate forecourt parking.

Variation

8.123 Wynlie Gardens at Pinner comprises a small, uniform collection of gable fronted 'chalet' houses. Dickson Fold also at Pinner is a 1950s development of terraced bungalows arranged in an open plan layout with the bungalows served by a central path rather than from the road. Hollybush Close at Harrow Weald is a 1980/90s infill bungalow development, in brick with a more urban (less spacious) appearance.

Miscellaneous (6b)

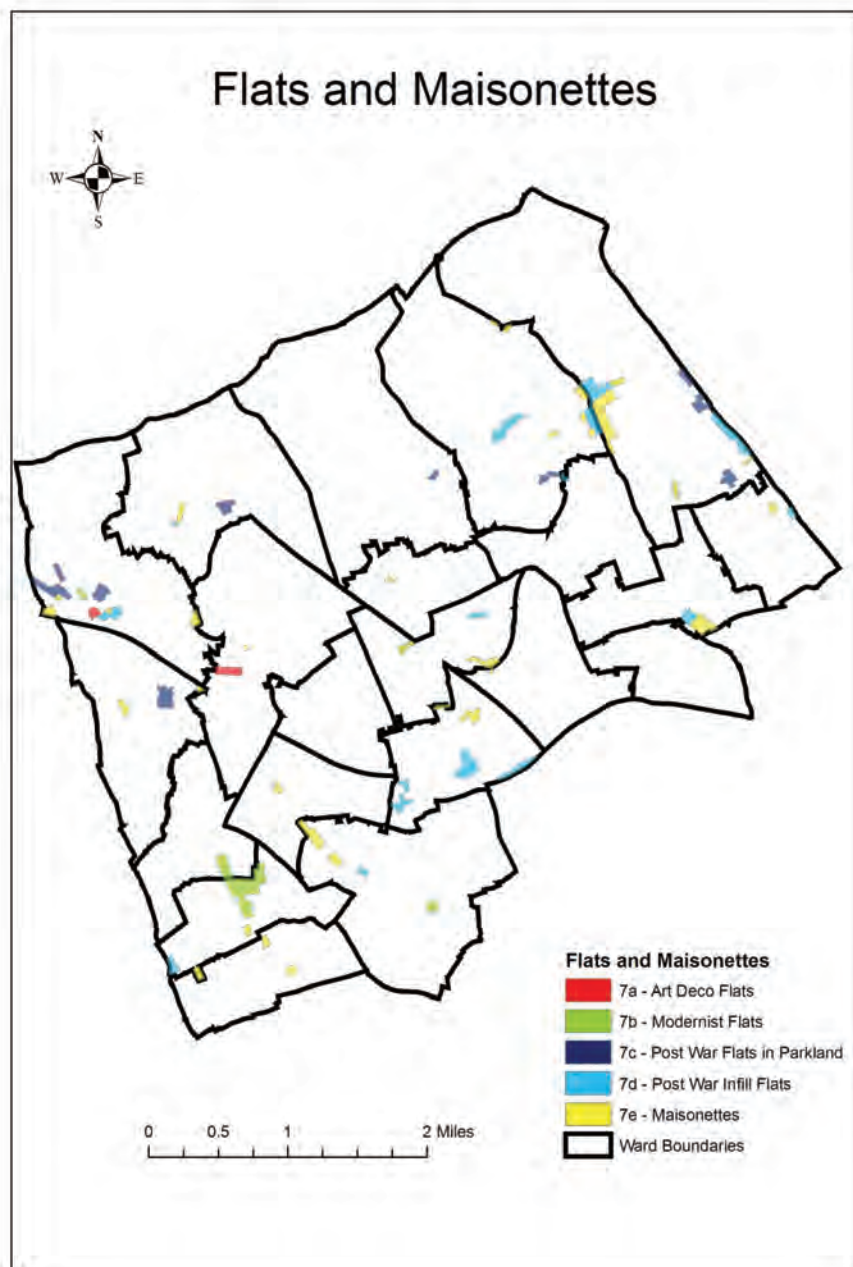
8.124 These are areas of mixed character – in terms both of layout and architecture – which do not fall into any other typology. By definition no generalisations relating to the architecture, layout and boundary treatment common to these areas can be drawn. However each area is described in the appendices to this report.

8.7 Flats and Maisonettes (Group 7)

8.125 Contrary to popular perception flats and maisonettes formed an integral part of suburban development during the inter war and immediate post war period. Mansion blocks, typically designed in the new modernist style, complimented more traditional suburban housing development in Harrow in the 1920/30s providing high quality accommodation for professional and older people usually in locations close to centres and stations. The redevelopment of old country houses and villas in the 1950/60s provided opportunities for new flatted development in appropriate locations, and flats have continued to provide the predominant element of redevelopment schemes in Harrow, contributing to the supply of new homes in the Borough, ever since. Maisonettes - the term used here to describe purpose built flats within buildings which have a close appearance to traditional suburban housing - was also employed as a form of housing in the inter-war and immediate post war period.

8.126 In terms of spatial distribution, it can be seen at Picture 8.28 'Map of Flats and Maisonettes' below that typologies in this grouping are clustered broadly in relation to centres, particularly Pinner and Stanmore, and in a linear pattern along main road routes through the Borough.

Picture 8.28 Map of Flats and Maisonettes



Art Deco Flats (7a)

8.127 These are very distinctive, modernist blocks of flats. They comprise white rendered blocks with green pantile roofs, formally arranged within verdant spacious grounds.

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Architecture

8.128 This typology relates to two developments: Elm Park Court and Pinner Court. They each comprise two very distinctive two and three storey complexes of flats finished in white render and with green pantile roofs and green window frames. Elm Park Court has areas of flat roof used as roof gardens. Both developments include balconies.

Layout

8.129 The developments are set back from the road in spacious, mature landscaped grounds. The blocks are formally arranged to create symmetry and a sense of enclosure around parts of the open space. Pinner Court forms a continuous open frontage to a significant stretch of Pinner Road. Parking is provided in garage and parking courts to the rear.

Picture 8.29 Art Deco Flats



Boundary Treatment

8.130 Elm Park Court has distinctive 'Spanish arches' at its entrance points and this development is more enclosed in relation to the wider public realm. By contrast Pinner Court has a dwarf wall to the Pinner Road frontage giving a greater sense of openness and prominence in the streetscene.

Variation

8.131 Pinner Court has 'suntrap' windows which emphasise the art deco character of the flats.

Modernist Flats (7b)

8.132 Also distinctive but different from the art deco flats above, these are usually designed as 'mansion' blocks in red brick and render and often with modernist design references.

Architecture

8.133 These two and three storey 'mansion block' flats also tend to display art deco architectural features, such as sun-trap windows and in the design of entrances/communal areas, but are not as striking as the art deco flats described above. They are usually finished in red brick with some feature brickwork or render, and have either hipped or flat roofs.

Layout

8.134 Larger developments are set back from the road in their own grounds, with the block or blocks arranged around a central green or parking park. More modest developments are arranged along road frontages but set back behind a forecourt, often with forecourt parking provided in a 'carriage drive' arrangement.

Picture 8.30 Modernist Flats



Boundary Treatment

8.135 Dwarf walls with landscaping behind is the most common boundary treatment for this typology.

Variation

8.136 The mansion blocks are used to particularly good effect along Alexandra Avenue, south of Rayners Lane, in the approach to the 'Metroland' Rayners Lane centre and as a buffer between the wide, formal boulevard and the more suburban streets of the surrounding Nash estate.

Post-War Flats in Parkland Settings (7c)

8.137 These areas are typified by two and three storey blocks of flats set within quite open, spacious grounds. Often they occupy the grounds of earlier Victorian villas retaining mature tree cover, or are adjacent to areas of open space.

Architecture

8.138 These areas comprise coherent 1960/70s developments of two and three storey blocks of flats, usually finished in brick and with flat (1960s) or pitched (1970s) roofs. There is little or no architectural detailing, the blocks' design being routed in the modern idiom of architecture.

Layout

8.139 The principal characteristic of these areas is their generous, open grounds complete with mature landscaping, which gives the perception of a 'parkland setting'. In larger areas with multiple blocks access is provided by estate roads, but the pedestrian access to blocks is usually via a network of pathways through the grounds. Parking is typically provided in parking and garage courts, and formal communal refuse/outdoor storage is also sometimes provided.

Picture 8.31 Post-War Flats in Parkland Setting



Boundary Treatment

8.140 Within these areas the layout is open, with no boundary treatment. However formal boundary treatment, such as dwarf walls, are sometimes used to delineate these areas from the surrounding public realm.

Variation

8.141 Dove Close at Hatch End comprises two 1960s high rise blocks with balconies. Pinner Grove at Pinner has a distinctive copper-green, low pitch roof and benefits from the additional open space provided by the adjacent Pinner Village Gardens.

Post-War Infill Flatted Developments (7d)

8.142 These areas are typically post-war redevelopments of earlier houses and grounds, for example of Victorian/Edwardian villas or of sites assembled from suburban houses and gardens along main roads. Those along main roads tend to be more urban and dominant in character; where redevelopment has taken place in more suburban locations the blocks have tended to be more self contained within the site, for example served by a cul-de-sac driveway off the principal highway.

Architecture

8.143 Development in this typology comprises predominantly brick two and three storey blocks of flats. Earlier examples, dating from the 1950/60s, tend to be more traditional in appearance with pitched roofs, chimneys &etc. Blocks from the 1960/70s more commonly have flat roofs and a more modern appearance with wide 'picture' windows. Later examples, from the 1970/80s, return to a more traditional appearance with smaller windows, pitched roofs and in some cases dormers.

Layout

8.144 As developments in this typology often replaced houses or other buildings on existing plots, the layout of these areas is typically conventional with the flat blocks fronting an existing road, set back behind a forecourt. Parking is usually provided in parking or garage courts at the rear, and landscaping/communal amenity space provided on any remaining areas.

Boundary Treatment

8.145 Formal boundary treatment in the form of dwarf walls, fences or hedges is usually used to delineate the development from the wider public realm. More recent developments have seen increasing use of railings as an alternative form of boundary treatment.

Picture 8.32 Post War Infill



Variation

8.146 This typology includes areas with more recent infill flatted development, dating from the late 1990s/2000s, for example Sheepcote Road at Harrow and Uxbridge Road Stanmore. These typically demonstrate greater design detail than their earlier counterparts and often include additional floors of accommodation within roofspace areas.

Maisonettes (7e)

8.147 These areas are typified by low rise, low density developments – for example complexes of two storey buildings which from their appearance could be mistaken for conventional suburban housing. The layout of these areas also tends to reflect conventional suburban housing – with forecourt and private rear gardens which both upper and lower maisonettes have access to. Due to the discrete nature of these developments there is usually a strong architectural coherence. They predominantly date from the 1930s, 1940s and 50s.

Architecture

8.148 Development in this typology predominantly dates from the inter-war and immediate post-war periods, but is distinctive in that the maisonettes are accommodated in two storey buildings similar in appearance and proportions to conventional domestic dwellings of the time. Examples from the inter-war period include brick and render semi-detached pairs with 'suntrap' design windows at

Character Assessment of Harrow's Residential Areas

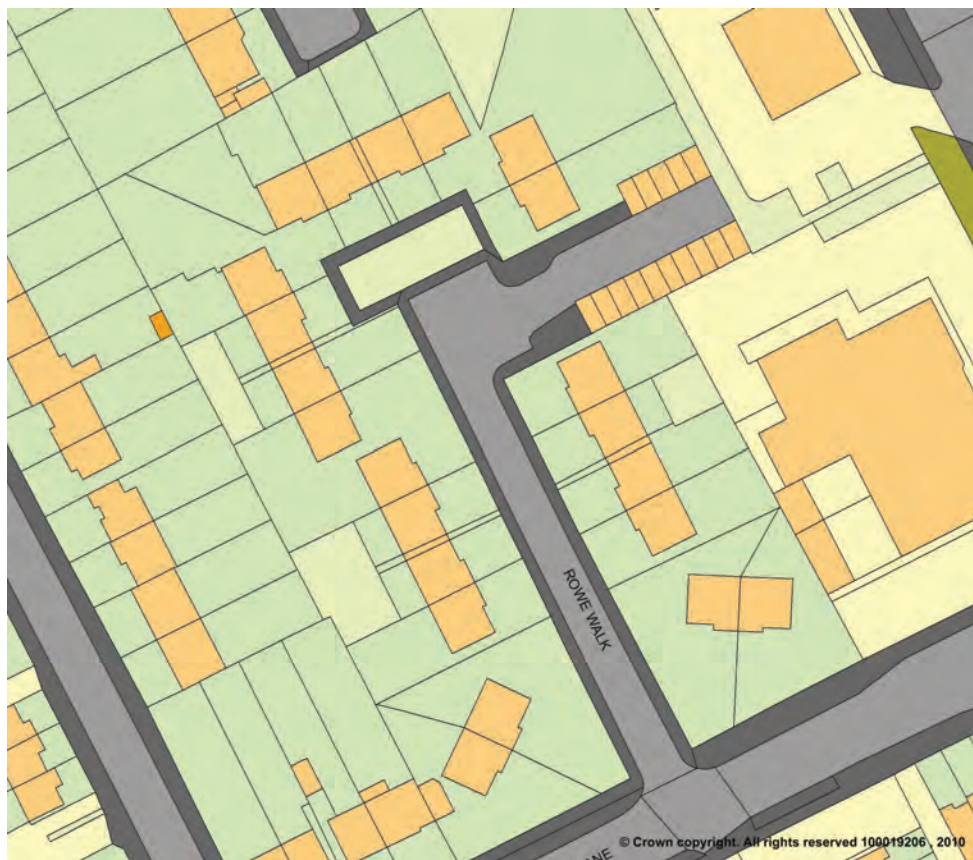
Character Assessment of Harrow's Residential Areas

Alexandra Close, South Harrow and Lloyd Court, Pinner. An example of 'M' shaped gable design, in short terraces and semi-detached pairs, can be found at Rowe Walk, South Harrow, and Alpine Walk & Rectory Close, Stanmore. Two developments from the 1950s in distinctive yellow brick and with simple, timber casement windows can be found at Malcolm Court and Kerry Court, Stanmore. Most maisonettes have their own front door with upper flats served by internal or external staircases. 1950/60s maisonettes often include small balcony areas.

Layout

8.149 Some maisonette developments are integrated into wider suburban development and therefore have a conventional street frontage, for example along Shaftesbury Avenue at West Harrow. Others are arranged around their own cul-de-sac or estate road, occasionally centred around a communal green space or landscaped area. Parking is typically provided in garage courts. The maisonettes blocks are set back behind forecourts and rear garden areas are formally subdivided to provide private amenity spaces for each flat.

Picture 8.33 Maisonettes



Boundary Treatment

8.150 Formal boundary treatments such as dwarf walls, fences and hedges are common and frequently remain intact. In areas of parking pressure (for example Everton Drive, Queensbury), however, many forecourts have subsequently been hardsurfaced to provide off-street parking.

Variation

8.151 The 1950/60s maisonettes at Dene Gardens & Merryfield Gardens, Stanmore, are arranged within an open-plan layout creating a highly spacious, well landscaped setting. Similarly Chessington Court and Chiswick/Bloomsbury Courts, Pinner, also have very open, landscaped settings.

9 Conclusions

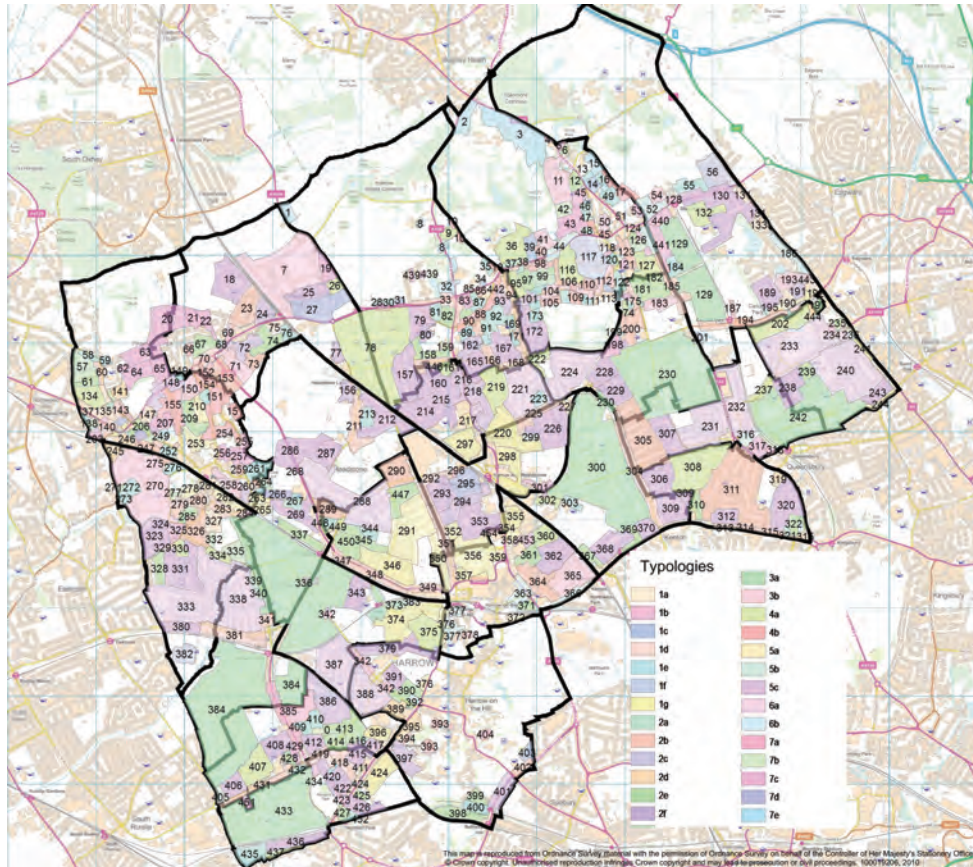
9.1 Spatial Distribution of Character Areas

9.1 Picture 9.1 'Characterisation - All Areas' below shows the spatial distribution of the character areas identified as part of this study. It is a striking feature that small character areas cluster around the settlements which were well established before the arrival of the railways in the 19th and early 20th Centuries, particularly Pinner, Stanmore, and Roxeth (now South Harrow). This may be explained by the ongoing process of redevelopment, incremental additions and higher land values associated with existing settlements and fuelled by the availability of rail connections. In contrast those areas where stations were opened deliberately to facilitate development of hitherto open farmland - Rayners Lane, North Harrow, Northolt Park, Belmont Circle, Queensbury, Canons Park and Stanmore (underground) - are surrounded by large, comprehensively laid-out estates. Together, both the village areas and the Metroland suburbs contribute to the diversity of housing and residential character present in the Borough.

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Picture 9.1 Characterisation - All Areas



Group 1: Pre & Post War Suburban

Victorian & Edwardian Terraces (1a)

9.2 Areas of Victorian and Edwardian terraced housing occur particularly around Wealdstone, West Harrow and South Harrow. Some smaller areas of this typology also exist around central Harrow, Pinner and at Edgware/Burnt Oak. The distribution of this typology has a strong correlation with the availability of public transport at the time of development. In Wealdstone, where the largest cluster of this type of housing can be found, industrial development including some major employers (Kodak, Whitefriars Glass, Winsor & Newton) is likely to have contributed to demand for terraced housing during the Victorian and Edwardian periods.

Post-War Experimental (1b)

9.3 This typology can be found predominantly around Stanmore and Harrow Weald. The development of post-war experimental housing schemes often took place on sites formerly occupied by detached houses in large grounds, and such sites are typically found towards the north of the Borough or at Harrow on the Hill.

Post-War Mock Georgian (1c)

9.4 Again this typology typically arose from the redevelopment of sites formed from individual or groups of houses and their gardens. Pockets of post-war mock Georgian housing can therefore be found in areas where such sites could be found: Stanmore, Pinner and Harrow Hill.

Modern Large Housing Estates (1d)

9.5 This typology comprises three individual areas, all of which were the consequence of the redevelopment of large previously-developed sites. Two of these are located in Stanmore and one is located at Pinner.

Post-War Suburban Housing Estates (1e)

9.6 Post-war suburban estates are found exclusively to the north of the Borough and are particularly extensive in area north of Uxbridge Road at Pinner and Stanmore. They represent the availability of open land for traditional estate layouts of low-moderate density family housing in the early post-war period.

Post-War Pocket Infill Housing (1f)

9.7 Post-war pocket infill housing predominantly occurred through the redevelopment of previously developed sites, and occasionally through the release of open land. This typology can therefore be found throughout the borough but with clusters particularly noticeable at Stanmore, Harrow Weald and Pinner.

Edwardian Villas (1g)

9.8 Areas of larger Edwardian housing are found to greatest extent around central Harrow, with a further noticeable cluster at Pinner. Other locations include Burnt Oak, Edgware and West Harrow. The distribution of this typology shows a strong similarity to that of Victorian and Edwardian housing (1a) and again can be explained by the availability of public transport at the time of development.

Group 1: Heritage considerations

9.9 In Group 1 the principal typologies of heritage are the Victorian and Edwardian housing and the Edwardian villas. These represent the earliest stages in Harrow's suburban development, dating from the pre-war era, and are indicative of Harrow's early role as place of some industrial activity in its own right (Wealdstone) and as a desirable commuter location for City employees (Harrow). Inappropriate alterations, including pressure for subdivision through conversions, loss of boundary treatment/front gardens and high levels of on-street parking are common challenges to the character and appearance of these typologies.

Group 2: Inter-War Housing Estates

Tudorbethan Estates (2a)

9.10 This typology comprises just two areas which represented new estate development in close proximity to railway stations. They are located at central Harrow and Hatch End.

Extensive Planned Estates (2b)

9.11 Extensive planned estates can be found exclusively in the south-east and south-west areas of the Borough. They reflect the comprehensive development of large areas of open land distant from previously existing settlements but encouraged by railway companies through the opening of stations to serve newly created centres at North Harrow, Rayners Lane, Belmont, Queensbury and Canons Park.

Larger Planned Estates (2c)

9.12 As with the extensive planned estates, so too the larger planned estates are relatively few in number and can be found in the south-east and south-west areas of the Borough. They can be found at Rayners Lane, North Harrow, Belmont, Queensbury and Burnt Oak.

Smaller Planned Estates (2d)

9.13 This typology of inter-war estate can be found in many areas throughout the Borough but with particularly noticeable clusters around: (i) Edgware, Wealdstone, South Harrow, Hatch End and Pinner where they represent the continuation of suburban growth beyond earlier developed areas; and (ii) Kenton, Belmont, Kingsbury, North Harrow and Rayners Lane where smaller developments on available land supplemented that of the extensive and larger planned estates.

Infill Planned Estates (2e)

9.14 These smaller infill planned estates occur throughout the Borough often as discrete developments of an individual field or comprising just one road. Small clusters of this typology can be found at South Harrow, North Harrow and Hatch End.

Speculative Estates (2f)

9.15 These estates comprise both large and small areas where housebuilding appears to have been carried out on a speculative basis. Larger areas within this typology occur in locations more remote from public transport, such as the areas between Belmont and Kingsbury, suggesting that lower land values may have been a factor in their development. However smaller areas within this typology can be found in clusters around Pinner and Hatch End, indicative of another form in the continuation of outward suburban development from these settlements.

Group 2: Heritage considerations

9.16 In heritage terms the Tudorbethan estates represent the best in architectural detail and layout of the inter-war estates. However the challenges to this typology are common to all typologies in this grouping: unsympathetic alterations and extensions, including pressure for subdivision through conversions, loss of boundary treatment and hardsurfacing of front gardens to create off-street car parking, development of large outbuildings in back gardens, in some locations the hardsurfacing of grass verges, and pressure for infill residential development where gaps or corner gardens exist.

Group 3: Linear

Suburban Rural Lanes (3a)

9.17 This typology is found exclusively to the north of the Borough, associated with residential development along pre-existing rural lanes at Pinner, Harrow Weald and Stanmore.

Former Lanes and Principal Thoroughfares (3b)

9.18 Development along former lanes and principal thoroughfares is more widespread throughout the Borough, often reflecting routes that existed in the pre-existing rural landscape of Harrow but which - following residential development - were left with a more conventional suburban character. Examples can be found radiating out from central Harrow, South Harrow, Kenton, Edgware, Pinner and Harrow Weald.

Group 3: Heritage considerations

9.19 The suburban rural lanes are important heritage assets. Whilst both typologies in this group provide an important link with Harrow's past, by preserving historic routes through the landscape, the suburban lanes retain an informal, rural and sometimes highly spacious character. Challenges to this character are therefore urbanisation, through the removal of trees and vegetation, the urbanisation of the public realm with footpaths and street furniture, and pressure for intensification of sites through redevelopment.

Group 4: Utopian & Social

Garden Suburb Estates (4a)

9.20 This typology can be found across the Borough, often in locations more distant from centres and public transport, perhaps reflecting that such estates were usually public sector developments where larger areas of more cheaply available land was available. In terms of land area the largest examples of this typology can be found at Harrow Weald and Queensbury.

Post-War Local Authority Housing (4b)

9.21 This typology represents a comparatively modest number of areas where earlier, garden suburb estates were redeveloped to higher densities or otherwise where opportunities were taken to provide local authority housing schemes on Council owned sites. The sites are located at Pinner, Harrow, Belmont, Queensbury and Edgware.

Group 4: Heritage considerations

9.22 Many of Harrow's garden suburb estates represent the realisation of early town planning ideals of design, layout and spaciousness. Though long term local authority ownership some estates survive intact, whilst others have been the subject of post-war redevelopment to achieve modernisation/intensification of occupation. Among the challenges facing this typology are lack of appreciation, incremental changes/alterations by homeowners, and damage to layout features such as verges and amenity spaces.

Group 5: Spacious

Highly Spacious, Speculative Housing (5a)

9.23 The areas of highly spacious housing are located in the Green Belt at Harrow Weald and Stanmore. Many of these areas came about through the incremental development of land formerly a part of country estates, such as at Bentley Priory, Stanmore Hall and Harrow Weald Park.

Spacious Detached and Semi-Detached Housing (5b)

9.24 This typology is predominantly found to the north of the Borough and comprises a mix of larger and smaller areas. Clusters of this typology are evident at Pinner, Hatch End and Stanmore. There is also one, large area of spacious detached and semi-detached housing between central Harrow and Kenton.

Village Green Enclaves (5c)

9.25 These areas predominantly date from the inter-war period and can be found as part of the suburban development of previously open land at West Harrow, Rayners Lane and North Harrow.

Group 5: Heritage considerations

9.26 Each of these typologies include areas of heritage interest, for example as the setting for large Edwardian villas. Of particular interest however are the village green enclaves, which reflect early town planning ideals of layout, landscaping and informal communal space as a response to the more regimented ideas of layout and open spaces associated with 19th Century housing. Proper maintenance of open space and use for illegal parking are the main challenges associated with this typology.

Group 6: Bungalows & Miscellaneous

Bungalows (6a)

9.27 There are two broad clusters of bungalow estates, at Stanmore and Pinner. At both locations these estates form a part of the general suburban spread on previously open land away from the settlement centres.

Miscellaneous (6b)

9.28 These are areas of housing with no overall character that fits within any other typology identified in this study.

Group 6: Heritage considerations

9.29 Bungalow estates are of some interest being comparatively few in number. Large and/or inappropriate roof extensions represent the only significant threat to this typology.

Group 7: Flats & Maisonettes

Art Deco Flats (7a)

9.30 This typology relates specifically to two architecturally distinctive developments at Pinner. Both are located a moderate distance from the village centre, reflecting the suburban development that had already enveloped the settlement by the 1930s.

Modernist Flats (7b)

9.31 Also dating from the 1930s, developments of modernist flats tended to occur close to centres/public transport, such as those at Canons Park, Edgware and Harrow & Wealdstone. The largest area in this typology is that at Alexandra Avenue, near to Rayners Lane.

Post-War Flats in Parkland (7c)

9.32 Post-war blocks of flats in open 'parkland' settings typically occurred through the redevelopment of large, previously occupied sites. They are predominantly located to the central-north parts of the Borough, where such sites were available, at Pinner, Hatch End, Stanmore and Edgware.

Post-War Infill Flats (7d)

9.33 This typology can often be found as a 'ribbon' of redevelopment along main roads; for example Uxbridge Road/London Road/Marsh Lane, Stanmore; Kenton Road/Sheepcote Road/Gayton Road, central Harrow; and Stonegrove, Edgware. As with other post-war development, their locations reflect the availability of suitable previously-occupied sites for development during the period.

Maisonettes (7e)

9.34 As with post-war infill flats, larger areas of maisonettes tend to occur along main roads such as: Marsh Lane, Stanmore; Shaftesbury Avenue and Alexandra Avenue, South Harrow; and Honeypot Lane, Queensbury. Smaller areas within this typology form a part of general suburban development around Pinner, North Harrow, central Harrow and Edgware.

Group 7: Heritage considerations

9.35 In this group the art deco flats are already identified and formally protected as heritage assets, whilst other 1930s modernist flats in mansion blocks, familiar throughout outer (and particularly North) London are also of some interest. Challenges to this typology include pressure for additional floors of accommodation through roof extensions and poor maintenance, particularly where window/door replacements or other improvements are not co-ordinated. For all typologies in this group, loss of landscaping/boundary treatment to provide off street parking is also affecting character.

9.2 Relationship with Harrow's Core Strategy

Harrow & Wealdstone Intensification Area

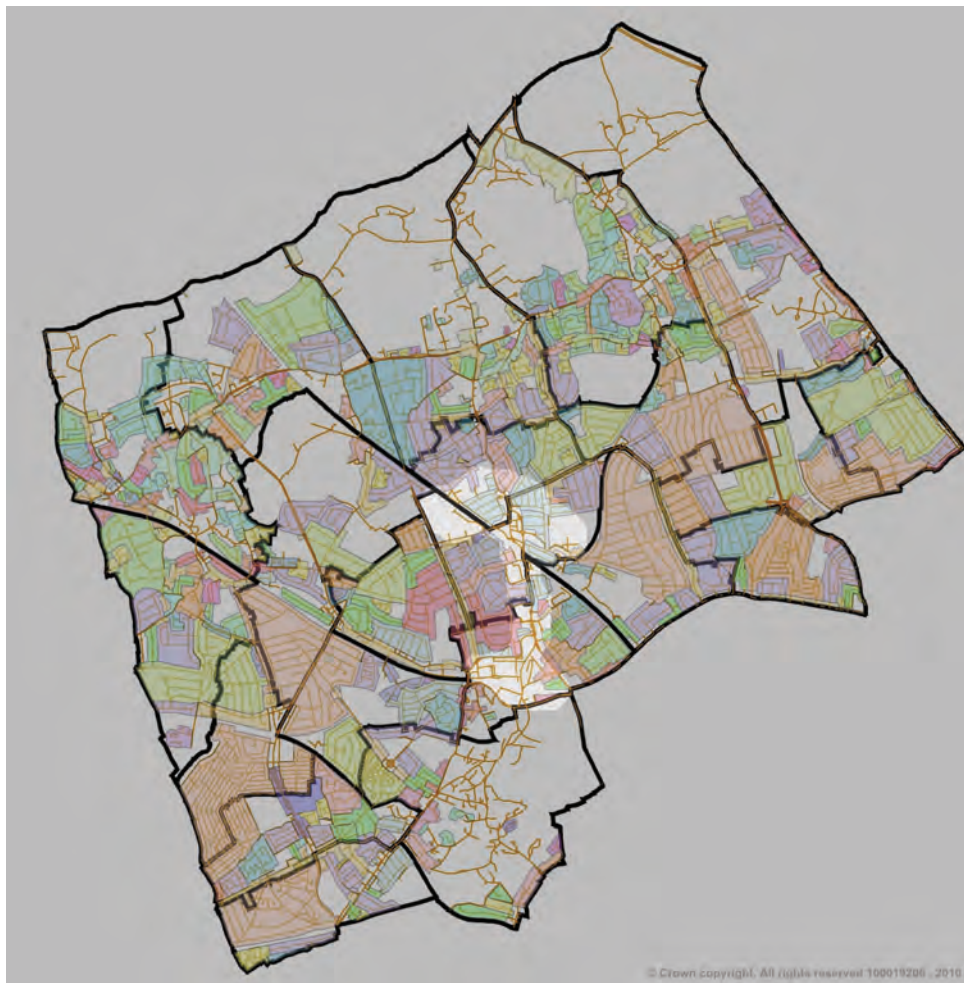
Residential Character

9.36 The draft replacement London Plan (2009) includes an additional area for intensification at Harrow and Wealdstone, to accommodate at least 1,500 new homes and with an indicative employment capacity of 2,000 jobs. This emerging new designation is reflected in Harrow's Core Strategy which proposes to deliver within it a minimum of 2,500 homes and up to 3,000 jobs over the period 2009 and 2026. Recognising that the area will see significant change as a consequence, and to ensure that development in the area achieves the expected high standard of quality and sustainability, the Council has initiated a master-planning exercise for the area in partnership with the community and other interested parties. The master-planning will result in an Area Action Plan to co-ordinate the development and investment needed in the area.

9.37 For the purposes of the draft replacement London Plan and the Core Strategy the broad extent of the proposed Intensification Area has been identified only. Detailed boundary options will be explored through the master-planning exercise and any preferred option will be the subject of formal consultation as part of the Area Action Plan. 'Character Areas within the Proposed Harrow & Wealdstone Intensification Area' below shows the indicative extent of the intensification area, as outlined in the Core Strategy, overlaid onto the typology areas identified in this character study. It can be noted that large areas of the proposed Intensification Area have not been

audited in this study, because they are not residential areas⁽¹³⁾; these include Harrow town centre, Wealdstone district centre, parts of Station Road (such as the Civic Centre), Harrow Leisure Centre and land in commercial use forming part of the Wealdstone strategic industrial location.

Picture 9.2 Character Areas & Intensification Areas



9.38 The indicative, proposed intensification area covers eight areas of Victorian & Edwardian terraced housing (typology 1a), three areas of Edwardian villas (typology 1g), one Tudorbethan estate (typology 2a), one smaller planned inter-war estate (typology 2d), two infill planned inter-war estates (typology 2e), one speculative inter-war estate (typology 2f), two areas of miscellaneous character (typology 6b), one modernist flats area (typology 7b), two post-war infill flatted developments (typology 7d) and one area of maisonettes (typology 7e). The specific areas are tabulated below, by area number/ward.

13 However these areas often include homes as part of the mix of uses present within them, such as flats above shops.

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Character Areas within the Proposed Harrow & Wealdstone Intensification Area

Area No.	Area Name	Ward	Typology No.	Typology Description
217	Bruce Road, Ladysmith Road, High Road	Wealdstone	1A	Victorian & Edwardian Terraced Housing
218	Spencer Road, Risingholme Road, High Road etc.	Wealdstone	6B	Miscellaneous
220	Byron Road, etc	Wealdstone/Marlborough	1A	Victorian & Edwardian Terraced Housing
297	Gordon Road, Graham Road, Havelock Road etc.	Wealdstone	1A	Victorian & Edwardian Terraced Housing
298	Canning Road etc	Marlborough	1A	Victorian & Edwardian Terraced Housing
294	Marlborough Hill etc.	Marlborough	6B	Miscellaneous
295	Queens Walk, Princes Drive, etc.	Marlborough	2A	Tudorbethan Estates
353	Bethecar Road, Nibthwaite Road, etc	Marlborough	2D	Smaller Planned Estates
354	Station Road	Greenhill	1A	Victorian & Edwardian Terraced Housing
355	Rossllyn Crescent, Frogнал Avenue	Greenhill	1A	Victorian & Edwardian Terraced Housing
356	Weildon Crescent, Hindes Road etc.	Greenhill/Marlborough	1G	Edwardian Villas

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Area No.	Area Name	Ward	Typology No.	Typology Description
357	Angel Road, Byron Road, Springfield Road etc.	Greenhill	1A	Victorian & Edwardian Terraced Housing
358	Woodlands	Greenhill	1G	Edwardian Villas
359	Fairholme Road	Greenhill	1A	Victorian & Edwardian Terraced Housing
361	Courtfield Crescent, Courtfield Avenue, etc.	Greenhill	2E	Infill Planned Estates
363	Gayton Road, St. John's Road, Sheepcote Road	Greenhill	7D	Post-War Infill Flatted Developments
364	Northwick Park Road, Bonnersfield Lane, etc.	Greenhill	2F	Speculative Estates
371	Ashburnham Avenue & Ashburnham Gardens	Greenhill	2E	Infill Planned Estates
372	Kenton Road, Kenton Avenue	Greenhill	1G	Edwardian Villas
377	Roxborough Avenue, Roxborough Park (not in CA)	Greenhill	7D	Post-War Infill Flatted Developments
453	Elmgrove Road, Glenwood Close	Greenhill	7E	Maisonettes
454	High Mead	Greenhill	7B	Modernist Flats

Town Centre Character

9.39 The proposed Intensification Area incorporated two centres: Harrow town centre (a metropolitan centre) and Wealdstone district centre.

9.40 Harrow town centre has been assessed as having no uniform character but rather a series of character components. At its heart, in the primary shopping area of St. Ann's Road, development is comparatively recent (1980s and 1990s) reflecting the Council's interventions during that period to create viable, modern shopping and leisure facilities for the Borough. Whilst architecturally of their period, this part of the town centre remains comparatively fresh and vibrant with a coherence of built form and materials. Office development of the 1960s characterises parts of College Road, Lyon Road and Gayton Road; however restructuring of the office market has resulted in decline and incremental conversions, adversely affecting the coherence and future of these components. Other components form a transition between the town centre and adjoining areas. For example, Peterborough Road and Grove Hill Road link the more modern, commercial character of central Harrow with the more historic, residential character of the neighbouring part of Harrow-on-the-Hill. Similarly the more spacious, low rise layout of Harrow College and adjacent Lowlands Recreation Ground create part of the leafy, open setting of the adjacent north slope of Harrow-on-the-Hill. To the north of the town centre, the presence of classic 1930s Metroland parades in Station Road provide a link between the town centre and the inter-war character of many of the surrounding residential areas.

9.41 In terms of heritage, Harrow town centre is not of itself a particularly historic settlement and this is reflected in the modest number of listed and locally listed buildings that are present there. However Harrow-on-the-Hill, immediately to the south of Harrow town centre, has a high concentration of designated heritage including listed buildings and conservation areas, and is therefore sensitive to development which could affect its setting. All of the Borough's identified important views of St. Mary's Church converge over Harrow town centre, making it a sensitive location for tall buildings and structures.

9.42 As with Harrow town centre, so too Wealdstone district centre is not a historic settlement, but dates from the late 19th and early 20th Centuries and some aspects of this heritage survive. However incremental post-war redevelopment has disrupted the overall coherence of development from this period and, unlike Harrow town centre, Wealdstone has not been the focus of investment by national multiple comparison retailers and the office market.

9.43 Both Harrow town centre and Wealdstone district centre have been the subject of late 20th Century road schemes to enable traffic penetration into each centre to be controlled. Whilst this has benefited environmental conditions within the centres, the roads also form a physical barrier between each centre and their neighbouring residential areas.

Heritage Issues

9.44 Although there are some statutory and locally listed buildings present within the proposed Intensification Area, they are few in number and geographically disparate. Only one conservation area - Roxborough Park and The Grove - partially extends into the Intensification Area by its inclusion of Lowlands Recreation Ground and the Harrow College frontage to Lowlands Road. With appropriate development management policies, it is anticipated that impacts upon these heritage assets can be controlled as part of the design and layout of individual proposals. There are no other designated heritage assets within the Intensification Area.

9.45 By contrast Harrow-on-the-Hill has the Borough's highest concentration of statutory and locally listed buildings, is substantially covered by eight conservation area and accommodates a registered historic park and garden and an archaeological priority area. The Hill's built heritage combined with its topography and surrounding Metropolitan Open Land continue to support its designation as an area of special character.

9.46 The proposed Intensification Area will direct future growth to a location with limited heritage assets where character change can be managed and, in some respects, is desirable. By providing an area for intensification as part of the Borough's growth management strategy, the Intensification Area will also alleviate pressure for development in sensitive areas such as Harrow-on-the-Hill and provide opportunities for residents to appreciate the Hill's historic and cultural significance.

9.47 Management of development proposals at the interface of Harrow town centre at Harrow-on-the-Hill will enable impacts upon immediately adjoining heritage to be controlled. However identified important local views and the setting of Harrow-on-the-Hill are sensitive to tall building proposals within the Intensification Area and particularly Harrow town centre. Intensification need not manifest in the form of tall buildings, and appropriately designed & sited tall buildings need not be detrimental to views and the setting of the Hill. Nevertheless, the emerging replacement London Plan⁽¹⁴⁾ seeks to limit tall and large buildings to areas of intensification and town centres⁽¹⁵⁾ that have good access to public transport, and this has the potential to create pressure for tall building proposals that will need to be managed in a plan-led way. The Core Strategy and the Area Action Plan will therefore need to provide the framework for tall buildings (if any) in terms of criteria and sites which safeguard identified views to and the setting of Harrow-on-the-Hill.

9.48 Similarly the Core Strategy and the Area Action Plan will need to ensure that development in Wealdstone safeguards the identified view from The Bridge towards Harrow Weald Ridge.

14 The Consolidated Draft Replacement London Plan (December 2010)

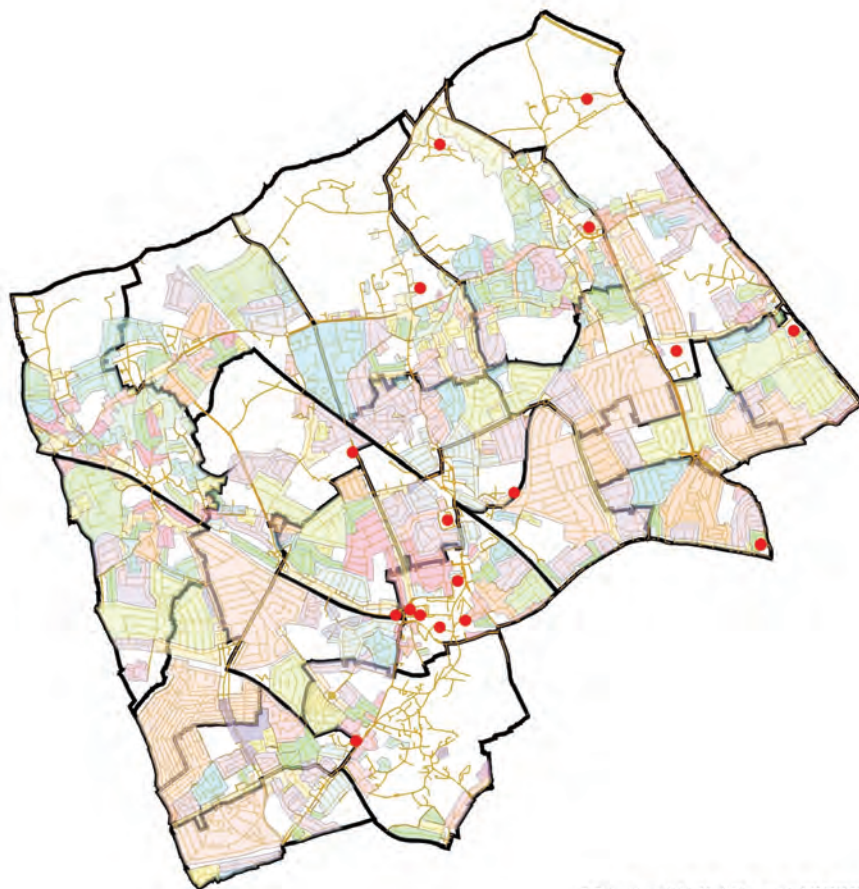
15 As well as the Central Activities Zone and Opportunity Areas

Managing Growth Outside of the Intensification Area

9.49 Whilst the proposed Intensification Area forms a central part of Harrow's strategy for sustainable housing growth, among other objectives, the Core Strategy also seeks to accommodate 2,835 additional homes elsewhere in the Borough. These will be delivered through redevelopment and intensification opportunities within the Borough's district & local centres and through the development of other identified, strategic sites. A full list of strategic development sites is included at Appendix A to the Core Strategy.

9.50 ⁽¹⁴⁾ below shows the spatial distribution of strategic development sites with a potential net housing capacity in excess of 100 homes. Of the seventeen such sites identified, seven are located within the proposed Intensification Area and three are major developed sites within the Green Belt.

Picture 9.3 Character Areas & Large Development Sites



9.51 The remaining seven strategic development sites (which have a potential net housing capacity in excess of 100 homes) are tabulated below in relation to the residential character areas which immediately adjoin each site. However each of these sites has a broader context as well as an adjoining residential setting. Raebarn House, now completed, forms part of cluster of offices/former offices fronting Northolt

Road with a retail park and industrial estate to the rear. Edgware Town Football Club is similarly located within the commercial context of this part of Burnt Oak Broadway. At Honeypot Lane, Stanmore, there is also a neighbouring industrial estate and playing fields opposite. Kodak Sports Ground must also be viewed in the context of the Kodak factory site opposite and the historic Headstone Manor/open space at its rear. The Territorial Army Centre is located to the rear of a retail parade forming a part of the Kingsbury District Centre. Similarly Anmer Lodge is located adjacent to the Stanmore District Centre shopper car park. The Driving Centre site at Wealdstone forms part of the adjoining complex of buildings and car parking of Harrow Leisure Centre, with further context provided by open space at Byron Recreation Ground and the Belmont Rattler green chain.

Character Assessment of Harrow's Residential Areas

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Character Areas Adjoining Large Development Sites (not within intensification area)

Development Site	Status	No. of Units	Area No.	Area Name	Ward	Typology	Typology Description
Raebarn House 86-100 Northolt Road South Harrow HA2 0BA	Planning permission granted Started	150	389	Grange Farm Close, Osmand Close, Westley Close	Harrow-on-the-Hill	4B	Post-War Local Authority Housing
			395	Grange Road, Cowen Avenue, Hornbuckle Close, Brigade Close	Harrow-on-the-Hill	4B	Post-War Local Authority Housing
Edgware Town Football Club White Lion Ground Burnt Oak Broadway Edgware HA8 5AQ	Planning permission granted Not started	175	233 234 235	Methuen Road, Milford Gardens, etc Summit Close Albany Crescent	Edgware Edgware Edgware	2C 7E 2E	Larger Estates Maisonettes Infill Estates Planned

Character Assessment of Harrow's Residential Areas

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Development Site	Status	No. of Units	Area No.	Area Name	Ward	Typology	Typology Description
Government Buildings Honeypot Lane Stanmore HA7 1BB	Planning permission granted Started	795	194	Whitchurch Lane (west/central)	Canons	3B	Former Lanes and Principal Thoroughfares
			201	Bramble Close	Canons	1B	Post-War Experimental
Kodak Ground Harrow View Harrow HA2 6QQ	Potential new development site	151	211	Headstone Lane, Parkfield Gardens, Holmwood Close	Headstone North	3B	Former Lanes and Principal Thoroughfares
			212	Pinner Park Avenue, Parkfield Crescent, Parkfield Avenue, Pinner Park Gardens	Headstone North	2D	Smaller Planned Estates
			290	Victor Road, Sydney Road, Edward Road, Fairfield Drive	Headstone South	2F	Post-War Pocket Infill Housing
Territorial Army Centre Honeypot Lane	U D P Proposal Site 17	130	322	Orchard Grove	Kenton East	2E	Infill Planned Estates

Character Assessment of Harrow's Residential Areas

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Development Site	Status	No. of Units	Area No.	Area Name	Ward	Typology	Typology Description
Kingsbury NW9 9QF							
Anmer Lodge Coverdale Close	U D P Proposal Site 136	136	51	Coverdale Close, Rainsford Close, Greyfell Close	Stanmore Park	4B	Post-War Local Authority Housing
Stanmore HA7 3TU			53	Laburnham Court, Dennis Gardens	Stanmore Park	7E	Maisonettes
Driving Centre Christchurch Avenue Wealdstone HA3 5BB	U D P Proposal Site 32	212	301	Burnham Close, Coxe Place	Marlborough	7E	Maisonettes

9.52 The Core Strategy identifies fifty other strategic development sites with a potential capacity of more than 10 but fewer than 100 homes. Of these, seventeen are located or potentially located within the proposed Harrow & Wealdstone Intensification Area, one is located within the Green Belt, four sites involve housing association led estate renewal schemes, four are located within district centres, eleven are judged to have a commercial or semi-commercial setting, and thirteen are located within predominantly residential areas. In terms of approved/estimated development scale within the thirteen residential area sites, this ranged from a net increase of 10 homes (five of the sites) to 70 homes (one site).

Design with Suburban Areas

9.53 On previously developed sites within suburban areas, the Core Strategy expects proposals to reflect the scale, pattern and appearance of their surroundings. The approach would apply both to the identified strategic development sites and to any 'windfall' sites that may come forward during the life of the plan.

9.54 In line with revised Planning Policy Statement 3: *Housing* and the draft replacement London Plan (2009), the Core Strategy seeks to resist development on gardens recognising their contribution to suburban character and amenity, and their importance as an environmental resource.

Town Centre Character

9.55 In response to comments from English Heritage, the Borough's network of district & local centres and neighbourhood parades have been the subject of a desk-based character assessment. Most of the centres and neighbourhood parades date from the inter-war period. They are often characterised by traditional architectural styles (mock Tudor, neo-Georgian), which seek to emulate the High Streets of historic towns and villages in neighbouring counties, or by the modernist/art deco architecture of the period. Good examples of the classic outer-London three storey parade can be found at Belmont Circle, Shaftesbury Circle and Mollison Way. Good examples of the more traditionalist style can be found at North Harrow, Hatch End and Kenton. Rayners Lane centre has strong art-deco characteristics, and this is reflected in its status as a conservation area. Many centres feature original 1930s public houses.

9.56 A small number of Harrow's centres are part of surviving historic village settlements. The High Streets of Pinner and Edgware retain many historic buildings and these contribute to village character. At Stanmore, surviving historic assets are more fragmented. Having been substantially redeveloped in the post-war period, Stanmore retains a number of 1960s buildings which give the centre a unique character within the Borough.

Heritage Issues

9.57 As might be expected, the distribution of listed buildings shows strong clustering of listed buildings around the historic settlements at Harrow-on-the-Hill, Pinner, Stanmore and Edgware. The Core Strategy will seek to accommodate the

balance of growth not met within the Intensification Area to town centres and previously developed sites throughout the rest of the Borough. Where an identified, previously developed site has a direct relationship with or impact upon heritage, this can be taken into account in making the allocation and identified as a potential constraint. Development management policies can set out criteria as appropriate for the consideration of the impacts of development proposals upon heritage.

9.58 In terms of heights/views, the predominant building height within residential areas is two storey and within town centres is three storey. Neighbourhood parades vary between two and three storeys. Development management policies will provide criteria for building design, including the consideration of size/height and any impact upon identified local views. Where a site allocation has the potential to interrupt an identified local view, this can be taken into account in making the allocation and identified as a potential constraint.

Conclusions

9.59 Harrow's 1989 Environmental Assessment of Residential Areas (EARA) provided a broad quality assessment of the Borough's residential environment, and identified four character typologies: pre-1910 terraced housing, inter-war housing areas with low to medium greenness, inter-war housing with high greenness, and exceptionally green areas with very low densities. Notwithstanding the incremental development activity that has taken place across the Borough in the years since 1989, the four EARA typologies continue to be relevant as generic characterisations of established residential development in Harrow.

9.60 The more detailed, fine-grain assessment of Harrow's suburbs the subject of this report, however, reveals a surprisingly rich diversity of residential environment which helps to tell the story of how the Borough developed, and to understand the character of the districts and localities within it. Within the grouping of inter-war estates, for example, the assessment has identified six typologies from the modest but architecturally highly detailed 'Tudorbethan estates', to the extensive planned estates of the volume housebuilders of the period. Overall the assessment has identified twenty-seven typologies within seven broad groupings. As might be expected, there is a strong relationship between the spatial distribution of character areas and how the Borough developed in response to the preceding rural landscape and the development of the railways.

9.61 To help meet the needs of the existing and projected future population both of the Borough and of the wider London region, Harrow is planning to secure the delivery of at least 5,345 new homes over the period 2009 to 2026. In a Borough with a rich legacy of open space, highly valued by residents and visitors alike, accommodating the necessary level of housing development and supporting leisure, employment and social infrastructure on previously-developed land - whilst safeguarding the best of the existing urban environment - requires robust strategic planning. Harrow's Core Strategy demonstrates that major change can be accommodated within the proposed Harrow & Wealdstone Intensification Area, and provides for the detailed management of this change through master-planning to

form an Area Action Plan. This master-planning process will have regard to the character areas within and surrounding the proposed Intensification Area identified in this study.

9.62 The Core Strategy identifies a range of large and more moderately sized sites to deliver the balance of housing development needed throughout the rest of the Borough. Analysis in this chapter reveals that relatively few of these identified sites occupy purely suburban locations and, of those that do, their capacity in terms of potential number of homes is modest. The Core Strategy provides a strategic policy direction for managing development in suburban areas, including the protection of residential gardens. Further policy amplification for development in suburban areas will be provided in the Development Management Policies DPD. Detailed design and layout guidance for new residential development, conversions and domestic extensions is to be included in a forthcoming Residential Design Guide SPD. This planning policy framework will provide the context within which to manage and, where appropriate, safeguard the character of Harrow's residential areas.

Character Assessment of Harrow's Residential Areas

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Appendix 1 Areas 1-49

Location: Oxhey Lane	AREA 1
<p>No picture</p>	<p>Architecture: Large two storey individually designed detached houses on spacious plots</p>
<p>Layout: Small group of dwellings forming well-spaced ribbon development along Oxhey Lane (within the Green Belt). Footpath and verges along the Lane together with frontage trees maintain a perception of rural setting. Levels rise up from road to east. Development on site of Burmtoak Farm and adjacent field – most houses development by time of 1932/41 OS map with farm complex still <i>in situ</i></p>	<p>Front Boundary treatment</p>
<p>This group of houses surrounded by open Green Belt land – golf course to rear and farmland opposite and north. Gaps between houses contribute to Green Belt openness.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5a. Spacious – Highly Spacious, Speculative Housing</p>

Character Assessment of Harrow's Residential Areas

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	AREA 2
<p>Location: Tanglewood Close & Common Road</p> <p>No picture.</p>	<p>Architecture:</p> <p>Large detached post-war houses mainly in brick. Original Victorian villa on this site – Tanglewood – and its lodge to Common Road survive.</p>
<p>Layout:</p> <p>1896-1932/41 OS maps show this area as forming the grounds to Tanglewood, bounded by Common Road to the west, The Common to the north and Bentley Priory to the east. Tanglewood Close follows the curved alignment of the original driveway to Tanglewood – the houses developed informally on plots formed to the side and others with direct frontage to Common Road. Much mature tree growth throughout and particularly fronting Common Road and The Common. Verdant character.</p>	<p>Front Boundary treatment</p> <p>Due to informal arrangement of houses around the Close not all houses have a conventional front garden. However hardsurfacing provided for parking to most properties but well screened by trees and landscaping.</p>
<p>All land within this and surrounding areas within the Green Belt.</p>	<p>Tanglewood and its Lodge are good landmark buildings within this area.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>5a. Spacious – Highly Spacious, Speculative Housing</p>

Character Assessment of Harrow's Residential Areas

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Location: The Common and Priory Drive	AREA 3
<p>No picture</p>	<p>Architecture:</p> <p>Large detached houses from the 1930s-1950s and later; various styles including mock-Tudor/Elizabethan, neo-Georgian and modern.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as part of the grounds of Bentley Priory. 1932/41 map shows Priory Drive laid out and development underway. Rear boundary of developed area in relation to Bentley Priory reflects edge of earlier spinney within gardens. Similarly Herriots appears for the first time on the 1932/41 OS, the land having hitherto been part of the Bentley Priory estate.</p> <p>Priory Drive is laid out broadly parallel to The Common to allow plot formation fronting The Common and either side of the new roadway. Houses occupy large plots resulting in some significant gaps between buildings; combined with mature trees/landscaping and deep forecourts the overwhelming characteristic is one of spaciousness.</p> <p>No footway but wide verges. Verdant character.</p>	<p>Front Boundary treatment</p> <p>Most houses have carriage driveways but front gardens large enough to retain mature trees and landscaping. Variety of formal boundary treatments but nearly all supplemented by plants/hedging.</p>
<p>Area all within the Green Belt. Bentley Priory Open Space to south and with direct footpath access from Priory Drive.</p>	<p>Views of Bentley priory tower etc?</p>

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

<p>Potential enhancement? No</p>	<p>5a. Spacious – Highly Spacious, Speculative Housing</p>
<p>Location: Magpie Hall Road & Alpine Walk No picture</p>	<p>AREA 4</p> <p>Architecture: Alpine Walk – two storey terraced houses/maisonettes(?) brick to ground floor, render first floor and forward projecting tile-hung 'M' shaped gables Magpie Hall Road – 1940s/50s tudorbethan & 1970s large two storey detached houses with gaps at sides</p>
<p>Layout: Alpine Walk on site of former 'Moorside' villa and grounds as shown on 1938/41 OS map. The buildings are set back from the road, served by a driveway and leaving an extensive green area and mature tree growth to front the Magpie Hall Road/The Common junction, 1970s houses also served by shared driveway preserving tree growth to Magpie Hall Road. Conventional layout to other houses fronting Magpie Hall Road.</p>	<p>Front Boundary treatment Extensive forecourt parking to front gardens of houses in Magpie Hall Road – but gardens large enough to allow some shrub and tree retention contributing to overall verdant character. Variety of front boundary treatment where retained. Alpine Walk served by rear garage court which has helped to preserve its green frontage.</p>

Character Assessment of Harrow's Residential Areas

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<p>Area surrounded by Green Belt land,</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Springfield Close</p> <p>No picture</p> <p>Layout:</p> <p>Old OS maps show collection of small outbuildings on the site – possibly part of Stanmore brewery (opposite). Buildings arranged informally around the cul-de-sac (and some fronting Stanmore Hill) set back behind extensive green forecourts, giving strong, spacious character. Small collection of garages in garage court on south side but narrow carriageway limits the availability of parking within the close.</p> <p>Some good mature tree growth along Stanmore Hill frontage and to north side of site.</p>	<p>AREA 5</p> <p>Architecture:</p> <p>Maisonettes in uniform, semi-detached, rendered pairs. Two storey front projections with bays (some also with rear projections).</p> <p>Front Boundary treatment</p> <p>Forecourts are open plan and all survive (lawns with low scale planting).</p>

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Area all within the Green Belt. Open space abuts the site to north.	No landmark buildings or eyesores.
Potential enhancement? No	7e. Flats and Maisonettes – Maisonettes
Location: Hilltop Way	AREA 6
No picture	Architecture: Rendered mainly semi-detached and detached houses. Uniform style. Square bays with flat roofs over. Gaps/garage spaces at sides.
Layout: 1932/41 OS map shows development completed; previously just open land. Short cul-de-sac with houses arranged informally around. Quite short rear gardens. No verge or street trees.	Front Boundary treatment Some loss of front gardens to forecourt parking. Variety of boundary treatment.
Area and surroundings all within Green Belt.	No landmark buildings or eyesores.
Potential enhancement? No	2e. Inter-War Housing Estates – Infill Planned Estates

Character Assessment of Harrow's Residential Areas

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<p>Location: The Avenue, Royston Park Road, Royston Grove, Oakleigh Road, Clonard Way, Rowland Avenue (north part)</p>	<p style="text-align: center;">AREA 7</p>
<p>Layout: 1932/41 OS Map shows development on the Avenue and Royston Park Road completed, with some open space remaining which has since been filled. The streets are wide with very large mature street trees, which give the streets real stature. The houses are well set back from the roads, adding to the sense of space.</p> <p>Relationship to open space –Around the edges and formal space to the centre. Green Belt to north and east.</p>	<p>Architecture: Mainly Edwardian, 1930s and post war large houses on long quite spacious plots, also some 1990s replacement blocks of flats at The Avenue entrance and later higher density infill developments (eg Craig Close). Houses tend to be 2 storeys plus rooms in the roof. Flats 3 storeys. Many houses are Arts and Crafts in style and most have tall chimneys, complex hipped and gabled roofs and comprise traditional materials like brick, tile and render. Some striking houses throughout the streets: Deco house on Thornton Grove Arts and Crafts on Clonard Way</p>
<p>Front Boundary treatment Grass verges, street trees, as well as the open spaces combine to give a green aspect. Front gardens are generous allowing frontage parking and soft garden space. Frontage parking is well hidden within the generous plots and does not detract from the street.</p>	<p>Front Boundary treatment Grass verges, street trees, as well as the open spaces combine to give a green aspect. Front gardens are generous allowing frontage parking and soft garden space. Frontage parking is well hidden within the generous plots and does not detract from the street.</p>
<p>Relationship to open space –Around the edges and formal space to the centre. Green Belt to north and east.</p>	<p>Landmark buildings? Some very good one off houses but no landmarks as they of the same scale/form as other houses.</p>

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

Potential enhancement? No	5b. Spacious – Spacious Detached and Semi-Detached Housing
Location: Brookshill Drive (excluding conservation area) No picture.	AREA 8 Architecture: 1930s/50s detached houses, individual designs, mix of brick and render with gaps at sides
Layout: 1896 OS map shows Brookshill Drive as the access from Brookshill to Copse Farm; 1913/14 and 1938/41 OS map shows ribbon residential development beginning to take place. The road retains a semi-rural character particularly the treed approach from Brookshill. Good permeability through farm complex to footpath leading down to Uxbridge Road.	Front Boundary treatment Much loss of front gardens to forecourt parking. Variety of boundary treatments where retained.
Area surrounded by open farmland within the Green Belt.	Within the conservation area, the complex of farm buildings contribute to the rural character of this area.
Potential enhancement? No	5a. Spacious – Highly Spacious, Speculative Housing

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

	AREA 9
<p>Location: Brookshill Avenue & part Clamp Hill</p> <p>No picture</p>	<p>Architecture:</p> <p>1920s/1930s uniform semi-detached houses, in render, quite plain with small ground floor square bays and flat roof two storey rear projections. Later development of 1950s brick semis at western end.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS show this as a 'brick field'.</p> <p>Cross road layout with access from Clamp Hill. Some garden suburb characteristics – plain houses, gaps between buildings, remains of original circle feature at cross point and slight staggering/symmetry – and lack of footpath adds to rural feel. But no green verges/areas.</p> <p>Land falls from north to south. Surrounding open land and trees contribute significantly to amenity.</p> <p>Good permeability between Brookshill and Clamp Hill.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>Area within Green Belt. Open land to north and south.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>

Character Assessment of Harrow's Residential Areas

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<p>Location: Clamp Hill</p> <p>No picture</p>	<p>AREA 10</p> <p>Architecture:</p> <p>Southern end - 1930s detached houses, fairly uniform: rendered with forward projecting two storey elements with bays. Tudor detailing to houses with gables. Rear gardens curtailed by Acacia Close development.</p> <p>Middle and north sections – mix of mainly 1950s-70s houses and bungalows, variety of styles and materials, quite long rear gardens.</p> <p>Gaps at sides contributes to sense of spaciousness.</p>
<p>Layout:</p> <p>1932/41 OS Map shows development completed. Ribbon development along west side of Clamp Hill. Rise in levels adds interest as does the angled alignment of houses in the north section. Good group value to the houses in the southern section.</p> <p>Green Belt on opposite side of Clamp Hill; trees in this open section contribute to the amenity of this area.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front Boundary treatment</p> <p>Some front gardens largely lost to forecourt parking. Walls/fences to front boundaries southern section; mainly hedges to middle and north section.</p> <p>No landmark buildings or eyesores.</p> <p>3a. Linear – Suburban Rural Lanes</p>

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<p>Location: Aylmer Drive, Aylwards Rise, Adelaide Close, Fallowfield</p>	<p>AREA 11</p>
<p>No picture</p>	<p>Architecture:</p> <p>Detached houses and some bungalows. Variety of styles and materials. Gaps at side variable in size. Short rear gardens to Fallowfield; longer throughout the rest of the area.</p>
<p>Layout:</p> <p>Aylmer Drive redevelops house and gardens of 'Aylwards' house, which appears on 1896 and 1913/14 OS but demolished by 1932/41 (except former stable/outbuilding block which survives). Fallowfield appears to be a later development on the grounds of Bromfield.</p> <p>The layout takes the form of cul-de-sacs which make full use of the steeply falling levels (north to south) in this area. Unplanned arrangement of houses on conventional plots around the cul-de-sacs. Some good use of island greens at junctions in Adelaide Close and Fallowfield.</p> <p>Mature landscaping to front and rear of all properties contributes significantly to amenity.</p>	<p>Front Boundary treatment</p> <p>Many front gardens used for forecourt parking but, due to large size, most retain space for landscaping and trees. Variety of boundary treatments.</p>
<p>Land to east forms Bentley Priory Open Space and is within the Green Belt.</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement? No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Old Forge Close, Heriots Close, part of Stanmore Hill No picture</p>	<p>AREA 12 Architecture: Detached houses, mainly brick (some render), a variety of styles. Garage spaces and small gaps at sides.</p>
<p>Layout: The 1896 and 1913/14 OS shows this area as open land between Stanmore Hill and Aylwards House. By the 1932/41 OS the house had been demolished and surrounding roads, including Old Forge Close, laid out for development. Old Forge Close and Heriots Close take the form of two short cul-de-sacs and land which rises quite steeply from north to south. Houses occupy conventional plots either side although the arrangement of the end houses around the cul-de-sac turning heads, combined with the fall in levels, adds interest. Both roads have verges (some with trees). Mature planting and tree growth to most gardens particularly at the rear (visible through gaps and where levels allow) contribute to amenity.</p>	<p>Front Boundary treatment Front gardens largely used for forecourt parking with some landscaping retained. Variety of boundary treatments.</p>

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Some houses on south side of Old Forge Close back onto school playing fields.	No landmark buildings or eyesores.
Potential enhancement? No	2e. Inter-War Housing Estates – Infill Planned Estates
Location: Pine Close	AREA 13
No picture.	Architecture: Small group of 1960s/70s houses and bungalows with gaps at sides served by a short straight cul-de-sac.
Layout: Formerly a part of the grounds of Stanmore Hall, by the 1938/41 OS the land remained open but with some neighbouring had already taken place. Trees on north side give strong verdant character to the street.	Front Boundary treatment Some good planting to front gardens. Walls and railings used; one garden open plan.
No relationship with open land (but area within the Green Belt).	No landmark buildings or eyesores.
Potential enhancement? No	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats

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<p>Location: Spring Lake</p>	<p>AREA 14</p>
<p>No picture.</p>	<p>Architecture: Spring Lake and Pine Close 1950s/60s 'Swiss chalet' design detached houses and bungalows; brick and render</p>
<p>Layout: Formerly part of the grounds of Dower House (as shown on the 1932/41 OS map). Informal and spacious arrangement of houses; steep fall in levels from north to south used to good effect. Good mature landscaping (probably retained from earlier development) particularly to rear of Spring Lake along Stanmore Hill.</p>	<p>Front Boundary treatment Open plan layout with good landscaping – largely retained.</p>
<p>No relationship to open space (but within the Green Belt).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Dennis Lane - north</p>	<p>AREA 15</p>
<p>No picture</p>	<p>Architecture: Large detached houses, variety of designs/styles, including two Swiss chalet type houses similar to Spring Lake (Area 14)</p>

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<p>Layout: Formerly part of the grounds of Stanmore Hall. 1932/41 OS Map shows development completed. Now large houses in spacious plots, mainly fronting Dennis Lane but some set back behind adjacent to Stanmore Hall. Mature tree growth, presumably part of the former gardens of the Hall, retained and contribute to the leafy character. Levels fall steeply from north to south.</p>	<p>Front Boundary treatment Due to width of plots trees and planting retained alongside parking. Variety of boundary treatment.</p>
<p>Open farmland on opposite side of Dennis Lane. This area and surroundings within the Green Belt.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5a. Spacious – Highly Spacious, Speculative Housing</p>
<p>Location: Hall Farm Close</p>	
<p>No picture</p>	<p>Architecture: Some contemporary 1950s/60s houses and some traditional style with hipped roofs, dormers etc; mainly in brick</p>
<p>Layout:</p>	<p>Front Boundary treatment Variety of boundary treatments. Wide gardens allow retention of good landscaping despite hardsurfacing for car parking.</p>

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<p>1932/41 OS Map shows the original farm, of which the development covers most of the land. Cul-de-sacs formed the site of Stanmore Hall Farm and the grounds of Stanmore Hall. Informal and spacious arrangement of houses; steep fall in levels from north to south used to good effect.</p>	
<p>Within the Green Belt.</p>	<p>Stanmore Hall a landmark building (visible?)</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 17</p>	
<p>Location: Dennis Lane - south No picture</p>	<p>Architecture: Detached houses, brick and render, in a variety of styles with gaps at sides.</p>
<p>Layout: Dennis Lane appears on the 1894 and 1913/14 OS's as a rural lane serving a farm and, at the junction with London Road, a small collection of houses. By 1932/41 some development was starting to take place, particularly to the north on land formerly part of the estate of Stanmore Hall. Many of the houses in the lane appear to date from the 1950s and 60s.</p>	<p>Front Boundary treatment Mix of open plan and enclosed front gardens (variety of boundary treatment); much hardsurfacing for parking but due to plot widths most do retain some space for landscaping.</p>

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<p>As well as being very spacious the lane also benefits from substantial tree cover and some mature landscaping. Levels rise very steeply from south to north.</p>	
<p>Northern part of Dennis Lane and land to rear of houses east side within the Green Belt. Open farmland on the east side at the north end of the lane contributes positively to the rural feel of this area.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>3a. Linear – Suburban Rural Lanes</p>
<p>Location: Colburn Avenue, Derwent Avenue, Lyndon Avenue, Sylvia Avenue, Newlands Close</p>	<p>AREA 18</p>
	<p>Architecture: 1930s semi-detached houses and detached houses and bungalows; mix of round, square and angular bays with gables. Small group of chalet-style houses and bungalows. Brick and render. Mainly garage spaces at sides. Area includes Newland Close – a 1970s/80s brick development of detached houses with garages at sides</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Developed area confined within a single field as shown on the 1896 and 1913/14 OS maps; 1938/41 OS shows roads laid out and most of the development already taken place. Area bounded by railway to north-east and Grims ditch to south east.</p> <p>Newlands Close presumably formed from former gardens of surrounding houses.</p> <p>Layout of straight sections of road relieved by building style variety and served by link road to neighbouring area (Hillview Road). Some good use of verges and street trees; also green mini-island to Colburn Avenue.</p> <p>Pedestrian permeability good – access over railway to east and via playing fields to Grimsdyke Road. Some good end-of-road vistas to open land.</p>	<p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>Some houses back onto school and general playing fields. Surrounding open area within the Green Belt.</p>	<p>The school is a good landmark building in Sylvia Avenue.</p>
<p>Potential enhancement.</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p style="text-align: center;">AREA 19</p>	
<p>Location: Highbanks Road, Sequoia Park, Meadow Close & Wealdwood Gardens</p>	<p>Architecture:</p>
<p>No picture</p>	

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	<p>1970s development of brick detached houses with garage gaps at sides. Brick some with panels of contrasting materials (eg tile hanging). Houses grouped by style, eg. chalet houses, gabled fronted houses with catslide roof over integral garages, front facing catslide roof with dormers, etc.</p> <p>2 storey detached houses of mixed architectural styles</p>
<p>Layout:</p> <p>Redevelopment of former houses and grounds known as Oxhey Grove and Clonard – shown on 1896 OS and still existing on 1938/41 OS (Clonard occupied as a convent).</p> <p>Development turns it back on Oxhey Lane which has allowed trees and hedging to be retained along that road. Estate has open plan layout; pleasing green island in Sequoia Park but otherwise no street trees or verges. Road layout, staggered/informal arrangement of buildings and variety of styles all adds visual interest.</p>	<p>Front Boundary treatment</p> <p>Garages and driveways designed in so many houses retain their front gardens (some with mature trees) which, because of open plan layout, contribute to the streetscene.</p>
<p>Open Green Belt land to other side of Oxhey Lane.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Albury Drive (west), Scot Grove and Meredith Close</p> <p style="text-align: right;">AREA 20</p>	

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	<p>Architecture:</p> <p>1960/70s development of brick detached houses and (mainly) integral garages. Mainly brick but some with panels of contrasting materials (eg tile hanging). Variety of styles repeated throughout, eg. gable fronted, 'L' shape, wide fronted, etc.</p>
<p>Layout:</p> <p>Development on previously open land, as shown on the 1932/41 OS Maps. Extent of developed area determined by field boundary to north, boundary of golf course to west and earlier residential estate to south.</p> <p>Spacious open plan layout with verges to Albury Drive and some good retention of mature trees. Conventional layout of houses fronting the roads, but variety of house styles and curves/corners add interest. Scot Grove and Meredith Close arranged around extensive central greens with trees. Footpath links provide good east-west permeability through Scot Grove and Meredith Close.</p> <p>Levels fall north to south.</p>	<p>Front Boundary treatment</p> <p>Garages and driveways designed in so many houses retain their front gardens (some with mature trees) which, because of open plan layout, contribute to the streetscene.</p>
<p>Access to public right of way through farmland from Albury Drive – this opening provides views to the rising, open land.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>

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<p>Location: Albury Drive (east), Staplefield Close, Ferndown Close, Langland Drive</p>	<p style="text-align: center;">AREA 21</p>
	<p>Architecture: 1970s detached houses, mainly brick but many with panels of contrasting materials. Integral garages and some gaps at sides. Less design variety than neighbouring area 20.</p>
<p>Layout: This area is a continuation of area 20, but less spacious and changes form of layout to produce a group of short cul-de-sacs. No verge or street trees. East extent of area bounded by footpath between Evelyn Drive and open land to north – this enhances permeability between the cul-de-sacs. Levels fall north to south.</p>	<p>Front Boundary treatment Open plan layout but smaller front gardens than area 20 so greater losses to forecourt parking and therefore reduced contribution of front gardens to streetscene.</p>
<p>Open Green Belt land to north.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Wessex Drive</p>	<p style="text-align: center;">AREA 22</p>
<p>No picture.</p>	<p>Architecture:</p>

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	<p>Mainly 1970s detached houses in brick with panels of contrasting materials. Integral garages and some gaps at sides. Small design variety.</p> <p>Later strip of 1980s/90s detached houses along west side, also in brick (contrasting colour) and some mock-Tudor detailing</p>
<p>Layout:</p> <p>Area occupies splayed long strip – possibly safeguarded in early London or Borough plans for a road north to Watford (see strips of undeveloped land in adjacent Three Rivers area to north). 1932/41 OS Map shows the area and surroundings as open land.</p> <p>Due to the constrained configuration of the area the layout takes the form of a north-south road linking Grimsdyke Road to Hallam Gardens with short, straight cul-de-sacs off. Open plan layout but no verge or street trees.</p> <p>Levels fall north to south.</p> <p>Open Green Belt land to north.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Open plan layout but small front gardens largely lost to forecourt parking.</p> <p>No landmark buildings or eyesores.</p> <p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Hillview Road, Hillview Close and part Grimsdyke Road</p> <p style="text-align: right;">AREA 23</p>	

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	<p>Architecture:</p> <p>1920s/30s detached and semi-detached houses and bungalows. Brick and render. Variety of styles and some good small-group and individual examples of tudorbethan and arts & crafts styles. Garage spaces at sides.</p>
<p>Layout:</p> <p>1932/41 OS map shows this development completed (except Hillview Close bungalows – area separated by watercourse). On previously open land bounded by existing development at Westfield Park (area 24) to east, Grim’s Ditch to north-west and Woodridings Farm to south.</p> <p>Long rear gardens, retained soft front gardens and nice curving layout, allowing views through to openness make this a pleasant street. Good verges and street trees particularly to Grimsdyke Road.</p> <p>Levels fall north to south and also at Hillview Close.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>Small area of Hillview Road backs onto playing fields (within Green Belt).</p>	<p>No landmark buildings. Rear of commercial development in Uxbridge Road detracts from the entrance to this area.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>

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<p>Location: Westfield Park, Oakdene Close, Elm Hatch, Cherry Croft Gardens, St. Cutbert's Gardens, Thorndyke Court, Russettings.</p>	<p>AREA 24</p>
<p>Layout: 1896 OS shows Westfield Park laid out (two converging roads from Uxbridge Road) and developed with detached and semi-detached villas in spacious grounds; St. Anselm's Church at centre. This arrangement shown as still surviving on 1932/41 OS. Subsequent redevelopment seems to have taken place most comprehensively around Elm Hatch/Cherry Croft Gardens (uniformity of style, revised road layout etc) possibly as part of dual carriageway scheme? Other redevelopment appears to have been piecemeal as individual villas became available for redevelopment. Despite redevelopment a strong spacious, verdant character retained (many mature trees).</p>	<p>Architecture: Mainly redeveloped in 1970s/80s in brick blocks of flats and terraced houses; four storey blocks fronting Uxbridge Road, two and three storey elsewhere. Some earlier development of detached houses remain at north end.</p>
<p>Front Boundary treatment Mainly open and green, with parking in rear courts.</p>	

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<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>St. Anselm's Church a strong landmark building (grade II listed)</p> <p>6b. Bungalows - Miscellaneous</p>
<p>Location: Cedar Drive, Ashcroft, Oakmeade & Hazelcroft, part Rowlands Avenue</p> <p>No picture.</p> <p>Layout:</p> <p>Area formed from strip of land still open on 1932/41 OS between area 27 (Furham Field) and area 7 (Clonard Way) which were being developed.</p> <p>Cedar Drive the principal east-west route emphasised by some planted verges and street trees. Also verge and trees to Rowlands Avenue. Short cul-de-sacs to north (without verges etc). Levels fall from north to south.</p> <p>Arrangement of houses around cul-de-sac heads and in Rowlands Avenue adds visual interest.</p>	<p>AREA 25</p> <p>Architecture:</p> <p>1930s/50s development of detached and some semi-detached houses. Variety of house types but all in similar style – brick, shallow bays with forward projecting or overhanging roofs. Gaps at sides. Similar to Laing estate houses (area 230)</p> <p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Tennis courts to rear of houses on north side of area.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Pinewood Avenue, Pinewood Close, part of Rowlands Avenue, part of Oxhey Lane</p>	<p>AREA 26</p>
<p>Layout:</p> <p>As with area 25, this area part of open field on 1932/41 OS (but surrounding areas shown undergoing development).</p> <p>Garden suburb layout – formal planned layout with staggering (to Pinewood Ave) and arrangement around Pinewood Close turning head. Houses following curve of Rowlands Avenue also pleasing. On east side houses served by continuation of Oxhey Lane service road (set behind hedge and trees). Wide verges and street trees. Gaps between houses largely preserved and a really strong component of character.</p>	<p>Architecture:</p> <p>1950s semi-detached brick houses. Plain design (but some have added small bay windows to ground floor fronts).</p> <p>Front Boundary treatment</p> <p>Some front gardens lost to forecourt parking. However some survival of front boundary hedges.</p>
<p>Open Green Belt land on other side of Oxhey Lane</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Milne Field, Sherrington Avenue, Furham Field, The Lawns, part of Rowlands Avenue, part of Oxhey Lane</p>	<p>AREA 27</p>
<p>Layout: Area occupies two fields as shown on 1896 and 1913/14 OS maps. 1932/41 map shows roads laid out and development well under way. Planned layout makes good use of levels (fall north to south) and follows formal, structured arrangement incorporating verges, junction greens and street trees. Also long central landscaped island to Milne Field. Houses in The Lawns arranged around a large central green; footpath provides access through to Oxhey Lane. Gaps between houses and arrangement of buildings at corners/junctions creates sense of some spaciousness.</p>	<p>Architecture: 1920s/30s two storey detached and semi-detached houses, strong use of tudorbethan style and detailing. Particularly first floor front projecting Tudor gables over bays, 'M' shaped-gable pairs and brick semis with Elizabethan feature over square bays. Also small number of white suntrap houses with green roofs.</p> <p>Front Boundary treatment Some front gardens lost to forecourt parking but remarkable survival of many. Various boundary treatment.</p>

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Open Green Belt land on other side of Oxhey Lane	Entrance sign and large oak signal the entrance to the estate. No eyesores.
Potential enhancement.	2a. Inter-War Housing Estates – Tudorbethan Estates
No	
Location: Birch Park	AREA 28
No picture	Architecture: Mix of detached and terraced 1970s/80s houses; variety of styles but mainly in brick. Some of the terraced houses are three storey with integral garages at ground floor level. Detached houses have garage spaces at sides.
Layout: Short cul-de-sac allowing backland development of earlier houses shown on the 1932/41 OS Map fronting Uxbridge Road. No verge or street trees.	Front Boundary treatment Front gardens largely lost to forecourt parking. No boundary treatment.
Area abuts sports track within the Green Belt to the north.	No landmark buildings or eyesores.
Potential enhancement?	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
No	

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AREA 29	
Location: Uxbridge Road Harrow Weald (remaining parts)	
No pictures	Architecture: Random assortment of detached houses, bungalows and one terrace. Brick and render. Variety of styles.
Layout: 1932/41 OS shows some ribbon development already taking place along this part of Uxbridge Road; most appears to be post-war however. No verge or street trees. Few gaps.	Front Boundary treatment Front gardens used for forecourt parking. Variety of boundary treatment.
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	6b. Bungalows - Miscellaneous
AREA 30	
Location: Ross Close	
No picture	Architecture: Detached 1970s houses with attached double-width garages. Mainly brick with tilehanging detailing at first floor.
Layout:	Front Boundary treatment

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<p>Early OS maps show this area as open land.</p> <p>Very spacious development. Houses arranged in open plan layout around a small cul-de-sac. Good gaps either side of each house create a very spacious character. Houses on south side turned to back onto Uxbridge Road which has allowed the retention of trees and landscaping – these contribute significantly to local character. Also a good line of trees to the rear boundaries of houses on the north side.</p> <p>Levels rise from south to north.</p>	<p>Extensive forecourt hardsurfacing for parking, but due to wide plots good garden/landscape spaces are nonetheless retained.</p>
<p>Area abuts sports track within the Green Belt to the north.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 31</p>	
<p>Location: Carrington Square</p> <p>No picture</p>	<p>Architecture:</p> <p>1970s brick terraced houses.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Early OS maps show this area as open land.</p> <p>Houses arranged around an internal courtyard rectangle. Staggering of individual houses and groups adds interest. Houses have private gardens on outside and very shallow front gardens. Central courtyard mainly hardsurfaced and used for parking. Additional parking provision provided in garage courts outside the courtyard on the south side.</p> <p>The development is served by a driveway up from Uxbridge Road and is set back behind an extensive green, planted verge.</p>	<p>Front gardens largely retained but of moderate-low landscape value due to their size. However given the courtyard character of this development this is of limited consequence.</p>
<p>Area abuts sports track within the Green Belt to the north.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>AREA 32</p>	
<p>Location: Park Drive, part of Brookshill</p> <p>No picture</p>	<p>Architecture:</p> <p>Detached houses and some bungalows, variety of styles. Gaps at sides.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Development fronting Brookshill has taken place on land formerly open land either side of Harrow College. Park Drive originally formed the principal driveway up to Harrow Weald Park house from Uxbridge Road – shown as such on the 1896 and 1913/14 OS maps. By 1932/41 OS the residential development which currently exists on Park Drive had largely taken place (with Harrow Weald Park house still in existence). Land rises steeply from north to south.</p> <p>Today Park Drive is a short private cul-de-sac with access from the busy Uxbridge Road/Brookshill roundabout; the original gate posts survive. A belt of trees separates Park Drive from Brookshill.</p> <p>The houses in Brookshill climb uphill on conventional plots but a significant number of mature trees along the frontage have been retained.</p> <p>Overall the area has a strong green, leafy character.</p>	<p>Quite large front gardens, so most retain some planting despite forecourt parking.</p>
<p>Land to the north and both sides of Park Drive is within the Green Belt. All of Brookshill is within the Green belt.</p>	<p>The original complex of educational buildings fronting Brookshill (now Harrow College) are significant landmarks on Brookshill. Also the Park Drive gate posts are good landmarks on Uxbridge Road.</p>
<p>Potential enhancement? No</p>	<p>5a. Spacious – Highly Spacious, Speculative Housing</p>

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Location: High Road and Uxbridge Road, Harrow Weald	AREA 33
<p>No picture.</p>	<p>Architecture:</p> <p>1930s detached houses, brick and render. Some common style to houses around Munro Gardens but most individually designed. Some gaps at sides in High Road; slightly more spacious along Uxbridge Road.</p> <p>Note retention of Victorian lodge on Uxbridge Road (opp. Boxtree Road) which served Harrow Weald Park farm.</p>
<p>Layout:</p> <p>Ribbon development along High Road and Uxbridge Road. 1896 and 1913/14 OS maps show land still open (probably remaining part of the estates of Kynaston Lodge and Harrow Weald Park respectively) with High Road shown as Chapel Hill. By 1932/41 OS development well under way and roundabout installed.</p> <p>Some good tree retention particularly to Uxbridge Road. Levels fall north to south and east to west; good views on High Road towards Harrow Hill.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments.</p>
<p>Lake (within Green Belt) to rear of some houses on north side of Uxbridge Road.</p>	<p>The Lodge building and the house facing the Uxbridge Road/High Road roundabout are good landmark buildings.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

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<p>Location: All Saints Mews</p>	<p>AREA 34</p>
<p>No picture</p>	<p>Architecture: 1980s development of two and three storey mainly terraced houses and some detached.</p>
<p>Layout: This site formerly church hall and open land around (1932/41 OS). Interesting development arranged tightly around a cul-de-sac to give feeling of courtyard/enclosure. Garages incorporated at ground floor level of three storey units. Small gardens to rear of houses i.e. bordering the site perimeter; good tree/hedge planting to site perimeter including Uxbridge Road frontage. Street trees?</p>	<p>Front Boundary treatment Small front forecourts, hardsurfaced as part of courtyard character.</p>
<p>Development and surroundings within the Green Belt. Cemetery borders east and north. All Saints Church and graveyard to west.</p>	<p>All Saints Church a significant landmark. No eyesores.</p>
<p>Potential enhancement? No</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Acacia Close</p>	<p>AREA 35</p>

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<p>No picture.</p>	<p>Architecture:</p> <p>1970s development of brick detached, semi detached and terraced houses; including one three-storey terrace. Narrow gaps between buildings.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as open field known as Bamford's Corner. By 1932/41 largely developed with detached houses fronting Clamp Hill and long rear gardens. Acacia Close therefore appears to have been formed as a backland development from these gardens; the donor houses largely remaining.</p> <p>Acacia Close is a fairly short cul-de-sac, its alignment dictated by the site characteristics, with houses grouped according to type and staggered to add interest/avoid monotony. No verge or street trees. Land levels rise from south to north.</p> <p>Open plan layout gives sense of some openness.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely used for forecourt parking though some green areas/planting remains. No boundary treatment.</p>
<p>Area abuts Cemetery within the Green Belt to north and west.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

<p>Location: Binyon Crescent, Masefield Avenue, etc</p> <p>No picture</p>	<p>AREA 36</p> <p>Architecture:</p> <p>1950s development of semi-detached and terraced (rows of four and six houses). Strong uniformity; quite plain and predominantly brick although some selective use of render eg. to groups of houses in Masefield Avenue. Shared driveway and passageway gaps between houses.</p> <p>Later development of flat roof two and three storey blocks in Brockhurst Close and bungalows in open space on west side of Binyon Crescent.</p>
<p>Layout:</p> <p>Strong garden suburb character to planned estate layout. Generous use of verges and greens with trees throughout the development gives sense of spaciousness. Staggering of buildings and use of different types/materials prevents monotony in long, straight Masefield Avenue; sweeping curved building lines used to good effect in Binyon Crescent and Sitwell Grove. Arrangement of houses around a central green in Flecker Close provides a contrasting feeling of enclosure.</p> <p>Arrangement of houses at corners/junctions also adds to character.</p> <p>Levels fall from north to south.</p>	<p>Front Boundary treatment</p> <p>Many front gardens survive behind their original hedge enclosure; particularly to houses located behind the large greens. Greater losses to forecourt parking in roads with direct highway access (eg Masefield Avenue).</p>

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<p>Extent of estate broadly reflects field boundaries shown on the 1932/41 OS maps; possibly part of the estate of Woodlands which still existed on Clamp Hill?</p>	<p>In addition to the strong use of greens and informal open spaces within the site the estate is bounded on its north and west sides by Green Belt; the value of this to the estate is particularly good at the end of Masefield Avenue (producing an open vista at the end of the road into Bentley Priory Open Space) and in the planned, open frontage to the west side of Binyon Crescent. The open frontage to Binyon Crescent may have originally provided views up to Woodlands house, however this has now been redeveloped as Woodlands Hall. The visual value of the Green Belt to the estate is enhanced by its rising levels and extensive tree cover.</p>		<p>Later development, particularly to the entrance to the estate in Uxbridge Road, detracts from the setting of the estate (but not significantly so).</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>		
<p>Location: Kipling Place No picture</p>	<p>Architecture: Semi detached houses rendered with brick banding at first floor level. Flat fronted except central pair which has two storey forward projecting elements.</p>	<p>AREA 37</p>	

	<p>A contrasting brick terrace (part of Brockhurst Close) exists at the eastern end. Also an interesting pair of 19th century cottages adjacent to Uxbridge Road and Clamp Hill.</p>
<p>Layout:</p> <p>The houses are set back from Uxbridge Road behind a substantial green area with trees. The houses are staggered to give the impression of a crescent formation although it appears that one pair at the eastern end may have been demolished to allow for the neighbouring development of flats. However there remains strong group value – the combination of architecture and layout make this a prominent and distinctive part of the local townscape. Although the Brockhurst Close terrace contrasts its location is such as not to detract from the main group. The Victorian cottages, not part of the group, add interest and character. 1932/41 OS Map shows area largely undeveloped with the beginnings of development to the south.</p> <p>Levels fall from north to south.</p> <p>There is good permeability via a network of paths across the front green and to development at the rear/adjacent open space.</p>	<p>Front Boundary treatment</p> <p>The front gardens have been retained behind hedges/low fences which contribute positively to character. There is a small parking area set within the green with access from Uxbridge Road, but this is not significant enough to detract from the overall harmony.</p>
<p>Potential enhancement?</p>	<p>No landmark buildings. Unsympathetic neighbouring developments of flats do detract from the setting, however.</p>
	<p>5c. Spacious – Village Green Enclaves</p>

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No	
Location: Uxbridge Road, Stanmore (remaining area)	AREA 38
No picture.	Architecture: North side: 1970s, 80s/90s three and four storey blocks of flats South side: detached and semi detached 1930s/50s houses, brick and render, variety of styles
Layout: Ribbon development along Uxbridge Road. 1932/41 OS shows development on south side largely in situ; prior to that time all open land. No verge but some good trees retained in front gardens. Good permeability with surrounding areas.	Front Boundary treatment Front gardens largely lost to forecourt parking, variety of boundary treatment. 1980s/90s blocks of flats served by separate access road.
Adjacent to open space in area 37.	No landmark buildings or eyesores.
Potential enhancement?	3b. Linear - Former Lanes and Principal Thoroughfares
No	
Location: Chenduit Way, Algar Close, etc	AREA 39

<p>No picture</p>	<p>Architecture:</p> <p>Development of 1970s/80s terraced houses and some bungalows and three storey blocks of flats with small balconies. All brick and of plain design.</p>
<p>Layout:</p> <p>The development occupies the site of an earlier house (latterly used as Council Offices) known as Cottesmore.</p> <p>The buildings are informally arranged around cul-de-sac spurs and parking courts, pulled back from the site frontage with Uxbridge Road and with the main access from Uxbridge Road broadly in the same position as the original driveway; this has allowed the retention of groups of mature trees into the development which contribute positively to the character. Use of staggering and the arrangement of the building is used in an attempt to relieve monotony, but this is undermined somewhat by the design and density of the houses. Small back gardens to the houses.</p> <p>Levels fall from north to south.</p> <p>Poor permeability with neighbouring areas.</p> <p>Access to the Green Belt</p>	<p>Front Boundary treatment</p> <p>The estate designs-in forecourt parking to some of the houses and elsewhere is dominated by parking courts, so limited opportunity for landscaping although there are a small number of sporadic verges with trees.</p> <p>The boundary wall which fronts Uxbridge Road is a distinctive feature and, notably, includes the panel 'Cottesmore' as a reference to the earlier building on the site.</p>

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<p>Bentley Priory Open Space (within the Green Belt) adjoins the north end of Chenduit Way (but uncertain as to access).</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Hathaway Close & White Orchards</p> <p>No picture</p> <p>Layout:</p> <p>The site for the estate appears to be derived from the houses and gardens of three larger houses and gardens originally fronting Uxbridge Road, as shown on the 1932/41 OS Map.</p> <p>Cross-road formation on site allows development to extend northward from Uxbridge Road. Houses are turned to back onto Uxbridge Road, which seems to have allowed for the retention of some mature trees from the earlier sites, but results in unsightly garden walls/fences fronting onto Uxbridge Road.</p>	<p>AREA 40</p> <p>Architecture:</p> <p>1970s/80s development of detached houses; mainly in the neo-Georgian style. Some commonality, eg similar brick used, portico entrance porches, ground floor bow windows, but each house a different type.</p> <p>Front Boundary treatment</p> <p>Front gardens designed in with parking (and expanded in some cases) so limited opportunity for landscaping. However verge and trees at entrance from Uxbridge Road contribute positively to character.</p>

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<p>Generally narrow gaps between houses (they were built with integral garages) but more spacious at northern end of Hathaway Close.</p> <p>Quite small (in depth) rear gardens though this is partly compensated for by plot width.</p> <p>No permeability with surrounding areas.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings. As noted, walls and fences to Uxbridge Road are an eyesore.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>Location: Bentley Way</p>	<p>AREA 41</p>
<p>No picture</p>	<p>Architecture:</p> <p>Individually designed detached houses, 1930s-1950s, brick and render; some space either side of buildings. Some front dormers. Mainly hipped roofs.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1932/41 OS map shows existing houses and gardens fronting Uxbridge Road and the development of Bentley Way taking place within existing field boundaries presumably formerly part of the estate of Bentley Priory).</p> <p>'T' shaped private road cul-de-sac which rises and curves uphill from Uxbridge Road. Sense of spaciousness, individuality of buildings and extensive, mature tree cover give semi-rural feel. No verge but some street trees.</p> <p>Layout appears to design-in access to Bentley Priory open space but this is blocked off by fencing.</p>	<p>Front gardens large so most houses have retained some soft landscaping despite extensive areas for car parking. Variety of boundary treatment.</p>
<p>Bentley Priory Open Space, within the Green Belt, backs onto property on north and east side. This contributes to the semi-rural/open character, particularly as the open spaces rises steeply to the north and has extensive tree cover.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Embry Way & Embry Close</p>	
<p>No picture</p>	<p>AREA 42</p> <p>Architecture: Brick 1950s bungalows; fairly uniform with hipped roofs and forward projections over bays. Garage spaces at sides.</p>

<p>Layout:</p> <p>Area appears to have been formed from land formerly part of the Bentley Priory estate. The alignment of Embry Way follows across the Bentley Priory estate from Green Lane, as shown on the 1896-1932/41 OS maps. The footpath still exists between the western end of Embry Way and Green Lane, and continues on from the eastern end of Embry Way into the Bentley Priory open space.</p> <p>Embry Way slopes steeply downhill from east to west affording good views of the Bentley Priory open space. Two short spurs (one being Embry Close) rise steeply back up hill from the lower ends of Embry Way. The changes in levels and the arrangement of the bungalows around the turning heads provides visual interest.</p> <p>No verge or street trees.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Original low level, brick front boundary walls largely survive.</p>
<p>As noted above there is a strong visual and access relationship with Bentley Priory Open Space, to the west.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>Location: Old Lodge Way, Winscombe Way, Holland Walk, Dearne Close, Oldfield Close, part of Embry Way</p>	<p>AREA 43</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Mainly detached houses from the 1930s-1950s. Brick and render in a variety of styles. Mostly hipped roofs. Gaps at sides.</p>
<p>Layout:</p> <p>Old Lodge Way follows the alignment of an earlier footpath in a north-west direction from Uxbridge Road towards Bentley Priory; the Victorian Lodge buildings survives (extended) at the junction with Uxbridge Road. The 1932/41 OS map shows Holland Way laid out and some early development under way. The later development of roads and cul-de-sacs off Old Lodge Way appears to have occurred on an ad-hoc basis and apparently with the intention that it would be further extended to allow development to continue.</p> <p>Most of the roads have grass verges and street trees; significant growth of garden trees (visible from the return frontages of corner properties) also adds to amenity.</p> <p>Levels rise steeply from south to north.</p> <p>Bentley Priory Open Space provides a pleasing open vista at the end of Old Lodge Way and can be accessed at this point. Many houses in the estate back onto the open space.</p> <p>Potential enhancement?</p>	<p>Front Boundary treatment</p> <p>Most front gardens are used for forecourt parking although, due to their size, some level of landscaping is retained in most cases.</p> <p>The Old Lodge is a significant local landmark building at the entrance to the estate. However the large, 1970s red brick block of flats on the handed corner is an eyesore.</p> <p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>

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No	
<p>Location: Uxbridge Road, Stanmore</p> <p>No picture.</p>	<p>AREA 44</p> <p>Architecture:</p> <p>Mainly redeveloped providing blocks of flats – one 1970s block in stark red brick (four/five storeys) at corner of Old Lodge Way, others date from 1990s/2000s and of two/three storeys in light coloured brick and render.</p> <p>Elsewhere in this area detached houses 1950s-1990s in variety of styles.</p>
<p>Layout:</p> <p>Red brick block on site of former Edwardian villa The Dearne. 1932/41 OS shows ribbon development to west of this area beginning to take place but most of the land to this area still open (probably part of Bentley Priory estate). Recent developments have replaced post-war detached housing similar to some of that which still survives in this area.</p> <p>The redevelopments have largely preserved tree cover along Uxbridge Road and have provided large communal rear gardens. They have also provided good gaps between the buildings which gives this area a sense of spaciousness.</p>	<p>Front Boundary treatment</p> <p>The new developments have incorporated undercroft and forecourt parking as well as new landscaping behind walls and railings. Variety of boundary treatments to the surviving houses.</p>

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<p>Boot Pond within Bentley Priory Open Space (within Green Belt) to rear of some property on north side of Uxbridge Road.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Church Road and Green Lane (parts), Stanmore</p>	<p>AREA 45</p>
<p>No picture.</p>	<p>Architecture: Church Road/Green Lane junction: 1990s/2000s development of two and three storey blocks of flats in red brick. Green Lane: 1930s-50s detached houses and bungalows, variety of styles but common use of brick and some with dormers; some redevelopment of replacement dwellings; narrow gaps at sides</p>
<p>Layout: 1896 and 1913/14 OS maps shows old alignment of Church Road leading to Rectory Lane (Uxbridge Road already diverted off to north at junction with Old Church Lane); this area occupied by 'Pynnacles' house and grounds. By 1932/41 Pynnacles demolished and current road layout in place. Recent developments at Church Road/Green Lane junction replace former group of 1930s/50s detached mock-Tudor houses. New development maintains and enhances landscaped frontage</p>	<p>Front Boundary treatment As noted, trees and landscaping provided at front in new development. Some good front garden trees in Green Lane contribute to character, but many front gardens lost to forecourt parking.</p>

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<p>top Uxbridge Road as a result of access from Pinnacles Close and undercroft parking. Gaps between buildings contribute to sense of spaciousness at front.</p> <p>Rest of Green Lane: Ribbon development along this earlier, rural lane. Levels fall steeply north to south. Variety of houses provides some visual interest.</p>	
<p>No relationship with open space.</p>	<p>Neighbouring St. John's Church (a significant landmark building)</p>
<p>Potential enhancement? No</p>	<p>3a. Linear – Suburban Rural Lanes</p>
<p>Location: Culverlands Close</p> <p>No picture</p>	<p>AREA 46</p> <p>Architecture: 1960s/70s gable fronted detached houses, brick with white panelling; integral forward projecting garages and narrow gaps at sides. Also two storey maisonettes in terraced block with first floor balconies over entrance porches.</p>
<p>Layout: Development on site of house and gardens known as 'Culverlands' shown on 1896 OS map and still existing on 1932/41 map. Small cul-de-sac with central island green sloping</p>	<p>Front Boundary treatment Front gardens of houses largely lost to forecourt parking though some boundary hedges and trees retained. Green forecourts of flat blocks all survive (open plan)</p>

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<p>down from Stanmore Hill but rises up to garage courts at rear. Houses tightly grouped in staggered arrangement around the turning circle; also some houses (substantially extended) fronting Stanmore Hill. Flats on north side set back behind green and open forecourts giving a more spacious feel.</p> <p>Houses have small rear gardens. Flats have some communal amenity space at rear but curtailed by provision of garage court.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 47</p>	
<p>Location: Ben Hale Close & Woodside Close</p>	
<p>No picture</p>	<p>Architecture: Ben Hale Close: 1950s brick detached houses with distinctive 'Dutch barn' design style at first floor/roof level. Also a conventional 1960s detached house and bungalow. Some space at sides particularly between houses around the turning head. Woodside Close: Small group of 1960s detached houses and one bungalow. Variety of styles.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Ben Hale Close: Development of part of former detached house and grounds known as 'Benhale' as shown on 1896 and subsequent OS maps. Short cul-de-sac of wide houses with short rear gardens. Common style of most houses and arrangement around turning head creates harmony and visual interest.</p> <p>Woodside Close: Short narrow cul-de-sac on land on site of former house and gardens known as 'Woodside' (as appears on 1896 and subsequent OS maps).</p> <p>No verge or street trees. Levels fall north to south.</p>	<p>Front gardens largely lost to forecourt parking and boundary treatment removed.</p>
<p>No relationship to open space.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 48</p>	
<p>Location: Bowls Close & Linden Close</p> <p>No picture</p>	<p>Architecture: 1960s/70s detached houses with gaps/attached garages at sides.</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking.</p>

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<p>Bowls Close occupies land of former house and garden known as 'Bowls'; Linden Close occupies most of land of former house and gardens known as 'Clodlagh' (cartilage extended up to Green Lane). Both houses appear on 1896 and subsequent OS maps.</p> <p>Both developments comprise two short cul-de-sacs with the houses tightly packed around but leaving wider gaps back from the Uxbridge Road frontage.</p> <p>No verge or street trees.</p>	
<p>Some open space forming part of Stanmore Park development on opposite side of Uxbridge Road – contributes to setting.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 49</p>	
<p>Location: Eaton Close, Hewett Close, Stangate Gardens & Hill Close</p>	
<p>No picture</p>	<p>Architecture:</p> <p>1950s/60s pitched roof brick terraced and semi-detached houses and maisonettes. Quite plain.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Eaton Close and Hill Close appear as open land on the 1932/41 OS. Stangate Gardens and Hewett Close are backland developments/ redevelopments of earlier property fronting Stanmore Hill.</p> <p>Eaton Close has some garden suburb quality – plain quite uniform houses formally arranged around the cul-de-sac – sense of openness retained at the entrance to the close by extensive open area in front of bungalows and long front gardens in front of semis which are staggered to face directly south. Some space provided on corners and by gaps between buildings; good permeability provided by a footway through to Stanmore Hill.</p> <p>Hill Close and Hewett Close comprise semi-detached pairs arranged around cul-de-sacs (and some fronting Stanmore Hill) in open gardens. Garage courts at rear.</p> <p>Stangate Gardens is a small terrace of four houses stepping downhill set behind short front gardens and served by a small garage block.</p> <p>Land levels fall from north to south.</p>	<p>Eaton Close has strong character of front gardens enclosed by hedges; however some losses to forecourt parking.</p> <p>Hill Close and Hewett Close open plan gardens which survive, although Hewett Close less spacious.</p> <p>Stangate Gardens have small forecourts set behind boundary walls.</p>
<p>Land to south of Eaton Close and Stangate Gardens is public open space.</p>	<p>No. 42 Stanmore Hill (listed) is a significant landmark building at the entrance to Stangate Gardens</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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<p>Location: Pynnaclles Close</p>	<p>AREA 50</p>
<p>No picture</p>	<p>Architecture: Detached houses, variety of styles. Some gaps between houses increasingly more spacious at north end.</p>
<p>Layout: Development of gardens of former house 'The Elms'. 1932/41 OS map shows the close laid out ready for development and a new, smaller house in place of the former villa. The Close rises up in a straight alignment from Church Road with houses around the turning head set back behind a small island green. Mature trees both in the close and (where visible through gaps and due to rising levels) at rear contribute significantly to amenity.</p>	<p>Front Boundary treatment Front gardens lost to forecourt parking though some green areas survive to houses around the turning head which have larger gardens. Variety of boundary treatments.</p>
<p>Tennis courts to the rear of shops in Church Road provide a large open space in the streetscene and a buffer from the commercial development within Stanmore district centre.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>

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<p>Location: Coverdale Close, Rainsford Close, Greyfell Close</p>	<p>AREA 51</p>
<p>No picture</p>	<p>Architecture: 1960s/70s development of brick three storey terraced houses with undercroft garages, two storey terraces, a three storey block of flats and a two storey complex of sheltered accommodation.</p>
<p>Layout: 1932/41 OS map shows a school fronting Stanmore Hill and the remaining land (including that of the adjacent library) as open nursery land. The planned arrangement of buildings leaves some good open areas, e.g. fronting Stanmore Hill, to the east of Coverdale Close and on the north side of the sheltered housing complex. Some mature landscaping is retained around the perimeter of the area. Land levels fall from north to south. Car parks bound the area to the south. Pedestrian permeability is poor.</p>	<p>Front Boundary treatment The front gardens of the terraced houses are almost entirely hardsurfaced for parking.</p>
<p>The north boundary of the site abuts open space (recreation ground) – but no direct access?</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian & Social – Post War Local Authority Housing</p>

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<p>Location: Marsh Lane, London Road, Dennis Lane etc</p> <p>No picture</p>	<p>AREA 52</p> <p>Architecture:</p> <p>Mainly brick blocks of flats, various styles, dating from the 1960s, 70s, 80s and 90s. Some with balconies. Mainly two and three storeys but some higher particularly around London Road/Dennis Lane.</p>
<p>Layout:</p> <p>Marsh Lane, Dennis Lane and London Road all appear on the 1896 as established routes out of Stanmore village through surrounding farm land. By the 1932/41 OS detached houses with long rear gardens had grown up either side of Marsh Lane and London Road, but less so northwards along Dennis Lane. Post-war re-development of these houses and gardens saw the sporadic growth of flats and maisonettes in this area that are present today.</p> <p>As development has taken place largely on a piecemeal basis the layout of individual schemes vary. But commonly they are set are short distance back from the road frontage and some are tandem' developments with further blocks, served by driveways, to the rear. Landscape quality and spaciousness varies. Some development on the east side of Marsh Road is accessed from a service road and separated from the main carriageway by landscaped islands.</p> <p>Levels fall from north to south.</p>	<p>Front Boundary treatment</p> <p>Although forecourt areas vary in size and landscape quality they do in the main survive as most developments have parking and garage courts planned into their layout.</p>

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<p>Blocks on the north side of Valencia Road back onto Green Belt land.</p>	<p>Although of a dated architectural style the tower block (part of Oak Lodge Close) at the corner of London Road and Dennis Lane is a distinctive local landmark, particularly in the rise up from Marsh Lane.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>AREA 53</p>	
<p>Location: Laburnham Court and Dennis Gardens</p>	
<p>No picture.</p>	<p>Architecture: 1950s two storey maisonettes in brick, quite plain.</p>
<p>Layout: 1932/41 OS shows area as mainly open land. Distinctive arrangement of blocks around cul-de-sac courts with rear garage blocks and garden areas. Good landscaping/tree retention and strong sense of openness around central courts. Also wide, open verge with trees contributes to character of this part of Dennis Lane.</p>	<p>Front Boundary treatment Green forecourts retained and contribute significantly to the character of the developments.</p>
<p>Laburnham Court backs onto bowling green.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>

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No	
Location: Valencia Road & Knights Road (excluding conservation area)	AREA 54
	<p>Architecture:</p> <p>1930s-50s large detached houses, mainly in brick with hipped roofs. Variety of individual designs. Some have been subsequently redeveloped to provide replacement houses.</p>
<p>Layout:</p> <p>1932/41 OS shows road laid out but land undeveloped.</p> <p>Houses occupy wide plots; strong open character and some good tree growth. Building line sweeps round from Valencia Road into Knights Road which adds interest.</p> <p>Levels fall gently from north to south.</p>	<p>Front Boundary treatment</p> <p>Forecourts hardsurfaced for parking but due to width most retain a good sized area for planting and trees. Variety of boundary treatments (some open plan)</p>
Open Green Belt land to north – visible from Knights Road and through gaps between buildings.	Modernist 1930s houses within the Kerry Avenue conservation area are significant landmarks within this area.
Potential enhancement?	5b. Spacious – Spacious Detached and Semi-Detached Housing
No	

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	AREAS 55
<p>Location: Glanleam Road (excluding conservation area)</p> <p>No picture</p>	<p>Architecture:</p> <p>Detached houses and some bungalows. Brick and render. No uniformity but generally quite plain, often with small forward projections, subordinate gables etc to add interest. Gaps at sides.</p>
<p>Layout:</p> <p>1932/41 OS map shows road layout and some houses under development. Glanleam Road has a straight east-west alignment parallel (but north of) of a line of trees some of which appear to have survived along the rear boundary of houses on the south side. The 'cross road' of Kerry Avenue is on a direct north-south alignment with Stanmore Station.</p> <p>Although a long straight road wide verges directly fronting houses and lack of footways give an informal, village feel. Variety of house types and gaps between buildings avoids monotony and creates a sense of spaciousness (but less so than Valencia Road – area 54)</p>	<p>Front Boundary treatment</p> <p>Mix of open plan and enclosed front gardens (variety of boundary treatment); much hardsurfacing for parking but due to plot widths most do retain some space for landscaping.</p>
<p>Houses on north side back onto Green Belt.</p>	<p>Modernist 1930s houses within the Kerry Avenue conservation area are significant landmarks within this area.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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<p>Location: Brockley Hill, Berry Hill, Rees Drive etc.</p> <p>No picture</p>	<p style="text-align: right;">AREA 56</p> <p>Architecture:</p> <p>Modern development of mainly detached and some semi-detached houses. Brick and render. Variety of styles. Narrow gaps at sides.</p>
<p>Layout:</p> <p>Development on site of former Government offices.</p> <p>Modern estate layout arranged around a network of roads and cul-de-sacs. No street trees or verges, but corner properties have exposed garden areas to return frontages and the new area includes some small, informal green areas. An open, part landscaped strip separates the estate from Brockley Hill.</p> <p>The houses are arranged informally around the road layout but takes advantage of open views across the golf course (to the north) and facing Brockley Hill (to the east). The lack of gaps between houses in some parts gives a visually dense appearance. A pedestrian route between Berry Hill and Fauna Close provides pedestrian permeability between the old and new sections of the estate.</p>	<p>Front Boundary treatment</p> <p>Front gardens designed-in with parking so of limited landscape value.</p>
<p>New part of estate to north and Brockley Hill strip within the Green Belt. Open land to north and west also within the Green Belt.</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement? No</p>	<p>1d. Pre and Post War Suburban – Modern Large Housing Estates</p>
<p>Location: Athol Gardens, Athol Close, Lyndhurst Gardens</p> <p>Layout: 1896 and 1913/14 OS maps show land as open fields surrounding Pinnerhill Farm; by 1932/41 OS roads laid out and largely developed as exists today. Layout largely reflects field boundaries; quite long straight roads produce continuous building lines although pleasing arrangement of bungalows around Athol Close turning circle. Garage spaces and narrow gaps between the bungalows provides some visual relief. Verge to one side of Lyndhurst Gardens only. Good views south from upper levels of Lyndhurst Gardens and Athol Close. See also area 61</p>	<p>AREA 57</p> <p>Architecture: Semi-detached and detached bungalows, rendered with hipped roofs. Shallow bays and forward projecting gables. Plain design but some group value due to uniformity.</p> <p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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No relationship with open space.	Landmark buildings? Tookes Folly
Potential enhancement? No	6a. Bungalows – Bungalow Estates
Location: Potter Street	AREA 58
Photo location (might have other photos with details/showing views.	Architecture: Semi detached and detached, rendered with hipped roofs. Some uniformity.
Layout: 1932/41 OS Maps show development beginning with plots laid out. Mostly detached and semi detached. Layout largely reflects field boundaries; quite long straight roads produce continuous building lines	Front Boundary treatment Variety of boundary treatments, some front gardens used for parking
Relationship to open space - none	Landmark buildings?
Potential enhancement? No	2d. Inter War Housing Estates - Smaller Planned Estates
Location: Southacre Way, part Albury Drive, part Pinner Hill	AREA 59
No picture	Architecture:

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	1970s brick detached houses with attached/integral garages. Neo-Georgian design to Southacre Way & Albury Drive houses.
<p>Layout:</p> <p>Old OS maps show land open; Southacre Way appears to be last remnant of a long straight footpath that ran between Wood Hall and Pinner Hill Farm.</p> <p>Area occupies high and rising ground. Southacre Way now effectively a private drive to rear of gardens in Albury Drive – green informal verge on south side; wider gaps between the houses here gives a more spacious character. Pinner Hill houses also served by short private drive which has allowed some tree/hedge retention to the main road; houses slightly staggered to add visual interest.</p>	<p>Front Boundary treatment</p> <p>Good front garden retention.</p>
<p>Area adjoins Green Belt on north side.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Tookes Folly on opposite side of Pinner Hill a good landmark</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Pinner Hill Road (upper part)</p>	<p>AREA 60</p>
<p>No picture</p>	<p>Architecture:</p>

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	1930s detached and semi-detached houses and bungalows, some incorporating tudorbethan detailing.
<p>Layout:</p> <p>Pinner Hill Road and Potter Street former rural lanes; surrounding land still open on 1896 and 1913/14 OS maps. 1938/41 shows creeping ribbon development along Pinner Hill Road.</p> <p>Houses on east side have narrow gaps at side giving dense appearance to street frontage. Garage gaps on west side and very pleasing garden spaces to bungalows either side of Athol Gardens.</p> <p>Levels fall steeply from north to south – adds visual interest to relationship between the buildings. Verges set back behind footway.</p> <p>School playing fields provide visual break in streetscene.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Some front hedges retained – help to give semi-rural feel. However many forecourts opened up and hardsurfaced for parking. Good hedges to corner bungalows at Athol Gardens.</p> <p>Tookes Folly on opposite side of Pinner Hill a good landmark</p> <p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
Location: Lyndhurst Avenue	AREA 61
No picture.	Architecture:

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	<p>Detached and (mainly) semi-detached 1930s houses, mix of shallow round and square bays with gables or overhanging roofs. Brick and render. Also two unusual gable fronted semi-detached pairs with central valley gutter.</p> <p>Most have garage spaces at side.</p>
<p>Layout:</p> <p>As area 57: 1896 and 1913/14 OS maps show land as open fields surrounding Pinnerhill Farm; by 1932/41 OS roads laid out and largely developed as exists today.</p> <p>Long straight road running east to west, linking Pinner Hill to Alandale Drive. Some street trees but no verge. Return frontages of corner bungalows in Lyndhurst Gardens provide some visual relief/openness</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>Landmark buildings? Tookes Folly</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Latimer Close</p>	<p>AREA 62</p>
<p>No picture</p>	<p>Architecture:</p>

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	1950s semi-detached and terraced houses in brick, quite plain, with gabled roofs.
Layout: Short cul-de-sac off Latimer Gardens; slight garden suburb character – staggering of semis on south side. Shared driveway gaps between semis preserved; terraced houses served by rear parking court. No verge, few trees. Previously open land as shown on 1932/41 OS Maps.	Front Boundary treatment Front gardens largely opened up and hardsurfaced for forecourt parking.
Narrow strip of open space to rear of houses on north side.	No landmark buildings or eyesores.
Potential enhancement? No	1e. Pre and Post War Suburban – Post-War Suburban Housing Estates
Location: Buckland Rise, part Marsworth Avenue, part Albury Drive (excluding conservation area)	AREA 63
	Architecture: 1950s-70s detached and semi detached houses, mainly in brick, some with contrasting feature panels. Mainly gabled roofs. Some repeated styles – e.g. pairs of semis with one half featuring dominant front gable; 'L' shaped detached houses; integral forward projecting garages and porches; dropped eaves with windows projecting above, etc.

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<p>Layout:</p> <p>Post-war continuation of Pinnerwood Park Estate. Some good use of verges (e.g. Blythwood Road, Albury Drive) and street trees. Good planned arrangement of houses around Buckland Rise green and curve, and around Albury Drive roundabout etc. Although a variety of house types there is an overall coherence. Rising and falling levels and a sense of some spaciousness all contribute positively.</p>	<p>Front Boundary treatment</p> <p>Some good sized front gardens, but many hardsurfaced for parking. Variety of boundary treatment.</p>
<p>Open Green Belt land to rear of houses on north side of Albury Drive.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Norman Crescent</p> <p style="text-align: right;">AREA 64</p>	
<p>Layout:</p>	<p>Architecture:</p> <p>1950s-70s detached and semi detached houses in mainly brick; also some bungalows. Mainly gabled roofs. Some repeated styles eg. catside roofs over garages, semis with forward projecting gables. Most incorporate integral garages.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Curving crescent layout produces good arrangement of buildings – some staggering and some sweeping front building lines; modest gaps between the houses largely preserved and provide views/glimpses through to rear gardens. Small verges and street trees preserved.</p> <p>Levels fall north to south which adds interest particularly to the Crescent's turn.</p>	<p>Many front gardens incorporate forecourt parking but maintain some level of greenery. Mix of open and enclosed front gardens.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Blythwood Road and Murray Crescent AREA 65</p>	
<p>No picture</p>	<p>Architecture: 1950s brick and some render detached and semi detached houses. Hipped roofs some with subordinate forward projecting hips. Some shallow bay windows to houses in Blythwood Road. Garage spaces at sides</p>
<p>Layout:</p>	<p>Front Boundary treatment Extensive hardsurfacing to many front gardens for parking, but most retain some planting/greenery.</p>

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<p>Blythwood Road formed in part from garden of Edwardian villa 'Blythwood' shown on 1913/14 and 1932/41 OS fronting Uxbridge Road; Murray Crescent formed within the boundaries of an adjacent field.</p> <p>Pleasing sweeping and rising alignment to Blythwood Road. Similarly the rise of Murray Crescent and turn produce good visual relationships between the buildings. Quite wide verges and some good street trees. Good gaps to corner properties at southern entrance to Norman Crescent.</p>	
<p>Some houses on west side of Blythwood Road back onto wooded part of Pinner Green open space.</p> <p>Potential enhancement? No</p>	<p>Good pair of Victorian cottages at corner of Blythwood Road and Uxbridge Road.</p> <p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Tooke Close, part Woodhall Drive</p> <p>No picture</p> <p>Layout:</p>	<p>AREA 66</p> <p>Architecture:</p> <p>1970s narrow detached brick houses – all uniform – neo-Georgian design. Attached garages at sides.</p> <p>Front Boundary treatment</p>

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<p>Area occupies site of former Wood Hall house and outbuildings (former Wood Hall Farm house survives on other side of Woodhall Drive) as shown on 1932/41 OS Map.</p> <p>Layout takes form of short cul-de-sac with some houses also fronting Woodhall Drive. No verge or street trees. Quite dense appearance.</p>	<p>Most gardens completely lost to forecourt parking and front boundary treatment removed.</p>
<p>No relationship with open space.</p>	<p>Former farm house opposite is a good landmark.</p>
<p>Potential enhancement? No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>AREA 67</p>	
<p>Location: Towers Road and Lytton Road, part Altham Road</p> <p>No picture</p>	<p>Architecture:</p> <p>1930s detached and some semi-detached houses; mostly with bays. Some good tudorbethan detailing. Brick and render.</p> <p>One flat roof modernist house on Altham Road.</p>
<p>Layout:</p> <p>Area sits within the boundaries of a single field as shown on the 12896 and 1913/14 OS; by 1938/41 OS largely developed including Uxbridge Road frontage.</p>	<p>Front Boundary treatment</p> <p>Extensive hardsurfacing of forecourts to provide parking, but most have retained some trees/planting.</p>

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Long rear gardens particularly to houses in centre of area has allowed substantial tree growth. Some good gaps between houses and particularly on corners etc allow glimpses through to greenery at rear. Good verges and street trees.	
No relationship with open space.	Modernist house on Altham Road (locally listed) is a good landmark building.
Potential enhancement? No	2e. Inter-War Housing Estates – Infill Planned Estates
AREA 68	
Location: Lonsdale Close	
No picture	Architecture: Two 1960s three-storey flat roof blocks of flats in brick with white panelling.
Layout: Development occupies site of former Edwardian villa (as shown on 1938/41 OS) adjacent to Grim's Dyke.	Front Boundary treatment Green open forecourt retained.

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<p>Two blocks arranged on rising ground, served by a driveway and separated by a garage/parking court. Open frontage provided to Uxbridge Road and some nature trees retained to front and around the site perimeter. Each block provided with communal amenity space at rear.</p>	
<p>No relationship with opens space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Woodridings Close</p>	<p>AREA 69</p>
<p>No picture</p>	<p>Architecture: Two main types: one detached and two storey semi-detached pairs with 'M' shaped gables at front (1950s); brick, render and tile hanging 1930s brick and render semi-detached pairs with shallow square and angular bays 1980s/90s two/three storey block of flats at junction of Woodridings Close and Uxbridge Road.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1932/41 OS shows Woodridings Close laid out and the houses with bays developed. 1950s 'M' shaped pairs, flats and synagogue occupy site of former Woodridings Farm.</p> <p>1930s houses arranged around small triangular green – creating visual interest and some good gaps. 1950s semis in staggered arrangement and also have good gaps at sides; those fronting Uxbridge Road served by a short access road.</p>	<p>Some hardsurfacing but many front gardens and low, front boundary walls survive, contributing to character.</p>
<p>Grims Dyke embankment and trees visible through gaps and at end of the close.</p>	<p>Adjacent development to rear of shops in Uxbridge Road a bit of an eyesore in Woodridings Close.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>AREA 70</p>	
<p>Location: Uxbridge Road, Hatch End No picture.</p>	<p>Architecture: Mainly 1930s detached and some semi-detached houses, occasional later (eg 1970s) infill. Brick and render. Some good examples of tudorbethan detailing with bay windows, gables etc.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Alignment of Uxbridge Road established by 1896 OS map; land either side open probably parts of the estate of Wood Hall (north side) and The Hall (south side). By 1932/41 development of houses either side of Uxbridge Road largely completed and St. Thomas Drive laid out awaiting development.</p> <p>Levels fall north-south so houses on north side generally set up from road and more prominent. Some group value to the wide, semi-detached houses on the south side which turn the corner to St. Thomas Drive and leaves large, landscaped triangular green at the junction (repeated on other side). Also some verges provided on south side of Uxbridge Road.</p> <p>Rear boundary of property on south side determined by alignment of River Pinn (shown on old OS maps). Some modest but valuable gaps between the houses provide glimpses through to mature trees at rear.</p>	<p>Extensive loss of front gardens to forecourt parking – probably due to danger from traffic of on-street parking. Also some high hedges and walls on front boundaries to reduce impact of traffic noise.</p>
<p>No relationship with open space.</p>	<p>Victorian lodge adjacent to Old Hall Close a good landmark building.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Nugents Park, Seymour Close, Cavan Place</p>	
<p>AREA 71</p>	
<p>Architecture:</p>	

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	<p>Very large 2 storey detached houses set in generous grounds. Houses vary architecturally but generally have large hipped roofs and complex layouts.</p>
<p>Layout: 1913/14 OS map shows Nugent's Park laid out and development of small number of houses in large grounds. Four Oaks at southern end remains; others the subject of post-war redevelopment. Very large gardens and private road gives a green, spacious and secluded air. Many mature trees retained and visible through spaces. Road gets tighter and abruptly stops making it feel secluded.</p>	<p>Front Boundary treatment Large front gardens and soft hedging boundaries</p>
<p>Pinner Park Farmland within Green Belt adjoins area to south.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement. No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Wellington Road, Devonshire Road, Cornwall Road, Avon Mews, Helston Close, Littlecote Place</p>	<p>AREA 72</p>
	<p>Architecture:</p>

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	<p>Mixed forms of development including 1920s/30s halls adjoining semis, Edwardian and 1920s/30s detached houses, three storey 1930s mansion block and 1960s/70s blocks of flats, 1950s maisonettes in two storey semi-detached pairs</p>
<p>Layout:</p> <p>Road layout survives from Victorian Woodridings estate of (mainly semi-detached) villas – as shown on OS map from 1896 but with some early redevelopment already taking place by time of the 1932/41 OS. One Victorian semi-detached pair survives – three storeys in Italianate style – on Wellington Road.</p> <p>Despite mixed redevelopment the pattern of forecourts, buildings and gardens survive, some good gaps between buildings provide glimpses to mature tree growth in rear gardens. Also some good front garden trees survive.</p> <p>Despite proximity to Uxbridge Road area has a quiet suburban character. Good pedestrian links to Park View and to public footpath across Pinner Park Farm land.</p>	<p>Front Boundary treatment</p> <p>Some front gardens lost to hardsurfacing and forecourt parking.</p>
<p>Pinner Park Farm land within Green Belt to south of area.</p>	<p>No landmark buildings. Rear of shops and other commercial development to rear of Uxbridge Road is an eyesore.</p>
<p>Potential enhancement? No</p>	<p>6b. Bungalows - Miscellaneous</p>

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<p>Location: Wellington Road (south), Wellington Avenue and Woodridings Avenue</p>	<p>AREA 73</p>
<p>No picture</p>	<p>Architecture: Edwardian and 1920s/30s semi-detached and some detached houses; brick and render, some good tudorbethan detailing Some later (1950s) bungalows at end of Woodridings Avenue</p>
<p>Layout: Continuation of Woodridings estate layout (see area 72) – largely in situ and developed by 1913/14 and 1932/41 OS maps. No verge but some good mature front garden trees survive and gaps between buildings provide glimpses through to rear gardens and trees. Slight fall in levels north to south. Pedestrian access at southern end of Wellington Road to Pinner Park Farm public footpath and from Woodridings Avenue to Park View (area 74), but no link between Wellington Avenue and Park View.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatment where these survive.</p>
<p>Pinner Park Farm land within Green Belt to south of area. Also allotments at eastern end of Woodridings Avenue.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>

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<p>Location: Anselm Road and Park View</p>	<p>AREA 74</p>
	<p>Architecture: 1920s/30s detached and some semi-detached houses; hipped roofs with forward projecting elements. Brick and render. Some good tudorbethan detailing and unusual designs.</p>
<p>Layout: 1932/41 shows roads laid out and development under way on previously open farmland. Long straight roads relieved by slight staggering of building lines and variation in house types/designs. Slight levels fall from north to south also adds interest. Good verges and some mature street trees. Modest gaps between houses add to character and provide glimpses of rear garden tree growth. Also good space provided at side of house adjacent to Uxbridge Road. Footpath links between Park View and Woodridings Avenue (area 74) and Cornwall Road (area 72) provide good permeability.</p>	<p>Front Boundary treatment Front gardens largely hardsurfaced and used for car parking. Variety of boundary treatments where retained.</p>
<p>Allotments (within Green Belt) to south; end of Anselm Road gives aspect out onto open land within the Green Belt.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

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<p>Location: Dove Park</p>	<p>AREA 75</p>
<p>Architecture:</p> <p>1950s/60s development comprising two brick 'H' shaped flat roofed tower blocks with balconies and three storey pitched roof blocks in contrasting brick</p>	<p>Architecture:</p> <p>1950s/60s development comprising two brick 'H' shaped flat roofed tower blocks with balconies and three storey pitched roof blocks in contrasting brick</p>
<p>Layout:</p> <p>Area occupies site of Victorian villas and grounds of Dove House and New Dove House – shown on 1896 OS and still present on 1932/41 OS.</p> <p>Very spacious development set within extensive open grounds and surrounded by trees. Single access driveway serves development from Uxbridge Road and leads to parking and garage courts.</p>	<p>Front Boundary treatment</p> <p>Green/landscaped open space around the buildings survives.</p>
<p>Area incorporates designated open space.</p>	<p>The tower blocks are landmark buildings, visible from surrounding areas due to their height.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Gildea Close, Beeton Close, Gable Close</p>	<p>AREA 76</p>

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No picture	<p>Architecture:</p> <p>1970s/80s development of two storey terraced houses and one three storey block of flats, all in brick but some houses with contrasting panelling (tile hanging)</p>
<p>Layout:</p> <p>Area still open farmland on old OS maps.</p> <p>Very car/highway dominated with no real sense of open space, combines with extensive use of brick to give hard urban appearance. However mature trees along railway line add some visual greenery.</p>	<p>Front Boundary treatment</p> <p>Very small open plan front gardens; area dominated by planned in parking areas.</p>
Open Green Belt land adjoins area to south.	No landmark buildings or eyesores.
Potential enhancement?	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
No	
Location: Chantry Road, West Chantry, Mullion Close, Winston Court, part Headstone Lane	AREA 77
No picture	Architecture:

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	<p>Two storey semi-detached and terraced houses, variety of styles and eras including Victorian cottages, 1920s/30s white rendered semis with dominant front gables, 1950s maisonettes and 1960s flat roof houses.</p>
<p>Layout:</p> <p>Area appears on 1896 OS as small settlement of Victorian cottages, pub and Letchford House; also with railway siding. By 1913/14 Chantry Road developed with semis and institute building. Some further development by time of 1932/41 OS. Mullion Close and Winston Court subsequent developments within the grounds of Letchford House.</p> <p>Overall character is one of compact, old settlement within open setting. Industrial development occupies site of former railway sidings.</p>	<p>Front Boundary treatment</p> <p>Variety of front garden sizes, treatment and boundaries.</p>
<p>Area surrounded by open land to north and west, within the Green Belt.</p>	<p>Some good landmark buildings: Letchford House (listed grade II) and Letchford Arms pub (locally listed). Also the houses/institute building in Chantry Road have good group value.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>Location: Long Elmes/Courtenay Avenue estate</p> <p style="text-align: right;">AREA 78</p>	

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	<p>Architecture:</p> <p>Semi-detached and terraces of four or six houses. Plain, flat fronted, mainly finished cladding but some brick houses also.</p> <p>Some recent redeveloped houses (e.g. Whittlesea Road) and 1980s old persons' flats/housing in Long Elmes and Augustine Road.</p> <p>Some flat roof houses around Bancroft Gardens.</p> <p>Some 1970s monopitch housing and old persons' home in Augustine Road.</p>
<p>Layout:</p> <p>1896 – 1932/41 OS maps show area mainly as open farmland but including the estates of the Victorian villas The Cedars (now Langton Road), Waldoes (now Ufford Close) and Fair Elmes (now Boniface Gardens) which existed south of Uxbridge Road. The gates and railings to The Cedars survive (in poor condition) on Uxbridge Road and its landscaped front gardens survive as The Cedars open space. A small pair of Victorian cottages also survives along Headstone Lane. Hutton Lane follows alignment of earlier rural lane shown as Green Lane on 1913/14 map.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>

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<p>Strong planned layout giving garden suburb character. Courtenay Avenue and Uxbridge Road the principal thoroughfares emphasised by wide verges and set-back of houses (served by access roads). Also note well landscaped amenity islands in Uxbridge Road and at junction with Oxhey Lane.</p> <p>Throughout the estate good use of wide verges and greens contributes top openness and garden suburb feel, as does the arrangement of houses some turned to face the corner at junctions, some with 'wrap around' gardens at junctions, the staggering of groups of houses behind greens along long road frontages, etc.</p> <p>Note also the integration of non-residential, community</p>	
<p>As noted above strong use of open space throughout the estate which is collectively important to the area's character, and there is open space around the schools. Of particular note is the open space to the north-west corner of the estate with mature trees and landscaping – part of the Green Belt and an important setting for the area.</p>	<p>The pubs and schools are landmark settings within the estate. The rise of Courtenay Avenue to cross the railway and its associated foot tunnel detract from the southern part of the area.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Belsize Road, Silver Close, part Boxtree Lane and Boxtree Road</p>	<p>AREA 79</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Distinctive gable fronted pairs of semi-detached houses (similar to Area 157) and terraces of four houses fronting Boxtree Lane, Silver Close and Belsize Road. Shared driveway spaces and garage spaces at sides. Small development of 1970s/80s detached houses around cul-de-sac head in Silver Close.</p> <p>Boxtree Road and Uxbridge Road frontage mixed pairs of 'chalet' type houses with catslide roofs at side and halls-adjoining pairs with forward projecting mock-Tudor gables and integral garages. Mainly narrow (shared driveway spaces) at sides.</p>
<p>Layout:</p> <p>Uxbridge Road, Boxtree Road and Boxtree Lane follow the alignment of earlier rural lanes – development in this area therefore largely fronts onto these pre-existing routes with Belsize Lane linking Uxbridge Road and Boxtree Lane parallel to Hutton Lane (previously Green Lane) to the west.</p> <p>Wide planted verges to the adjacent side of Boxtree Road; some street trees to other roads. Pleasing green areas at the junctions of Boxtree Road/Boxtree Lane, Boxtree Lane/Silver Close and Boxtree Road/Uxbridge Road.</p> <p>Levels rise and fall from Uxbridge Road which adds interest. Turn of buildings from Boxtree Lane into Silver Close adds visual interest but creates some quite long gardens.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>

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<p>Harrow Weald recreation ground has a significant open frontage to Boxtree Lane and Boxtree Road which contributes positively to amenity and character.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>AREA 80</p>	
<p>Location: Colmer Place & Blackwell Close No picture</p>	<p>Architecture: Interesting rendered gable fronted semi-detached pairs to Colmer Place (+ one pair fronting Boxtree Lane) with wide gaps between; plain (1980s?) brick semi-detached pairs with narrow gaps opposite. Short Victorian terrace of narrow fronted houses and rear projections to Boxtree Lane. 1970s three storey development of terraced houses and flats in Blackwell Close.</p>
<p>Layout: Boxtree Lane follows the alignment of the original rural lane/footpath and forms the northern extent of this small area. Colmer Place and development fronting Boxtree Lane appear on late Victorian and early twentieth century maps. Development</p>	<p>Front Boundary treatment Front gardens largely given over to forecourt parking – planned into the later twentieth century development. Various boundary treatment.</p>

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<p>in Blackwell Close occupies land formerly the curtilage of Belmont Lodge and now follows a small planned, cul-de-sac formation.</p> <p>Blackwell Close takes the name of Blackwell (of Cross & Blackwell) who donated the land for the Harrow Weald recreation ground.</p>	
<p>Strong relationship harrow Weald recreation ground, which backs onto development in this area and makes a pleasing visual & open contribution to the adjacent part of Boxtree Lane.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>AREAS 81</p>	
<p>Location: Kynaston Wood, part Boxtree Road</p> <p>No picture</p>	<p>Architecture: Brick and panelling 1960/70s detached and terraced houses; unusual valley roof style fronting Boxtree Road.</p>
<p>Layout: Area occupies part of a triangular area of land formed between Uxbridge Road, High Road (previously Chapel Hill) and Boxtree Road and shown on Victorian maps as being occupied by</p>	<p>Front Boundary treatment Planned with integral garages and open-plan.</p>

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<p>Kynaston Lodge. Development appears to have happened in two main phases with 1930s development fronting existing roads and taken from eastern grounds to form Kynaston Close; the 1960s/70s development to form Kynaston Wood occupies the hitherto retained curtilage and buildings of the Lodge. (see also area 81)</p> <p>Kynaston Wood arranged as an open plan formation of cul-de-sacs. Houses on north side back onto Uxbridge Road and some to south side back onto Boxtree Road which has allowed substantial trees (part of the original Lodge estate?) to be retained and these add significantly to amenity and character.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Kynaston Close, part Boxtree Road and part High Road</p>	<p>AREA 82</p>
<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture: Mainly rendered semi-detached and some detached houses with suntrap windows and overhanging roofs. Small group of more traditional houses at southern end of High Road.</p>

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<p>Layout:</p> <p>Area occupies part of a triangular area of land formed between Uxbridge Road, High Road (previously Chapel Hill) and Boxtree Road and shown on Victorian maps as being occupied by Kynaston Lodge. Development appears to have happened in two main phases with 1930s development fronting existing roads and taken from eastern grounds to form Kynaston Close; the 1960s/70s development to form Kynaston Wood occupies the hitherto retained curtilage and buildings of the Lodge. (see also area 82)</p> <p>Levels fall quite steeply from north to south and this is particularly effective in Kynaston Close where houses stagger down the hill and with a small group around the turning head appearing dominant. The houses fronting High Road and Uxbridge Road are set back, served by access roads, allowing mature trees to be retained along the principal road frontages. No street trees of verges to Kynaston Close and this side of Boxtree Lane.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking</p>
<p>Harrow Weald recreation ground has substantial frontage to adjacent part of Boxtree Road and particularly beneficial to houses fronting and Kynaston Close.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

<p>Location: Fontwell Close</p> <p>No picture</p>	<p>AREA 83</p> <p>Architecture:</p> <p>1970s brick detached houses with integral garages fronting on outer part of Fontwell Close (i.e. facing Uxbridge Road around into High Road). To a rear a 1970s development of terraced houses and two storey flats with balconies.</p>
<p>Layout:</p> <p>Development occupies a site which appears to have been formed from the gardens of a small number of detached houses fronting Uxbridge Road as shown on the 1932/41 OS Maps. The currently existing frontage development is served by an access road separated from Uxbridge Road and the roundabout by an island of mature trees and planting (presumably surviving from the gardens of the original houses?).</p> <p>The terraced houses and flats to the rear are arranged around a central green and parking area which give a sense of openness. Rear parking/garage courts are designed in and have the effect of shortening the gardens of some of the properties.</p> <p>No permeability with surrounding areas.</p>	<p>Front Boundary treatment</p> <p>A number of front gardens survive.</p>

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<p>Properties on north side of Fontwell Close face Green Belt land on the other side of Uxbridge Road. Trees in adjacent gardens of houses in High Road contribute positively to the amenity/setting of parts of Fontwell Close.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Monro Gardens, High Road</p>	<p>AREA 84</p>
<p>No picture</p>	<p>Architecture: Strong uniformity to Monro Gardens – detached houses with dominant forward projecting bays with overhanging gables, front entrance recessed behind with catside roof and dormer over. Mainly render but some mock-Tudor and tile-hanging detailing. Similar 1930s detached houses to High Road frontage but with greater variation in form and design details. Note unusual mock-Tudor detached house on west side of high Road fronting Uxbridge Road roundabout. Garage spaces to sides?</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Frontage development follows the pre-existing alignment of High Road. Steep fall from north to south adds interest to the development fronting High Road. Monro Gardens is a cul-de-sac between development in Elmes Road and Fontwell Close; it has a pleasing arrangement of buildings around the turning head.</p> <p>Quite long rear gardens.</p> <p>No verge or street trees.</p> <p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front gardens largely lost to forecourt parking, though better retention of planting to houses fronting High Road (which have longer front gardens). Variety of boundary treatment where this is retained.</p>
	<p>House fronting Uxbridge Road roundabout is a landmark building. No eyesores.</p>
	<p>2e. Inter War Housing Estates - Infill Planned Estates</p>
<p>Location: Lavender Gardens</p>	<p>AREA 85</p>
<p>No picture</p>	<p>Architecture:</p> <p>1990s now gated development of brick and mock-Tudor detached houses arranged around a private cul-de-sac. Narrow gaps between houses. Part of the development fronts Uxbridge Road although some earlier houses, also detached and of individual design, are included in this area.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Layout develops curtilage of former detached house in extensive grounds which fronted Uxbridge Road as shown on 1932/41 OS Maps. New layout results in a cul-de-sac and quite tightly packed large houses to make best use of the site.</p> <p>No verge or street trees, but some planting retained along Uxbridge Road frontage.</p> <p>Houses on Uxbridge Road frontage face onto Green Belt land.</p> <p>Potential enhancement? No</p>	<p>Parking integrated into the layout of the houses so front gardens, though small, largely retained as originally planned.</p> <p>No landmark buildings or eyesores within this area. Note however the imposing Harrow Weald Lodge on the facing side of Uxbridge Road.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: The Coppins & Uxbridge Road</p> <p>No picture</p>	<p>AREA 86</p> <p>Architecture:</p> <p>1980s development of brick two storey detached houses and three storey semi-detached pairs in neo-Georgian style and finished in red brick.</p> <p>Area also includes small development of larger detached houses in traditional style in brick with tile hanging and mock-Tudor detailing.</p>

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<p>Layout:</p> <p>The layout of The Coppins develops curtilage of former detached house in extensive grounds which fronted Uxbridge Road as shown on 1932/41 OS Maps. New layout results in a cul-de-sac and quite tightly packed large houses to make best use of the site. The frontage development is served by two short access roads separated from Uxbridge Road by islands which has allowed the retention of some mature trees and planting.</p> <p>No verge or street trees to the main cul-de-sac and combined with narrowness and tall buildings has a closed in feeling. However the trees in adjacent Kelvin Crescent provide valuable visual greenery at the end of the close.</p> <p>The three detached houses to the east of The Coppins is a more sympathetic, infill development which has a spacious feel and has allowed the retention of some significant trees/greenery.</p>	<p>Front Boundary treatment</p> <p>The front gardens in The Coppins have been largely given over to car parking with no boundary treatment.</p>
<p>Houses on Uxbridge Road frontage face onto Green Belt land. Also the three detached houses to the east of the area are sited adjacent to the small, triangular parish cemetery at the junction of Uxbridge Road and Elms Road.</p>	<p>No landmark buildings or eyesores within this area. Note however the historic All Saints Church on the facing side of Uxbridge Road.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>

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<p>Location: Kelvin Crescent and Stamford Close</p>	<p>AREA 87</p>
<p>No picture</p>	<p>Architecture: 1970s detached and some terraced houses in brick.</p>
<p>Layout: Area occupies open land and orchard – possible part of grounds of a detached house on Elms Rd – as shown on 1932/41 OS map. Houses set informally around green open spaces with private rear gardens and served by communal areas as well as some having their own garages. Some good landscaping and tree retention particularly along the Elms Road frontage. Levels rise up from Elms Road.</p>	<p>Front Boundary treatment Open plan gardens; many house front gardens remain intact.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban - Post War Pocket Infill Housing and Flats</p>
<p>Location: Elms Road & Cherry Hill</p>	<p>AREA 88</p>
<p>Architecture:</p>	

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	<p>Detached and semi-detached houses and bungalows; variety of styles and materials. Mostly dating from the 1930s but some later development eg 1970s houses in Kelvin Crescent. Some front dormers. Also some three storey flat roof blocks of flats in Charlwood Close.</p> <p>Area contains Harrow Weald Farm House and barn (both grade II listed) – glimpses visible from Elms Road but surrounding residential development has limited the visual contribution of this building to the area's character.</p>
<p>Layout:</p> <p>Layout similar to shown on 1932/41 OS Maps. Elms Road the principal thoroughfare and carries traffic shortcutting between Uxbridge Road and High Road; wide carriageway with significant tree/hedge retention to eastern end giving informal, rural feel. Levels fall from north to south so houses set up from road to north side and set down on south side. Also Elms Road dips and rises as it curves giving feeling of a country lane.</p>	<p>Front Boundary treatment</p> <p>Front gardens used for parking but impact limited where trees/hedges retained (at eastern end); however extensive forecourt parking combined with retaining walls has had a detrimental impact to some properties on northern side. Blocks of flats more open plan in landscape character.</p>
<p>Grave yard to north side Elms Road at junction with Uxbridge Road makes an important visual contribution in terms of trees and open space – adds to rural feel.</p>	<p>Forecourt parking areas to houses on north side opposite junction with College Hill Road.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3a. Linear – Suburban Rural Lanes</p>

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Location: Twickenham Gardens & Lorraine Park	AREA 89
<p>No picture</p>	<p>Architecture:</p> <p>1960s/70s development of brick maisonettes and terraced houses. Small group of detached houses from the same ere fronting Elms Road. Some later two-three storey in fill development to southern end of Lorraine Park.</p>
<p>Layout:</p> <p>This area and subsequent infill appears to have taken place on the land of former large, residential gardens of existing residential property (mainly fronting Elms Road). Planned layout of cul-de-sac spurs (leading to garage courts in Twickenham Gardens) with buildings arranged formally around and some staggering to break visual monotony. There are no verges but some pleasing large, green areas around the maisonettes which contribute to a sense of openness.</p> <p>Footpath link between Lorraine Gardens and Elms Road improves permeability; otherwise limited permeability with surrounding areas.</p> <p>South western corner of this area backs onto College Road tennis courts.</p> <p>Potential enhancement?</p>	<p>Front Boundary treatment</p> <p>Green open plan gardens fronting the maisonettes have survived and contribute to openness. Front gardens to terraced houses largely lost to forecourt parking.</p>
	<p>No landmark buildings or eyesores.</p>
	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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No	
Location: College Hill Road	AREA 90
No picture	Architecture: Mainly 1930s detached houses and bungalows, brick and render, variety of styles. Garage gaps at sides.
Layout: College Hill Road follows the alignment of an earlier rural lane shown simply as College Hill through open land on early OS maps. The Victorian cottage at the junction of Elms Road (shown as Elms Cottage on the 12896 OS) survives. Development appears to have been piecemeal. Few verges or street trees in this part of College Hill Road. Levels fall quite steeply from north to south.	Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment.
No relationship with open space.	Elms Cottage is a good landmark building.
Potential enhancement?	3b. Linear – Former Lanes and Principal Thoroughfares
No	

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<p>Location: College Close</p>	<p>AREA 91</p>
<p>No picture</p>	<p>Architecture: Mainly 1930s semi-detached and detached houses and bungalows, later 1970s development of neo-Georgian detached houses at north end</p>
<p>Layout: The neo-Georgian development at the north end of College Close appears to have taken place on land which was retained around Harrow Weald Farm when earlier phases of residential development took place. The housing is seen laid out and completed on the 1932/41 OS Maps. College Close is quite narrow and heavily parked. No verge or street trees. Levels fall from north to south. Poor permeability with surrounding areas.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Wynchgate, Wilsmere Drive & White Gate Gardens</p>	<p>AREA 92</p>

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	<p>Architecture:</p> <p>Mostly semi-detached houses and bungalows, brick and render. Groups of different styles e.g. white rendered houses to Wilsmere Drive and Whitegate Gardens (north branch) but brick houses and bungalows to Whitegate Gardens (south branch).</p>
<p>Layout:</p> <p>Planned layout to Whychgate and White Gate Gardens as shown on 1932/41 OS Maps although tree-lined approach from Elms Road and Wilsmere Drive probably part of original driveway serving Wilsmere House. Verges and street trees to Whychgate and White Gate Gardens but eroded in places due to crossovers. No permeability with surrounding residential areas though access to neighbouring school from White Gate Gardens.</p>	<p>Front Boundary treatment</p> <p>Front gardens converted to parking in many instances. Some front boundary walls.</p>
<p>No open space per se although larger semi-circular verge in front of White gate Gardens bungalows.</p>	<p>Wilsmere House is a landmark building occupying higher ground.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Richmond Gardens, Winston Close, Kingston Place</p> <p>No picture</p>	<p>AREA 93</p> <p>Architecture:</p>

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	<p>Winston Close: mainly 1960s detached houses with distinctive shallow-pitch roofs and forward projecting, integral garages; narrow gaps between</p> <p>Richmond Gardens: semi-detached and detached bungalows with short, forward projecting feature gables and gaps at side; some later 1960s bungalows but with narrow gaps at side</p> <p>Kingston Place: uniform group of detached brick houses with low eaves and dormers at sides</p>
<p>Layout:</p> <p>The east-west section of Richmond Gardens appears to follow the principal driveway approach to Harrow Weald House (the 1896 OS map shows that there was a lodge fronting Kenton Lane). Winston Close and Richmond Gardens seems to have been a largely piecemeal development of what was left of the gardens of Harrow Weald House after surrounding 1930s residential development had taken place. Kingston Place appears to have taken place on land from the gardens of maisonettes in Kenton Lane.</p> <p>The layout of the estate is therefore dictated by the shape & constraints of what was left of the gardens. There are no verges and few street trees but two green islands with trees add to the amenity of the estate.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>By its nature Kinston place is a tightly packed development arranged around its access driveway and leading to a small block of garages.</p> <p>Levels fall quite steeply from north to south.</p> <p>Poor pedestrian permeability with surrounding residential areas.</p>	
<p>No relationship with open space.</p>	<p>What remains of Harrow Weald House (now substantially extended as part of its use as a nursing home) can be seen from the end of Richmond Gardens.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>Location: Trevor Close & Kenton Lane, Harrow Weald (north)</p>	<p>AREA 94</p>
<p>No picture.</p>	<p>Architecture:</p> <p>Two storey terraced and semi detached houses and maisonettes; some Victorian development at north end but mainly dominated by 1920s/30s development. Some post war re-development. Common use of brick and render but no overall style – very mixed.</p> <p>Trevor Close is a small 1970s development of semi-detached houses.</p>

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<p>Layout:</p> <p>Kenton Lane is appears as a rural lane on the 1896 OS map with some ribbon development of cottages and adjoining the estate of Harrow Weald House, to the west, and the smaller Hill House to the east (south of Gordon Avenue). By the 1932/41 OS piecemeal development of semis and terraces.</p> <p>This part of Kenton Lane is quite narrow and lacks street trees and verges. However the fall in levels combined with earlier development adds some charm to the northern end. Space either side of the Seven Balls P.H. (and The Hermitage) listed grade II) on the other side) provides welcome visual relief to an otherwise quite dense, built up frontage.</p> <p>Trevor Close occupies the site of the former Hill House and is a small open plan served by a short private drive leading to a rear garage court.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking, although good green forecourt retained to maisonettes south of the Seven Balls P.H.</p>
<p>No relationship with open space.</p>	<p>The Seven Balls P.H. (listed grade II) and The Hermitage (grade II listed) are good landmarks. However Grimdsyke motors is an eyesore on the prominent corner with Gordon Avenue.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Woodlands Drive, Rowan Close, Coppice Close</p> <p style="text-align: right;">AREA 95</p>	

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<p>No picture</p>	<p>Architecture:</p> <p>Rendered mainly 'double fronted' semi-detached houses also some with forward projecting gables and central catslide roofs; gaps at sides. Quite plain in finish/detailing. Later development in brick of bungalows, two storey houses and three/four storey flats</p>
<p>Layout:</p> <p>Combined with the architecture the layout has a strong garden suburb character and was fully laid out in the 1932/41 OS Maps: semi-formal arrangement of houses around a central green, narrow carriageway, slightly curving alignment to avoid monotony, etc. However the demolition of some homes to form Coppice Close & Rowan Close and to allow redevelopment fronting Uxbridge Road has damaged the harmony of the original estate. Particularly damaging is the loss of the second, smaller green for bungalow development at the northern end of Woodlands Drive.</p> <p>Levels fall gently from north to south.</p> <p>Poor permeability with neighbouring areas to east and west.</p>	<p>Front Boundary treatment</p> <p>The original layout seems to comprise low fences and hedges enclosing front gardens, some of which survive. However many now lost to forecourt parking particularly as the carriageway is too narrow to accommodate much on-street parking.</p>
<p>None other than the central green referred to above.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>

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No	
Location: Fortnums Acre	AREA 96
No picture	Architecture: 1970s development of unusual two/three storey detached houses and a terrace of more conventional two storey houses. All of the houses are provided with garages (mainly integral). Brick.
Layout: Site appears to occupy land assembled from earlier houses and their gardens fronting Uxbridge Road. The houses adjacent to Uxbridge Road turn their back on that road to face the cul-de-sac of which they form part. Development results in small (short) front and rear gardens.	Front Boundary treatment Despite provision of garages front gardens largely lost to forecourt gardens.
No relationship to open space.	No landmark buildings or eyesores.
Potential enhancement?	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
No	
Location: Chartley Avenue, Heather Way, Holme Way	AREA 97

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<p>No picture</p>	<p>Architecture:</p> <p>Semi detached houses and (mainly) bungalows. Strong uniformity: all dwellings brick with hipped roofs and similar windows. Bungalows have bay windows, front dormers and subordinate rear projections. Houses are halls adjoining with bay windows and hips forward projecting hips over. Cairn Way possibly a later development of semi-detached houses comprising central bays and overhanging roofs.</p>
<p>Layout:</p> <p>1932/41 OS map shows this area (and that of adjoining Kenneth Gardens/Ashdale Grove) undeveloped but largely enclosed by development in surrounding areas. However within surrounding development the links to Uxbridge Road and Gordon Avenue remain open, suggesting part of a larger safeguarded route?</p> <p>The estate there follows a conventional layout, with Chartley Avenue intended as the principal route through including grass verges (wider on the west side) and short cul-de-sacs off. The slight curve to Chartley Avenue and the arrangement of buildings around the cul-de-sac heads provides some visual interest.</p> <p>A link through to Ashdale Grove provides increased vehicular and pedestrian permeability.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatments where these survive.</p>
<p>Link to Gordon Avenue now provides a small area of informal open space.</p>	<p>No landmarks or eyesores.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Jellicoe Gardens</p> <p>No picture</p>	<p>AREA 98</p> <p>Architecture:</p> <p>Mainly detached, 1970s/80s neo-Georgian houses with attached or integral garages. Note also staggered terrace of flat roof three-storey neo-Georgian houses with integral garages on south side. All in brick. Some common elements eg ground floor bow windows and portico porches; also similar house types grouped together (suggesting the road may have been developed in phases).</p>
<p>Layout:</p> <p>The 1932/41 OS map shows the site comprising of mainly detached houses with long gardens fronting Uxbridge Road and some fronting The Chase. It is apparent therefore that Jellicoe Gardens was developed on the site of some of these houses and surrounding gardens (many of the donor properties remain), linking through to The Chase where it appears that one half of a semi-detached pair was demolished to forge the access.</p>	<p>Front Boundary treatment</p> <p>The estate appears to have been designed and largely remains open plan. Notwithstanding integral garages many front gardens have been lost to forecourt parking.</p>

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<p>The layout therefore reflects the constraints/shape of the site as formed. As with nearby Hathaway Close/White Orchards (Area 40) houses adjacent to Uxbridge Road are turned to back onto it resulting in fences/walls facing that road. Although most of the houses have garage spaces at the side the layout combined with some short gardens give a feeling of a tightly packed development.</p> <p>No verges or street trees.</p>	
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>Location: Kenneth Gardens & Ashdale Grove</p> <p style="text-align: right;">AREA 99</p>	
	<p>Architecture: Strong uniformity – brick semi-detached bungalows with subordinate forward projecting wings which have bay windows; gaps at side.</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens commonly used for off-street parking. Some low level front boundary walls survive.</p>

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<p>Formal layout; linear front building line although bungalows turn corner/around turning head in Ashdale Grove. Plain verges interrupted by crossovers. Slight levels rise from south to north although not used to great effect. Previously open land as shown on the 1932/41 OS Maps.</p>	
<p>Small grassed central area in turning head of Ashdale Grove.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6a. Bungalows – Bungalow Estates</p>

Appendix 3 Areas 100-149

Location: Conway Close	AREA 100
<p>No picture</p>	<p>Architecture: Rendered semi-detached houses with round or angular bays and gables over. Garage spaces at sides.</p>
<p>Layout: Short cul-de-sac occupies the site and cartilage of Park Farm, as shown on the 1913/14 OS and was cleared awaiting development at the time of the 1932/41 OS. No verge or street trees. Arrangement of houses around the turning circle adds interest although they have been substantially extended, largely closing the gaps. Adjacent houses in The Chase build right up to the pavement edge of Conway Close, creating an undesirable sense of enclosure in the approach to this small estate.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatments.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

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Location: Gordon Avenue (west section)	AREA 101
<p>No picture</p>	<p>Architecture:</p> <p>Mixed:</p> <p>Some Victorian/Edwardian brick cottages on north side</p> <p>1930s detached and semi-detached brick and render houses – some tudorbethan detailing</p> <p>1960s terraced block of five houses with distinctive inverted monopitch roofs and white cladding at first floor level</p> <p>Some 1980s/1990s detached houses with mock-Tudor cladding</p>
<p>Layout:</p> <p>Piecemeal development along Gordon Avenue shown on 1896, 1913/14 and 1932/41 OS maps. 1960s terrace a redevelopment of two Victorian villas and their gardens.</p> <p>No verge or street trees. Levels rise quite steeply up from Kenton Lane.</p> <p>No relationship with formal open space, though green area at end of Chartley Avenue provides much need visual relief and greenery.</p> <p>Potential enhancement?</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained.</p> <p>The Victorian cottages have some charm in the streetscene. However the vehicle repair garage (and associated on-street parking) on the corner of Kenton Lane is an eyesore.</p> <p>6b. Bungalows - Miscellaneous</p>

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No	
Location: Maytree Lane & Woodward Gardens	AREA 102
No picture	Architecture: 1980s/90s development of detached houses; brick and render some with mock-Tudor detailing.
Layout: Maytree Lane appears to follow line of possible safeguarded route linking The Highway to Chartley Avenue; houses fronting Maytree Lane appear to have been developed within the gardens of adjacent Gordon Avenue properties. Woodward Gardens has more coherence appearing to have been developed on the site of a former single house and its grounds. Houses mainly incorporate garages. Informal arrangement/layout exposes some gardens to Maytree Lane allowing tree growth and openness to give spacious, semi-rural character. Permeability to The Highway	Front Boundary treatment Development largely designed with front parking but some small garden areas providing forecourt greenery remains.
Stanmore Golf Course (metropolitan open land) occupies large area to south-east.	No landmark buildings or eyesores.
Potential enhancement?	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats

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No	
<p>Location: Ash Close</p> <p>No picture</p> <p>Layout:</p> <p>The 1932/41 OS map shows the site comprising of mainly detached houses with long gardens fronting Gordon Avenue. It is apparent therefore that Ash Close was developed on the site of some of these houses and, later, extended at the eastern end into surrounding gardens (the donor properties remain fronting Gordon Avenue).</p> <p>The layout of the estate therefore reflects this history and takes the form of a short cul-de-sac; also two houses are added at the end of neighbouring Chartley Avenue.</p> <p>Access to Chartley Avenue?</p> <p>No verge or street trees.</p>	<p>AREA 103</p> <p>Architecture:</p> <p>Mainly 1970s detached houses with shallow pitch, gabled roofs. Render? And light coloured brick. Eastward extension of the close comprises larger mock-Tudor/neo-Georgian detached houses with hipped roofs. All have detached and/or integral garages.</p> <p>Front Boundary treatment</p> <p>Front gardens, though small, largely survive. Mainly open plan.</p>

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<p>The estate preserves the open plot and pedestrian link between Chartley Avenue and Gordon Avenue. This plot may have been part of an earlier safeguarded road route. Also trees along the Gordon Avenue frontage (presumably from earlier development) are retained as a result of the estate layout.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 104</p>	
<p>Location: Gordon Avenue (central section)</p>	
<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture: Quite large, detached and individually designed inter-war and post war detached houses. Also a group of more modest 1930s semi-detached and detached houses either side of the junction with The Chase. Brick and render. On south side two three-storey 1990s blocks of flats (adj. Weymouth Walk) in brick.</p>
<p>Layout: Continuation of piecemeal development along Gordon Avenue (as area 101) but more spacious in character. 1932/41 OS shows this section largely developed, but there has been subsequent redevelopment of individual plots (generally preserving the</p>	<p>Front Boundary treatment Front gardens used for forecourt parking but most retain some greenery/landscaping. Variety of boundary treatment.</p>

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<p>spacious appearance). No verge or street trees but some mature/semi mature trees preserved in front gardens provide good cover/leafy appearance.</p> <p>Levels fall south to north.</p> <p>Good permeability provided from footpath link through Stanmore Golf course (to south) and The Chase (to north).</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Georgian Close & Weymouth Walk</p>	<p>AREA 105</p>
<p>No picture</p>	<p>Architecture:</p> <p>Mainly core of detached, 1970s/80s neo-Georgian houses with attached garages at sides (some now extended). Eastward and westward extensions of the close have introduced larger mock-Tudor and neo-Georgian detached houses with only narrow gaps and mostly with integral garages.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>The 1932/41 OS map shows the site comprising of mainly detached houses with long gardens fronting Gordon Avenue. It is apparent therefore that Georgian Close was developed on the site of some of these houses and surrounding gardens (the donor properties remain).</p> <p>Georgian Close: The cul-de-sac has a 'T' shaped formation with turning heads at each end. No verges or street trees. Most of the houses have small (short) rear gardens.</p> <p>Weymouth Walk: Small cul-de-sac layout developed into the grounds of a large, detached Edwardian house fronting Gordon Avenue. No verge or street trees but original garden boundary trees survive and these provide a shady, green setting.</p>	<p>The estate appears to have been designed and largely remains open plan. Notwithstanding integral garages many front gardens have been lost to forecourt parking.</p>	
<p>Houses on the south side back onto Stanmore Golf Course, which is an area of metropolitan open land.</p>	<p>No landmarks or eyesores.</p>	
<p>Potential enhancement? No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>	
<p>Location: The Chase</p>		<p>AREA 106</p>
<p>No picture</p>		<p>Architecture:</p>

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	<p>Mainly 1930/40s semi-detached and some detached houses with angled and square bays featuring gables/overhanging roofs. Variety of styles including halls-adjoining. Brick and render. Some 1980s/90s redevelopment of brick detached houses (in pairs).</p>
<p>Layout:</p> <p>1896 & 1913/14 OS maps shows a lane running down from Uxbridge Road and through the complex of buildings at Park Farm (see area 100) bordering the estate of Stanmore Park to the east (see areas 116 & 117). By 1932/41 OS maps The Chase is shown laid out, along the alignment of the lane and down to Gordon Avenue, with the farm buildings demolished and some development starting to take place.</p> <p>The Chase falls quite steeply down from Gordon Avenue before rising gently back up to Uxbridge Road. On west side there is a verge with some street trees set behind the footpath. Some good gaps between the houses and the hedge fronting area 116 gives an informal, suburban feel.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt greenery; variety of boundary treatments where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Links View Close</p>	<p>AREA 107</p>

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<p>No picture</p>	<p>Architecture: Piecemeal development of large detached houses and one bungalow, mainly in brick. One pair in neo-Victorian style, one with mock-Tudor detailing.</p>
<p>Layout: Original development appears to have taken place in the grounds of a large, Edwardian detached house fronting Gordon Avenue which are still present on the 1932/41 OS Maps. with further development formed from neighbouring gardens. It is a short cul-de-sac which passes the west side of the Edwardian house adjacent to its stable block (which survives).</p>	<p>Front Boundary treatment Good front gardens to earlier development; newer houses tend to be dominated by driveways. Variety of boundary treatment.</p>
<p>Houses on south side back onto Stanmore Golf Course (metropolitan open land).</p>	<p>The Edwardian villa is attractive and dominates its immediate surroundings.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Leavesden Road</p>	<p>AREA 108</p>
<p>No picture</p>	<p>Architecture: Mainly detached, 1970s/80s neo-Georgian brick houses with attached and/or integral garages. Gaps at sides.</p>

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<p>Layout:</p> <p>Development formed from redevelopment of earlier property fronting Gordon Avenue and gardens of others. 'T' shaped cul-de-sac formation but not perfectly straight so some staggering between buildings, which adds interest. No verge or street trees; however surviving gardens of Gordon Avenue properties which back onto the cul-de-sac provide visual relief and tree growth.</p>	<p>Front Boundary treatment</p> <p>Much hardsurfacing for forecourt parking, though due to width of houses most due retain some forecourt greenery.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>AREA 109</p>	
<p>Location: Sunningdale Close</p>	
<p>No picture</p>	<p>Architecture:</p> <p>1970s brick terraced houses. Some neo-Georgian references in architectural detail.</p>
<p>Layout:</p> <p>Estate formed from redevelopment of earlier houses and their gardens fronting Gordon Avenue. The layout takes the form of frontage development – terraces facing Gordon Avenue – and a cul de sac serving terraces to the rear of the site. The front</p>	<p>Front Boundary treatment</p> <p>Front gardens largely retained and, as noted, contribute to openness.</p>

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<p>houses are served by a footpath only (parking provided by garage courts at the rear) which allows for a landscaping strip across the Gordon Avenue frontage. Some verges and street trees into the site.</p> <p>Open plan front gardens and arrangement of buildings throughout the estate give a strong sense of openness.</p> <p>Quite small rear gardens.</p>	
<p>Houses on the south side back onto Stanmore Golf Course (metropolitan open land). Many of these have added rear balconies which have in themselves become a feature.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>Location: Temple Mead Close, Capuchin Close</p> <p>No picture</p>	<p>AREA 110</p> <p>Architecture:</p> <p>Temple Mead Close: 1970s brick detached and terraced houses; some neo-Georgian references in architectural detail.</p> <p>Capuchin Close: 1970s brick detached bungalows with common 'L' shaped plan form</p>

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<p>Layout:</p> <p>Original development of Temple Mead Close appears to have taken place on the former tennis court and garden of the Victoria Villa 'Herondale' (which still exists), taking access through the plot of a house and garden fronting Gordon Avenue. Capuchin Close appears to have been a further development formed from the rear gardens of property in Gordon Avenue.</p> <p>A feature of the estate is the arrangement of houses around footpath spurs giving an informal, village feel; these are served by small groups of garages for parking purposes. The terraces are staggered so that each house appears similar in proportions to the detached houses – and this adds interest.</p> <p>There are no verges or street trees but the (mainly) open plan front gardens particularly along the footpath spurs give a strong sense of spaciousness.</p> <p>The bungalow development in Capuchin Close is much more dense, the dwellings tightly packed around shared driveways with little private amenity space.</p>	<p>Front Boundary treatment</p> <p>Generally good survival of front gardens (which are open plan). Brick walls around the rear gardens of corner properties.</p>
<p>The north side of the development is adjacent to Temple Pond and open space formed within the Stanmore Park Estate. Neighbouring trees around the edge of the pond make a particularly positive contribution.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>

No	
<p>Location: Greenacres Drive, Wentworth Place</p> <p>No picture.</p>	<p style="text-align: center;">AREA 111</p> <p>Architecture:</p> <p>Greenacres Drive a group of uniform, 1970s detached houses; gable fronted with shallow pitch roofs, brick with feature white (timber?) panelling, ground floor single storey front projections with integral garages, gaps at sides</p> <p>Wentworth Place a later (1990s?) development of uniform brick detached houses with hipped roofs and feature gables over short, two storey front projections</p>
<p>Layout:</p> <p>As elsewhere along Gordon Avenue this area is a redevelopment of earlier single houses fronting Gordon Avenue and their gardens. The 1970s houses are served by a cul-de-sac wrapping around the back of the curtailed Gordon Avenue properties; most of the 1970s houses follow the alignment of the rear boundary but staggering of a small group of houses on the north side adds interest. The 1990s houses are arranged tightly around a cul-de-sac spur although three front onto Gordon Avenue, served by a shared access which has allowed the retention of some good trees along the frontage.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely dominated by forecourt parking and mainly open plan.</p>

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No verge or street trees.	
Houses on the south side back onto Stanmore Golf Course (metropolitan open land).	No landmark buildings or eyesores.
Potential enhancement? No	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
AREA 112	
Location: Gordon Avenue (east section)	
No picture.	Architecture: Large red brick Victorian villas (Orma Lodge & Herondale) and later (inter and post-war) development of brick and render detached houses along Gordon Avenue. Variety of styles. South side includes more recent development of three-storey blocks of flats.
Layout: Continuation of piecemeal development along Gordon Avenue (as areas 101 & 104) but very spacious in character, lots of mature tree cover. 1932/41 OS shows this section developed with small number of houses & villas on large plots – subsequent in-fill and redevelopment has taken place (including some backland) but largely preserve sense of space. No verge or street trees.	Front Boundary treatment Front gardens used for parking, but many retain good tree and landscaping due to their size.

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Levels fall north to south.	
Good permeability provided from footpath link along north side of Stanmore Golf course, Montrose Walk and into Stanmore Park.	
Montrose Walk and access to Stanmore Park open space contribute to openness and tree cover. Some houses back onto Stanmore Park open space.	Orma Lodge and the former Belmont Railway buildings are good landmark buildings, as are the Stanmore Park gateposts (listed grade II)
Potential enhancement?	5b. Spacious – Spacious Detached and Semi-Detached Housing
No	
Location: Gleneagles	AREA 113
No picture	Architecture: 1970s brick three storey flats and two storey maisonettes with shallow pitched roof and balconies.
Layout: Development occupies site of former single house and grounds as shown on 1932/41 OS map. Planned arrangement of buildings set in open parkland. Parking provided in garage courts but these not a focus for the arrangement of buildings. Large, green area	Front Boundary treatment Open plan layout with extensive green areas survive intact. Dwarf wall to Gordon Road frontage?

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<p>with buildings set back from Gordon Avenue provide a particularly pleasing setting in the streetscene. More private (but still communal) open space at rear.</p>	
<p>Site backs onto Stanmore Golf Course (metropolitan open land). Boundary delineated by trees which contribute to amenity.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Rosedale Close</p>	<p>AREA 114</p>
<p>No picture</p>	<p>Architecture: 1970s three storey flat roof blocks of flats. In brick with vertical panels of windows and balconies to south-facing elevation.</p>
<p>Layout: Development occupies site of former single house and garden; many trees retained around the site perimeter which contribute to amenity. The blocks are arranged in two pairs of double 'u' plan forms; a driveway runs along the north side of the site serving a garage court at the eastern end. The buildings are set within open, landscaped grounds and the staggered arrangement forms more private (but still communal) garden areas on the south side.</p>	<p>Front Boundary treatment Open plan, gardens retained.</p>

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<p>Strong relationship to open space – blocks designed and sited to benefit from south facing views over Stanmore Golf Course (metropolitan open land).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>AREA 115</p>	
<p>Location: Water Gardens</p>	
<p>No picture</p>	<p>Architecture: 1980s(?) brick houses with distinctive roof design. Narrow gaps between houses.</p>
<p>Layout: Development occupies site of former detached Villa and gardens shown as 'Montrose' on 1932/41 OS map. Brick cul-de-sac with street trees. Integral parking. Very short front gardens contribute to sense of dense 'mews' type development. Short rear gardens.</p>	<p>Front Boundary treatment Front gardens largely have forecourt parking designed in. However small areas of landscaping and trees provided.</p>
<p>Houses on north-east side back onto Montrose Walk.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>

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No	
<p>Location: Embry Drive, Elliott Road, Boyle Avenue, etc</p> <p>No picture</p>	<p>AREA 116</p> <p>Architecture:</p> <p>Plain, flat fronted, brick terraced and semi-detached houses with gaps at sides.</p> <p>Later infill developments of flat roofed 1960s terraced houses and a block of flats (Caroline Court), some 1970s terraced houses with unusual monopitch roofs in Douglas Close & Robb Close.</p>
<p>Layout:</p> <p>This land originally formed part of the Stanmore Park estate, bounded by The Chase, and is believed to have been developed to provide servicemens' housing for the RAF, as not developed in the 1932/41 OS Maps.</p> <p>Strong garden suburb character to original layout – simple plain houses with their own gardens set in open parkland and arranged around a small, planned network of narrow roads with extensive green verges and islands. Staggering of buildings, turning of houses to face corners/junctions and curving building lines</p>	<p>Front Boundary treatment</p> <p>The estate is open plan and nearly all front gardens survive.</p>

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<p>around island sections all add visual interest. Houses fronting The Chase are set back behind hedges and served by footways contributing to 'village' feel.</p> <p>Tree growth along the north boundary of the estate (adjacent to Uxbridge Road) is also a strength.</p> <p>Later development, although unsympathetic in design, has retained the essential characteristics of spaciousness/parkland setting.</p> <p>Levels fall from north to south.</p> <p>Good general permeability throughout the estate and with the neighbouring, new Stanmore Park development.</p>	
<p>As noted the houses are set in open parkland so open space occurs throughout the estate. However there is a large area of designated open space to the south of the estate and access to newly formed open space within the Stanmore Park development to the east.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Stanmore Park Estate</p>	<p>AREA 117</p>
<p>No pictures</p>	<p>Architecture:</p>

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	<p>New estate (2002) of detached, semi-detached and terraced houses and blocks of flats. Variety of styles but of particular note: the large, handed blocks (of flats) either side of the main entrance from Uxbridge Road, the curving neo-Regency terraces, modest curving terraces of cottages with front dormers, and the pair of substantial blocks overlooking the lake.</p>
<p>Layout:</p> <p>Originally part of Stanmore Park and the an RAF base. Strong, planned layout. Large villas and handed pair of flat blocks front Uxbridge Road, set back behind open space and trees. The gap between the flat blocks gives a view of the first of two roundabout courts and focuses on a symmetrical building. Lady Aylesford Drive sweeps off to the east leading down to the second roundabout court and then, through the gap between two large flat blocks, to the lake. A lateral cross route links Elliot Road (to the west) with Rectory Lane (to the east). Open space forms a setting for development elsewhere in the estate and has allowed for substantial tree retention and new planting. Good permeability throughout and good use of topography (levels fall from north to south).</p> <p>Rear parking and garage courts used in many parts of the estate but heavy on-street parking nonetheless occurs.</p>	<p>Front Boundary treatment</p> <p>Front gardens facing the open space are delineated by railings and contribute to the quality of landscaping. Elsewhere forecourt parking is designed in thus limiting the visual contribution of front gardens.</p>

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<p>As noted, open space is provided across the front of the estate along Uxbridge Road, down the east side of the estate and then sweeps around the south side.</p>	<p>Nearby St. John's Church is a strong landmark; glimpses and views to it are provided at points throughout the estate. Also the listed gateposts to the former Stanmore Park house in Gordon Avenue and Uxbridge Road are also good local landmarks.</p>
<p>Potential enhancement? No</p>	<p>1d. Pre and Post War Suburban – Modern Large Housing Estates</p>
<p>AREA 118</p>	
<p>Location: Rectory Close</p>	
<p>No picture</p>	<p>Architecture: Four pairs of brick 1950s semi-detached houses. Distinctive use of forward projecting gable and catslide roof with dormer to each pair (handed).</p>
<p>Layout: Rectory Close appears to occupy part of the garden and fish pond of St. John's church Rectory. It is a short cul-de-sac off Old Church Lane; three pairs of semis are arranged at an angle on the south side of the close and are staggered in relation to each other with the fourth pair turned to face Old Church Lane. A parking area, amenity land and substantial tree cover are provided on the north side. There is no pedestrian link through to the Stanmore Park estate which borders to the west.</p>	<p>Front Boundary treatment The front gardens are retained, set behind a uniform dwarf brick wall.</p>

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Adjacent land in the Stanmore Park estate forms open space.	No landmarks or eyesores.
Potential enhancement?	7e. Flats and Maisonettes – Maisonettes
No	
AREA 119	
Location: Tudor Well Close	
No picture	Architecture: Three storey neo-Georgian flat roofed terraced houses. Render to ground floor and brick to upper floors. Traditional sash windows.
Layout: Area made up from land formerly part of the cartilage (as shown on 1932/41 OS) of the old Manor House, to the south. The development takes the form of a short cul-de-sac with rows of staggered terraces on the north and east sides. Houses have short rear gardens. Trees along southern boundary contribute to the amenity of the close.	Front Boundary treatment Front gardens largely given over to forecourt parking (open plan).
Houses on north side back onto open land.	No landmark buildings or eyesores.
Potential enhancement?	1c. Pre and Post War Suburban – Post-War Mock Georgian

No	
Location: Cherry Tree Way	AREA 120
No picture	Architecture: 1990s development of large, detached brick houses in 'jacobethan' style and subsequent redevelopment of houses fronting old Church Lane to blocks of flats in similar style.
Layout: Cul-de-sac in crescent formation retaining distinctive lych gate at end as pedestrian route through back to Old Church Lane. Also good permeability with Stanmore Park estate to west. Large houses located to the west and south sides of the cul-de-sac with narrow gaps between them; more generous space on corners particularly facing Old Church Lane. Properties on north side more spacious and return frontages (exposing rear gardens) provide visual relief. No verges or street trees.	Front Boundary treatment Common use of walls and railings unifies the development although gives hard, urban character to streetscene. Wide front gardens allow provision of parking and landscaping.
No relationship to formal open space, although grassed amenity area and trees fronting Old Church Lane contribute to character.	Historic buildings in this part of Old Church Lane including the walled old Manor House provide the context within which this development is set.

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<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Manor House Estate</p>	<p>AREA 121</p>
<p>No picture</p>	<p>Architecture: 1950s brick and render detached houses; strong uniformity comprising wide, gabled principal section and short forward projecting gable.</p>
<p>Layout: 1896 and 1913/14 OS maps show house known as 'The Croft' and open land. By 1932/41 OS replaced by much larger 'Manor House', outbuildings and laid out/landscaped grounds. The 1950s houses are arranged informally in the grounds of the Manor House served by a private drive. The informal arrangement and retention of trees and landscaping results in a very spacious (but enclosed) development. Levels fall north to south.</p>	<p>Front Boundary treatment Open plan layout. Wall enclosed the former Manor House gardens from Old Church Lane but overhanging tree canopies contribute significantly to the amenity of the Lane.</p>
<p>No relationship with open space.</p>	<p>The Manor House (locally listed and within the adjacent conservation area) is the dominant building and landmark around which this area is laid out.</p>

<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: September Way & Laurimel Close No picture</p>	<p>AREA 122</p> <p>Architecture: 1960s/70s development of flat roof three and four storey blocks of flats and three storey terraced houses; upper floor set within mansard roof. Later development of brick houses in Laurimel Close. Victorian former railway station building (altered) fronts the junction of Gordon Avenue and Old Church Lane.</p>
<p>Layout: Area developed on land from the former Stanmore station and sidings of the former Belmont railway. September Way runs the length of the former station with the flat blocks arranged along the east side and the terraced houses (staggered) along the north and west sides. Extensive parking and garage courts provided to the rear of the flat blocks. There is limited open space for the flats, at the rear of the parking/garage courts, although this aspect of the layout does provide a setting for the development and tree retention in relation to Old Church Lane. The houses have quite small rear gardens.</p>	<p>Front Boundary treatment The front gardens of the houses are largely hardsurfaced for forecourt parking.</p>

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<p>The green triangular island fronting the former railway building contributes to its setting.</p>	
<p>No relationship with open space.</p>	<p>The former railway building, although much altered, is an historical local landmark.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>AREA 123</p>	
<p>Location: Elm Park No picture</p>	<p>Architecture: Semi-detached and detached houses and bungalows, mainly from the 1930s with garage/driveway gaps at sides. Mix of styles but common house types include detached 'dutch barn' houses with gable ends fronting the road, conventional semis with round bays and gables, detached houses with square bays and feature gables over.</p>
<p>Layout: The 1896 OS map shows an undeveloped field stretching down from Church Road similar in length and width to the now developed Elm Park. Early twentieth century OS maps show</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Elm Park laid out with some plots developed others still open, which confirms the speculative/piecemeal manner of its development.</p> <p>The road has a long straight alignment with street trees and verges. It has a long, straight alignment with a conventional arrangement of houses and gardens either side. However the variety of house types and the fall in levels from north to south creates visual interest.</p>	
<p>No relationship with formal opens pace, although some houses on the west side back onto open land around the old Manor House and to the south of Bernays Gardens in Old Church Lane.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Glebe Road & Glebe Court</p>	<p>AREA 124</p>
<p>No picture</p>	<p>Architecture: 1930s semis, brick ground floor and render at first floor. Mix of dominant and subordinate gables over short two storey projections at front. Distinctive rear dormers. Shared driveway and garage spaces at sides.</p>

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	<p>Glebe Court (at north end of Haig Road) a pair of two storey rendered maisonette blocks with distinctive external stairs up to first floor balconies at front.</p>
<p>Layout:</p> <p>1932/41 OS shows Glebe Road and Glebe Court already developed. Conventional layout of houses and gardens to Glebe Road but with short rear gardens. Verge and street trees. Pleasing arrangement of the pair of maisonette blocks around the head of Glebe Court; trees in adjacent rear gardens in Glebe Road contribute positively to the setting of Glebe Court.</p>	<p>Front Boundary treatment</p> <p>Front gardens to houses retained, though of little landscape value. Front gardens of Glebe Court retained and set behind well established hedge – strong contribution to the setting of the development and the character of the area.</p>
<p>No relationship to open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>The maisonette blocks are interesting local landmark buildings.</p> <p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Claire Gardens</p> <p>No picture</p>	<p>AREA 125</p> <p>Architecture:</p> <p>1950s/60s maisonettes in two storey, semi-detached blocks. Brick with timber panels and balconies.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>OS maps indicate that the site was the garden of a Victorian house which fronted The Broadway (roughly where Fanum House now is). The development is served by a driveway accessed from Glebe Road and which leads to a garage block in the south-east corner of the site. The buildings are arranged informally around the driveway with open plan green areas to the front and private communal gardens to the rear. Tree growth around the perimeter contributes positively to amenity and possibly includes trees retained from the earlier garden.</p>	<p>The open plan, green forecourts remain.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Ingram Close, part of Haig Road AREA 126</p>	
<p>No picture</p>	<p>Architecture: Predominantly semi-detached and some detached brick and render bungalows with hipped roofs. Most have forward projecting elements with bays and feature gables over. Garage/driveway spaces at sides.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1932/41 OS map shows Glebe Road (to north) and Haig Road (to south) under development, but this area still open. The alignment of Haig Road through this area in relation to the neighbouring areas north and south reflects this piecemeal development approach. Ingram Close is a short cul-de-sac allowing the remaining area to the east of Haig Road to be developed.</p> <p>The bungalows follow a conventional arrangement either side of the roads. Quite small gardens except those on the south side of Ingram Close with long gardens which has allowed some tree growth to establish at the rear.</p> <p>Some street trees and verges to Haig Road.</p>	<p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>Location: Bernays Close, Beatty Road, Naresby Fold, Nelson Road, Lemark Close, part Haig Road</p>	<p>AREA 127</p>
<p>No picture</p>	<p>Architecture:</p>

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<p>Bernays Close; double width flat fronted rendered semi-detached houses and pairs with two storey forward projecting elements, quite plain; also unusual terrace of six houses with end houses turned-in at angle</p> <p>Naseby Fold a later (1950s/60s?) terrace of maisonettes</p> <p>Beatty Road: mainly rendered some-detached houses, some variation in styles eg pairs with front gables, pairs with shallow forward projecting central sections, corner groups set-back and designed to appear as detached houses, plain flat fronted pairs</p> <p>Nelson Road & Haig Road: pairs of rendered semi-detached and some terraced houses, some variation in styles as above</p> <p>All of above with narrow gaps at side except flat fronted houses in Nelson Road with garage spaces at sides</p> <p>Lemark Close: 1960s development of semi-detached houses with attached garages at sides</p> <p>Throughout later (1970s?) infill development of three storey brick flats in staggered terraces and with shallow pitch roofs</p>	
<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking except in Bernays Close. Variety of boundary treatments except Bernays Close which has a uniform dwarf brick wall to most properties.</p>	<p>Layout:</p> <p>1932/41 OS map shows Nelson Road and Haig Road largely developed with work just commencing in Bernays Close. The later development of Lemark Close appears to have taken place on part of former allotment land (along with Malcolm Court).</p>

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<p>Strong garden suburb characteristic to the layout of Beatty Road and Bernays Close. In both houses are arranged around large central greens; in Bernays Close the green is supplemented by extensive front gardens set behind low walls, while in Beatty Road there are verges and supplemental greens fronting houses in the north east and south east corners. There is also a footpath link in the south east corner to Marsh Lane.</p> <p>Development in the other roads is laid out more conventionally although there are some verges and street trees.</p> <p>The 1970s infill development is arranged around cul-de-sac spurs and car parking courts. Each block has some amenity space to the rear but little landscaping.</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Malcolm Court & Kerry Court</p> <p>No Picture</p> <p>Layout: Although geographically separate these two areas are grouped together as there is a clear relationship between the developments.</p>	<p>AREA 128</p> <p>Architecture: Distinctive yellow brick two storey blocks of 1950s maisonettes, with hipped roofs and central forward projecting sections.</p> <p>Front Boundary treatment The front gardens all survive and contribute positively to the area's amenity and character.</p>

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<p>Malcolm Court: this development occupies land shown as allotment gardens on the 1932/41 OS. The maisonette blocks are arranged around a short, narrow cul-de-sac turning head and are set well-back behind landscaped greens and front gardens. The maisonettes are accessed by a network of footways. Each maisonette is provided with amenity space at the rear served by communal footpaths. Two pairs of garages (original?) sit forward of blocks at the entrance to the estate. The relationship with more recent development fronting Marsh Lane is unclear.</p> <p>Kerry Court: The area of Kerry Court is also undeveloped at the time of the 1932/41 OS map though the road structure is laid out and development in Kerry Avenue underway. The blocks are arranged around the Kerry Court crescent (screened from London Road by a hedge) and, as with Malcolm Court, are set behind extensive landscaped greens and front gardens. The maisonettes also have gardens linked by paths and rear service lanes leading to garage courts.</p>	
<p>No relationship with open space other than that described.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Howberry Road, Merrion Ave etc</p>	<p>AREA 129</p>

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	<p>Architecture:</p> <p>Mostly semi-detached houses, some bungalows too. Mix of brick and render, many 'suntrap' style with art-deco detailing but note also unusual corner houses junction of Howberry Road/Watersfield Way and more plain, bay-less houses on Sandymount Avenue. Bungalows have unusual front gable features. Some houses have garage space to side but many with shared drives only leading to garages at rear.</p>
<p>Layout:</p> <p>Howberry Road forms the principal thoroughfare being of wider carriageway width than surrounding secondary roads. Gentle rise is levels from south to north. Formal planned layout with verges; part south of Du Cros Drive benefits from small planted roundabouts/greens and better quality verges (with some trees and shrubs). Linear front building lines but some corner properties turned to face the junctions and layout adds interest (e.g. Wychwood Avenue, St. Peter's Close). Mostly laid out and built as shown on the 1932/41 OS Map.</p>	<p>Front Boundary treatment</p> <p>Low walls and some hedges; some loss of front gardens and boundary walls to provide forecourt parking.</p>
<p>Canons Park approach crosses Howberry Road and adds both spatial relief and visual enhancement with mature vegetation. Rest of Canons Park divorced by Jubilee line.</p>	<p>No landmark buildings. Office block in Merrion Avenue and shops along Whitchurch Lane visually impact these entrances to the estate.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>

<p>Location: London Road, Snaresbrook Drive, Pangbourne Drive, Dalkeith Grove, etc</p> <p>No picture</p>	<p style="text-align: right;">AREA 130</p> <p>Architecture:</p> <p>Mainly detached brick houses with short forward projections and garages at sides. Many detailed variations, including catslide roofs over side garages, mock-Tudor detailing (south side of London Road), bays with overhanging roofs, etc. Also some groups of 1930s semi-detached houses to Snaresbrook Drive – halls adjoining and conventional type.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as open park land forming part of the estate of Canons Park. By 1931/42 the land was severed from Canons Park by the Jubilee line and early development taking place (in Court Drive, The Spinney and Brockley Close) and the area to the south (now Pangbourne Drive, Dalkeith Grove, etc) is shown in use as a golf course.</p> <p>Houses either side of London Road are accessed from a service road which is separated from the main carriageway by landscaped islands; mature trees along these islands create a pleasing avenue effect.</p> <p>The earlier phase of development – Court Drive, Snaresbrook Drive, The Spinney etc – has a single point of access onto London Road and there is no pedestrian access to surrounding</p>	<p>Front Boundary treatment</p> <p>Many front gardens hardsurfaced for forecourt parking. Variety of boundary treatments where retained.</p>

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<p>areas. There are some street trees and to Snaresbrook Drive also verges. Development follows conventional building lines although the variation in styles prevents visual monotony.</p> <p>The layout of the later phase, to the south, results in some staggering of buildings and there are rising and falling levels from east-west and north-south which add interest. Verges and street trees throughout are supplemented by green amenity areas junctions (Pangbourne Drive with Dalkeith Grove and Heronslea Drive) and a green island fronting Stonegrove.</p>	
<p>Although not publicly accessible, open and wooded land (metropolitan open land) forming part of the North London Collegiate School makes a significant contribution to the character and amenity Dalkeith Grove and Jesmond Way.</p> <p>To the rear of some property on the north side of Dalkeith Grove there are school playing fields; access to the school and playing from Dalkeith Grove provides a break in the built up frontage of this part of the road.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Regents Court and Calthorpe Gardens</p>	<p>AREA 131</p>

<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture:</p> <p>Regents Court is a group of three, three storey 1950s/60s flats, red brick with balconies and distinctive rear projections. Calthorpe Gardens is in the same architectural style.</p> <p>In addition there is a seven storey 1960s block of flats facing canons Corner.</p>
<p>Layout:</p> <p>Although geographically separate these Regents Court and Calthorpe Gardens areas are grouped together as there is a clear relationship between the developments. They have the same architectural style and similar plan forms, with the distinction that the Calthorpe Gardens blocks front Stonegrove 'end on' and leave a gap between the two rear projections which produces a view through to the rear gardens. It also has the effect of enclosing the rear gardens to give the sense of a courtyard.</p> <p>Both developments are served by an access road separated from Stonegrove by central, landscaped islands, and additionally have small forecourt areas. The blocks have rear parking/garage courts which curtail the size of the rear gardens.</p> <p>There is a strong belt of rear garden trees between Regents Court and The Spinney.</p>	<p>Front Boundary treatment</p> <p>The blocks have quite small forecourt areas, although this is less important in landscape terms because of the islands fronting the main carriageway (which are generally well planted).</p>

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<p>The 1960s block is also served by the access road and preserves a pleasing belt of trees fronting Stonegrove.</p>	
<p>No relationship to open space.</p>	<p>Although of a dated architectural style the tower block facing Canons Corner is a distinctive local landmark, particularly in the rise up from Marsh Lane.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Tintagel Drive, Morecambe Gardens, Westbere Drive</p>	<p>AREA 132</p>
<p>No picture</p>	<p>Architecture: Predominantly semi-detached and short terraces of houses with gable end roofs. Also 'L' shaped complex of terraced bungalows. Plain design in red brick. Some later infill development.</p>
<p>Layout: Strong garden suburb character to planned estate layout, believed to be former RAF housing. Use of verges and greens with trees throughout the development gives sense of spaciousness. Westbere Drive in crescent formation gives sweeping building line on inside and, with deeper front gardens and extensive green areas on outside, sense of spaciousness.</p>	<p>Front Boundary treatment Front gardens largely survive though some hardsurfacing to provide off-street parking starting to take place (mainly Westbere Drive).</p>

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<p>Staggering and symmetrical arrangement of buildings also adds interest, particularly to Morecambe Gardens which have long, straight sections. Garage courts provide some off-street parking.</p> <p>1896 and 1913/14 OS maps show this area as open park land forming part of the estate of Canons Park. By 1931/42 the land was severed from Canons Park by the Jubilee line and is shown in use as a golf course.</p>	
<p>Some houses in Westbere Drive back onto school playing fields.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Stonegrove Gardens</p>	<p>AREA 133</p>
<p>No picture</p>	<p>Architecture:</p> <p>1950s three and four storey brick blocks of flats, some with small projecting balconies</p> <p>1960s complex of single, two and three storey terraced houses and flats with distinctive monopitch roof sections</p> <p>Victorian villa retained at front facing Stonegrove</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1932/41 OS shows large detached villas in spacious ground. This area occupies the land of these redeveloped properties, though as noted above one villa survives.</p> <p>The original 1950s part of Stonegrove comprises a long driveway into the site with blocks located to the north side, at the western end and one block fronting Stonegrove. The 1960s part of Stonegrove Gardens is more dense with more limited green space in front of buildings but benefits from a landscaped island around which the driveway is routed.</p> <p>The 1960s block fronting Stonegrove is accessed via a service road with a surface forecourt parking area and some (limited) communal amenity space at the rear.</p> <p>Development on the west side backs onto a strip of substantial tree growth.</p> <p>Development on the west side backs onto Canons Park Lake (within metropolitan open land) and, as noted, the associated tree growth contributes to the setting of this area.</p>	<p>The green areas around the flat blocks are largely retained and these contribute to the spacious setting for these developments.</p>
<p>Potential enhancement? No</p>	<p>The retained Victorian villa is a good local landmark, particularly in the ascent north along Edgware Road/Stonegrove.</p> <p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Greenway & Crossway, Pinner Green, part Pinner Hill Road</p>	<p>AREA 134</p>

	<p>Architecture:</p> <p>Semi-detached and some terraces of four houses. Plain: rendered and mainly flat fronted with forward-facing, narrow catside roof features at side. Some halls-adjointing pairs with square bays on north-east and north-west corners.</p> <p>Wider brick and render semi-detached pairs fronting Pinner Hill Road.</p>
<p>Layout:</p> <p>Area delineated by boundaries of a single field as shown on the 1896 and 1913/14 OS maps. 1932/41 OS map shows this estate completely developed and also similar development fronting Rickmansworth Road & Pinner Hill Road (area 135). Part Pinner Hill Road also included in this area.</p> <p>Strong, planned 'garden suburb' layout determined by field configuration and incorporating green areas, staggered building frontages, groups of semis turned to face the junction at Crossway/Greenway, and houses turned/set back around the corners – all add visual interest and sense of some spaciousness (e.g. by exposing garden spaces etc). Narrow gaps between houses largely preserved. Some verges in main estate; very wide green verges fronting houses in Pinner Hill Road.</p> <p>Levels fall north to south.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Small triangular area of open space to the rear of houses in Crossway and Greenway – access from Greenway provides a visual break in the streetscene.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Mill Farm Close, Howards Close, Mercer Place, Welch Place, Northcote, Deacons Close, Howards Close</p>	<p>AREA 135</p>
<p>No picture</p>	<p>Architecture: 1950s and 60s two, three and four storey blocks of flats mainly in light-coloured brick; some with balconies 1970s red brick two and three storey blocks of flats and terraced houses</p>
<p>Layout: Mill Farm Close and Northcote shown mainly as open land on 1932/41 OS maps but featuring part of the Grims Ditch. Other development in this area appears to have taken place on site of former houses and gardens fronting Rickmansworth Road and Pinner Hill Road (incorporating parts of rear gardens of houses in The Greenway).</p>	<p>Front Boundary treatment Open plan layout.</p>

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<p>Mill Farm Close set within open grounds, served by a cul-de-sac access and rear parking/garage courts. Overall quite spacious, green setting. Other parts of this area more dense/car dominated though a pleasing wide, green frontage to Rickmansworth Road.</p> <p>Levels fall from north to south.</p> <p>Open layout provides quite good through-permeability.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Rickmansworth Road (north end)</p> <p>No picture.</p>	<p>AREA 136</p> <p>Architecture:</p> <p>Two short terraces of Victorian/early twentieth century houses; 1930s rendered semi-detached houses with ground floor bays only.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p> <p>Front gardens to terraced houses retained due to short depth. Others used mainly for forecourt parking.</p>

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<p>Ribbon development along Rickmansworth Road. Wide verges (but no street trees) set back behind the pavement. Gentle rise in levels north along Rickmansworth Road. Development set out on the 1913/14 OS Map.</p>	
<p>A small area of open space (within the London Borough of Hillingdon) provides permeability through to Oakwood Road and some visual relief.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Oakcroft Close</p>	<p>AREA 137</p>
<p>No picture.</p>	<p>Architecture: 1970s/80s two storey brick terraced houses; quite plain with small front porches.</p>
<p>Layout: 1932/41 OS map shows area as open land to rear of houses fronting Rickmansworth Road. Terraces arranged informally around short cul-de-sac branches. Some use of parking courts but green verges and forecourts with trees give a reasonably balanced appearance.</p>	<p>Front Boundary treatment Front gardens retained due to small size and provision of parking within planned layout. Open plan.</p>

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<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Wynlie Gardens, part Rickmansworth Road</p> <p>No picture.</p> <p>Layout:</p> <p>Area occupies part of gardens of Victorian villa 'The Wilderness' as shown on 1896, 1913/14 and 1932/41 OS map. Short, straight cul-de-sac and some frontage development to Rickmansworth Road. Verges set behind footpath to Rickmansworth Road.</p> <p>Narrow gaps at side – many infilled at ground floor level, but good all preserved at upper level.</p>	<p>AREA 138</p> <p>Architecture:</p> <p>Distinctive chalet houses – white render gable fronted with red roof tiles. Alternate use of shallow round bays and flat roofs. Many extended with side dormers.</p> <p>Also rendered two pairs of semis with inset bays & porches at ground floor level and one pair of semis with 'M' shaped front gable</p> <p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking (though more retained to Rickmansworth Road). Variety of boundary treatment where retained.</p>

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<p>Adjoining rear garden trees contribute to amenity at end of cul-de-sac.</p> <p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>6a. Bungalows – Bungalow Estates</p>
<p>Location: Audley Court, part Rickmansworth Road</p> <p>No picture</p> <p>Layout: 1932/41 OS map shows area as open land. Compact planned, formal arrangement of buildings around short cul-de-sac and fronting Rickmansworth Road. Good gaps between buildings and to sides of Rickmansworth Road pairs – provide a feeling of modest spaciousness and has allowed some tree growth despite the compact nature of the development. Close quite heavily parked.</p>	<p>AREA 139</p> <p>Architecture: Brick and render houses/maisonettes in semi-detached pairs (and terraced at cul-de-sac end) with hipped roofs and small projecting porches at ground floor level. Good group value.</p> <p>Front Boundary treatment Good front garden retention with hedges to Rickmansworth Road frontage. However greater loss to hardsurfacing for forecourt parking in the cul-de-sac.</p>

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<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Rickmansworth Road – southern section</p> <p>No picture</p> <p>Layout: 1913/14 OS map shows the deep semi-detached pairs on the east side, but otherwise open land. By 1932/41 OS map this area largely developed as exists today.</p>	<p>AREA 140</p> <p>Architecture: West side – some good uniformity of 1930s terraces and semi-detached with shallow round bays/gables at first floor level over ground floor projecting canopy. East side – small group of deep semi-detached pairs with ground floor bays and some with gables. Otherwise mix of 1930s semi-detached houses and detached bungalows. Consistent use of render painted white.</p> <p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Largely ribbon development along pre-existing Rickmansworth Road. Small driveway allows tandem bungalow development at southern end. Narrow gaps between the houses largely preserved allowing glimpses through to the rear gardens.</p> <p>Wide verge with some street trees on the west side.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>AREA 141</p>	
<p>Location: Jubilee Close & James Bedford Close</p>	
<p>No picture</p>	<p>Architecture:</p> <p>1970s brick development of two storey terraced houses with pitched roofs and three storey blocks of flats with top floor contained within a monopitch roof. Houses have small porches but otherwise plain.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p> <p>The front gardens to the houses are open plan and largely hardsurfaced for parking.</p>

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<p>1896 and 1913/14 OS maps show area as a single open field with Grim's Ditch running through to south. By 1932/41 OS area laid out as The Close in garden suburb style with semi-detached houses houses similar to those adjacent fronting Pinner Hill Road (part of area 134).</p> <p>The present houses and flats are therefore a later redevelopment of The Close. The road layout broadly follows that of The Close but with part (to the south east corner) deleted to provide an open-plan setting for the flats, and with two cul-de-sac spurs added to the northeast and south west corners.</p> <p>Although some green open spaces are designed in the area overall now has an urban, car-dominated and quite dense appearance.</p>	
<p>Area adjoins Pinner Green open space on south side; mature boundary trees provide important greenery/visual relief to an otherwise hard, urban area.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social – Post War Local Authority Housing</p>
<p>Location: Miller Close No picture.</p>	<p>AREA 142 Architecture:</p>

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	1970s terraced houses each with gabled-fronted roof; brick ground floor and render first floor.
<p>Layout:</p> <p>Old OS maps show this area as open land fronting a small collection of buildings (now demolished) served by a single access fronting Pinner Hill Road.</p> <p>This is a small collection of unusual terraces, staggered to add interest, and turned with their backs to neighbouring Pinner Hill Road and Mill Farm Close – arranged instead around a triangular green. Access and parking served by the adjacent roads. Rear garden wall creates dead frontage to Pinner Hill Road but this is mitigated somewhat by a grass verge.</p> <p>Footway links provide good permeability through this development between Pinner Hill Road and Mill Farm Close.</p>	<p>Front Boundary treatment</p> <p>Front gardens retained behind low boundary walls.</p>
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	5c. Spacious – Village Green Enclaves
Location: Pinner Hill Road	AREA 143
No picture	Architecture:

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	<p>Edwardian and 1930s semi-detached and detached houses with bays and gables over; brick and render, some with feature tile-hanging etc. Also small number of detached bungalows</p>
<p>Layout: 1913/14 OS map shows the Edwardian semis as a group of small Victorian cottages on the site of the 1930s semis south of these; otherwise this part of Pinner Hill Road a mix of open land and creeping, piecemeal development. By 1932/41 OS most houses shown in situ. Levels fall gently to this part of Pinner Hill (north to south). Some good gaps between buildings preserved – these provide glimpses through to the rear gardens. Some stretches incorporate a verge set behind the footpath.</p>	<p>Front Boundary treatment Variable front garden sizes has resulted in mixed retention of forecourt greenery – smaller gardens lost to parking. Variety of boundary treatment.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Willows Close</p>	<p>AREA 144</p>
<p>No picture</p>	<p>Architecture:</p>

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	1970/80s brick neo-Georgian development of semi-detached and mainly terraced houses.
<p>Layout:</p> <p>1932/41 OS map shows this area comprising detached houses with long rear gardens backing onto open space. This area is therefore a subsequent redevelopment of some of these houses and parts of the back gardens of others. The semi-detached pairs front Pinner Hill Road with the terraced houses provided at the rear (staggered in semi-detached groupings) served by an access road and garage courts.</p>	<p>Front Boundary treatment</p> <p>Open plan layout. The Pinner Hill Road houses have retained long, green front gardens which give a good sense of spaciousness. However to the rear many of the terraced front gardens have been lost to forecourt parking.</p>
<p>This area backs onto Pinner Green Open Space. The adjacent park trees contribute to the amenity of this area.</p>	No landmark buildings or eyesores.
<p>Potential enhancement?</p> <p>No</p>	1c. Pre and Post War Suburban – Post-War Mock Georgian
<p>Location: Tudor Road</p>	<p>AREA 145</p>
	<p>Architecture:</p> <p>Detached individually designed houses but with common use of white render and use of some mock-Tudor detailing. Very good building (Tudor House – locally listed) fronting Pinner Hill Road.</p>

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	One contrasting 1970s infill house.
<p>Layout:</p> <p>Development of single field as shown on 1896 and 1913/14 OS; by 1932/41 OS fully developed.</p> <p>Short, private cul-de-sac, informal feel. Modest gaps between buildings and large forecourts provide a sense of some spaciousness and a setting for the individual buildings.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely used for parking but most retain some greenery. Interesting carriage driveway to Tudor House.</p>
No relationship with open space.	No landmark buildings or eyesores.
<p>Potential enhancement?</p> <p>No</p>	2a. Inter-War Housing Estates – Tudorbethan Estate
Location: Montesole Court & part Pinner Hill Road	AREA 146
No picture	<p>Architecture:</p> <p>Montesole Court: 2 x three storey 1930s/40s mansion block of flats, brick with some render, corner of Pinner Green/Uxbridge Road junction.</p> <p>Part Pinner Hill Road/Wilson Close: large brick three storey block of flats at rear and modest two storey block at front; plain but with small projecting square bay windows.</p>

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<p>Layout:</p> <p>Old OS maps show this area occupied by two villas in large grounds and one small terrace of four houses – all now demolished.</p> <p>Developments set back from road and served by small spur driveways/parking and garage courts. Some good tree retention particularly to Uxbridge Road frontage.</p>	<p>Front Boundary treatment</p> <p>Forecourts mix of hardsurface and landscaping.</p>
<p>Pinner Green open space to rear – park trees contribute to setting.</p>	<p>The 1930s/40s mansion blocks occupy a prominent corner position and are good local landmarks.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7b. Flats and Maisonettes – Modernist Flats</p>
<p>Location: Anthonys Close & Chesswood Way</p> <p>No picture</p>	<p>AREA 147</p> <p>Architecture:</p> <p>Anthonys Close: 1950s development of bungalows and three storey flats, brick with pitched roof; later (1970s) development of terraced bungalows and houses at rear</p> <p>Chesswood Way: 1960s/70s flat roof three and four storey brick blocks of flats with Juliette balconies</p>

Layout:	Front Boundary treatment
<p>1932/41 OS map shows large Victorian villa and grounds known as 'Anthonys' and two later, smaller detached houses in grounds to north-east. Anthonys Close therefore seems to have taken place on the site of Anthonys with the later extension and development of Cheswood Way on the site & grounds of the two neighbouring dwellings.</p> <p>The 1950s bungalows and flats are formally arranged in very open grounds with communal gardens – all of which has allowed for the retention of trees/landscaping (including to the Uxbridge Road frontage) and a strong sense of openness. The later extension of Anthony's Close is more dense, having an urban and more car dominated appearance; these houses have small, private rear gardens.</p> <p>Cheswood Way is also set well back from Uxbridge Road in open setting, but dominated by large parking areas to the front and garage courts to the rear. Nonetheless some good tree retention around the perimeter.</p>	<p>The flats are set in open grounds. The Anthonys Close houses have shallow front gardens (parking planned into the layout).</p>
<p>Pinner Green open space on opposite side of Uxbridge Road. Combined with open/landscaped frontages of this area this makes a positive contribution to the character of this part of Uxbridge Road.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>

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<p>Location: Willow Dene, Gippeswyck Close, Poplar Close Cherry Court, Uxbridge Road, Pinner</p> <p>No picture</p>	<p style="text-align: right;">AREA 148</p> <p>Architecture:</p> <p>Willow Dene: 1960s/70s brick detached houses with distinctive roof design and single storey front projections</p> <p>Gippeswyck Close: 1980s/90s brick detached houses with half hip roof, catslide roof and dormer at front.</p> <p>Otherwise very mixed frontage development along Uxbridge Road or just off – three storey 1980/90s flats in brick; 1930s-50s brick and render detached houses, variety of house designs</p>
<p>Layout:</p> <p>By the 1932/41 OS map this part of Uxbridge Road largely developed with detached Victorian & Edwardian villas in large grounds and 1920/30s detached houses on long plots.</p> <p>Present development therefore largely the product of piecemeal redevelopment in the post-war period leaving little overall coherence to this part of Uxbridge Road. However the redevelopments of flats – set back from the road – and houses served by service roads with a single point of access – have been successful in retaining the trees and landscaping of the earlier gardens. As a result this area has a leafy, verdant character.</p>	<p>Front Boundary treatment</p> <p>Mix of front garden sizes & treatment, but as noted many good trees and landscaping preserved. Large expanse of surface parking in front of Cherry Court detracts from appearance.</p>

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<p>Levels fall north to south. Some good green open spaces at the corner junctions of Waxwell Lane and Blythwood Road.</p>	
<p>Pinner Green open space on opposite side of Uxbridge Road. Combined with open/landscaped frontages of this area this makes a positive contribution to the character of this part of Uxbridge Road. River Pinn and associated tree growth alongside Cherry Court is also beneficial.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6b. Bungalows – Miscellaneous</p>
<p>AREA 149</p>	
<p>Location: Limesdene Close</p>	
<p>No picture</p>	<p>Architecture: 1970s development of brick detached houses with tile hanging. Two main styles - (i) plain with front porch and (ii) front catside with first floor dormer over. Mix of integral and attached garages. Overall good architectural coherence.</p>
<p>Layout: 1932/41 OS shows area as three detached houses fronting Uxbridge Road with long rear gardens. Present development a subsequent redevelopment of these.</p>	<p>Front Boundary treatment Front gardens dominated by forecourt parking but most retain some greenery.</p>

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<p>Planned arrangement of houses around a short cul-de-sac and served from Uxbridge Road by a service way with two points of access (and hardsurfaced island strip). Narrow gaps and arrangement give a compact appearance. Quite small rear gardens. Sparse landscaping particularly to Uxbridge Road frontage.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

Appendix 4 Areas 150-199

<p>Location: Woodhall Avenue & Lawn Vale, part Barrow Point Avenue</p>	<p>AREA 150</p>
<p>No picture</p>	<p>Architecture:</p> <p>Large detached 1930s-50s houses, brick and render, variety of designs, some good Tudorbethan detailing</p> <p>2 storey semis – some good Edwardian houses with good front doors and symmetry but street tails off into less distinguished houses. Some later, plainer detached infill houses to Lawn Vale and fronting Barrow Point Avenue.</p>
<p>Layout:</p> <p>Woodhall Avenue follows the alignment of a footpath between the Uxbridge Road/Paines Lane junction and the end of Barrow Point Lane, as shown on the 1896 and 1913/14 OS maps. By the 1932/41 OS Woodhall Avenue is shown laid out and more than 50% developed. The west boundary of the area is delineated by the River Pinn and this provides a good backdrop of trees of particular value at the Uxbridge Road/ Paines Lane junction. Later development in Lawn Vale and Barrow Point Avenue appears to be infill of gardens of existing property.</p>	<p>Front Boundary treatment</p> <p>Front gardens sued for forecourt parking but due to larger than average size many retain good landscaping and some mature trees.</p>

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<p>Quite deep front gardens and gaps between the houses give Woodhall Avenue a spacious character and provides a setting for the variety of house designs, as well as glimpses of rear gardens and trees. Levels fall from east to west.</p> <p>Lawn Vale also retains good gaps/spaciousness.</p> <p>Pedestrian (only) access to Barrow Point Avenue provides good permeability towards Pinner centre.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Paines Lane, Moss Lane, Little Moss Lane, Moss Closs</p>	<p>AREAS 151</p> <p>Architecture:</p> <p>Mainly Edwardian and 1920/30s detached houses, variety of designs but common use of brick and render with tudorebethan detailing. Many incorporate additional features e.g. bays, corner windows, dormers etc. Some small groups of house types such as 'L' shaped with bays on east side of Moss Lane, the two gable fronted houses on the west side of Paines Lane, etc.</p> <p>Some later infill/replacement houses and bungalows.</p>

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<p>Layout:</p> <p>These streets have been built up along ancient rural lanes long associated with the medieval village of Pinner. The 1896 OS map shows the lanes following their current alignment with open land either side, other than a handful of dwellings with gardens. The 1913/14 and 1932/41 OS maps show creeping piecemeal development along the lanes (but not yet complete).</p> <p>The lanes have a winding, curved shape and together with tree growth/landscaping this gives the streets a more semi rural feel, and creates interesting winding building lines. Gaps between buildings and large some forecourts create a spacious, low density character. The gaps also provide glimpses of substantial rear garden tree growth.</p> <p>Levels fall and rise and this also adds to interest and character.</p> <p>NB Driveway to 23 Paines Lane part of former driveway to The Old Hall from Paines Lane.</p> <th data-bbox="151 340 954 1243"> <p>Front Boundary treatment</p> <p>Soft hedgerow boundaries and limited pavements/kerbs help make the area feel softer and less urban. Front gardens used for parking but sufficient greenery/landscaping retained to screen this.</p> </th>	<p>Front Boundary treatment</p> <p>Soft hedgerow boundaries and limited pavements/kerbs help make the area feel softer and less urban. Front gardens used for parking but sufficient greenery/landscaping retained to screen this.</p>
<p>Little Moss Lane and Moss Close back onto Pinner Park Farm Green Belt – with direct footpath access from Moss Close. Also tennis courts in Little Moss Lane provides a open space, and Pinner Cemetery provides extensive open frontage to the southern end of Paines Lane.</p>	<p>Moss Cottage (No. 31 Paines Lane/No. 2 Moss Lane – grade II listed) is a good, prominent landmark building.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3a. Linear – Suburban Rural Lanes</p>

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<p>Location: Old Hall Drive</p>	<p>AREA 152</p>
	<p>Architecture: Detached 1930s-1950s and later houses. Variety of styles. Brick and render.</p>
<p>Layout: 1896 & 1913/14 OS maps show this area as part of the estate of The Old Hall – incorporating River Pinn and a small lake with central island; access via a driveway and bridge from Uxbridge Road and a small lodge. By 1932/41 OS the lake is shown filled in and surrounding suburban development along Uxbridge Road, Paines Lane and the Old Hall driveway is starting to take place (but the Old Hall shown as still existing and served by a driveway from Paines Lane; site of Old Hall now part of Old Hall Close part of area 153). Old Hall Drive therefore follows the alignment of the former drive to Old Hall. Despite some limited infill houses it has retained a highly spacious, low density and informal/semi-rural character. Many mature trees presumably from the former estate survive and give it a verdant, leafy appearance. Very distinctive single carriageway road with entrance over small flint bridge. Road feels very enclosed by thick boundary hedgerows.</p>	<p>Front Boundary treatment Dense laurel and other hedges mean that parking in front drives does not dominate the intimate and special feel of the road</p>
<p>No relationship with open space.</p>	<p>The Lodge building in Uxbridge Road (locally listed) and the old bridge are distinctive features/landmarks.</p>

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<p>Potential enhancement? No</p>	<p>3a. Linear – Suburban Rural Lanes</p>
<p>Location: St. Thomas Drive, Old Hall Close, Holly Grove, Briants Close</p>	<p>AREA 153</p>
	<p>Architecture:</p> <p>St. Thomas Drive: 1930s-1950s semi-detached and (mainly) detached houses. On east side some in modernist style in white render with overhanging hipped roofs; later houses plainer appearance in brick. Some good tudorbethan/individual designs on west side. Good example of a 1930s mansion block in modernist style at north end (Nugents Court).</p> <p>Old Hall Close & Briants Close: 1930s-50s detached houses, brick and render, some individual design; good tudorbethan detailing to Briants Close.</p> <p>Holly Grove: 1980s/90s development of detached houses mainly in brick with feature gables, mock-Tudor etc.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1896 & 1913/14 OS maps show this area as part of the estate of The Old Hall and adjacent fields. By 1932/41 OS map surrounding ribbon development along Moss Lane, Paines Lane and Uxbridge Road taking place; St. Thomas Drive (but not George V Avenue) is shown laid out awaiting development. The Old Hall remains is shown still in situ.</p> <p>St. Thomas Drive is the principal route through this area, rising up from Uxbridge Road and laid out as a wide dual-carriageway boulevard with a grassed central island, verges and trees. Combined with quite deep front gardens it has a formal, spacious appearance. Wide gaps between the houses also add to the sense of openness. The construction of St. Thomas Drive (and George v Avenue) may have been part of an intended road link north towards Watford.</p> <p>Old Hall Close occupies the site and the curtilage of the former Old Hall. It is a short meandering cul-de-sac that creates an interesting building frontage and there is an overall coherence. Some good retained landscaping/trees to rear gardens. Open front gardens and gaps also create a sense of spaciousness.</p> <p>Briants Close has an 'L' shaped configuration and a more conventional arrangement of houses and front gardens; modest gaps at the sides.</p> <p>Holly Grove a later infill development from the back gardens of property fronting St. Thomas Drive; this has a more dense built frontage but softened by the openness and greenery of surrounding gardens.</p>	<p>Most gardens partially hardsurfaced for forecourt parking but many retain at least some level of greenery. Combined contribution of open front gardens in Old Hall Close particularly pleasing. Variety of boundary treatments used elsewhere.</p>
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<p>Pinner Park Farm open Green Belt land to south of area.</p> <p>Potential enhancement? No</p>	<p>Nugents Court is a good landmark building.</p> <p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Barrowdene Close, Little Orchard Close, Burhill Grove</p> <p>No picture</p> <p>Layout: Area occupies site of Victorian Barrow Point Cottage (later St. John's School) on corner of Moss Lane & Barrow Point Lane, and immediately neighbouring houses/gardens shown on 1932/41 OS map. Barrow Point Lane appears as a driveway leading to unidentified complex of farm buildings on 1896 and 1913/14 OS (see area 209). Development takes form of buildings set in open gardens and arranged around short cul-de-sac access drives. Parking provided on street and in garage courts. Layout has allowed for particularly spacious/treed frontage to Paines Lane which contributes to character.</p>	<p>AREA 154</p> <p>Architecture: 1970s/80s houses & maisonettes in two storey semi-detached pairs and terraced blocks. Brick with gable and hipped roofs. Some neo-Georgian design aspects.</p> <p>Front Boundary treatment Open plan green front forecourts retained.</p>

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Levels fall north to south.	
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
Location: Waxwell Lane, Olwen Mews	AREA 155
No picture	Architecture: Mainly 1930s brick detached houses (narrow and wide fronted) with forward projecting gables and ground floor/two storey bays; some tudorbethan detailing. Some contrasting/later infill detached houses. Olwen Mews a later development of neo-Georgian brick terraced houses.
Layout: As with area 151, Waxwell Lane has been built up along ancient rural lanes long associated with the medieval village of Pinner. The 1896 OS map shows the lane following its current alignment with open land either side, other than Waxwell Farm house & buildings and some sporadic residential development around the Love Lane junction. The 1913/14 and 1932/41 OS maps show creeping piecemeal development along the lanes (largely	Front Boundary treatment Some wide/deep front gardens allow good tree and greenery retention, despite use for forecourt parking. Variety of boundary treatments.

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<p>complete as today by the latter). The 1970/80s development of Olwen Mews appears to have taken place on the site of Waxwell Farm Cottage.</p> <p>Although more suburban in character than area 151, Waxwell Lane also maintains a semi-rural character helped considerably by the preservation of Waxwell Farmhouse and its extensive, open land with a significant frontage to the Lane. Houses on the east side have particularly long rear gardens (backing onto the River Pinn) which have allowed substantial tree growth – these can be glimpsed via gaps between the buildings to the north end. Also to the north end and at the junction of Uxbridge Road are some wide, green verges with street trees (including the well of historical interest).</p> <p>Levels fall from Uxbridge Road.</p>	
<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Waxwell Farmhouse (grade II listed) is a good landmark building.</p> <p>3a. Linear – Suburban Rural Lanes</p>
<p>No picture</p>	<p>AREA 156</p> <p>Architecture:</p>
<p>Location: Broadfields, Randon Close, Barmor Close, Fernleigh Court, Altham Court, part Headstone Lane</p>	

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	<p>Mainly 1930s/40s brick and render semi-detached bungalows with hipped roofs; also unusual two pairs of modernist, halls-adjointing flat roof semis and some conventional semis in brick to Broadfields. Some later 1970/80s semi-detached and terraced to Barmor Close. Altham Court a large block of flats (two, three and four storeys) and a small group of maisonettes in two storey semi-detached pairs to Headstone Lane (facing railway).</p>
<p>Layout:</p> <p>1896 OS shows area as open land (Headstone Lane station not yet provided). By 1913/14 Headstone Lane station in situ and one villa ('Parkfield') on place of present Altham Court. By 1932/41 Broadfields, Fernleigh Court and Randon Close laid out and largely developed. Barmor Close a later development from rear gardens of property fronting Headstone Lane.</p> <p>Layout is largely haphazard, determined by field boundaries and extent of rear garden of housing development that had already taken place along Headstone Lane. Quite narrow carriageways, no verge or street trees.</p> <p>Headstone Lane maisonettes set back and down from road – good architectural harmony and setting.</p> <p>Modest gaps between two storey houses but largely preserved.</p> <p>Levels fall away from Headstone Lane bridge & station down along Broadfields and Headstone Lane.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained.</p> <p>Exception is Headstone Lane maisonettes – green forecourts and boundary hedges largely retained and contribute positively to character.</p>

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<p>Area backs onto Pinner Park Farm open Green Belt land to south and west.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings. Garage/workshop at the corner of Fernleigh Court and Headstone Lane is a bit of an eyesore.</p> <p>6b. Bungalows - Miscellaneous</p>
<p>Location: Hampden Road</p> <p>No picture</p> <p>Layout: Boxtree Lane follows the alignment of the original rural lane/footpath and forms the north-western extent of this area. The resulting triangle north of Long Elmes appears to reflect the land around the former 'Southfield Park' house which occupied this space. The area to the south of Long Elmes seems to reflect the field boundaries, except that the rear of houses on the west</p>	<p>AREA 157</p> <p>Architecture: Area dominated by distinctive gable fronted pairs of semi-detached houses, mostly render but often mock-Tudor detailing; some gables continue down over porches as catslide features, others over joint square bays only. Hampden Road dominated by plainer, flat fronted pairs of semis. Shared driveways and garage spaces at sides.</p> <p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained. 2d. Inter-War Housing Estates – Smaller Planned Estates</p>

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<p>side of Hampden Road follows a straight alignment whereas the adjacent part of Carmelite Road appears to follow the field boundary.</p> <p>Land levels fall from north to south, and quite steeply so around the area of Boxtree Lane. Together with the curving alignment of Boxtree Road this adds visual interest. Similarly the use of a central elliptical feature in Hitherwell Drive and the fall in levels add interest to the built up frontage here. Windsor Road is a long straight road but interest is added by the relationship with Clewer Crescent, especially by the green area at the junction.</p> <p>By contrast the long, straight continuation of Hampden Road and plainer houses result in greater visual monotony to this road.</p> <p>Long Elmes forms the principal route through, forming a long, straight link between High Road and Courtney Avenue. The higher status of the road is emphasised by wide verges and street trees. Some street trees (but no verges) to other roads. Area already built by the 1932/41 OS Map.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Weighton Road etc</p>	<p>AREA 158</p>

<p>No picture</p>	<p>Architecture:</p> <p>Mainly rendered, semi-detached houses with round bays and gables over. Some terraces of four houses' length with round bays and suntrap windows fronting Long Elmes.</p>
<p>Layout:</p> <p>Long Elmes is the principal route through linking High Road to Courtney Avenue and emphasised by its wide carriageway with verge and street trees. The development of this area seems to use up residual land between the Harrow Weald recreation ground and the development of neighbouring areas to the south (area ??), west (area 157) and north (area 79).</p> <p>Levels fall from north to south. Narrower carriageways with verges and street trees to Maricas Avenue and Weighton Road.</p> <p>Note scout hall on land to rear of some houses on west side of Maricas Avenue (land left over following frontage development to Long Elmes). The development was complete by the 1932/41 OS Maps.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>Strong relationship to Harrow Weald recreation ground, which occupiers extensive area to rear of houses on north side of Weighton Road and east side of Maricas Avenue. Accesses to the park from these two roads provide visual relief and contribute to permeability.</p>	<p>Maisonette buildings to rear of shops in High Road (fronting Weighton Road and Elm Terrace) add interest. Service areas to rear of shops in High Road are a bit of an eyesore.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Alma Row & Elm Terrace</p>	<p>AREA 159</p>
<p>No picture.</p>	<p>Architecture:</p> <p>Long row of narrow fronted Victorian houses and substantial tow storey rear projections. Some later houses/bungalows to Alma Row.</p>
<p>Layout:</p> <p>Victorian development – appears on late Victorian OS – but unclear why developed or reason for 'L' shaped formation. Alma Row appears on earlier maps as a very high density terrace but now replaced by newer development.</p> <p>Private road. No verge or street trees. Narrow carriageway.</p>	<p>Front Boundary treatment</p>
<p>Elm Terrace backs onto recreation ground which is also visible as a welcome open vista at the end of the road. No access to.</p>	<p>The bus garage and its rear service area is a bit of an eyesore. Maisonette buildings to rear of shops in High Road (fronting Weighton Road and Elm Terrace) add interest</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>

<p>Location: Whitefriars Drive, Farmstead Road, Barchester Road, Enderley Road, Weald Lane, Sefton Avenue, Stanhope Avenue, Mead Close, Derby Avenue</p>	<p>AREA 160</p>
<p>Layout:</p> <p>Weald Lane is a suburban continuation of a small offshoot from High Road shown on late 19th century OS maps and which served Wealdstone House and Wealdstone Farm, located roughly where the eastern end of Sefton Avenue & Astall Close, and newer shop buildings on corner of High Road, now are (Wealdstone Farm & House still present on 1932/41 OS map).</p> <p>The suburban development is to a planned layout to make best use of the remaining area (around the then retained farm), the extent of which is determined by the former field boundaries on the western and southern side. Levels fall from north-east to south-west.</p> <p>Sefton Avenue and Weald Lane produce long, continuous frontages although these are relieved somewhat by the change in levels.</p>	<p>Architecture:</p> <p>Mainly semi-detached houses with shared driveway gaps at the sides. Some terraced houses particularly to Seton Avenue and some detached houses particularly to Enderley Road. Mostly rendered. Variety of styles – round bays, suntrap bays, shallow square bays.</p>
<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>	

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No verges but some street trees.	
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement?	2d. Inter-War Housing Estates – Smaller Planned Estates
No	
AREA 161	
Location: Baslow Close, Astall Close, part Sefton Avenue – Weald Lane – Long Elmes	
No	<p>Architecture:</p> <p>Plain brick and render semi-detached and terraced houses with hip and gable roofs. Terraces feature central front facing gables.</p> <p>Later (1970s) development of two and three storey flats in narrow, red brick blocks. Shallow pitched roof.</p>
<p>Layout:</p> <p>Weald Lane is a suburban continuation of a small offshoot from High Road shown on late 19th century OS maps and which served Wealdstone House and Wealdstone Farm, located roughly where the eastern end of Sefton Avenue & Astall Close, and newer shop buildings on corner of High Road, now are (Wealdstone Farm & House still present on 1932/41 OS map).</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained.</p>

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<p>So the layout of this area – Weald Lane, part Sefton Avenue, Astall Close and Baslow Close and part Long Elmes - reflect the infill of the curtilages of the Wealdstone House and farmstead.</p> <p>Layout of original houses has garden suburb quality – simple, plain architecture; a formal arrangement of houses around a sweeping curving road; the provision of greens & verges; and gaps between the houses. The later, 1970s infill development detracts somewhat from the harmony of the group and appears to have taken place largely from the gardens of the original houses.</p>	
<p>The larger green inside the corner of Sefton Avenue is designated as open space – contributes to the garden suburb character.</p>	<p>The rear of shops in the adjacent part of High Road is a bit of an eyesore.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: College Road</p>	<p>AREA 162</p>
<p>No picture</p>	<p>Architecture: Very varied: Victorian terraced housing to north side College Road at western end; also 1930s semis & terraces, 1960s/70s flat and maisonette developments and 1930s mansion block of flats</p>

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<p>Layout:</p> <p>College Road follows the alignment of an earlier rural lane between High Road and College Hill Road; this may explain the sporadic ribbon development out from Harrow Weald centre. Later infill developments appear to have taken place as earlier sites have come up for redevelopment, such as the 1930s mansion block or the 1970s maisonettes in College Road on the site of a former Victorian houses and their grounds.</p> <p>Poor permeability with surrounding areas.</p> <p>No verge and few street trees, Variable gaps between buildings.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking (though smaller front gardens of terraced houses retained – but of limited landscape value). Variety of boundary treatment.</p>
<p>Tennis courts to rear of some houses on north side of College Road provide a small area of open space with an access opening to College Road.</p> <p>Potential enhancement?</p> <p>No</p>	<p>The 1930s mansion block is a good landmark building.</p> <p>6b. Bungalows - Miscellaneous</p>
<p>AREA 163</p>	
<p>Location: Hollybush Close</p> <p>No picture</p>	<p>Architecture:</p> <p>1980s detached bungalows in brick; quite plain but uniformity gives good group value. Gaps at side serve detached garages at rear.</p>

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<p>Layout:</p> <p>1932/41 OS map shows this area as a narrow open strip enclosed by surrounding suburban development; earlier maps indicate that the area's western extent was a field boundary.</p> <p>The form of this development therefore reflects the former long, narrow open strip. The bungalows occupy very short plots, resulting in front & rear gardens of very modest depth and the dwellings or short and wide giving quite a built-up frontage. The development is served by a shared, narrow road accessed from College Hill Road and taken through the part of the former rear gardens of adjacent houses in College Road.</p>	<p>Front Boundary treatment</p> <p>Mix of hard surfaced and grassed front gardens, but of limited value due to their size. Surrounding gardens' greenery provides some visual benefit to this area.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Whisperwood Close & Tallack Close</p>	
<p>AREA 164</p>	
<p>No picture</p>	<p>Architecture:</p> <p>1970s/80s semi detached two storey maisonettes/houses</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Area developed from house and cartilage of former Victorian property 'The Chestnuts' (note also backs onto residential road Chestnut Drive at rear.</p> <p>Development arranged mainly to front College Hill Road with two short cul-de-sacs serving further development at rear. Some greenery/landscaping around rear development which is arranged around parking courts.</p> <p>Footpath link along north side to College Hill Road?</p>	<p>Some good forecourt greenery retention to property fronting College Hill Road. Rear development tends to be focused around car parking courts</p>
<p>No relationship to open space</p>	<p>No landmark buildings or eyesores</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Park Crescent, College Avenue, Park Rise, part The Meadow Way, etc</p> <p>No picture</p>	
<p style="text-align: right;">AREA 165</p> <p>Architecture: 1930s rendered detached and mostly semi-detached houses. Predominantly round bays with gables; some variation in bay shape – e.g. angular, square etc. Garage spaces at sides. Some terraces of four houses to The Meadow Way. More recent flatted development towards high Road.</p>	

<p>Layout:</p> <p>Strong planned layout present on 1932/41 OS Map: College Avenue forms the principal east-west thoroughfare linking High Road to College Hill Road (and eventually Kenton Lane); this importance is emphasised by the verges and street trees. Park Crescent forms a circle in two halves, to the north and south of College Avenue, with a narrower carriageway and verges & street trees. Park Close forms a short cul-de-sac spur to the north half of the Crescent, while Park Rise links the Crescent to The Meadow Way at the south. The Crescent produces sweeping and staggered building lines which add visual interest, as do the groups of houses at the corners (turned to face the junctions) and around the cul-de-sac head.</p> <p>Levels fall from north to south.</p> <p>There is generally poor pedestrian permeability with surrounding areas.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where these survive.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: College Hill Road (central)</p> <p>No picture</p>	<p>AREA 166</p> <p>Architecture:</p>

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	<p>Mainly 1930s brick and render semi-detached houses with round/angled bays and feature gables over. Some bungalows with wide front facing gables. Mainly garage spaces at sides.</p>
<p>Layout:</p> <p>As area 90, the 1896 & 1913/14 OS maps show College Hill Road as an earlier rural lane through open farm land. By the 1932/41 OS College Hill Road, as with the surround suburb, was largely developed as it exists today.</p> <p>Levels fall from north to south and wide green verges (with street trees) give the road a prominent & spacious appearance. Overall a pleasing suburban character. However there is limited lateral pedestrian permeability with neighbouring areas.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking; variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Chestnut Drive, Weald Rise, Robin Hood Drive, The Avenue</p>	<p>AREA 167</p>
	<p>Architecture:</p>

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	<p>Mix of 1930s semi-detached and detached houses and bungalows. Front dormers to some bungalows. Mix of shared driveways and garage spaces at sides. Render dominates but some brick and tile hanging to The Avenue.</p>
<p>Layout:</p> <p>Wide grass verges and street trees; grassed roundabout to end of Chestnut Drive. Land rises gently from south to north. Deep gardens. Sense of informality and openness. Poor pedestrian permeability with surrounding areas. Mostly laid out and built on the 1932/41 OS Map.</p>	<p>Front Boundary treatment</p> <p>Many gardens lost to forecourt parking; however some open plan front gardens contributing to sense of openness. No uniform style where boundary treatment exists.</p>
<p>No open space within this estate.</p>	<p>No landmark buildings or particular eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: College Hill Road (south)</p> <p>No picture</p>	<p>AREA 168</p> <p>Architecture:</p> <p>1930s semi-detached houses – mix of styles (white rendered modernist, traditional brick and render with angled bays and gables, and plainer square bay/ground floor bay only with no gable). Redevelopment to form three storey brick blocks of flats has taken place at the eastern end.</p>

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	Area also includes two pairs of wide, plain semis on south side.
<p>Layout:</p> <p>As area 166, the 1896 & 1913/14 OS maps show College Hill Road as an earlier rural lane through open farm land. By the 1932/41 OS College Hill Road, as with the surround suburb, was largely developed as it exists today. The flats blocks occupy land formerly comprising semi-detached houses and gardens</p> <p>Levels fall north to south, so houses and gardens on north side set up from the road.</p> <p>Wide verges and some street trees give the road a prominent & spacious appearance.</p> <p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p> <p>The 1930s mansion blocks of flats on the other side of College Hill Road are good landmark buildings.</p> <p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Laural Park & Dromey Gardens</p> <p>No picture.</p>	<p>AREA 169</p> <p>Architecture:</p>

<p>1970/80s two storey terraced house & two and three storey blocks of flats. Mainly brick some with contrasting tile hanging. Quite plain design.</p>	
<p>Front Boundary treatment</p> <p>Some green front gardens/forecourts provided, but modest due to parking areas. Verges provided along Kenton Lane where gardens enclosed by walls/fences.</p>	<p>Layout:</p> <p>Kenton Lane appears on 1896 and 1913/14 OS maps as rural lane through surrounding farm land. By 1932/41 OS map Kenton Lane and surrounding areas largely built-up with suburban development. This area shown as detached and semi-detached houses with long rear gardens.</p> <p>Laural Park and Dromey Gardens are therefore subsequent redevelopments of these houses and gardens. A 'tandem' pattern of development predominates, with two storey houses/flats along the Kenton Lane frontage (but some turn their backs on Kenton Lane) with cul-de-sac roads serving a rear line of three storey development. Some terraces traverse this general pattern – resulting in one obtruding the established front building line of Kenton Lane.</p> <p>Parking and garage courts are spread throughout the development, giving it (in combination with the height and bulk of the buildings) a relatively hard, urban appearance at odds with the surrounding suburb. Estate landscaping still maturing.</p>
<p>No landmark buildings or eyesores.</p>	<p>No relationship with open space.</p>

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<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Kingfisher Close & Woodpecker Close, part Kenton Lane No picture</p>	<p>AREA 170</p> <p>Architecture: 1990s two storey terraced and semi-detached houses; brick and render, some feature gables, tile hanging, mock-Tudor detailing etc. Hipped roofs sympathetic to surrounding 1930s housing.</p>
<p>Layout: As area 169 – redevelopment of former houses & gardens fronting Kenton Lane. More sympathetic to surrounding area than 169 – better building design, traditional semis front Kenton Lane and the reversed terrace fronting Kingfisher Close respects the established building line. Although still quite car dominated green open space and gardens front Kenton Lane, and houses to the rear are generally provided with more generous gardens.</p>	<p>Front Boundary treatment Forecourts dominated by car parking, but some greenery/low level planting retained. Good mature tree (Willow?) retained to Kingfisher Close.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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Location: Kenton Lane, Harrow Weald (south)	AREA 171
<p>No picture</p>	<p>Architecture:</p> <p>1930s brick and render semi-detached houses; round, angled and square bays with hips/gables over; some distinctive halls-adjointing pairs. Garage spaces at side.</p> <p>Two wide, three storey blocks of flats (1970s?) at southern end.</p>
<p>Layout:</p> <p>Kenton Lane appears on 1896 and 1913/14 OS maps as rural lane through surrounding farm land. By 1932/41 OS map Kenton Lane and surrounding areas largely built-up with suburban development. The 1970s flats are a subsequent redevelopment of former houses and gardens on east side.</p> <p>Gentle fall in levels, curving/staggered building lines and wide, green verges with trees (on east side) give a pleasing and visually interesting suburban character. Gaps between the houses, where they survive, provide glimpses through to rear garden trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>The Duck in the Pond is a good local landmark, at the junction of Kenton Lane & Mountside (a pub is shown on this site at least since the 1896 OS). However the flat blocks in Kenton Lane detract badly from the area – too wide and high, and at the lower end too close to the pavement edge – out of character.</p>

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<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: The Highway, Drummind Drive, Woodcroft Avenue, Alton Avenue, Hill House Avenue</p> <p>Layout: 1896 and 1913/14 OS maps show area as open farmland, except Hill House and curtilage on east side of Kenton Lane. By 1932/41 OS this and surrounding areas largely developed. Layout makes best use of topography with Drummond Drive, The Highway and Woodcroft Avenue all rising steeply from Kenton Lane; together with curving wide carriageways this produces sweeping and staggered building lines which add interest. Verges have been filled-in but some street trees survive. Corner properties provide glimpses of rear gardens and sense of spaciousness to return frontages.</p>	<p>AREA 172</p> <p>Architecture: Mostly semi-detached rendered houses with bays; limited detailing. Garage spaces at sides.</p> <p>Front Boundary treatment Mixed boundary treatment; front gardens used for parking.</p>

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<p>Strong visual relationship with Stanmore Golf Course trees, occupying higher ground. Open space to rear of The Highway/Drummond Drive can be glimpsed through the gaps between the houses.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>AREA 173</p>	
<p>Location: Caddis Close, Castlelane Close, Daventer Drive, part The Highway</p>	
<p>No picture</p>	<p>Architecture: Plain, two storey brick (and some with render) 1970/80s detached houses and link garages.</p>
<p>Layout: 1932/41 OS shows surrounding residential development largely completed but this area remaining open. Map also shows road width opening safeguarded through to Gordon Avenue (area 101) and Charley Avenue (area 97) suggesting an intention to continue The Highway northward.</p>	<p>Front Boundary treatment Open plan front gardens; many retain some level of greenery and landscaping.</p>

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<p>Typical 1970/80s layout of houses arranged informally around cul-de-sac spurs and along an extended frontage of The Highway. Staggering and a mix of long & short front gardens creates some variation/interest to an otherwise rather monotonous streetscene.</p> <p>No verge or street trees. Levels fall north to south.</p>	
<p>The Highway adjoins Stanmore Golf Course (metropolitan open land – on rising land) to east – good tree cover and visual relief.</p>	<p>Landmark buildings? Or problem sites/eyesores</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
AREA 174	
<p>Location: Wolverton Road</p>	
<p>No picture.</p>	<p>Architecture: Two storey semi-detached and terraces of four. All white rendered. Small group of house types: terraces with front gables to end houses; pairs of semis with central catslide roofs; plain double fronted semis with shallow two storey rear projections; semis with forward projecting square sections.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1896 and 1913/14 OS maps show this area as part of Stanmore nurseries. By 1932/41 OS this road is shown laid out and fully developed; hemmed in by the Belmont Railway to the west and the Montrose brook to the east.</p> <p>Classic garden suburb layout – symmetrical layout either side of road with formal arrangement around cul-de-sac head. Narrow carriageway with central passing bays; very wide gaps between houses give sense of spaciousness and views of rear gardens/trees.</p> <p>Original layout incorporates footpath link to Belmont Lane.</p>	<p>Many front gardens lost to forecourt parking. Variety of boundary treatment.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings. Electricity pylons to rear a bit of an eyesore.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Old Church Lane (central section), part Belmont Lane</p>	<p>AREA 175</p>
<p>No picture.</p>	<p>Architecture: Old Church Lane west side: Quite large detached and mainly semi-detached late Victorian houses, red brick and in arts & crafts style with ornamental details e.g. tile hanging, mock-Tudor gables, etc.</p>

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	<p>Old Church Lane east side: 1930s-1950s detached houses and some bungalows. Brick and render. Some good tudorbethan detailing</p> <p>Belmont Lane: red-brick Edwardian terrace of four houses and some post-war infill houses.</p>
<p>Layout:</p> <p>1896 & OS map shows Old Church Lane as a rural lane extending down to Belmont Lane, mainly through open land but with the Victorian houses and other sporadic development such as a cottage hospital and the park nursery. By 1932/41 the road was formally laid out as today, with suburban development along the road and in the surrounding locality well underway.</p> <p>The road retains an informal, village feel. No verge or street trees. Some good tree cover particularly in rear gardens – glimpsed on corners and through gaps between buildings.</p> <p>Levels fall north to south.</p>	<p>Front Boundary treatment</p> <p>Many front gardens largely hardsurfaced for forecourt parking, but generally large enough to have retained some trees and landscaping. Variety of boundary treatment.</p>
<p>No relationship with open space.</p>	<p>The Victorian houses are good landmark buildings. No eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

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<p>Location: Wolverton Road (west end)</p> <p>No picture.</p>	<p style="text-align: right;">AREA 176</p> <p>Architecture:</p> <p>1970/80s block of flats – four storey, three storeys in brick and top floor within mansard. Two pairs of plain semis in brick.</p>
<p>Layout:</p> <p>Area occupies part of route of Belmont railway and adjacent land comprising houses and gardens as shown on old OS maps. Current development therefore a piecemeal development on this site. Flats set back from the road on a larger, open site with a forecourt parking/garage area and gardens around.</p> <p>No verge or street trees. Good pedestrian permeability to Gordon Avenue via public footpath through Stanmore Golf Course and via Montrose Walk.</p>	<p>Front Boundary treatment</p> <p>Houses have very shallow front gardens – no landscape value.</p>
<p>Adjacent Stanmore Golf Course is metropolitan open land. Also adjacent Montrose Walk (green chain).</p>	<p>No landmark buildings. Nearby electricity substation an eyesore.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Lindeth Close</p>	<p style="text-align: right;">AREA 177</p>

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<p>No picture.</p>	<p>Architecture: Distinctive rendered semi-detached houses with long, forward projecting gables.</p>
<p>Layout: Site of former Victorian house and gardens 'Lamorna' (later 'Lindeth') as shown on old OS maps between Old Church Lane and Belmont Railway. Layout comprises short driveway into site and houses either side (perpendicular to Old Church Lane) set back to provide open frontage to Old Church Lane. Very good tree retention within the site and along Old Church Lane frontage – esp. crescent shaped green.</p>	<p>Front Boundary treatment Good green forecourts preserved.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5c. Spacious – Village Green Enclaves</p>
<p>Location: part Wolverton Road</p>	
<p>No picture.</p>	<p>Architecture:</p>
<p style="text-align: right;">AREA 178</p>	

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	<p>Distinctive 1960/70s two storey terraced houses with staggered gable roof design; in brick with inset white cladding/panelling. Also small development of conventional 1970s brick terraced houses on south side. All have integrals garages.</p>
<p>Layout:</p> <p>Old OS maps show detached houses on this site (either side of Woverton Road) and indicate it as site of historic church at rear on north side.</p> <p>On north side conventional arrangement of houses fronting Wolverton Road and Old Church Lane, though staggering adds visual interest. On south side tandem arrangement of two terraces of three houses.</p>	<p>Front Boundary treatment</p> <p>Front gardens mainly open and hardsurfaced for forecourt parking on north side of Wolverton Road. Some better forecourt parking within enclosed front gardens to south side.</p>
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Courtens Mews</p>	<p>AREA 179</p>
<p>No picture</p>	<p>Architecture:</p>

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<p>1990s brick and render terraced houses. Interesting half-hip roofs and other features used such as forward projecting gables, porch canopies etc.</p>	
<p>Front Boundary treatment</p> <p>As noted, forecourts largely used for parking.</p>	<p>Layout:</p> <p>Development occupies site of former Stanmore Nurseries as shown on old OS maps.</p> <p>Small cul-de-sac development with informal arrangement of houses; staggering of buildings adds interest. However the public realm car dominated – very limited landscaping or forecourt greenery. Neighbouring gardens and trees provide some visual relief.</p> <p>Poor permeability with surrounding areas.</p>
<p>No landmark buildings or eyesores.</p>	<p>No relationship with open space.</p>
<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>	<p>Potential enhancement?</p> <p>No</p>
<p>AREA 180</p>	
<p>Architecture:</p>	<p>Location: Alguin Court, part Lansdowne Road</p>
<p>No picture</p>	

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	1970s development of terraced houses. Brick and render. Quite plain.
Layout: 1932/41 OS map shows this as site of detached house and grounds (previously open land). Houses arranged around private driveway between Old Church Lane and Lansdowne Road, and one also terrace fronts Lansdowne Road. The development therefore leads to 'dead frontage' along Old Church Lane (but this has allowed some tree growth in rear gardens that contributes to streetscene).	Front Boundary treatment Development incorporates garage blocks, which has resulted in good retention of front gardens & landscaping (open plan).
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
Location: Lansdowne Road, The Ridgeway, Barn Crescent	AREA 181
No picture	Architecture: Semi-detached and detached houses:

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<p>Halls adjoining semi-detached houses with forward projecting bays and gables over; central sections have catside roofs and dormers</p> <p>Brick and render detached houses – various styles but commonly incorporating bays with gables over</p> <p>Two and three storey brick and render 1930s mansion block of flats in The Ridgeway (east of junction with Elm Park)</p> <p>Some later 1970s back garden development of detached houses (eg in Barn Crescent).</p>	
<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>	<p>Layout:</p> <p>Area largely developed by the time of the 1932/41 OS, Lansdowne Road running broadly parallel to Old Church Lane (to the south) and The Ridgeway/Barn Crescent occupying the remaining land within the field boundary to the north.</p> <p>The curving layout of the roads provides interest to the building lines. As the principal east-west route through the estate Lansdowne Road has verges and street trees; some street trees to The Ridgeway and a small group of verges in front of houses to north east corner.</p> <p>Levels fall from north to south</p> <p>A footpath links Old Church Lane to Elm Park, following the route of a footpath up to Stanmore shown on the 1896 OS map.</p>

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<p>No relationship to open space.</p>	<p>The 1930s mansion block in The Ridgeway is an interesting building within this area. Stanmore College, though a mix of more large scale buildings out of character with the residential surroundings, is a local landmark.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Silverston Way No picture</p>	<p>AREA 182</p> <p>Architecture: Semi-detached and detached brick and render houses. Predominant styles suntrap windows with overhanging roofs; some contrasting style detached houses at western end of Silverston Way and fronting Marsh Lane.</p>
<p>Layout: 1932/41 map shows surrounding areas under development but this field still open. As the old field boundary now forms the rear boundaries of the gardens of houses on the outside of the loop of Silverston Way this appears to have allowed the survival of some hedgerow trees.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Silverston Way loops around from Marsh Lane to take advantage of the rising levels on this side of the lane. It has grass verges throughout, particularly wide fronting Marsh Lane, with street trees, and a small triangular island at the junction with the spur cul-de-sac to the north-western corner.</p> <p>Although following conventional building lines the arrangement of houses around the cul-de-sac spur and at the head of the loop, as well as rising levels, adds visual interest.</p> <p>No direct permeability with surrounding areas, but a path runs along the rear of houses on the north side from Marsh Lane, linking via other areas to Stanmore district centre.</p>	
<p>Entrance to Canons Park on opposite side of Marsh Lane (metropolitan open land).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Old Church Lane, Cranmer Close</p>	<p>AREA 183</p>
	<p>Architecture: All detached houses, predominant use of brick but some render/mock Tudor detailing. Two main styles: 'traditional' houses with flattened bay windows and hipped roofs over; 1950s houses with gable roofs and no bays (former RAF housing?).</p>

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<p>Layout:</p> <p>Road runs east to west between Marsh Lane and Abercorn Road; some through traffic. Very strong character to central section: 1950s houses with wide gaps between, low front walls, wide verges and mature street trees give sense of rural openness; also houses to south side set down from the road due to falling levels. Bends in road add to interest/informality. Eastern and westerly ends of road more traditionally suburban in character. 1932/41 Os Map shows the land mostly empty as playing fields but with some development of detached housing in the south east corner on Old Church Lane.</p>	<p>Front Boundary treatment</p> <p>Low, brick boundary walls to 1950s section and garden areas retained. Front gardens in suburban sections (east/west) lost to forecourt parking; mix of boundary treatments where retained.</p>
<p>Relationship to open space – parks, greens, trees</p> <p>Whitchurch Playing Fields behind houses to south side – views through gaps between buildings particularly from Cranmer Close.</p>	<p>Modern maisonettes and hall on corners with Abercorn Road detract from character. Also note this end of the road with area of archaeological interest.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Talman Grove, part Du Cross Drive</p> <p>No picture.</p>	<p>AREA 184</p> <p>Architecture:</p>

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	<p>1980/90s detached and semi-detached houses. Good use of materials – brick, render, tile hanging. Also use of dark window frames is distinctive and gives a coherence to the whole development.</p> <p>Also three storey flats to south-west corner (adjacent to Marsh Lane).</p>
<p>Layout:</p> <p>Area shown as open land on 1932/41 OS map; historically probably part of the estate of Canons Park.</p> <p>Informal arrangement of houses around cul-de-sac spurs; staggering and arrangement creates good visual interest. Integral garages to most houses and narrow gaps at sides, but wider spaces provided by rear gardens on corners. Some good tree growth in rear gardens.</p> <p>Verge and trees to adjacent part of Marsh Lane.</p>	<p>Front Boundary treatment</p> <p>Open plan front gardens incorporate driveways as part of original estate design – most retain green areas and good landscaping.</p>
<p>Canons Park metropolitan open land adjoins area to south (but no direct access).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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	AREA 185
<p>Location: Marsh Lane, Green Verges</p> <p>No picture</p>	<p>Architecture:</p> <p>1930s semi-detached houses and bungalows grouped by style:</p> <p>north end: semi-detached houses with brick to ground floor (and angled bays) and render at first floor</p> <p>Silverston Way section: brick suntrap semi-detached and some detached with overhang roofs</p> <p>Lansdowne Road section: rendered suntrap semi-detached bungalows with distinctive front/side gable-shaped dormers</p> <p>Green Verges: rendered suntrap semi-detached houses including some with distinctive green pantile roofs; mix of detached houses and bungalows in variety of styles at southern end</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps shows Marsh Lane as a narrow, rural lane through open land. By 1932/41 OS Marsh Lane formally laid out and some development along it (and surrounding suburbs) under way. The groups of house types appear to correlate with the field frontages along Marsh Lane.</p>	<p>Front Boundary treatment</p> <p>Many gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>The generally good architecture in this area is supplemented by wide verges and street trees – especially good tree group fronting Green Verges. Overall gives this part of Marsh Lane a pleasing suburban character. Some sections served by access roads set back from Marsh Lane by green islands.</p> <p>Garage spaces at sides provide good gaps between buildings and glimpses to rear gardens.</p> <p>Levels fall north to south.</p> <p>Good permeability with surrounding areas, e.g. access to Canons Park, footway to Beatty Road, etc.</p>	
<p>Access to Canons Park open space is a good visual and historical feature in the streetscene. Stanmore Marsh open space also provides good landscaping and helps to screen the gas holder site. Houses in Green Verges back onto playing fields.</p>	<p>The gas holders may be regarded as a landmark or an eyesore.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Stonegrove, Orchard Court, Ashbrook</p>	<p>AREA 186</p>
<p>No picture</p>	<p>Architecture: Post war maisonettes and flat blocks – variety of styles including:</p>

<p>Three and four storey rendered 1930s blocks with suntrap windows (and one with balconies)</p> <p>Two storey maisonettes in semi-detached pairs</p> <p>Four/five storey brick 1970s blocks with balconies</p>	
<p>Front Boundary treatment</p> <p>The blocks have quite small forecourt areas, although this is less important in landscape terms because of the islands fronting the main carriageway (which are generally well planted).</p>	<p>Layout:</p> <p>1932/41 OS map shows large detached houses in substantial grounds and some ordinary semis on more conventional plots fronting Stonegrove. The piecemeal development of flats along this stretch of Stonegrove therefore reflects the individual redevelopment of these houses or groups of houses.</p> <p>Most of the blocks are set back from Stonegrove and served by access roads to the front (separated from the main carriageway by landscaped islands) and some with driveways to rear parking/garage courts. The blocks have rear communal gardens but these tend to be small, particularly where available space is curtailed by parking and garaging. An exception to this is the 1930s four storey development of three blocks arranged around a large, square and well landscaped courtyard garden.</p> <p>Levels fall quite steeply from north to south.</p>
<p>The forecourt parking area to the block on the corner of Lake View is an eyesore (particularly as the central landscaped island does not extend to the front of this property).</p>	<p>No relationship to open space.</p>

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<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Donnefield Avenue, Canons Park Close No picture</p>	<p>AREA 187</p> <p>Architecture: Two 1930/40s mansion blocks of flats – each has a central three storey section with a hipped roof flanked by two storey flat roof wings that stagger forward. Brick, modernist style. Also one 1930s semi-detached tudorbethan pair of houses and one detached rendered house with distinctive green pantile roof.</p>
<p>Layout: 1896 and 1913/14 OS maps show area as open land St. Lawrence Church (to east) and Canons Park Farm (to west); probably part of Canons Park estate. 1932/41 OS the railway line is shown under construction and surrounding suburban development well underway. This area is shown as part of the playing field which still exists to the rear; the detached house at the end in-situ. The flats were probably developed as Canons Park tube station opened.</p>	<p>Front Boundary treatment The flats enjoy deep, green forecourts bounded along the frontage by hedging.</p>

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<p>The road takes the form of a long straight cul-de-sac, with verge and street trees, leading up to Canons Park. The flat blocks are set back behind deep forecourts with trees and have wide gaps giving a spacious appearance.</p>	
<p>Area surrounded by open space – access to Canons Park provides an open vista at the end of the road. To the rear of the flats are playing fields. All metropolitan open land.</p>	<p>The flats are in themselves good landmark buildings. However parking on the opposite side of the road detracts from the appearance of the area.</p>
<p>Potential enhancement? No</p>	<p>7b. Flats and Maisonettes – Modernist Flats</p>
<p>AREA 188</p>	
<p>Location: St. Lawrence Close No picture</p>	<p>Architecture: 1970/80s two storey brick terraced houses.</p>
<p>Layout: Victorian and early twentieth century OS maps show this area as the Rectory and its gardens to St. Lawrence Church. This area is therefore a later redevelopment of this site.</p>	<p>Front Boundary treatment The fronts of the houses are green open spaces and all preserved – giving a pleasant green and spacious character. However the layout results in dead frontage to Whitchurch Lane delineated by high wall/fencing.</p>

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<p>The terraces are arranged either side of a footpath – those on the south side back onto Whitchurch Lane. Vehicular access is provided in a short concrete cul-de-sac at the side, leading to a rear garage court.</p> <p>Some good trees are retained along the site frontage to Whitchurch Lane.</p>	
<p>The site adjoins St. Lawrence Church to the west – part of Canons Park metropolitan open land.</p>	<p>St. Lawrence Church is a good landmark building (listed grade I).</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
AREA 189	
<p>Location: Whitchurch Gardens & Queens Mead</p>	
	<p>Architecture: Mix of 1930s semi-detached houses and bungalows. A variety of styles – found bays, square bays, feature gables etc. Render dominates but some brick and feature materials such as tile hanging. Some post war in-fill development and Queens Mead a cul-de-sac of modern bungalows. Garage spaces at sides.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Formal square-shaped road layout as seen on 1932/41 OS Map accessed via a single road spur from Whitchurch Lane. Two end cul-de-sacs (Woodstead Grove & Whitchurch Close). Slight rise in levels from south to north. Some street trees but no verge. Poor pedestrian permeability with surrounding areas.</p>	<p>Many gardens lost to forecourt parking. Mix of boundary treatments where these are retained.</p>
<p>Houses on west side of Whitchurch Gardens back onto heavily treed part of Canons Park open space – views of glimpses of these through gaps between buildings add positively to character.</p>	<p>Three storey blocks of flats on corner of Whitchurch Lane and at Stratton Close contrast with the more suburban scale/feel of Whitchurch Gardens.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>AREA 190</p>	
<p>Location: Stratton Close No picture</p>	<p>Architecture: Uniform 1970s blocks, three storey with flat roof. Brick but with rendered feature banding and between some windows etc.</p>
<p>Layout: Blocks arranged around open plan grassed layout. Original landscaping maturing. Estate roads permeate the site with access to surface parking areas and garage courts throughout.</p>	<p>Front Boundary treatment Landscaped setting retained and makes a positive contribution to the development.</p>

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<p>No open space within/adjacent to the site. However an apparently disused area between the estate and houses in Whitchurch Lane.</p>	<p>No landmark buildings or particular eyesores. Interesting small blocks of brick built sheds throughout the gardens.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: Montgomery Road, Gresham Road, Churchill Road, Phillips Court</p>	<p>AREA 191</p>
<p>No picture</p>	<p>Architecture: Mix of Victorian/Edwardian terraced housing and a variety of later additions/infill, as follows: Montgomery Road: brick and render terraced houses with square bays and gables over; some detailing; no original out projections at rear and better sized rear gardens than nearby Mead Road. Some later detached houses and bungalows; two 1970s flat blocks on south western side to rear of houses in Whitchurch Lane. Gresham Road: on south side plainer Victorian terraces houses, red brick, with bay windows to ground floor only; tow storey rear projections but better sized gardens than nearby Mead Road properties. On north side a group of six pairs of white rendered 1930s semi-detached houses with front gables and suntrap windows.</p>

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	<p>Churchill Road: shorter blocks of brick Victorian and Edwardian terraced housing and some 1930s semi detached (?) houses</p> <p>Phillips Court (off Whitchurch Lane) a 1970s three storey development of flats with two storey housing fronting Whitchurch Lane. Interesting curved terrace of four houses on south side.</p>
<p>Layout:</p> <p>Montgomery Road is a straight road which terminated behind property in Dorset Drive. Together Churchill Road and Gresham Road loop round off Montgomery Road. Good pedestrian permeability to Dorset Drive (to north) and Edgware Court (to east). No verge or street trees. Heavily parked.</p>	<p>Front Boundary treatment</p>
<p>No open space within/adjacent to area</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6b. Miscellaneous</p>
<p>Location: Mead Road</p>	<p>AREA 192</p>
<p>No picture</p>	<p>Architecture:</p> <p>Victorian brick housing in continuous terrace; bay windows at ground floor level.</p>

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<p>Layout:</p> <p>Long straight cul-de-sac. Heavily parked. Narrow spur leads to further short terrace of housing behind the principal terrace on the north side. Short rear gardens further curtailed by original out projections. No verge or street trees. Access path serves the rear terrace of houses on the south side. Short front gardens.</p>	<p>Front Boundary treatment</p>
<p>No relationship to open space.</p>	<p>No landmark buildings. Surrounding commercial development (including car repair garage on north side of the road) creates a poor residential environment for some of the houses.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Cavendish Drive, Dorset Drive, Lodge Close, Edgware Court</p>	<p>AREA 193</p>
<p>No pictures</p>	<p>Architecture:</p> <p>Cavendish Drive and Dorset Drive predominantly individually designed detached houses from the 1930s. Brick and render, various features including gables, catslide roofs with front dormers, etc. Some houses in the modernist style – white rendered with suntrap windows – and include some with green pantile roofs.</p>

	<p>Edgware Court a group of three three-storey 1930s flat blocks in the modernist style – white rendered with crittal windows; symmetrical frontages each flanked by round, toureted windows at the corners. Each block has a 'T' shaped plan form, balconies to upper floor flats at the rear.</p> <p>Lodge Close a 1970s/80s development of three five-storey blocks of flats; in brick with the top floor a 'mansard roof' design.</p>
<p>Layout:</p> <p>Cavendish Drive and Dorest Drive form a circle around which the individually designed houses are informally arranged as seen on the 1932/41 OS Map. Houses set back from the road but no strong building line. Some street trees. Gardens benefiting from maturing landscaping.</p> <p>Flat blocks at Edgware Court set at diagonal formation in relation to the site boundaries so that the rear elevations face directly south. Set within lawned open grounds and some mature landscaping. Driveway lead to garage block at western end of site.</p> <p>Lodge Close development surrounded by surface car parks and gardens; perimeter delineated by mature trees and landscaping.</p>	<p>Front Boundary treatment</p>

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<p>No relationship to open space with/adjacent to the area.</p>	<p>The flat blocks at Edgware Court are landmarks in themselves; but commercial development at the rear of Edgware Court detracts from their setting. Also garage site to north of Lodge Close is an eyesore (but under redevelopment).</p>
<p>Potential enhancement? No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Whitchurch Lane (west and central sections)</p>	<p>AREA 194</p>
<p>No picture</p>	<p>Architecture:</p> <p>Mainly 1930s semi-detached and some detached houses, grouped by style:</p> <p>Howberry Road area: brick and render semis with shallow angular bays, overhanging roof and distinctive low eaves at sides</p> <p>Donnesfield Avenue area: semi-detached mainly rendered with hipped and half hip roofs, shallow angular bays with gables over, some pairs with front projecting 'M' shape gables; occasional use of tudorbethan detailing</p> <p>St. Lawrence Close area: semi-detached suntrap pairs with large forward projecting hip roofs over bays</p> <p>South side: traditional 1930s brick and render semi-detached and detached with bays and gables over</p>

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	1980/90s block of two and three storey flats adjacent Longcroft Road.
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Whitchurch Lane as a narrow, rural lane through mostly open farm land, leading to Stanmore Marsh. St. Lawrence Church and Canons Park Farm to north; Prince Edward Playing fields to south. By 1932/41 OS the railway line is shown under construction and Whitchurch Lane was largely developed as exists today.</p> <p>The layout therefore reflects the alignment of the old rural lane, with houses developed in groups along the frontage (reflected by the groups of styles). Garage space gaps at sides. Some good verges and street trees give an established, suburban character.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>Canons Park and St. Lawrence Church designated as metropolitan open land with frontage to Whitchurch Lane – provides visual relief and additional greenery in the streetscene.</p>	<p>St. Lawrence Church is a good landmark building (listed grade I). The railway station and bridge are also distinctive features.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Whitchurch Lane (east section) AREA 195</p>	

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<p>No picture</p>	<p>Architecture: Edwardian semi-detached houses, brick and render, with bays and feature gables. Most gabled roofed and with two storey out projections at rear. Some group value. Also some three storey 1970s/80s blocks of flats, in brick.</p>
<p>Layout: This part of Whitchurch Lane already developed on 1913/14 OS map but surrounding area still open. By 1932/41 OS map surrounding suburban area largely completed. The houses have long straight building lines set back from the road but visual interest is added by the bend to this part of Whitchurch Lane, the variation introduced by the blocks of flats and the green forecourt/space around the flat blocks. No verge and few street trees to this side.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained. Forecourts to flat blocks make a welcome contribution to greenery.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Winton Gardens</p>	<p>AREA 196</p>

<p>No picture</p>	<p>Architecture: 1970s semi-detached and terraced houses; each with a front facing gabled roof (resulting in valley gutters) and some staggered to distinguish each individual dwelling. Finished in brick and with original porches. Strong uniformity.</p>
<p>Layout: 1932/41 OS map shows this area as part of rear gardens to houses fronting Whitchurch Lane. This development is therefore a redevelopment of some of the frontage properties and utilises the rear gardens of others. The semi-detached pair front Whitchurch Lane and are set back to follow the established, staggered building line of this part of the Lane. Within the site the terraces are arranged around a short concrete cul-de-sac. Extensive open, lawned grounds give strong sense of openness; overall green, pleasing character. Parking provided in garage courts to rear.</p>	<p>Front Boundary treatment Forecourts open plan and all retain grass and landscaping.</p>
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5c. Spacious – Village Green Enclaves</p>
<p>Location: Handel Way</p>	<p>AREA 197</p>

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No picture	<p>Architecture:</p> <p>Semi-detached houses – mainly brick and render with shallow, angular bays and overhanging roofs. However there is a group of three semis on the north-east side – white render with mock-Tudor details and forward projecting gable/hipped features.</p>
<p>Layout:</p> <p>Cul-de-sac layout. Heavily parked. No verge or street trees. Poor pedestrian permeability with surrounding areas. Northern part of road Partly developed on the 1932/41 OS Maps</p>	<p>Front Boundary treatment</p> <p>Mainly lost to forecourt parking. Little boundary treatment survives.</p>
No relationship with open space.	No landmark buildings. However development to rear of shops in Whitchurch Lane is an eyesore at the entrance to the road and other larger scale commercial development surrounding the road detracts from its setting.
Potential enhancement?	2e. Inter-War Housing Estates – Infill Planned Estates
No	
Location: Honister Place and Honister Gardens	AREA 198
No picture	Architecture:

<p>Brick 1950s/60s semi-detached houses. Flat fronted. Some later infill development to rear of property on south side of Honister Place.</p>	<p>Front Boundary treatment</p> <p>Remarkable survival of front gardens to Honister Place contributes to openness and amenity. Front gardens in Honister Gardens largely lost to forecourt parking; variety of boundary treatments where retained.</p>
<p>Layout:</p> <p>1932/41 map shows nearby Laing estate under development but this area still open, though with a footpath crossing underneath the Belmont railway (still exists between the houses).</p> <p>Honsiter Place is open plan in form with the houses arranged around some wide, open greens and served by a network of paths. Gaps between the houses also provide a sense of openness to this section. Honister Gardens has the appearance of a more conventional post-war estate – houses with enclosed front gardens and garage spaces at the sides, although some staggering of the arrangement of the buildings adds interest. No verge or street trees to this section.</p> <p>Good permeability via open space through to Vernon Drive (and to the Belmont Walk). Possibly this open space (and the later houses built to the rear of Honister Place property) may have been a safeguarded road route?</p>	<p>Houses on north-west side of Honister Place back onto Stanmore Golf Course (metropolitan open land); this spaces contributes visually due to rising levels and tree cover. Also, as noted above, open space links Honister Place to Vernon Drive.</p>
<p>No landmark buildings or eyesores.</p>	

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<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Acorn Close</p>	<p>AREA 199</p>
<p>No picture</p>	<p>Architecture: 1980/90s development of detached houses. Mix of hip and gable roofs, mock Tudor detailing, some with projecting gables, catside roofs with dormers, etc. All have integral garages.</p>
<p>Layout: Small cul-de-sac development formed from large rear, splayed gardens of houses around the turning head of Oak Tree Close. Houses informally arranged around the cul-de-sac, generally narrow gaps between the buildings. Some good trees retained and incorporated into the development.</p>	<p>Front Boundary treatment Front gardens largely open, hardsurfaced and used to provide forecourt parking.</p>
<p>Area backs onto former Belmont Railway. This now has good tree cover and contributes to the amenity of the area.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flat</p>

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<p>Location: Belmont Lane, Golf Close, Oak Tree Close</p>	<p>AREA 200</p>
<p>No picture</p>	<p>Architecture: 1930s detached and semi-detached houses; some common styles: detached 'suntrap' style brick houses on lower east side of Belmont Lane Halls adjoining semi-detached brick and render houses with forward Projecting gables to upper part of Belmont Lane, Golf Close and Abercorn Road Traditional semi-detached and detached houses with round bays and gables over throughout Individual design 1930s detached houses and some 1980s/1990s infill housing particularly to Oak Tree Close Note also small development of 1960s flat roof two storey terrace houses and three storey block of flats to Belmont Lane and Victorian 'Quadrangle Mews'</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatments.</p>

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<p>Belmont Lane follows the alignment of a rural lane which appears on the 1896 OS map. By the 1932/41 OS map most of the development had taken place (except the 'suntrap' houses) the layout dictated by the Belmont railway to the west, the lay-out of Abercorn Road (which follows the line of an earlier footpath) and field boundaries. The 1960s development of flats appears to have taken place on the site of an earlier pair of semi-detached houses, whilst Acorn Close by the redevelopment of houses and gardens at the end of Oak Tree Close.</p> <p>Verges and street trees throughout. The variety of house types and curves in the layout etc creates visual interest.</p>	
<p>Houses to east of area back onto the former Belmont railway walk. School playing fields back onto some houses in Belmont Lane and provides a break in the built up frontage where the lane bends.</p>	<p>The Quadrangle Mews and the school in Abercorn Road (in the modernist style) are good local landmark buildings.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Bramble Close, part Honeypot Lane</p>	<p>AREA 201</p>
<p>No picture</p>	<p>Architecture:</p>

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<p>Bramble Close a brick 1970s development of terraced houses with steep gabled roofs and front & rear dormers; also feature porches</p> <p>1990/2000s two/three storey block of flats in brick fronting Honeypot Lane.</p>	
<p>Front Boundary treatment</p> <p>Open plan front gardens and greens to Bramble Close preserved and gives a sense of focus for the development. Some forecourt greenery provided for the new flats but parking dominates.</p>	<p>Layout:</p> <p>Old OS maps (including 1932/41) show this area as the Green Man PH and a collection of other small buildings, bounded to the rear by a stream. Honeypot Lane had not yet been laid out as a formal dual carriageway.</p> <p>Bramble Close occupies the area of the small buildings; the houses are arranged around a short cul-de-sac set back from Honeypot Lane. Terraces staggered to reflect site boundaries and breaks the bulk of the buildings. Communal forecourt parking provided at front behind wall; extensive green verge provided along Honeypot Lane frontage.</p> <p>The more recent flattened development occupies the site of the former Green Man PH. It is sited further forward than Bramble Close with surface parking at the front and side.</p>
<p>No landmark buildings or eyesores.</p>	<p>Open space wraps around the rear of this area, providing a useable amenity and a heavily treed backdrop.</p>
<p>1b. Pre and Post War Suburban – Post-War Experimental</p>	<p>Potential enhancement?</p>

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No	
<p>Location: Chandos Crescent etc</p>	<p>AREA 202</p>
<p>Layout: Planned layout of sweeping, curved narrow roads to give garden suburb feel and more interesting streetscene. Fully laid out and developed on the 1932/41 OS Map. Falling levels from Whitchurch Lane used to some good effect. No verge; variable street trees – mostly in Buckingham Road. Land between Whitchurch Avenue and Buckingham Road probably intended as ‘village green’ in original layout but destroyed by later development of flats. Good permeability with surrounding residential areas.</p>	<p>Architecture: Mainly semi detached and short terraces with later flat blocks to Whitchurch Avenue and Buckingham Road. Some houses have forward projecting gable features but mostly devoid of decoration or features; however some merit as plain ‘garden suburb’ dwellings.</p> <p>Front Boundary treatment Remarkable survival of some front gardens and hedges which contribute to garden suburb feel, however many now lost to car parking.</p>

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<p>Edgware brook runs to rear of houses in Chandos Crescent and Buckingham Road – adds interest from rear gardens and vegetation; also visual relief in approach from Merlin Crescent. Chandos Recreation Ground nearby but not well integrated.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Abbey Close</p> <p>No picture.</p> <p>Layout: Development on site of former Victorian villa 'Northwold' and its gardens. Bounded on south side by Metropolitan LU line. Small cul-de-sac leading to rear parking courts. Buildings arranged formally either side and fronting deep, green open plan forecourts giving strong spacious character. Good tree retention at rear and along site frontage to Cuckoo Hill. Good gaps between buildings also contribute to sense of spaciousness and provide glimpses through to rear gardens/landscaping. Levels fall at entrance to site from Cuckoo Hill.</p>	<p>AREA 203</p> <p>Architecture: 1970s maisonettes in brick, two storey semi-detached pairs. Also two detached houses (later infill?) to south west corner.</p> <p>Front Boundary treatment Front gardens open plan and green. Some frontage trees also.</p>

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No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	7e. Flats and Maisonettes – Maisonettes
Location: Pinner Green, Camden Row	AREA 204
	Architecture: Camden Row: Two storey Victorian terraced and semi-detached cottages, in London stock brick; no bays but modest porches. Pinner Green: early twentieth century long terrace, brick and render, ground floor bay, some with feature gables etc at roof level
Layout: 1896 map shows Camden Row terrace and pub opposite; open land with sporadic development surrounding. Pinner Green terrace in situ by time of 1913/14 OS on site of a single field. Both terraces close to road – set back only by short, enclosed front gardens. Narrow gaps between the Victorian semis. Very long rear gardens to the Pinner Green terrace.	Front Boundary treatment Fences and brick walls, mostly retained

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<p>No relationship to open space.</p>	<p>The Magpie Pub acts a landmark to the area and has a prominent location at the junction.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>AREA 205</p>	
<p>Location: Bell Close No picture</p>	<p>Architecture: 1930s two storey rendered semis with round bays and gables. Some with side rather than front entrances.</p>
<p>Layout: This area (and the three storey shops + maisonettes fronting Pinner Green) occupies the site of the former Bell Inn PH as shown on the 1896 and 1913/14 OS maps. By 1932/41 OS the Bell Inn was demolished and re-sited to the corner of Pinner Green and Elm Park and Bell Close then under development. The small cul-de-sac is therefore confined within the site boundaries of the former establishment. Narrow carriageway with no verge or street trees. Good gaps between the buildings provide glimpses of rear garden trees.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>No relationship with open space.</p>	<p>The frontage shop buildings on Pinner Green are good landmark buildings insofar as they compliment the 1930s character either side of the Close entrance.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter War Housing Estates - Infill Planned Estates</p>
<p>AREA 206</p>	
<p>Location: Elm Park Road, part Pinner Green, part Uxbridge Road No picture</p>	<p>Architecture: Mainly 1930s rendered detached houses, variety of designs. Some 1950s infill/replacement houses and bungalows.</p>
<p>Layout: Ribbon development along pre-existing rural lanes. By 1932/41 OS significant creeping suburban development already taking place and The Bell PH re-located from Pinner Green to corner of Elm Park Road (but now redeveloped as three storey block of flats). Verges behind footpath; few street trees but some mature front garden trees create a semi-verdant character. In particular the 1950s terrace of bungalows is set back, served by an access road, which has allowed some earlier mature trees along the main road frontage to be retained. Gentle fall in levels from north to south.</p>	<p>Front Boundary treatment Most front gardens used for some level of forecourt parking, but generally large enough to allow greenery and trees to be retained.</p>

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<p>Pinner Green open space on facing side of Uxbridge Road.</p>	<p>Locally listed 'The Lawns' in Elm Park Road (junction of West End Lane) is a good landmark building, as is Elm Park Court (see area 248).</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>AREA 207</p>	
<p>Location: Haywood Close</p>	<p>Architecture: 1950s brick and render detached bungalows with hipped roofs set around a detached neo-Georgian house (Chelsea House). Bungalow at Close entrance now replaced with modern single storey dwelling.</p>
<p>Layout: Development in grounds of Chelsea House, as shown on 1932/41 OS map. Curving cul-de-sac skirts around the front and rear of Chelsea House, which is retained as the dominant building. The bungalows are arranged informally around the cul-de-sac and combined with open plan forecourts, gaps between the buildings and landscaping, there is a strong feeling of development in parkland. Gentle rise in levels from Elm Park Road to north-east.</p>	<p>Front Boundary treatment Very fine sculpted hedge on Haywood Close: Otherwise open frontages or low boundaries.</p>

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No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	1e. Pre and Post War Suburban – Post-War Suburban Housing Estates
Location: The Dell	AREA 208
	Architecture: 1970s detached houses. Variety of styles and materials.
Layout: Old OS maps show this area as a small wooded area to the south of Waxwell Farm House & cottage and bounded to south by a footpath (between Waxwell Lane and Elm Park Road) which still exists today. The development is within a small hollow (hence the name 'The Dell') so the road falls sharply down from Waxwell Lane before rising back up, and follows the alignment of the footpath along the southern edge. The houses are arranged informally around and, together with significant tree retention and the levels relationship, gives a distinctive, spacious and green character.	Front Boundary treatment Mix of short and deeper front gardens, many used for parking.
No relationship with open space.	No landmark buildings or eyesores.

<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Barrow Point Avenue</p>	<p>AREA 209</p>
<p>Layout: 1896 map shows this area as open farm land with River Pinn running through and farm house at northern end (accessed via Barrow Point Lane). By 1913/14 OS the River Pinn is shown diverted and the southern part of Barrow Point Avenue, off Paines Lane, is shown laid out and development taking place. By 1932/41 OS the road is shown largely developed as it exists today; the later 1970s houses at the end developed on the site of former detached houses & gardens.</p>	<p>Architecture: 1930s semis with a few detached houses, in quite a coherent style – bays, vertical emphasis with some mock Tudor framing (but very low key). Brick and render. Garage spaces at side. Also some bungalows and later infill developments eg 1970/80s neo-Georgian brick detached houses to rear of Oakhill Avenue.</p> <p>Front Boundary treatment Many front gardens hardsurfaced for forecourt parking but most retain some greenery. Variety of boundary treatment.</p>

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<p>The road has narrow verges and some street trees and gently falling levels, which add interest. Pedestrian access to Woodhall Avenue at the end enhances pedestrian permeability.</p> <p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Oakhill Avenue</p> <p>Layout: As area 209, 1896 OS shows as open farm land; by 1913/14 Oakhill Avenue is shown laid out and development taking place. By 1932/41 most development on the west side had taken place.</p>	<p>AREAS 210</p> <p>Architecture: Mix of Edwardian & 1930s-50s detached houses and bungalows, variety of styles. Some mock-Tudor and arts & crafts detailing. Brick and render. Some 1970/80s detached neo-Georgian brick houses at north end.</p> <p>Front Boundary treatment Mix of shallow and deeper front gardens. Most retain some greenery. Variety of boundary treatment.</p>

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<p>This is a wide street - without pavements, kerbs and formal hard surfaced carriageway – so has a semi rural feel. The wide roads combined with big front gardens make the roads feel spacious and green, and since the houses are set well back, their architecture is less important than their consistent mass and the open space.</p> <p>Some good gaps between houses. Gentle fall in levels north to south.</p> <p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings and eyesores.</p> <p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Headstone Lane, Parkfield Gardens, Holmwood Close</p>	<p>AREA 211</p> <p>Architecture:</p> <p>Mainly 1930s detached and semi-detached brick and render houses. Range of styles: eg. conventional house type with round bays and gables; halls adjoining with central catside roofs and dormers. Some houses feature good tudorbethan detailing.</p> <p>Also some 1930s bungalows and later infill/replacement development.</p>

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<p>Layout:</p> <p>1896 and 1913/14 OS maps show Headstone Lane as a narrow, rural lane through open farmland; small farm complex to southern end where Melbourne Avenue and adjacent open space are today. By 1932/41 OS Headstone Lane and surrounding suburb formally laid out and fully developed.</p> <p>The area has a pleasing suburban character with verges and street trees, staggered/varied building lines, some quite long front gardens etc. The old route of Headstone Lane is preserved at the north end by a large, well treed green.</p> <p>Houses have long gardens and good gaps between, giving views to gardens and open spaces behind.</p>	<p>Front Boundary treatment</p> <p>Some generous front gardens allow parking and green space, hedgerows retained in many areas which help to retain a more semi rural country lane feel despite the suburban setting.</p>
<p>Green Belt land to rear houses on west side Headstone Lane can be viewed through gaps. Headstone Recreation Ground metropolitan open land is located to the south of houses in Parkfield Gardens and Holmwood Close.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Pinner Park Avenue, Parkfield Crescent, Parkfield Avenue, Pinner Park Gardens</p>	
<p>AREA 212</p>	
<p>Architecture:</p>	

	<p>1930s two storey semi-detached and some detached houses, brick and render. Mix of conventional style – bays with gables over – and unusual flat fronted pairs with shallow two storey forward projecting porches. Also some pairs of deep forward projecting central gables.</p> <p>In Harrow View/Courtenay Avenue some plain, rendered two storey maisonette blocks with mock-Georgian windows.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show area as open farmland with Harrow View laid out but terminating at the railway. By 1932/41 this area is laid out and almost fully developed as it exists today, but the northward extension of Harrow View over the railway not yet taken place.</p> <p>The area has a formal planned layout (although now severed by the railway bridge Parikfield Avenue and Pinner Park Gardens formed a long avenue adjacent to the railway) within an area defined by the railway and old field boundaries. The result is quite long straight roads; narrow carriageways with verges and street trees. Pinner Park Gardens terminates in a pleasing triangular green also with trees. Narrow gaps between buildings but long rear gardens (resulting in some good tree cover).</p> <p>Due to the railway there is poor pedestrian permeability with surrounding areas.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely hardsurfaced for forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Some houses on south side of Pinner Park Gardens back onto Kodak sports ground.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Although plain the Harrow View flats are landmark buildings by the bridge.</p> <p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Verwood Road, Fulbeck Way, Almond Way, Temsford Close</p> <p>No picture.</p>	<p>AREA 213</p> <p>Architecture:</p> <p>1970/80s terraced houses, mainly brick (some neo-Georgian design) but includes a group of white pre-fab houses.</p> <p>Also some semi-detached and detached to Verwood Road and two/three storey flats to Fulbeck Way.</p>
<p>Layout:</p> <p>1932/41 OS shows a strip of open space with tennis courts, accessed via Parkfield Avenue, which broadly covers the area of Fulbeck Way. Most of Verwood Road and Almond Way appears to have been developed on the former long, rear gardens of property in Headstone Lane.</p> <p>Area has modern estate layout of cul-de-sacs and informal arrangement of buildings around these. No verge or street trees, but some good tree retention/landscaping.</p>	<p>Front Boundary treatment</p> <p>Open plan layout, despite predominance of parking some good forecourt greenery retained.</p>

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<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Whitefriars Avenue, Tudor Road, Athelstone Road, etc</p>	<p>AREA 214</p> <p>Architecture:</p> <p>1930s semi detached and terraces of four and six houses. Mainly rendered. Various styles e.g. shallow square bays, round bays, ground floor bays only with continuous roof over, forward projecting gables some with mock-Tudor detailing.</p> <p>Some later infill development Sarita Close.</p>
<p>Layout:</p> <p>Whitefriars Avenue link Graham Road (area 297) via Whitefriars Drive (area 160) to High Road and the alignment is largely determined by surrounding development. Carmelite Road continues down from Area 78 and is determined by the line of the adjacent railway. The northern extent of the area appears to be determined by the pre-development field boundary (see 1913/14 OS); otherwise the layout is planned to make best use of the remaining land. No verge but some street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Roads of predominantly terraced houses served by rear access alleys. Levels fall gently north to south.</p>	
<p>Sarita Close (and Nicola Close – area 215) appear to been developed on open spaces incorporated into the original layout (1932/41 OS). Whitefriars School playing field provides a significant area of open space to rear of houses on the south side of Athelstone Road and visible via an opening in the streetscene of that road.</p>	<p>Whitefriars School and the Windsor and Newton Factory are landmarks in Whitefriars Avenue.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter War Housing Estates - Smaller Planned Estates</p>
AREA 215	
<p>Location: Nicola Close</p>	
	<p>Architecture: 1950s/60s two storey brick flats</p>
<p>Layout: This area is shown on the 1932/41 OS map as a vacant, triangular piece of land behind semis in Whitefriars Drive; the access to Whitefriars Drive therefore created by the subsequent demolition of a pair of semis.</p>	<p>Front Boundary treatment Open plan layout. Front garden areas retained.</p>

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<p>Small cul-de-sac development off Whitefriars drive. Pleasing grass verges with trees either side at Close entrance. Open plan layout provides sense of spaciousness.</p>	
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: High Road</p>	<p>AREA 216</p>
<p>No picture</p>	<p>Architecture: Substantially redeveloped: 1960/70/80s and more recent blocks of two, three and four storey flats (plus sheltered housing/residential homes etc). Mainly in brick and quite plain. Area also includes some Victorian/Edwardian and 1920/30s semi-detached and detached houses – brick and render. Overall very mixed.</p>
<p>Layout: 1896 OS shows this part of High Road as a narrow, winding rural lane through predominantly open land but with some development e.g. print works, 'Risingholme' detached house, etc. By 1913/14 OS High Road is shown formally laid out and</p>	<p>Front Boundary treatment</p>

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<p>with significant frontage development and by 1932/41 fully developed including St. Joseph's Church and the Sacred Heart School. The post-war flatted and other developments have been redevelopments of former houses and their gardens.</p>	
<p>No relationship with open space</p>	<p>St. Joseph's Church is a good landmark building. However there is much commercial development (Marlborough House, CoArt, the petrol garage etc) which detracts from the residential character.</p>
<p>Potential enhancement? No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>AREA 217</p>	
<p>Location: Bruce Road, Ladysmith Road, part High Road No picture</p>	<p>Architecture: Edwardian terraced houses, mainly brick some with render. Front bays and feature gables. Some have long rear projections.</p>
<p>Layout: 1896 OS shows this area and adjacent factory as a single field; by 1913/14 OS the roads laid out and houses/factory shown fully developed. Site of Marlborough House on corner of Bruce rd appears as a cinema on 1932/41 OS.</p>	<p>Front Boundary treatment Front gardens retained behind walls/fencing, but of limited landscape value.</p>

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<p>Typical Victorian/Edwardian arrangement – straight runs of speculative terraced houses, set back from road by short forecourts of limited landscape value. No verges but some street trees added.</p>	
<p>No relationship with open space</p>	<p>No landmark buildings. Adjacent factory development a bit of an eyesore.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: High Road, Spencer Road, Risingholme Road, Claremont Road etc</p>	<p>AREA 218</p>
	<p>Architecture: Spencer Road: mainly Victorian terraced housing to southern end; Edwardian higher status semi-detached houses with ornate bays and gaps on eastern side; 1930s semi-detached houses with bays & feature gables and garage spaces to side along north side; some later infill development e.g. 1970s three storey flats to north eastern corner (Annette Close) and at junction with High Road. Newton Road: Victorian and early 20th century terraced and semi-detached houses with bays and gables; short front gardens (except on semis). Some good architectural details.</p>

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	<p>Risingholme Close: brick and render 1930s semi-detached and detached houses</p> <p>High Road: mix of Victorian and early twentieth century terraces, villas and 1930s semis; 1970s, 80s and 90s redevelopment of flats to two, three and four storeys</p>
<p>Layout:</p> <p>High Road is the principal route through this area and follows the alignment of the original rural lane. The layout of roads either side appears to be somewhat haphazard, but the extent of the area on the east side of High Road is contained within that of the field of Risingholme.</p> <p>Some good street trees and distinctive stone front walls to Risingholme Road. No verges and few street trees elsewhere.</p> <p>Levels fall from north to south.</p> <p>Spencer Road links to The Crossway providing good permeability to the area to the east. Spacious character to the eastern section of Spencer Road formed by the gaps between the Edwardian semis.</p>	<p>Front Boundary treatment</p> <p>Front gardens of terraced houses largely retained due to depth (unsuitable for parking), but of limited landscape value. Otherwise front gardens lost to forecourt parking.</p>
<p>No relationship with open space</p>	<p>Nearby St. Joseph's Church a good landmark building.</p>
<p>Potential enhancement?</p>	<p>6b. Bungalows - Miscellaneous</p>

No	<p>Location: Church Lane, The Cross Way, etc</p>	<p>AREA 219</p> <p>Architecture:</p> <p>Terraces of four houses and some semi-detached pairs. Plain: rendered and mainly flat fronted. Some feature lower eaves on end houses and shallow, square bays at ground floor level. Unusual chalet type houses with front dormers to end houses in Green Way Gardens. Generally narrow gaps between houses but good spaces on corners/junctions etc which contribute to garden suburb character.</p> <p>John Lamb Court to rear of The Meadow Way a three storey, 1980s building (flats?) at odds with the garden suburb character of the original houses.</p>
<p>Layout:</p> <p>Planned 'garden suburb' layout integrated with surrounding road pattern: road layout incorporate turns and curves to avoid monotony of building frontage and further visual interest created by arrangement of buildings, e.g. staggered arrangement of houses along longer road frontages (such as Church Lane). Wide verges to Church Lane and Green Way Gardens also adds to garden suburb feel. Some street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>	

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<p>Narrow carriageways.</p> <p>Some views/glimpses of Stanmore golf course trees and Harrow on the Hill.</p> <p>This area similar to area 134 and is fully built on the 1932/41 OS Map.</p>	
<p>Open space in The Cross Way/The Bye Way provides significant open frontage and with inset of houses/footpath strengthens garden suburb feel. The development of John Lamb Court appears to have eroded the original extent of the open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings. As noted above however John Lamb Court detracts from the garden suburb character of the original development.</p> <p>Note also large, hardsurfaced and disused area to rear of some houses in The Cross Way/The Middle Way.</p> <p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Byron Road etc</p>	<p>AREA 220</p> <p>Architecture:</p> <p>Mainly rows of Victorian and early twentieth century long terraces of houses; brick and render with bays and small front gardens. Earlier housing has out projections (single and two storey). Some small pockets of later development e.g. some</p>

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<p>1930s semis and 1970s maisonettes in Locket Road, three storey 1970s terraced houses in Montrose Road/Harckett Close, 1970s three storey flats (Harkett Court)</p> <p>Some good architectural detailing to Victorian/Edwardian housing.</p>	
<p>Front Boundary treatment</p> <p>Front gardens retained due to short depth but of limited landscape value. Front walls.</p>	<p>Layout:</p> <p>Montrose Road (and Harkett Close) follow the alignment of Church Lane, a footpath which ran alongside the Wealdstone Brook to College Hill Road. Otherwise the area follows a typical grid-iron pattern associated with terraced streets. No verge but some street trees. Most houses served by narrow rear access alleys.</p> <p>Limited pedestrian permeability between streets, but nonetheless pedestrian access good due to relatively short length of main streets and presence of cross roads.</p> <p>Roads generally heavily parked.</p> <p>Slight rise in levels from south to north.</p>
<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>	<p>Potential enhancement?</p> <p>No</p>

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<p>Location: Bishop Ken Road, Adderley Road, Connaught Road, etc</p>	<p>AREA 221</p>
<p>No picture</p>	<p>Architecture:</p> <p>Mainly rendered terraces of four houses with bays and feature gables, some terraces have larger more dominant gables spanning two bays and these typically have mock-Tudor detailing. Also some terraces with forward projecting gables and catslide roof features to end houses.</p> <p>Some semi-detached and detached houses particularly to Locket Road, Warham Road and part of Bishop Ken Road. These mainly have shared driveway spaces at the sides.</p> <p>Three storey brick and render mansion blocks of flats feature to the north-eastern corner of this area; also 1950s brick two storey maisonnetes at Broadlawn's Court.</p> <p>On the north side of College Hill Road there is a small group of semis in a variety of styles, including suntrap houses with good details, and some 1970s/80s infill development.</p>
<p>Layout:</p> <p>The area is bounded to the west by Church Lane, to the north by College Hill Road and to the east by Kenton Lane – all part of the earlier rural network of lanes; the 1913/14 OS map shows Locket Road developed as far as Byron Road but yet to be extended to link in with Kenton Lane. By 1932-41 the area had</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. However the gardens around the maisonettes have largely been retained as have their dwarf brick boundary walls.</p>

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<p>been largely developed and New College Farm, which had occupied land at the corner of Kenton Lane, was occupied by a school and playing fields.</p> <p>Other than Warham Road, which follows the pattern established by earlier Edwardian development to the west, this area has a broadly planned layout within the constraints of the retained, earlier rural lanes. Bishop Ken road runs south-west to north-east and is emphasised as the principal road by the presence of a church and maisonettes at the north end. Side roads run off Bishop Ken Road and turn to meet College Hill Road (in the case of Adderley Road) and Kenton Lane (in the case of Connaught, Dryden and Fisher Roads). There are narrow verges and street trees.</p> <p>The areas of mainly terraced housing are served by rear access alleys.</p> <p>The maisonette blocks are set within open grounds; the 1930s blocks also have parking/garage courts to the rear.</p> <p>Levels fall generally from north to south.</p>	
<p>Potential enhancement?</p> <p>No</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>
<p>Location: Mountside & part Kenton Lane</p>	<p>AREA 222</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Prompts – interesting details, use of materials, well used uniformity or variety, group value</p> <p>Kenton Lane: distinctive group of terraces of four houses with subordinate side projecting gables incorporating catslide roofs to front; good gaps at side.</p> <p>Mountside: 1950s brick semi-detached and terraced houses to south side; north side dominated by brick and render maisonettes in two storey semi detached pairs; also three and four storey blocks of flat-roofed 1960s flats; a detached bungalow and a historic rendered terrace with front dormers.</p>
<p>Layout:</p> <p>Both Kenton Lane and Mountside follow earlier rural routes; late 19th century OS maps show the Duck in the Pond PH (not the current building) and the cottages at the rear. The houses to the south side of Mountside appear to be built on former allotment land.</p> <p>Together with their unusual design, spaciousness and accesses to the rear allotment gardens, the houses on Kenton Lane contribute to a quasi-rural character. There is a wide verge and street trees to this section.</p>	<p>Front Boundary treatment</p> <p>Some front gardens retained. Others lost to forecourt parking. Excessive hardsurfacing in front of the 1960s is a particular visual detraction.</p>

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<p>The houses on the south side of Mountside give a garden suburb feel, by reason of their simplicity, staggered arrangement and set back behind wide, open verges. Narrower verges and the mix/design of development give the north side a more suburban feel. Access to rear garage blocks provide breaks in the built frontage on this side.</p> <p>Levels fall from north to south.</p>	
<p>Allotment gardens provides a large area of open space to rear of houses in Mountside and Kenton Lane. Due to the steep rise in levels the adjacent treed part of Stanmore Golf Course makes a particularly positive contribution to the areas character and amenity.</p>	<p>Although a 1930s rebuild on the site of the original, nonetheless the Duck in the Pond PH is a good building on the corner of Kenton Lane & Mountside and ties the area nicely to the small parade of suburban shops on the other side. Also the old workers' cottages in Mountside are a distinctive landmark. However the 1960s institutional building on the southern corner of Mountside and Kenton Lane is an eyesore.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Lime Close</p> <p>No picture</p>	<p>AREA 223</p> <p>Architecture:</p> <p>1980s/90s development of two storey terraced houses & maisonettes and three storey flats; mainly brick but some use of render to terraced houses.</p>

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<p>Layout:</p> <p>Development appears to be on former school playing field. Planned layout of cul-de-sac spurs with houses and flats arranged around car parking courts. Houses have private gardens and some green flats around the maisonettes & flat blocks, but nonetheless a car dominant development.</p>	<p>Front Boundary treatment</p> <p>Front gardens, where provided, largely retained.</p>
<p>The remaining school playing field provides an open space to the south and this is visible from some parts of the development.</p>	<p>Belmont Middle School, in the modernist style, is visible from some parts of the development.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Vernon Drive etc</p> <p style="text-align: right;">AREA 224</p>	
	<p>Architecture:</p> <p>Mostly semi detached 'suntrap' houses, mix of brick and render, variety of styles including some with flat roofs, some with overhanging hipped roofs, 3rd bedroom corner windows, two storey forward projections, two storey side projections, occasional art-deco detailing. Some have garage spaces at sides but mostly shared driveways leading to garages at rear.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Planned layout with Beverley Gardens the principal thoroughfare and wide verges to the southern end; other roads have narrower verges to both sides and street trees. Curved layout and topography produces interesting sweeping and staggered building lines/relationships between buildings. Corner semis turned to face the junction adds further prominent and interesting features together with larger verges at these sections.</p> <p>Permeability between Vernon Drive and Honister Gardens? Mostly completed on the 1932/41 OS Map with only Vernon Drive housing incomplete.</p>	<p>Much front garden parking, a particular visual problem where front gardens rise up steeply from the road e.g. Mountside/Vernon Drive. Boundary treatments mixed – mostly low walls – some losses for off-street parking.</p>
<p>Area includes allotment gardens to rear of Beverley Gardens with access from Kenton Lane; opening in Mountside for rising footpath contributes to sense of steep landscape and views of greenery.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or particular eyesores. Some unsympathetic extensions particularly on corner properties and at roof level.</p> <p>2c. Inter-War Housing Estates – Large Planned Estates</p>
<p>Location: Locket Road, part Warham Road</p> <p>No picture.</p> <p>AREA 225</p> <p>Architecture:</p> <p>1930s semi-detached and some detached houses; good group value comprising round bay with gable pairs and 'M' shaped gable pairs all featuring some mock-tudor detailing. Also a smaller number of plainer type (particularly to Warham Road) e.g. angular bays/square projections with gables and maisonettes with two storey rear projections at eastern end.</p>	

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	Brick and render.
<p>Layout:</p> <p>1896 and 1913/14 show this area as open land with New College Farm on corner of Kenton Lane, to east, and Edwardian terraced development to west (contained within field boundary to rear of houses in Byron Road). By 1932/41 OS this part of Locket Road laid out linking terraced area to west with Kenton Lane to east; as with the surrounding area undergoing suburban development.</p> <p>Development follows a long, continuous building line and there are generally only shared driveway gaps between houses, though with wider spaces to side of corner houses. Some street trees but no verge.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely used for forecourt parking, though many retain some greenery. Variety of boundary treatment where retained.</p>
Some houses on north side of Locket Road back onto school playing field.	No landmark buildings or eyesores.
Potential enhancement? No	3b. Linear – Former Lanes and Principal Thoroughfares
Location: Grasmere Gardens, Borrowdale Avenue, Radcliffe Road, Sancroft Road and part Belmont Road	AREA 226
	Architecture:

	<p>Grasmere Gardens & Borrowdale Avenue: semi detached and detached houses and bungalows. Distinctive palette of styles – chalet houses (some with side dormers added), houses with dominant forward projecting gables, bungalows with dominant and subordinate forward projecting gables</p> <p>Radcliffe Road and Sancroft Road: semi-detached and terraced houses. Again a distinctive palette of styles – gabled with catslide roofs and Tudor detailing, forward projecting sections with half hip/half gable over, traditional bay fronted with feature gables over</p> <p>Garage spaces and shared driveways at sides.</p>
<p>Layout:</p> <p>Grid iron layout although slight curve to Grasmere Gardens. Grass verges and street trees to Grasmere Gardens and Borrowdale Avenue; street trees only to other roads. All have narrow carriageways though Grasmere gardens and Borrowdale Avenue have wider 'roundabout' sections (with central section filled-in). Variety of house types based on a similar palette adds interest but maintains coherence in streetscenes. Gentle fall in levels from north to south. Good lateral permeability provided by Cross Road and Talbot Road. Mostly completed on the 1932/41 OS map with the southern section under construction.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of front boundary treatments.</p>

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<p>Dwellings on south side of Belmont Road back onto Byron Recreation Ground and cemetery – views through via gaps between buildings; access to park from Belmont Road.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter War Housing Estates - Smaller Planned Estates</p>
<p>AREA 227</p>	
<p>Location: Dobbin Close No picture</p>	<p>Architecture: 1970s development of three storey brick terraced houses and blocks of flats, all with unusual angular/valley roofs</p>
<p>Layout: The development (and an adjacent school) occupy a triangular piece of land between the former Belmont Railway line and Grasmere Gardens. Old OS maps show a stream running through the site but otherwise it is unclear why the land was not developed in the 1930s consistent with the surrounding area. The layout is of a short cul-de-sac with the buildings set at an angle to it; the houses have private forecourts (and very short rear gardens) whilst the flats are set within open grassed areas and served by parking courts.</p>	<p>Front Boundary treatment The front gardens of the terraced houses are largely given over to forecourt parking areas.</p>

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<p>The former Belmont Railway, now a public footpath, runs to the south east of the site and is accessible from Dobbin Close. Tree growth along the former railway contributes positively to the character of the area.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social - Post War Local Authority Housing</p>
<p>Location: Weston Drive & Bellamy Drive AREA 228</p>	
<p>Layout: Weston Drive is the principal thoroughfare linking Belmont Circle to the west with Wemborough Road to the east. Bellamy Drive has a narrow carriageway and follows an interesting crescent formation, its shape determined by the former Belmont railway line to the north-west, Belmont Circle to the west and the Laing estate to the east. Levels fall from north to south. Verge and</p>	<p>Architecture: Semi-detached houses, suntrap style, small variations in detail e.g. some have overhanging roofs and suntrap windows, some flat fronted with recessed porches, some with corner windows to third bedroom. Brick or render. Mostly shared driveways at side but some with garage space.</p>
<p>Front Boundary treatment Front gardens largely lost to forecourt garden. Various front boundary treatments where these exist.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt garden. Various front boundary treatments where these exist.</p>

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<p>street trees to both roads. 1932/41 OS Map shows the outer housing complete, but the housing on the inner side of Weston and Bellamy Drive mostly non-existent.</p>	
<p>Strong relationship with open space: allotments between Weston Drive and Bellamy Drive accessed from Weston Drive and provides visual relief. Former Belmont railway open space runs to rear of houses on north west side of Bellamy Drive and to rear of mansion block.</p>	<p>Mansion block of flats to north-eastern corner of Bellamy Drives is a landmark which adds interest in the streetscene. No eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: York Avenue, Ventnor Avenue, Clifton Avenue, part of Uppingham Avenue, etc</p>	<p>AREA 229</p>
	<p>Architecture: Mostly rendered semi-detached houses, variety of bays and some limited variation in house type. Shared driveways at sides.</p>
<p>Layout: York and Ventnor Avenues follow fall in levels from north to south and slight curve adds interest to the front building line. Verge and street trees. Narrow carriageway width. Mostly complete on the 1932/41 OS Map.</p>	<p>Front Boundary treatment Front gardens largely used for forecourt parking. Varied front boundary treatment.</p>

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<p>No open spaces in this area. However gardens around St. Anselm's Church contribute positively to character.</p>	<p>St Anselm's Church a landmark building. No eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Laing estate</p>	<p>AREA 230</p>
<p>Layout: Planned layout with hierarchy of roads – Wemborough Road & St. Andrew's Drive main routes through with wide carriageways & verges and street trees; secondary roads have narrower carriageways and verges distinctively planted with shrubs and trees. Some good informal open spaces and greens, also well planted. Combination of topography and layout produces some interesting sweeping and staggered building lines & vistas; strong views of Harrow Hill from Coledale Drive. Good pedestrian</p>	<p>Architecture: Mostly semi-detached and some detached houses. A common pallet of red brick with hipped roofs and angular front bay windows separated by tile hanging between the ground and first floor. However some subtle variations e.g. arched or square front entrances, gabled or flat roofs over the front bays, etc. Garage spaces to sides.</p> <p>Front Boundary treatment Front gardens have suffered badly from hardsurfacing for parking, particularly on roads with narrow carriageway widths, and verges has suffered to provide crossovers. Mixture of boundary treatment and many removed altogether.</p>

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<p>permeability provided by footpaths running west to east from Coledale Drive to Bromefield; Picket Croft to Bush Grove and Burnell Gardens to Lamorna Grove. Area undeveloped on the 1932/41 OS Map although surrounded by housing.</p>	
<p>Estate relates well to four formal open spaces – Centenary Park, sports ground to rear of Derwent Crescent, Honeypot Lane sports ground and Whitchurch Playing Fields. Field hedge survives along boundary of Crowshott Avenue with Honeypot Lane sports ground. Some good mature street trees particularly on greens and in St. Andrew's Drive. Centenary Park occupies rising ground on prominent corner and therefore particularly adds to character.</p>	<p>Park High School is a landmark building in the modernist style and occupying a prominent elevated position in relation to Centenary Park. However access to the school from Thistlecroft Gardens is constrained.</p> <p>Forecourt parking and side/front extensions has affected the character of some houses in the estate. The environment of Brick Lane etc also impacts the approach to the estate from the Whitchurch Lane junction.</p>
<p>Potential enhancement?</p> <p>Yes:</p> <ul style="list-style-type: none"> ● Address visual amenity of Brick Lane area ● Better control of alterations (extensions, boundary treatment, etc) 	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: Portland Crescent, Langland Crescent etc</p>	<p>AREA 231</p> <p>Architecture:</p>

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	<p>Mostly semi-detached houses. Mixture of styles – suntrap design with overhanging roofs, angular bays with gables over; some plainer flat fronted houses to Langland Crescent. Predominantly render, some brick and tile hanging. Predominantly shared drives at sides.</p>
<p>Layout: Planned, formal layout: Portland Crescent provides outer circle with plainer, inner circle of Langland Crescent linked by spur roads. Diagonal spurs from Portland Crescent to north west and north east corners – Fairways links to Honeypot Lane; Chairmian Avenue and Clydesdale Avenue link to Culver Grove to east. Layout produces a variety of uniform and turning front building lines. Layout makes good use of steep fall in levels from north to south. Strong views of Wembley and north London. No verge but some street trees. No buildings under way on the 1932/41 OS Map although the beginnings of roads to the West are apparent.</p>	<p>Front Boundary treatment Mixture of front boundary treatments where these are retained. Many now lost to provide access to forecourt parking.</p>
<p>No open space within this estate. Some glimpses of Centenary Park through gaps between houses in Portland Crescent.</p>	<p>No landmark buildings. Loss of front gardens to parking and some unsympathetic alterations (porches etc) detract from character. Visual impact of rear development in adjacent part of Queensbury Circle also detracts from setting.</p>
<p>Potential enhancement? Yes</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>

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<ul style="list-style-type: none"> ● Encourage garden retention/reinstatement ● Improve appearance of land to rear of Queensbury Circle shops 	
<p>Location: Aldridge Avenue, Taunton Way</p> <p>No picture</p>	<p style="text-align: center;">AREA 232</p> <p>Architecture:</p> <p>Mainly semi-detached rendered houses, variety of styles: square bays with/without gables over, forward projecting feature gables with catside roofs, halls adjoining houses</p> <p>Some terraces of four rendered houses with square bays to Dean Drive</p> <p>Contrasting brick 'double fronted' pairs of semi-detached houses to Dalston Gardens</p>
<p>Layout:</p> <p>Honeypot Lane appears on the 1932/41 OS map still as a rural lane, at which time the adjacent jubilee line railway was under construction and the land associated with this area remained undeveloped. The improvement of Honeypot Lane to the standard of a suburban boulevard with central reservation, service road and tree-lined islands was probably therefore associated with surrounding development.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Generally long straight roads, though buildings slightly staggered in places to add interest and gentle fall in levels north-to-south also of some visual interest. Some long rear gardens backing onto railway. Houses to south of area – Dean Drive, Taunton Avenue, Collins Avenue etc – served by rear access roads. Some good verges and street trees to Taunton Way emphasises its higher status as a through-route; elsewhere no verges and few street trees.</p>	
<p>Houses to southern end of Dean Drive back onto allotment gardens.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>
<p>Location: Merlin Crescent, Camrose Avenue, Methuen Road, Millford Gardens, St. Bride's Avenue, St. David's Drive, Newgale Gardens, Bransgrove Road, Pemroke Place, Penylan Place, Berridge Green, etc</p>	<p>AREA 233</p>
	<p>Architecture: Predominantly pairs of 1930s semi-detached houses; mostly rendered but some brick. Round angular and suntrap bay windows. Feature gables, some overhanging roofs. Mainly shared driveway gaps between houses.</p>

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<p>Layout:</p> <p>Very strong planned layout predominately enclosing Chandos Recreation Ground and related to layout of Chandos Crescent/Buckingham Road area. Camrose Avenue is the principal through-route – wide carriageway but also heavy traffic flows. Good use of feature greens/islands – eg at junctions of St. Bride's Avenue/Merlin Crescent/Methuen Road/Bacon Lane, also as centre piece for Berridge Green and Penylan Place. Levels fall from south to north – combined with sweeping curve this is used to best effect in Merlin crescent creating streetscene interest and views towards Edgware. Good permeability with adjacent areas and open spaces.</p>	<p>Front Boundary treatment</p> <p>Many losses of front gardens to forecourt parking. Variety of boundary treatments.</p>
<p>Very strong relationship to open space – access to Chandos Recreation Ground from Merlin Crescent, Camrose Avenue and Methuen Road provide visual relief in these streetscenes. Also access to allotments behind St. Bride's Avenue from Camrose Avenue. 'Village greens' in Berridge Gardens and Penylan Place as described above. Prince Edward playing fields also provides a visual break in Camrose Avenue and to the end of Bransgrove Road. As most houses have shared driveways to the side gaps are largely preserved providing views through to the openness and trees of these open spaces at the rear. A football club (open space) ground backs onto property in Milford Gardens and Methuen Close.</p>	<p>Main/original church building corner of Camrose Avenue and Haverford Way is a landmark. Also front elevation of school building in St. David's Drive.</p>
<p>Potential enhancement? No</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>

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	AREA 234
<p>Location: Summit Close</p> <p>No picture</p>	<p>Architecture:</p> <p>1970s brick maisonettes in falt fronted semi-detached pairs. Some new infill development.</p>
<p>Layout:</p> <p>Cul-de-sac with fork head. Open plan grass frontages are well preserved and landscaping maturing. Heavy on-street parking.</p> <p>1932/41 OS Map show the land as open space.</p> <p>No open space with/adjacent to this area.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>No boundary treatment but open plan front gardens retained. However new development has introduced forecourt parking.</p> <p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Albany Crescent</p> <p>No picture</p>	<p>AREA 235</p>
<p>Layout:</p>	<p>Architecture:</p> <p>Semi-detached and detached brick and render houses with angular bays and feature gables over. Garage spaces at sides.</p> <p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. No front boundary walls retained.</p>

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<p>Cul-de-sac rising steeply up from Edgware Road and with a right-angle turn at the summit. Rise & turn and arrangement of houses around the cul-de-sac turning head adds interest to the building line and spaces around buildings. No verge or street trees. Already developed on the 1932/41 OS Map.</p>	
<p>Properties on north side back onto Edgware football club.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Selwyn Court</p>	<p>AREA 236</p>
<p>No picture</p>	<p>Architecture: 1950s rendered three storey blocks of flats fronting Burnt Oak Broadway and two storey brick and render maisonettes at rear.</p>
<p>Layout: 1932/41 OS shows this area as open land but surrounding suburban development already taking place. Formal layout comprising three blocks (central block wider than flanking two) fronting Burnt Oak Broadway and set back behind green open space and verge. Also slightly higher level up from</p>	<p>Front Boundary treatment Good open plan forecourts to flat blocks. Maisonettes have enclosed front gardens. Limited landscaping.</p>

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<p>road. Maisonettes served by access way behind and garage blocks; some front Camrose Avenue & Bacon Lane helps to integrate with surrounding houses.</p>	
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>AREA 237</p>	
<p>Location: Camrose Avenue No picture</p>	<p>Architecture: North side: strong uniformity of semi-detached 'double fronted' pairs. No bays. Central porch with brick surround, otherwise mainly rendered. South side: 1930s terraces of four houses with bays and some with feature gables.</p>
<p>Layout: 1932/41 OS map shows this area open – part of Prince Edward playing fields.</p>	<p>Front Boundary treatment Remarkable survival of green front gardens behind boundary wall to houses on north side. Otherwise gardens used for forecourt parking and variety of boundary treatments.</p>

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<p>Houses on north side set back behind island verge and served by access road. Also verge with trees on south side. Overall a wide, sweeping continuation of Camrose Avenue – spacious feel similar to that of a suburban boulevard. Narrow gaps between houses but breaks providing access to prince Edward playing fields on north sides offers some visual relief to built-up frontage.</p>	
<p>Houses on north side back onto Prince Edward Playing Fields.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: eastern ends of Roch Avenue, Nolton Place and Prescelly Place; all of Haverford Way; Tenby Road & Dale Avenue</p>	<p>AREA 238</p>
	<p>Architecture: Semi-detached brick and render houses; mainly conventional round bays with feature gables & suntrap bays with flat roofs or main roof overhangs. Small group of brick chalet houses to Roch Avenue. Mostly shared driveway gaps. Dale Avenue & Tenby Road: Semi-detached and terraced houses. Flat fronted or with shallow angular bays (and roof overhang). Some red brick some render; quite plain design.</p>

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<p>Layout:</p> <p>Grid iron layout; some street trees but no verges – however note informal green area at junction of Roch Avenue with Haverford Way. Slight levels fall from north to south. Limited pedestrian permeability.</p> <p>Tenby Road and Dale Avenue run straight on a broadly north-south axis – some fall in levels. No street trees or verges. Housing partly built on the 1932/41 OS Map, with the street pattern constructed.</p> <p>Allotment gardens located to rear of Roch Avenue/Tenby Road; access to allotments from Roch Avenue and Tenby Road add to amenity of these roads.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front Boundary treatment</p> <p>Front gardens mostly lost to forecourt parking. Variety of boundary treatments were these are used.</p> <p>Church at end of Haverford Way junction of Camrose Avenue forms a landmark. No eyesores.</p> <p>2d. Inter War Housing Estates - Smaller Planned Estates</p>
<p>Location: Tavistock Road, Appledore Close, Bideford Close</p> <p>No picture</p> <p>Layout:</p>	<p>AREA 239</p> <p>Architecture:</p> <p>Brick and render semi-detached sun-trap houses with (mainly) shared driveway spaces at sides.</p> <p>Front Boundary treatment</p>

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<p>Uninspired layout – Tavistock Road leads to two cul-de-sacs. Topography adds interest as does the arrangement of houses around the corners. Some street trees but no verges. Undeveloped on the 1932/41 OS map although development completed in surrounding areas.</p>	<p>Some front garden loss to forecourt parking. Various boundary treatments.</p>
<p>Houses at end of cul-de-sacs back onto William Ellis playing field (but no access).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter War Housing Estates - Infill Planned Estates</p>
<p>Location: Westleigh Gardens, Broomgrove Gardens, Orchard Grove, Vancouver Road, The Chase etc.</p>	<p>AREA 240</p>
	<p>Architecture: Mostly semi-detached and some terraced house (rows of four dwellings). A common pallet of red brick with hipped roofs and angular front bay windows separated by tile hanging between the ground and first floor. However some subtle variations e.g. arched or square front entrances, gabled or overhanging roofs over the front bays, etc. Mostly shared driveways at sides but some do have garage spaces. Strong similarity to Laing estate.</p>

	<p>Vancouver Road & The Chase: Mostly brick and render semi-detached houses with angular bays and feature gables over; some tile-hanging detailing. Some variations in house type and infill development/flat blocks.</p>
<p>Layout:</p> <p>Long straight layout Broomgrove Gardens, Orchard Grove and Axholme Avenue but this is relieved to some extent by topography by steep rise to Greencourt Avenue and fall away again. Strong views of Wembley and north London from parts. The angled alignment of Northolme Gardens and Greencourt Avenue creates a staggered building line to these roads which adds interest. Crescent formation of Westleigh Gardens also enhances an otherwise uninspiring layout. Some street trees but no verges. Poor pedestrian permeability within the estate and to surrounding areas.</p> <p>Vancouver Road & The Chase: Long straight road, unrelieved although topography adds interest. Some street trees. Heavily parked. Permeability assisted by cross roads to Burnt Oak Broadway and residential area to west. 1932/41 OS Map shows the area as a sports field.</p> <p>Access to William Ellis playing fields from Broomgrave Gardens but estate otherwise devoid of open space.</p> <p>Potential enhancement?</p>	<p>Front Boundary treatment</p> <p>Front gardens have suffered badly from hardsurfacing for parking, particularly on roads with narrow carriageway widths. Mixture of boundary treatment – walls and hedges - and some removed altogether.</p> <p>No landmark buildings. Some eyesores created by old industrial development between Vancouver Road and Burnt Oak Broadway.</p> <p>2c. Inter War Housing Estates - Large Planned Estates</p>

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No	
Location: Burnt Oak Broadway	AREA 241
No picture.	Architecture: Victorian/Edwardian terraced housing. North of Columbia Avenue – small cottages, flat fronted; south of Columbia Avenue – architecturally more interesting terrace, with ground floor bays, some houses picked out with large gables, good horizontal banding and overall symmetry.
Layout: Ribbon development along Burnt Oak Broadway associated with settlement (including workhouse and schools) along this part of Watling Street. By 1932/41 Os surrounding suburban development well underway.	Front Boundary treatment The terrace south of Columbia Avenue has larger forecourts but these now lost to forecourt parking. Very urban character to this area.
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing

<p>Location: Mollison Way, Reynolds Drive, Turner Road, Tiverton Way, etc</p>	<p>AREA 242</p>
<p>Layout: Very strong planned, formal layout part of wider area radiating out from Queensbury Station Parade. Post war development. Principal thoroughfares are Turner Road, sweeping downhill from Camrose Avenue, and Mollison Way a lateral link to Stag Lane to the east) broken up by roundabouts and a central retail parade. Other roads run parallel to Mollison Way north and south of it; also some use of cul-de-sacs. Layout makes good use of topography eg sweeping rise from roundabout into Mollison Way. Mollison Way has wide verges and street trees. Other roads have narrow carrageways, no verge and more sparse use of street trees. Some vegetation on roundabouts. Strong building lines with interest added on corners (buildings turned to face corners) and around cul-de-sac turning heads.</p>	<p>Architecture: Mainly terraced and some semi-detached houses. Predominantly plain design – square or angular shallow bays with flat tops; mostly render and some tile hanging etc. Occasional use of groups of different design adds variety/interest – e.g. ‘chalet’ houses.</p>
<p>Front Boundary treatment Many gardens lost to forecourt parking. Roads with narrow carriageway widths (i.e. limited on street parking) particularly badly affected e.g. Reynolds Drive. Mixed boundary treatment where this exists.</p>	

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<p>Estate characterised by generous rear gardens (especially on cul-de-sac corners) and most houses benefit from useable, permeable rear service roads.</p>	
<p>School playing fields within estate provide visual relief to Cotman Gardens and Tiverton Road cul-de-sac spur. Possibility of culverted stream to rear of Tiverton Road.</p>	<p>School fronting Collier Drive in modernist style has strong landmark character. Also Mollison Parade typical of 1930s retail centre and adds to character/identity. However rear service area of shops detracts, as do the pub and flats at the western end of the Mollison Parade.</p>
<p>Potential enhancement?</p> <p>Yes</p> <ul style="list-style-type: none"> ● Encourage use of rear service roads to access curtilage parking and reinstate front gardens ● Improve visual appearance of Mollison Way Parade particularly rear service areas 	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: The Highlands, Strathmore Gardens, Gordon Gardens, Kenmore Gardens, Argyll Gardens</p> <p>No picture</p>	<p>AREA 243</p> <p>Architecture:</p>

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	<p>Mix of semi-detached and detached houses and bungalows; mainly from the 1930s but in various styles. Some traditional rendered semis with angular and square bays and feature gables over. Some halls-adjointing semis and detached houses with Tudor detailing, forward projecting gables etc.</p> <p>1930s modernist mansion block of flats at the eastern end of The Highlands adjacent to Park Way.</p>
<p>Layout:</p> <p>The Highlands is the main thoroughfare linking Mollison Way to Burnt Oak Broadway. Other roads in this group are cul-de-sacs arranged around The Highlands and create interesting groups of houses around the cul-de-sac turning head. Poor permeability with neighbouring areas to north and south. Laid out on the 1932/41 OS Maps.</p> <p>No verges or street trees</p> <p>No open space with/adjacent to area</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>Mansion block adjacent to Park Way is a landmark. However the environment of Park Way is an eyesore in the approach to this area from Burnt Oak Broadway.</p>
	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>

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<p>Location: Stag Lane (north side only)</p>	<p>AREA 244</p>
<p>No picture</p>	<p>Architecture: Edwardian semi-detached houses; strong uniformity: brick, hipped roofs, ground floor bay windows with canopies over. Two and three storey 1960/70s flats and traditional 1930s semis(rendered) to adjacent part of Mollison Way.</p>
<p>Layout: Stag Lane appears as a rural lane through open farmland on the 1896 OS map; the Edwardian houses appear by 1913/14 and by 1932/41 the areas north and south substantially developed. Good group value to the Edwardian houses enhanced by their staggered arrangement along this part of Stag Lane and a good line of street trees. The entrance into Mollison Way from Stag Lane is enhanced by wide, sweeping verges, some good street trees and falling levels.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>

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Location: Nursery Road	AREA 245
<p>No picture</p>	<p>Architecture: 1970s development of two storey terraced houses and three storey blocks of flats. Flat roof. Light-coloured brick with panels between ground and first floor windows (tile hanging and white timber panels)</p>
<p>Layout: Planned arrangement of buildings set within open plan, landscaped grounds. Triangular site bounded by railway line, Cuckoo Hill and rear gardens of Cuckoo Hill Road. Access from Cuckoo Hill – road layout a series of cul-de-sacs serving extensive surface parking areas and some garage courts. Good permeability within the estate but pedestrian access only to Cuckoo Hill. Some mature tree growth around the site perimeter but the estate itself mainly grassed with low-medium scale planting only.</p>	<p>Front Boundary treatment Open plan estate.</p>
<p>No relationship to open space.</p>	<p>No landmark building or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social - Post War Local Authority Housing</p>

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<p>Location: Hazeldene Drive (west) & Ash Hill Drive</p>	<p>AREA 246</p>
<p>No picture</p>	<p>Architecture: 1960/70s development of two and three storey blocks of flats with flat roofs. In light coloured brick.</p>
<p>Layout: 1932/41 and earlier OS maps show this area as open land. Layout typical of the era – blocks arranged in spacious, open grounds of grass and trees. Concrete roads serve the blocks and lead to communal parking/garage courts. Especially good tree cover along the railway embankment. The block fronting Pinner Green incorporated a public piazza and ground floor shops in an attempt to strengthen this local shopping area. The open layout provides good pedestrian permeability between Hazeldene Drive and Pinner Green; also a footbridge over the railway links to Cuckoo Hill drive (area 270) to the south.</p>	<p>Open plan forecourt arrangement survives.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social - Post War Local Authority Housing</p>

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<p>Location: Hazeldene Drive (east), part West End Lane</p> <p>No picture.</p>	<p style="text-align: right;">AREA 247</p> <p>Architecture:</p> <p>1930s semi-detached and detached houses. Types include detached houses with forward projecting gables over bays and inset catslide roofs with dormers; and detached and semi-detached with forward projecting gable and sideward catslide roofs. Narrow and garage space gaps at side.</p> <p>Detached houses and bungalows to West End Lane.</p> <p>Some later (1970s?) houses at western end of this area.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as open land. By 1932/41 OS Hazeldene Drive shown partially laid out and undergoing development.</p> <p>Pleasant but undistinguished road alongside railway (to south). Verges and street trees contribute to character; detached houses in more spacious grounds and mature tree growth add to the character of this section of West End Lane.</p> <p>No relationship with open space.</p> <p>Potential enhancement?</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained. Better landscaping to West End Lane due to larger plots/set back from road etc.</p>
	<p>The news houses – part of Elm Park Court – are good landmarks in the streetscene of Hazeldene Drive.</p> <p>2f. Inter-War Housing Estates – Speculative Estates</p>

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No	
<p>Location: Elm Park Court</p> <p>No picture</p> <p>Layout:</p> <p>Development occupies site of former Victorian villa 'The Lodge' and its grounds, as shown on old OS maps. Formal arrangement of blocks around central, landscaped gardens. Deep green forecourts with mature trees to Elm Park Road and West End Lane frontages. Communal amenity space to rear of blocks.</p> <p>Some limited surface parking in centre; driveway from West End Lane leads to rear parking and garage court.</p> <p>Some areas of flat roofed turned into rooftop gardens.</p> <p>Set out round formal gardens/parking. Good surveillance of parking and planting in and around car spaces still make the courtyard feel green and pleasant.</p>	<p>AREA 248</p> <p>Architecture:</p> <p>Very distinctive 1930s art deco development of two and three storey flats in white render with green pantile roofs (plus some flat roofs) and green crittall windows. Grade II listed. Distinctiveness enhanced by entrance structure to Elm Park Road and West End Lane.</p> <p>Front Boundary treatment</p> <p>Hedges set behind streetside verge.</p>

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<p>No relationship with open space.</p>	<p>The development is in itself a strong landmark building. Note similar development in Pinner Road (area 266)</p>
<p>Potential enhancement? No</p>	<p>7a. Flats and Maisonettes - Art Deco Flats</p>
<p>Location: West End Lane (part), Millman Close, The Chequers</p>	<p>AREA 249</p>
<p>No picture</p>	<p>Architecture: West End Lane: 1970s three storey block of flats in brick with tile hanging; pitched roof The Chequers: 1970s three and four storey block of flats in brick with horizontal banding; flat roof 1950/60s two and three storey blocks of flats in brick with pitched roof</p>
<p>Layout: Development on former open land as appears on 1932/41 OS map. Blocks of flats set within open grounds give sense of spaciousness, particularly in Millman Close. Milman Close blocks arranged formally around cul-de-sac driveway leading to parking area; communal amenity space to rear of blocks. The Chequers more constrained, set between Elm Park Road and West End Lane, but good tree retention. More conventional layout of block</p>	<p>Front Boundary treatment Generally open plan, green forecourts with trees.</p>

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<p>to west side of West End Lane – arranged to front West End Lane with parking at side and communal gardens at rear. Again some good tree retention.</p>	
<p>Millman Close abuts Little Common open space – contributes to sense of openness for this development.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>

Appendix 6 Areas 250-299

Location: Chigwell Hurst Court	AREA 250
No picture	Architecture: Brick semi-detached houses/maisonnettes; 1950s?
Layout: This development occupies a small triangular area shown on the 1932/41OS map as occupied by a Victorian villa and its lodge. Layout comprises two semi-detached pairs fronting Elm Park Road and a small private cul-de-sac leading to a semi-detached pair and garage block at the rear. Some good tree retention along the Elm Park Road frontage. Footpath adjacent along north side (but no direct access).	Front Boundary treatment Some forecourt greenery retained.
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	7e. Flats and Maisonnettes – Maisonnettes
Location: Elm Park Road (parts)	AREA 251

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	<p>Architecture:</p> <p>west side: 930/40s detached houses, brick and render; some repetition of form with forward projecting hip elements and ground floor square bays etc and some good gaps at sides – also good group value. Some tudorbethan detailing.</p> <p>east side: two Victorian brick & render double fronted detached houses – again a group value to this pair. Also three storey 1970s block of flats in brick with gable to front.</p>
<p>Layout:</p> <p>Mainly ribbon development on Elm Park Road (formerly Common Road); mainly set back behind front gardens but Victorian pair with only shallow forecourts. 1970s block on side of former detached Edwardian house. Levels fall north to south.</p> <p>Good spatial setting to Victorian houses with gaps either side.</p>	<p>Front Boundary treatment</p> <p>Front gardens used for forecourt parking but large enough to retain some landscaping; in particular mature front garden trees contribute to the character of Elm Park Road. The forecourt to the 1970s block of limited landscape value.</p>
<p>The access to Little Common open space contributes to Elm Park Road as a visual break and view through to the open space.</p>	<p>The adjacent complex of church buildings on the east side of Elm Park Road is a good landmark.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Granville Place, part Elm Park Road</p>	<p>AREA 252</p>

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<p>No picture</p>	<p>Architecture:</p> <p>1980/90s development of large two storey detached houses fronting Elm Park Road and three storey blocks of flats at rear. Brick and some render. The houses of traditional design incorporating tile hanging, mock-tudor detailing, bay windows etc.</p>
<p>Layout:</p> <p>1932/41 OS map shows this area as detached houses with very long rear gardens, backing onto railway line. Area previously a field.</p> <p>The houses and flats are therefore a redevelopment of these former houses and gardens. The development fronting Elm Park Road has worked well, preserving the pattern and character of detached houses. Development to rear quite intensive – large blocks and layout dominated by parking at front and between/to rear of blocks. Some communal amenity space and trees to rear of blocks, but limited.</p>	<p>Front Boundary treatment</p> <p>Some of the front gardens of the Elm Park Road houses heavily hardsurfaced for parking. However some good mature tree retention contributes well to the streetscene. Variety of boundary treatment.</p> <p>As noted the flats are dominated by car parking. Some limited landscaping provided.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>

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<p>Location: Love Lane, Avenue Road, Leighton Avenue</p> <p>No picture</p>	<p style="text-align: right;">AREA 253</p> <p>Architecture:</p> <p>Edwardian to 1930s semi-detached (and some detached) houses dominate; however area quite mixed and also includes later bungalows, terraced houses and other in-fill development. Brick and render; variety of styles including some tudorbethan detailing.</p>
<p>Layout:</p> <p>1896 OS map shows Love Lane as a narrow, rural lane linking Pinner village to Waxwell Lane; although creeping development taking place along other lanes and at southern end of this area, Love Lane remains and surrounding land remains predominantly open. By 1913/14 west side of Love Lane substantially developed and Avenue Road laid out following line of footpath to north. By 1932/41 Leighton Avenue added and whole area largely developed.</p> <p>Levels fall north to south along Love Lane. Some street street trees and verges. Overall good informal, semi-village character. Footpath between Love Lane and Barrow Point Avenue contributes to pedestrian permeability. Although culverted in places the River Pinn contributes to amenity (and tree growth) in rear gardens.</p> <p>Variable gaps between buildings but overall semi-spacious character.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely used for forecourt parking though many retain some space for landscaping; variety of boundary treatments where retained. Some good trees in places, eg, in front of Avenue Road bungalows.</p>

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<p>Paines Lane Cemetery provides open vista and good tree growth at end of Leighton Avenue.</p>	<p>The Church at the corner of Love Lane and Avenue Road is a good landmark building, particularly as it occupies a prominent, higher level in relation to the road.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: East End Way</p>	
<p>AREA 254</p>	
	<p>Architecture: 1930s-50s detached houses and one bungalow – mainly render. Mix of styles including neo-Georgian, modernist with green pantile roof, arts & crafts, etc.</p>
<p>Layout: 1896 and 1913/14 OS maps show this area as part of open farm land with Paines Lane cemetery and East End Farm complex to south. By 1932/41 OS East End Way is shown laid out and undergoing development. Wide street without pavements, kerbs and formally hard surfaced carriageway gives a semi rural feel. The wide road combined with big front gardens make the road feel spacious and green, and since the houses are set well back, their architecture is less important than their consistent mass and the open space. Also some good gaps between buildings which contribute to character.</p>	<p>Front Boundary treatment Front gardens large; although most used for parking many retain some level of landscaping. Some good informal boundary treatments. Front gardens retained? In part Boundaries retained? In part</p>

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<p>Area abuts Paines Lane cemetery to south.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Chiswick Court and Bloomsbury Court, Moss Lane</p> <p>No picture</p> <p>Layout:</p> <p>Area occupies site and grounds of Victorian house shown as 'Terrilands' on 1896 & 1913/14 OS maps, and as 'Chiswick House' on 1932/41 OS.</p> <p>Buildings arranged formally around parking/access areas off Moss Lane. Some staggering of terraces into semi-detached pairs helps to break-up bulk/add visual interest. Development also includes pairs of garages in front of buildings and separate garage courts. Some good open space and landscaping provided along Moss Lane frontage; communal open space provided to rear of blocks.</p> <p>Slight fall in levels down from Moss Lane.</p>	<p>AREA 255</p> <p>Architecture:</p> <p>1970/80s development of flats in two storey terraced blocks; light brick with shallow pitched roof.</p> <p>Front Boundary treatment</p> <p>Open plan, grassed forecourts largely retained.</p>

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<p>Pinner Park Farm land, within the Green Belt, adjoins the area to the west and south – contributes to sense of openness and boundary trees/hedging of landscape value.</p>	<p>East End farm buildings on opposite side of Moss Lane are good local landmarks.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Paines Close</p>	<p>AREA 256</p>
<p>No picture</p>	<p>Architecture: 1950s detached houses and bungalows in brick and render, with hipped roofs and some feature gables. Variety of designs/styles but coherence of materials – probably all by the same developer.</p>
<p>Layout: Old OS maps show area as open land. Probably part of the grounds of former East House in Moss Lane (see area 257) Short cul-de-sac rising steeply up from Paines Lane. Houses arranged around extensive green (north end) and around small, green island and cul-de-sac turning circle. Some good trees. Houses and bungalows adjacent to Paines Lane set away and turned to face the cul-de-sac – as a result hedge and trees to Paines Lane retained giving semi-rural feel. Range of large and small back gardens. Generally quite narrow gaps between buildings.</p>	<p>Front Boundary treatment Front gardens of varying size/depth but generally well preserved in landscape terms. Variety of boundary treatment.</p>

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<p>Paines Lane Cemetery adjoins area on north side.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Eastglade, Beechengrove, Terrilands, part Moss Lane, part Wakehams Hill</p>	<p>AREA 257</p>
<p>Layout: Area occupies site and grounds of former Victorian /Edwardian villas East House (west of Moss Lane) and Pinner Court (east of Moss Lane). Southern boundary of area shown on Old OS maps delineated by Black Gates footpath (between Moss Lane and Church Lane) and path now part of Wakehams Hill (see area 261)</p>	<p>Architecture: Mainly 1950s detached houses and some bungalows; some later redevelopment/infill. Brick and render. Variety of designs but all suburban in character and use architectural features such as mock-tudor detailing, tile hanging, dormers, bay windows etc.</p>
<p>Front Boundary treatment Front gardens largely used for forecourt parking but most retain some landscaping/greenery. Variety of boundary treatments where retained.</p>	<p>Front Boundary treatment Front gardens largely used for forecourt parking but most retain some landscaping/greenery. Variety of boundary treatments where retained.</p>

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<p>Layout dominated by short, narrow cul-de-sacs. Generally modest gaps between buildings in these cul-de-sacs but end houses all leave wide gaps adjacent to Moss Lane which maintains perception of openness and allows tree/hedgerow growth along the lane.</p> <p>Terrilands and Wakehams hill rise up from Moss Lane.</p> <p>Development fronting Moss Lane and Wakehams Hill more spacious.</p>	
<p>Pinner Park Farm Land, within the Green Belt, occupies land to east with a public right of way over accessed from Wakehams Hill.</p> <p>Potential enhancement? No</p>	<p>Fives Court in Moss Lane, at the bottom of Wakehams Hill, is a good landmark building (see area 259).</p> <p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Grange Gardens, Pinner</p>	<p>AREA 258</p> <p>Architecture:</p> <p>1930/40s large detached and semi-detached houses and some later in-fill. Semis in groups of similar style, e.g. pairs with wide square bays and hip roofs over; pairs with forward projecting elements, bays and gables over. Detached houses in a variety of designs but similar in style; i.e. typical 1930s with brick, render, many with tudorbethan detailing. etc.</p>

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<p>Layout:</p> <p>1896 & 1913/14 OS maps show Church Lane as a narrow, rural lane with a small number of detached Victorian villas and their grounds (including The Grange which still survives in Church Lane); this area remaining open land. By 1932/41 Grange Gardens laid out and largely developed.</p> <p>Road layout confined by metropolitan railway line to south-west and Church Lane to north-east, but employs curving road alignment and falling levels (north to south) to good effect. Grass verges and street trees throughout and triangular tree green at southern end add to character. Variety of house types and gaps all make for a visually pleasing area. Also gaps between houses provide views through to rear garden trees.</p>	<p>Front Boundary treatment</p> <p>Although many front gardens used for forecourt parking most retain some landscaping and trees. Variety of boundary treatments.</p>
<p>No relationship with open space.</p>	<p>Historical buildings in Church Lane including The Grange are good landmark buildings adjacent to this area. Also the mock-Tudor buildings at the junction of Grange Gardens & High Street (Grange Court) are distinctive.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: Amberley Close, Shelbourne Close</p>	
<p>No pictures</p>	<p>Architecture:</p> <p>AREA 259</p>

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	1970/80s brick detached houses in neo-Georgian style. Attached double garages at sides.
<p>Layout:</p> <p>1932/41 OS shows this area as part of The Fives Court and open land adjacent.</p> <p>Two short cul-de-sacs off Moss Lane, Amberley Close being a development in the Garden of The Fives Court. Houses arranged formally around the cul-de-sacs. Wide gaps at side and very short rear gardens. End houses set-back from Moss Lane to maintain spaciousness and vegetation along Moss Lane frontage.</p>	<p>Front Boundary treatment</p> <p>Open plan front gardens most of which retains some greenery/landscaping.</p>
No relationship with open space.	Arts & crafts The Fives Court to adjacent Moss Lane area a good landmark building (listed grade II).
Potential enhancement? No	1c. Pre and Post War Suburban – Post-War Mock Georgian
Location: The Chase	AREA 260
	<p>Architecture:</p> <p>Mixed:</p>

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	Victorian/Edwardian terraced and semi-detached houses; some modest detached houses (1920/30s?); 1960/70s two and three storey terraced houses and two storey block of flats
<p>Layout:</p> <p>1896 OS shows part of The Chase laid out (but labelled as Station Road) but awaiting development. By 1913/14 and 1932/41 OS maps mainly developed but open plots remain.</p> <p>The area appears to comprise the development of a single field, probably speculative and triggered by the arrival of the Metropolitan Railway. Quite urban in appearance; houses have short forecourts and there are no verges or street trees. However the adjoining rear gardens of property in Moss Lane and the forecourt of the 1970s flats do provide some greenery.</p>	<p>Front Boundary treatment</p> <p>Front gardens retained, due to shallow depth, but of modest landscape value. Where deeper front gardens exist these are mainly hardsurfaced for parking.</p>
No relationship with open space.	No landmark buildings or eyesores.
Potential enhancement? No	6b. Bungalows - Miscellaneous
Location: Wakehams Hill & The Squirrels	AREA 261
	Architecture:

<p>1970s estate of mainly detached brick houses; variety of house types but common design features such as catslide roofs and dormers, gables, integral garages</p> <p>At east end of Wakehams Hill more dense development of terraced houses in neo-Georgian design.</p>	
<p>Front Boundary treatment</p> <p>Open plan front gardens with fairly balanced parking and landscaping. Very good tree retention/growth to Moss Lane frontage.</p>	<p>Layout:</p> <p>Old OS maps show Victorian villa Nowerhill fronting Moss Lane and estate/gardens behind, bounded by lane/footpath to Pinner Park Farm and Headstone Lane on north side. Also Lodge building shown to north of footpath/lane (on land now occupied by detached houses north of Wakehams Hill).</p> <p>Wakehams Hill follows alignment of former footpath/lane. 1970s detached houses front Moss Lane, Wakehams Hill and along newly formed estate road The Squirrels (with cul-de-sac spurs). Staggering of houses/general layout adds visual interest to the group and has allowed mature trees to be retained (including Moss Lane frontage). Generally quite narrow gaps between buildings but good spaces on corners contribute (with open forecourts) to a semi-spacious character.</p> <p>Layout of terraced houses less imaginative – in straight blocks off Wakehams Hill served by garage courts; but good green gaps/hedges to end blocks and green forecourts to front. Some good mature trees retained around the perimeter of this part.</p>

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<p>Rising and falling levels throughout this area adds character (eg housing facing Moss Lane set up from road).</p>	<p>Arts & crafts The Fives Court to adjacent Moss Lane area a good landmark building (listed grade II) at the bottom of Wakehams Hill.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Mayfield Drive, Copperfield Way</p>	<p>AREA 262</p>
<p>No pictures.</p>	<p>Architecture: Mayfield Drive: mix of 1930/50s detached houses and bungalows. Brick and render. Individual designs; no overall style. Copperfield Way: 1980/90s development of two storey terraced and semi-detached houses, in brick. Include small gable features, porches and (to semis) small square bay windows.</p>
<p>Layout:</p>	<p>Front Boundary treatment Mayfield Drive: range of deep and shallow front gardens, many retaining greenery and landscaping.</p>

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<p>Mayfield Drive formed from orchard and grounds of Victorian house fronting Moss Lane; 1932/41 OS shows Mayfield Drive laid out and substantially developed. Copperfield Way appears to have been developed from the rear gardens of surrounding houses in Pinner Road, Moss Lane and Mayfield Drive.</p> <p>Mayfield Drive is a short, narrow 'L' shaped cul-de-sac rising up from Moss Lane. No formal pattern – variety of forecourt sizes/no specific building line. However some good gaps provide views through to rear gardens and trees.</p> <p>Copperfield Way quite car dominated/urban in character with informal arrangement of terraces and staggering. Short front and back gardens. Parking provided in garages/parking courts.</p> <p>Poor permeability with surrounding areas.</p>	<p>Front gardens to Copperfield Way open plan, mix of hardsurfacing for parking and grass. Limited landscape value.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter War Housing Estates - Speculative Estates</p>
<p>Location: Pinner Road, part Moss Lane</p> <p>Architecture:</p> <p>AREA 263</p>	

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	<p>Victorian/Edwardian quite large detached and semi-detached houses. Mainly in brick with square bays and gables. Some halls adjoining pairs on south side.</p> <p>Also a 1970s two and three storey block of flats on Pinner Road corner (opposite Moss Lane junction).</p>
<p>Layout:</p> <p>1896 OS shows some Victorian villas on north side of Pinner Road and turning the corner into Moss Lane. By 1913/14 OS this area largely developed as exists today. 1932/31 OS shows slight amendment to road layout to smooth the corner in Pinner Road at the junction with Moss Lane.</p> <p>Area comprises ribbon development along pre-existing Moss Lane and Pinner Road. Curve of front building line into Moss Lane (both sides) is pleasing and the narrow gaps between most houses are largely preserved. No street trees or verges.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained. Some good trees to front of 1970s block provide much needed greenery on this prominent corner and help to screen the out of character 1970s flats.</p>
<p>Open space fronting Pinner Road flats contributes to greenery at the eastern end of this area.</p>	<p>The Pinner Court flats (area 266) are good landmark buildings.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Capel Gardens</p>	
<p>AREA 264</p>	

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	<p>Architecture:</p> <p>1930/40s detached houses and bungalows in brick and render; variety of house types but all in styles typical of the era. Some later semi-detached infill development to south.</p>
<p>Layout:</p> <p>1931/42 OS map shows Capel Gardens laid out but awaiting development. Previously open farmland.</p> <p>Long cul-de-sac rising steeply uphill from Pinner Road. Slightly staggered building line and levels make for some interest, but otherwise streetscene undistinguished. Poor permeability with surrounding areas.</p> <p>Some good general views from upper levels.</p>	<p>Front Boundary treatment</p> <p>Front gardens used for forecourt parking, but most retain some landscaping/greenery. Variety of boundary treatments where retained.</p>
<p>Houses on east side back onto cemetery. Also Pinner Court gardens open space provides good landscaped context at entrance to Capel Gardens from Pinner Road.</p>	<p>The Pinner Court flats (area 266) are good landmark buildings.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>Location: Kingsley Road, Melrose Road</p> <p style="text-align: right;">AREA 265</p>	

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	<p>Architecture:</p> <p>Late Victorian/Edwardian terraced and some semi-detached houses. Brick and render. Most with bays, some with gables and architectural detailing. Houses have two storey out projections of varying depths.</p> <p>Some later infill development (1990s?) to Melrose Road in brick but with integral garages.</p>
<p>Layout:</p> <p>1896 shows this area as part of field to Pinner Road frontage; by 1913/14 laid out and undergoing development (including Pinner Road frontage – area 263) and by 1932/41 OS fully developed.</p> <p>Typical Victorian terraced layout – grid layout with houses set back behind shallow front gardens. Quite long rear gardens. No verge or street trees.</p> <p>Gardens of end/corner houses provide breaks to the built up frontage. Service alleys provide pedestrian access to rear gardens.</p> <p>New infill development set back with deeper front gardens (to provide parking)</p>	<p>Front Boundary treatment</p> <p>Front gardens retained, due to shallow depth, but of modest landscape value. Where deeper front gardens exist (eg end of Kingsley Road) these are mainly hardsurfaced for parking.</p>

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<p>Good relationship with allotment gardens and open space to south – accessible at end of both roads and provide open vista/greenery. Also path through open space provides good permeability from these roads to North Harrow centre and nearby Marsh Road.</p>	<p>No landmark buildings.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>AREA 266</p>	
<p>Location: Pinner Court, part Pinner Road No picture</p>	<p>Architecture: Very distinctive 1930s art deco development of three storey flats in white render with green pantile roofs and green crittal windows; also balconies including prominent corner balconies to one block. Grade II listed.</p>
<p>Layout: Development occupies open farm land north of Pinner Road as shown on 1896 and 1913/14 OS map. By 1932/41 OS Pinner Court developed but other blocks awaited. Formal arrangement of blocks around central, landscaped gardens and wide frontages to Pinner Road, Deep, green and formally landscaped gardens with mature trees fronting Pinner Road.</p>	<p>Front Boundary treatment Buildings set well back from the road producing deep forecourts, formally laid out and landscaped. Original dwarf walls to front boundary survive.</p>

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<p>Blocks served by driveways and rear garage courts. Wide gaps between blocks (and Capel Gardens/Cemetery entrance) give overall spacious appearance and character.</p>	
<p>Forecourts and cemetery are formally designated as open space.</p>	<p>The flat blocks are in themselves strong landscaped buildings. Also the Victorian gothic cemetery buildings, walls & gateposts are distinctive (albeit contrasting) when viewed from Pinner Road.</p>
<p>Potential enhancement? No</p>	<p>7a. Flats and Maisonnets – Art Deco Flats</p>
<p>Location: Pinner Road (part), Thrush Green, Bejeman Close No picture</p>	<p>AREA 267</p> <p>Architecture: Pinner Road: 1920s/30s semi-detached and terraced houses. Brick and render. Some bay windows and gables but generally quite plain. Bejeman Close: brick 1980/90s sheltered housing development of brick terraced houses and some bungalows Thrush Green: brick and render 1980/90s development of terraced houses, some with gables, porches and mock-tudor detailing. Also some with integral garages.</p>

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<p>Layout:</p> <p>1896 OS shows Pinner Road as a rural lane through open farmland. By 1913/14 OS terraced and semi-detached housing fronting Pinner Road had taken place in one field with very long rear gardens; by 1932/41 OS Pinner Road and other suburban roads had been formally laid out and substantially developed.</p> <p>Beijeman Close is therefore a redevelopment of former frontage development on Pinner Road and gardens. Thrush Green is formed from the former long back gardens of the remaining Pinner Road properties with access from Woodlands (area 269). Both developments quite car dominated, arranged around cul-de-sac spurs with parking courts, and buildings staggered in reflection of site constrains but also helps to break building bulk/add visual interest.</p> <p>Overall character quite dense/built up – more urban than surrounding suburban areas.</p>	<p>Front Boundary treatment</p> <p>Front gardens mainly open plan and used for parking with some modest areas for greenery/landscaping retained. Few mature trees,</p>
<p>No relationship with open space</p>	<p>Fire station on opposite side of Pinner Road a good landmark building.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: George V Close</p>	<p>AREA 268</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Two blocks of maisonettes in two storey terraced blocks. Each block handed in relation to the other giving good uniformity/group value: white render with brown tile hipped roof and front facing gable at one end. Distinctive gabled porches at front and arched through-access to rear gardens.</p>
<p>Layout:</p> <p>Old OS maps show this as open land with footpath running through (between Nower Hill and Headstone Lane); by 1932/41 OS nearby suburban development (area 288) well underway but George V Avenue not yet laid out.</p> <p>Blocks arranged around very short cul-de-sac and circular turning head. Very good communal green space to front of blocks and along George v Avenue frontage with trees. Private gardens to rear.</p>	<p>Front Boundary treatment</p> <p>As well as communal greens the blocks have front gardens delineated by front boundary hedging – all retained (despite limited parking for this development) and contribute strongly to the character of the blocks.</p>
<p>Development surrounded by open space – school playing courts (to south) and cemetery (to west).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Woodlands, South Way, part Pinner Road</p> <p style="text-align: right;">AREA 269</p>	

	<p>Architecture:</p> <p>1930s detached, semi-detached and terraced houses. Strong uniformity – predominant use of render, quite deep angular bays with feature gables over. Some tudorbethan detailing. Also some houses with bays but no gables (Pinner Road), some 'M' shaped gable houses – particularly to terraces where used to tie-together two separate terraces in symmetry. Also some good tudorbethan detailing.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area mainly as open land but with footpath cutting across to short-cut the longer route of Pinner Road (still a rural lane). By 1932/41 Woodlands, South Way and surrounding suburbs laid out and largely developed. The Woodlands broadly follows the alignment of the earlier footpath.</p> <p>He terraced houses are located mainly at the south-eastern end (nearest to North Harrow centre) with the detached and semi-detached housing located in South Way and the north-western end of Woodlands. Garage spaces at sides provide some spaciousness to character. The curving alignment of Woodlands, its wide carriageway and verges with street trees all contribute to a pleasing, suburban streetscene (by contrast South Way narrow with no verge/trees).</p>	<p>Front Boundary treatment</p> <p>Most front gardens used for parking but retain some level of greenery/landscaping. Variety of boundary treatment where retained.</p>

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<p>The Woodlands open space & allotments run parallel to most of the length of The Woodlands, to the rear of houses on the south side. A footway (opposite Thrush Green) provides direct access to the open space.</p>	<p>The corner building (Wealdstone Motors) at The Woodlands & Pinner Road is a good landmark building.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: West End Lane, Cuckoo Hill Road, High View etc No picture</p>	<p>AREA 270 Architecture: Mainly 1930s detached housing. Brick and render. Some distinctive/repeated house types, e.g. Ringwood Close, 'L' shaped houses Cuckoo Hill Drive. Also note small number of semi detached houses and occasional later infill houses.</p>
<p>Layout: West End Lane and Cuckoo Hill pre-date the surrounding residential layout and appear on 19th century maps following the same route as they do in the present day. High View runs parallel to a footpath also shown on 19th century maps and which also exists today, bounding the rear of properties on the south side of that road and linking West End Lane to Cuckoo Hill. Other</p>	<p>Front Boundary treatment Most front gardens used to provide forecourt parking but some greenery/landscaping retained in most cases. Various boundary treatments.</p>

<p>than this the layout is piecemeal reflecting the separate development of parcels of land and other constraints, such as the Borough boundary & the River Pinn.</p> <p>Most roads have verges and street trees.</p> <p>Levels fall from north to south.</p> <p>There are some areas of good pedestrian permeability. In addition to the High View footpath, for example, Cuckoo Hill Road is linked by footpath and via adjacent open space to Birchmead Avenue and Cheney Street, and to the River Pinn/allotments (?), and there is a footway link between West End Avenue and West End Lane. Also there is a footbridge over the railway from Cuckoo Hill Drive to Hazeldene Drive. However some links appear to have been lost to development: e.g. Northfield Avenue and Cuckoo Hill Road, and a footpath which had existed between Birchmead Avenue, Cuckoo Hill Road and West End Lane.</p> <p>The predominant detached form and the piecemeal layout produces some long, large guidance. Although this results in a profligate use of land it has allowed substantial, mature tree growth which contributes positively to the amenity of the area.</p>	
<p>The dominant open space in the area is Pinner Memorial Park, which provides openness and mature vegetation to part of the West End Lane frontage; it also provides links through to Pinner</p>	<p>No eyesores. West House in Pinner Memorial Park and Sweetman's Hall & barns in West End Avenue are significant landmarks.</p>

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<p>district centre. The River Pinn open space borders the south of this area and provides an open break to this part of West End Lane.</p> <p>Other pockets of open space are: West End Lane recreation ground provides some open frontage to that road. Also tennis club provides open space to Cuckoo Hill Road and Northfield Avenue. Some properties in cuckoo Hill Road back onto open space (within London Borough of Hillingdon).</p> <p>The school playing fields of ?? school provide further openness and visual relief to Northfield Avenue.</p>	
<p>Potential enhancement?</p> <p>No</p>	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>
<p>Location: The Circuits</p> <p>AREA 271</p>	
<p>No picture.</p>	<p>Architecture:</p> <p>Group of detached, brick bungalows with integral garages.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p> <p>Some loss of front gardens to forecourt parking.</p>

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<p>On site of property formerly known as The Circuits. Small estate of six bungalows arranged around a short cul-de-sac. Wide plots but short gardens. Footpath to rear of properties in High View runs along the north side of the estate (accessed via Cuckoo Hill). Levels fall from north to south.</p> <p>Established hedge delineates the front of the estate along Cuckoo Hill.</p> <p>No verge or street trees.</p>	
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>AREA 272</p>	
<p>Location: Birchmead Avenue & Cuckoo Hill Road</p> <p>No picture</p>	<p>Architecture: 1970s estate of detached houses. Three main types: gabled fronted houses, wider houses with feature front projecting gable and similar type but with no forward projecting gable. Mix of red and buff brick, tile hanging to first floor front elevations. Modest spaces at sides. Integral garages.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1932/41 Os shows this area as open land – a footpath is shown linking Birchmead Avenue (area 273) and North Way (area 270); also a footway which still exists to the south of houses in High View. Most surrounding development largely completed by 1932/41 OS.</p> <p>Planned layout of cul-de-sacs running off pre-existing Birchmead Avenue and Cuckoo Hill Road. Original open plan layout contributes to openness although some front gardens enclosed by shrubs and formal boundary treatment. Short rear gardens but arrangement of houses avoids perception of cramped development.</p> <p>Staggered building line, use of different house types and materials creates visual interest in the streetscene but harmony of a single, planned estate remains.</p> <p>Good permeability – pedestrian access provided between Birchmead Avenue & Cuckoo Hill Road; also pedestrian access to footway which runs to rear of High View.</p>	<p>As noted, original open plan estate but some front gardens subsequently enclosed. Estate planned with parking in mind so front gardens have largely survived.</p>
<p>No open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban - Post War Suburban Housing Estates</p>
<p>Location: Birchmead Avenue</p> <p style="text-align: right;">AREA 273</p>	

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<p>No picture</p>	<p>Architecture:</p> <p>North side: pairs of narrow, brick semi-detached houses; shallow angular bays with overhanging roofs. Detached house and bungalow at either end.</p> <p>South side: mix of traditional semi-detached houses with bays and gables; two pairs of semi-detached bungalows and one detached bungalow. Mainly render.</p>
<p>Layout:</p> <p>Conventional layout on this straight stretch of Birchmead Avenue. No verge but some street trees. Houses have long rear gardens.</p> <p>Some houses on south side back onto open space mainly within the London Borough of Hillingdon. Access from Birchmead Avenue provides views through to this open space and links via another footpath to Cuckoo Hill Drive – contributing to pedestrian permeability. 1932/41 OS Map shows the detached houses on Birchmead Avenue built.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where these survive.</p> <p>No landmark buildings or eyesores.</p> <p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Gilbert Road – eastern end</p> <p style="text-align: right;">AREA 274</p>	

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<p>No picture.</p>	<p>Architecture: Two storey 1970s terraces, brick with balconies at first floor level.</p>
<p>Layout: Part of former Westend Farm (orchard?) Planned, slightly staggered arrangement around an open plan square. Buildings set well back from road with small, rear gardens. Substantial trees in rear of adjacent West Way gardens make a significant contribution to the amenity of this small development.</p>	<p>Front Boundary treatment Open plan. Front gardens all survive intact.</p>
<p>School open space adjoins properties on south side.</p>	<p>No eyesores. Historical link with farm buildings to east.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburbs - Post War Pocket Infill and Flats</p>
<p>Location: Sweetmans Avenue AREA 275</p>	
<p>No picture.</p>	<p>Architecture: Detached houses and bungalows, variety of styles but dominant facing material is render.</p>

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<p>Layout:</p> <p>1896 & 1913/14 Os maps show this area as open farmland around Sweetmans Hall (grade II* listed) and barn (grade II listed). By 1932/41 OS Sweetmans Avenue laid out and developed.</p> <p>Short cul-de-sac with informal arrangement of houses to north and east sides only – i.e. wrapping around the former farm house & curtilage. Abundance of trees , particularly to rear (along railway embankment) give a verdant, semi-rural character.</p> <p>Some good gaps between buildings as the houses turn the corner.</p> <p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Front garden used for parking but retain some good trees & landscaping.</p>
<p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>Sweetmans Hall (grade II*) and barn (grade II) are strong landmark buildings</p> <p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Westbury Lodge Close & Mansard Close</p> <p>No picture</p>	<p>Architecture:</p> <p>AREA 276</p>

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	<p>Three storey 1970s terraced housing; ground, first floors and flank elevations in brick, second floor contained within mansard with projecting windows. The terraces include integral garages at ground floor level, although some of these have subsequently been converted to habitable rooms.</p> <p>Later block of flats (1980s?) at eastern end; four and five storeys with hipped roof.</p> <p>Small group of pleasing Victorian cottages along Chapel Lane</p>
<p>Layout:</p> <p>Estate occupies the site of the former Westbury Lodge and wraps around the rear of Sweetman's Hall.</p> <p>Blocks of terraces are arranged a series of cul-de-sac spurs; together with staggering, the limited length of the blocks and variation in brick colour these help to prevent monotony in the streetscene.</p> <p>Although no formal verges there are well landscaped grass areas around the cul-de-sac spurs. There is mature planting/screening along the site boundaries with Chapel Lane and West End Lane – probably preserved from the grounds of the earlier house on this site.</p> <p>Victorian Cottages: Small Victorian ribbon development out from village centre. Informal/narrow nature of Chapel Lane and trees give sense of woodland/rural setting.</p>	<p>Front Boundary treatment</p> <p>Estate included forecourt parking (infront of integral garages) and there have been subsequent expansions of this into the original small front garden areas.</p>

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<p>Pinner Memorial Park occupies land to south side of adjacent part of Chapel Lane.</p>	<p>Although not in itself a part of the estate, the adjacent Sweetman's Hall is a significant landmark forming a part of the estate's setting. Sweetman's Hall and its are listed buildings.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Dickson Fold AREA 277</p>	
<p>No picture</p>	<p>Architecture: Semi-detached and terraced 1950s bungalows. Brick and render. Modest gaps between buildings with larger spaces at ends.</p>
<p>Layout: Layout follows alignment of footpath between West End Avenue and West End Lane – although part now a carriageway there remains a linking footpath section to this day. Further footpath link at end of cul-de-sac. Arrangement of bungalows preserves older development which fronts West End Lane. Open plan layout to front contributes to sense of openness.</p>	<p>Front Boundary treatment Open plan. Front gardens preserved.</p>

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<p>Bungalows on north side back onto Pinner Memorial Park. Open layout of estate contributes to feeling of development in parkland. Adjacent trees around the area of West House also make a strong contribution to amenity here.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>AREA 278</p>	
<p>Location: West End Avenue – east end</p>	
<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture: Pairs of substantial semi-detached Edwardian houses all with two storey rear projections. Shallow bays, with/without feature gables. Some with forward projecting gables and bays, some with accommodation in roof. All red brick. Occasional later infill development.</p>
<p>Layout: Part of former lane shown on 1896 OS map, now a straight road rising up from Marsh Road. No verge or street trees. Narrow gaps at side.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Various boundary treatments where these survive.</p>
<p>Houses on north side back onto Pinner Memorial Park. Pedestrian access to park from western end of this area.</p>	<p>No landmark buildings. Area to rear of shops an eyesore in the approach from Marsh Road.</p>

Potential enhancement? No	1g. Pre and Post War Suburban – Edwardian Villas
Location: West End Avenue (south end), Wentworth Way No picture.	AREA 279 Architecture: Mostly detached from the 1930s-1950s, various styles, brick and render. Mainly hipped roofs. Small groups of matching houses, e.g. bay fronted narrow detached houses backing onto Meadow Road, halls adjoining semi-detached houses on south side.
Layout: West End Avenue appears to follow route of earlier lane as seen on 1932/41 OS Maps. Levels fall gently from north end to junction with West End Lane. No verge and few street trees. Wentworth Way rises up. Good pedestrian permeability across to West End Lane via Dickson Fold.	Front Boundary treatment Some gardens retained, set behind boundary walls. Others lost to forecourt parking.
Access to Pinner Memorial Park at north end.	No landmark buildings or eyesores.
Potential enhancement? No	3b. Linear – Former Lanes and Principal Thoroughfares

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Location: Holwell Place & Ashridge Gardens	AREA 280
<p>No picture</p>	<p>Architecture:</p> <p>Holwell Place: pairs of flat fronted and some suntrap-bay semi-detached houses, brick ground floor and render first floor; two storey out projections at rear.</p> <p>Ashridge Gardens: semi-detached houses mostly with shallow angular bays; some with overhanging roofs others with feature gables</p> <p>Infill 1970s detached house at junction with Eastcote Road.</p>
<p>Layout:</p> <p>Area occupies site and curtilage of former Victorian villa Pinner Place (as shown on 1932/41 and older OS maps).</p> <p>Two cul-de-sacs with single point of access onto Eastcote Road. Staggered building line to both sides of both roads adds interest, as does the turn and arrangement of houses at the head of Ashridge Gardens. Verge and some street trees to Holwell Place.</p> <p>Good footpath link to Pinner centre from Ashridge Gardens</p>	<p>Front Boundary treatment</p> <p>Front gardens retained to Holwell Place; mostly lost to forecourt parking in Ashridge Gardens.</p>
<p>Tennis club provides extensive open frontage to Holwell Place. Also note River Pinn and associated tree growth contribute to amenity/setting at junction with Eastcote Road.</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: School Lane, part Marsh Road No picture</p>	<p>AREA 281</p> <p>Architecture: Small group of distinctive, uniform Edwardian semis (and one detached) – halls adjoining with forward projecting gables to flanks; central inset section has catslide roof over porch and dormers over at first floor level. Brick ground floor, render first floor. Also shallow, curving ground floor bays. Also 1970s three storey flat blocks; ground and first floor in red brick, second floor tile-hung (very out of character)</p>
<p>Layout: 1896 OS map shows school building (site now occupied by the 1970/80s flats) served by School Lane and open land fronting Marsh Road/triangular area up to railway to north. 1913/14 OS shows the houses developed as exist today and also fronting the remainder of Marsh Road to the bridge; by the 1932/41 OS these converted to the shop buildings.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>The layout reflects the established route of Marsh Road and the lane leading to the Victorian school. Houses have quite short front gardens. No verge or street trees but School Lane retains a narrow village character despite the flats).</p> <p>Narrow gaps between houses (but well preserved).</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Cecil Park</p>	<p>AREA 282</p>
<p>No picture</p>	<p>Architecture: Mainly Edwardian (large - red brick) to 1920/30s (conventional brick and render) semi-detached houses. Variety of house types/styles but some good arts & crafts and tudorbethan detailing. Some of the Edwardian houses have been converted, with extensions/in-fill, to flats.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>1896 OS shows area as open land between Marsh Road and Metropolitan railway. By 1913/14 Cecil Road shown as laid out with some development of (larger) semi-detached houses. By 1932/41 area largely developed as exists today, with the library site at the north-end occupied by a nursery and grounds.</p> <p>The main part of Cecil Park is a long straight road, wide carriageway (with some street trees), and conventional arrangement of houses with front and rear gardens either side. Mix of narrow gaps and garage spaces to sides (depending on age of housing).</p> <p>Some good rear garden trees especially on north side adjacent to railway embankment.</p>	<p>Front gardens predominantly use for forecourt parking; many however retain some trees/landscaping. Variety of boundary treatment.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Marsh Road, part Eastcote Road</p>	<p>AREA 283</p>
<p>No picture</p>	<p>Architecture: Good group of large Edwardian semi-detached houses, with large front-facing mock-Tudor gables and two storey bays, on west side of Marsh Road. Otherwise 1930/40s detached houses, brick and render, in a variety of designs and later</p>

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	<p>infill/replacement houses and flats, including quite dominant Marsh Point flats on corner of Marsh Road/The Ridgeway. Note also former telephone exchange now redeveloped as flats.</p>
<p>Layout:</p> <p>1896 OS map shows this part of Marsh Lane/Eastcote Road running through open land, with Victorian villas Pinner Grove (see area 327) and Pinner Place (see area 280) to south. By 1913/14 OS the Edwardian semis were in situ and by 1932/41 most of the road frontage developed with detached houses.</p> <p>The staggering of houses to the curve of Marsh Road (and some set-up from the road) provide visual interest, and good harmony to the group of Edwardian semis. Some limited verge and street trees. Overall mixed/piecemeal character being re-enforced by redevelopment of sites for flats.</p> <p>General fall in levels from railway bridge to east towards Pinner centre.</p> <p>Pinner Village Gardens accessed from Marsh Road/The Ridgeway junction.</p>	<p>Front Boundary treatment</p> <p>Most front gardens lost to forecourt parking but some retain border trees/greenery. Variety of boundary treatments where retained.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>The Pinner Point development is a dominant, landmark building. The 1980s offices on the corner of Eastcote Road/Marsh Road detract from the character of this area.</p>
	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

<p>Location: Chessington Court</p> <p>No picture</p> <p>Layout:</p> <p>1896 OS shows this area as trackway providing access down from the bridge, alongside the railway, to the farm land (similar track on other side). By 1932/41 OS surrounding suburban development had taken place and this site occupied by a single detached house.</p> <p>This 1970s development comprises three blocks arranged in green, open land around a private driveway leading to a rear garage/parking court. Levels fall from Marsh Road (which at this point is rising to cross the railway).</p> <p>The dominant characteristic is the development's open setting with some good, mature tree growth around the boundaries (and particularly bordering the railway).</p> <p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>AREA 284</p> <p>Architecture:</p> <p>1970s maisonettes in two storey 'semi-detached' blocks; gabled roofs. Mainly brick but with feature tile hanging.</p> <p>Front Boundary treatment</p> <p>Green, open plan forecourts all retained.</p> <p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonettes – Maisonettes</p>
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<p>Location: Meadow Way</p> <p>No picture</p>	<p style="text-align: right;">AREA 285</p> <p>Architecture:</p> <p>Along north section: mainly similar/uniform brick and render semi-detached with narrow gaps at sides; shallow tile-hung bays with small feature gables over.</p> <p>Along southern section: a small group of semi-detached and one detached houses with brick to ground floor and a band of render to first floor. Shallow bays with feature pitched roofs over. Otherwise a mix of detached and semi detached houses and some bungalows along this section (various styles).</p>
<p>Layout:</p> <p>Some houses on north side back onto tennis club open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p> <p>No landmark buildings or eyesores.</p> <p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: George V Avenue (part), Anglesmead Crescent, Anglesmead Way, Ainsdale Crescent, Greystoke Avenue, Birkdale Avenue, Melbourne Avenue</p>	<p style="text-align: right;">AREA 286</p>

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<p>No picture</p>	<p>Architecture:</p> <p>1930/40s semi-detached and detached houses and bungalows:</p> <p>Semi-detached houses – generally quite plain render with angular bays and gables over; some brick and render with round bays and Tudor gables over, some with flat-top bays; some good tudorbethan pairs fronting George V Avenue</p> <p>Detached houses – as with semis, mainly quite plain with bays and roof projections/gables over; some 'L' shape, etc</p> <p>Bungalows (detached and semi) mainly 'L' shaped with bays and roof projection over; rendered.</p> <p>Note also some 1950/60s infill houses – yellow brick, flat fronted with some feature timber panelling</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as open farmland with footpath running across between Nower Hill and Headstone Lane. Collection of buildings (small farm) at Headstone Lane (where Melbourne Avenue is). By 1932/41 OS much surrounding suburban development largely completed, but this area still open and George V Avenue not yet laid-out (but clearly planned).</p> <p>Good planned layout, George V Avenue the principal route through and laid out as a suburban boulevard with central green, treed island and two service roads either side also separated by</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>green islands. Two crescents either side and off roads/cul-de-sac to make use of remaining land within confines. Good link through to Headstone Lane via Melbourne Avenue. Northern boundary of area delineated by trees/ditch forming the historic deer park boundary (now Pinner Park Farm) as shown on Old OS maps.</p> <p>Side roads quite narrow but with verges and street trees. Layout allows some good arrangement of buildings at corners etc. 1950s houses either side of Greystoke Avenue junction suggest these were originally green amenity areas; also a 1950s pair in Greystoke Avenue may have been intended as a continuation of Ainsdale Avenue northwards.</p> <p>Very good amenity area and trees to south side of Melbourne Avenue; this road probably intended to continue westwards to develop Pinner Park Farm.</p> <p>Although poor permeability between this area and adjoining suburbs.</p> <p>Mix of garage spaces and shared driveway gaps at sides.</p> <p>Gentle fall in levels north to south and west to east.</p>	
<p>Pinner Park Farm Green Belt land to north – many houses back onto this open land and footpaths via George V Avenue provide access to/permeability to Pinner, Hatch And etc. Headstone Manor recreation ground can be accessed via Melbourne Avenue. Note also that Melbourne Avenue amenity land is designated open space.</p>	<p>The original, main school block north of Melbourne Avenue is a good landmark building.</p>

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<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Manor Park Drive, Holmdene Avenue, Greenfield Way, part Headstone Lane</p> <p>No picture</p>	<p>AREA 287</p> <p>Architecture: 1930s semi-detached and some detached houses and bungalows. Brick and (mainly) render with angular & round bays and feature gables over. Some pairs with joined bay projections and large hipped roofs over. A distinctive feature of most houses on this estate is the use of rear projections (kitchens and, to houses, bathrooms above). Some tudorbethan detailing to houses fronting Headstone Lane.</p>
<p>Layout: Prompts: Pattern of development, sense of openness, verges, street trees, gaps between buildings, permeability, interesting rhythm of layout . Use of topography/views?</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>The extent of this area coincides with a single field as shown on the 1896 & 1913/14 OS maps; these maps also show a small collection of buildings fronting Headstone Lane to the north-eastern corner. By 1932/41 area shown fully laid out and developed as exists today.</p> <p>Conventional suburban layout within confines of field boundary. The turn in Manor Park Drive and the corner in Holmdale Avenue add interest to the building line. Also note detached houses to corners of Greenfield Way incorporate architectural features on the street-facing flank elevation. Manor Park Drive goes to dead end – probably intended to continue development westwards.</p> <p>Garage spaces to side of semis and some good spaces around detached/corner buildings. Verges and street trees add to suburban character.</p> <p>Poor pedestrian permeability with adjoining residential estates.</p>	
<p>Amenity space in Melbourne Avenue to rear of some houses in Manor Park Drive and wraps around front to Headstone Lane (part). Houses in Headstone Lane face Headstone Manor recreation ground.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>

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<p>Location: Parkside Way, Kingsfeild Avenue, Kingsway Crescent, Woodberry Avenue, Priory Way, Monor Way, Hillview Gardens, Elmcroft Crescent, part Headstone Lane, part George V Avenue, Hillfield Close, Churchfield Close</p>	<p>AREA 288</p>
<p>No picture</p>	<p>Architecture:</p> <p>1930s area predominantly semi-detached houses, and two dominant styles: round bay with gable over (typically tile hanging between ground and first floor) and plainer pairs with angular bays and gables over. However other styles used also: e.g. forward projecting 'M' shape gables, joined square bay projections with individual and single gables over, some built with garages at sides and catslide roof over, some unusual double-width pairs with forward projecting gables and inner porches (Manor Way), etc. Some good tudorbethan detailing fronting George V Avenue.</p> <p>Area also includes some detached houses, some short terraces (usually three or four houses) and some bungalows.</p> <p>Predominant material is render, with brick as feature secondary.</p> <p>Very good pair of modern (2000s) semis on site of former bungalow corner of Kingsfield Avenue and Allington Road.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p> <p>Many front gardens used for forecourt parking, some retain greenery. Variety of boundary treatment where retained.</p>

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<p>1896 and 1913/14 OS maps show this areas as open farmland with Headstone Lane running through as a rural lane. By the 1932/41 OS the area is shown laid out and fully developed as exists today; although triangular vacant area to rear of houses in Kingsfield Avenue, Woodberry Avenue and Kingsway Crescent (shown as accessed from Woodberry Avenue) now incorporated into domestic gardens.</p> <p>Conventional, suburban layout, incorporates alignment of Headstone Lane but otherwise obliterates the former field pattern. Generally conventional building lines, quite narrow carriageways (except principal roads – Kingsfield Drive, Parkside Way and Headstone Lane) with verges and street trees. Terraced houses served by rear access alleys. Garage spaces at sides. Some very long rear gardens e.g. Priory Way, Manor Way etc.</p> <p>Quite poor permeability, e.g. no footpath link between Manor Way, Priory Way and Headstone Manor recreation ground.</p> <p>Yeading Brook (largely culverted) runs through centre of this area (south from Headstone Manor) – levels rise up east and west either side.</p>	<p>Headstone Manor Recreation ground (MOL) dovetails this area to the north – access from Headstone Lane and Parkside Drive (opening provides break to built-up frontage). Also sports ground open spaces to north and south of houses in Kingsfield Avenue.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>	

No	
<p>Location: Southfield Park, Hazelwood Close, Yewtree Close, part Pinner Road</p> <p>No pictures</p>	<p>AREA 289</p> <p>Architecture:</p> <p>Southfield Park & Pinner Road: quite mixed – Edwardian and 1920/30s semi-detached houses and some detached houses; variety of styles including halls-adjoining with forward projecting gables and bays, ground floor bays only, traditional semis with round bays and feature gables over. Render and brick Also some later in-fill development (including three storey red brick block of 1980s flats corner of Pinner Rd/Southfield Park)</p> <p>Yewtree Close & Hazelwood Close: 1980s backland developments of brick two storey detached, semi-detached and terraced houses and flats</p>
<p>Layout:</p> <p>1896 OS map shows this area confined within the boundaries of a single field. By 1913/14 OS Southfield Park is laid out as far as the Yeading Brook (at the eastern end) and some development taking place along its length and to the Pinner Road frontage. By 1932/41 the area is fully developed (and surrounded</p>	<p>Front Boundary treatment</p> <p>Southfield Park & Pinner Road: many front gardens lost to forecourt parking; variety of boundary treatments where retained.</p> <p>Hazelwood Close & Yewtree Close: as noted quite car dominated, but some open plan garden forecourts contribute to spaciousness and sense of greenery</p>

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<p>by suburban development) and is shown continuing into Kingsfield Avenue (area 288) with Station Road not yet extended to reach the Pinner Road junction.</p> <p>Southfield Park is a long straight road, quite wide, with street trees but no verges. Mix of narrow and wider gaps between houses. Levels fall down towards Station Road. Hazelwood Close and Yewtree Close are built on the former gardens of Southfield Park property (and also part the rear gardens of Manor Way property) and have a modern cul-de-sac layout with buildings arranged informally around; quite car dominated but some good tree retention.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Victor Road, Sidney Road, Edward Road, Albert Road, Fairfield Drive, part Headstone Gardens, part Pinner View, Wooster Mews</p> <p>No picture</p>	<p>AREA 290</p>
	<p>Architecture: 1930s mixed including conventional semi-detached and some detached houses with round, square and angled bays & feature gables over; flat fronted semi-detached pairs; terraces and two</p>

	<p>storey blocks of maisonettes. Also some chalet houses and bungalows and good group value to small uniform group of bungalows with front dormers in Victor Road.</p> <p>Brick and render are predominant materials.</p> <p>Some later infill development of two storey 1970s terraced houses and flats.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Harrow View and Headstone Drive/Gardens laid but, but this area as fields except small collection of buildings fronting Harrow View (on site of new flats – former Texeco garage site). By 1932/41 OS the roads in this area are shown as laid out and the housing largely developed. Pinner View follows the alignment of the driveway to historic Headstone Manor.</p> <p>Area has grid road layout and conventional arrangement of houses and gardens either side. Some staggering of houses to Headstone Gardens adds interest. Some verges and street trees (but not many). Garage spaces at sides.</p> <p>Gentle fall in levels from north to south.</p>	<p>Front Boundary treatment</p> <p>Most front gardens used for forecourt parking; variety of boundary treatment where retained.</p>

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<p>Kodak Sports ground to north of area is open space, but no direct access. Headstone Manor recreation ground to west is Metropolitan Open Land and is directly accessed from Victor Road (providing permeability to other area). Good tree frontage to Pinner View.</p>	<p>The Kodak factory and chimney is a distinctive feature on the skyline in this area. Also Headstone Manor to north. However an adjacent car breaker's yard is an eyesore.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter War Housing Estates - Speculative Estates</p>
<p>Location: Pinner View, Grafton Road, Chandos Road, Althorpe Road, Beresford Road, Cunningham Park, Longley Road, Hide Road, Bolton Road, Moat Drive, Brook Drive</p>	<p>AREA 291</p>
	<p>Architecture: Edwardian to 1920/30s detached, semi-detached and some terraced housing (mainly in brick). The Edwardian semi-detached and detached houses are generally quite large, in a variety of styles, with deep bays and gables. Some with substantial two storey rear projections. Terraced housing smaller and plainer, but many still feature bays with gables. 1930s houses (mainly rendered) a mix of traditional semis with bays and gables, and some other types e.g. 'M' shaped gables and front-flank tile hung first floors (Brook Drive).</p>

	<p>Some good examples of arts & crafts and tudorbethan detailing throughout the area. Also some later esp. 1970s infill development/redevelopment of two and three storey flats/terraced houses.</p>
<p>Layout:</p> <p>1896 OS shows area as open fields; Pinner View is shown as a narrow track from Pinner Road to Headstone Manor but Headstone Gardens and Harrow View are shown formally laid out. Open brooks are shown running to the south of the area (forming the north boundary of the Pinner Rd cemetery and the then extent of Harrow recreation ground) and to the north of the area. By the 1913/14 OS Harrow recreation ground had been extended northwards and surrounding roads laid out and undergoing development. By 1932/41 OS the area largely developed except Brook Drive (laid out and undergoing development – the brook having been culverted).</p> <p>The area has a formal grid layout bounded to the west by the curving alignment of Pinner View. Cross Road provides good permeability between Cunningham Park, Longley Road and Hide Road. Elsewhere some good footway links (e.g. Harrow View to Moat Drive & between Moat Drive and Brook Drive). Good curving building line to Cunningham Park & Longley Road (west end) and Pinner View. Larger, older housing tends to be in roads around the park with the later, more modest housing further away especially to north of area.</p>	<p>Front Boundary treatment</p> <p>Some good front garden survival to older housing areas due to shallower forecourt depth and bounded by some good garden walls. (Also note houses set up/down either side of road in accordance with levels changes). Later housing has greater losses of forecourts to parking and more mixed boundary treatment.</p>

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<p>The strongest characteristic is topography – a ridge roughly in line with Cunnigham Park with quite steeply falling levels south and north – towards the former watercourses rear of Brook Drive and Grafton Road (both tributaries of the Yeading Brook). Strong Views of Harrow Hill from Cunnigham Park recreation ground entrance and of the Green Belt from Pinner View. Generally narrow gaps between houses (but well preserved). Some good rear garden trees.</p> <p>Many street trees but few verges.</p>	
<p>Good relationship with open spaces – many houses in Cunnigham Park and Beresford Road back onto Harrow recreation ground, and there are accesses to the park from these roads. Also some houses on the west side of Pinner View back on sports grounds and again these are accessed/visible from the road.</p>	<p>St. Georges Church (listed grade II) occupies a prominent position on the ridge and dominates the surrounding area. Its church hall (listed grade II) and vicarage (locally listed) in Pinner View are also good landmarks.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Harrow View/Headstone Drive</p>	<p>AREA 292</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Mainly 1930s short terraces (four/six houses long) with shallow square/angular bays and some with gables over. Also some semis to Harrow View with deeper, round bays and gables and some later development e.g 1950s flats at end of Moat Drive.</p> <p>Brick and (mainly) render.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Harrow View and Headstone Drive laid out but these parts undeveloped. By 1932/41 OS largely developed as existing although the parking/commercial area to the rear of Headstone Drive is shown as allotment gardens.</p> <p>This area therefore comprises conventional frontage development along established roads. Generally narrow gaps between buildings and continuous front building lines, although the rise in levels along Harrow View adds interest. A footpath link provides good permeability to Moat Drive and a service road runs to the rear of houses in Headstone Drive.</p> <p>Some street trees have been planted but there are no verges.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained. A notable exception is the 1950s flats which have a wide, green forecourt bounded by a hedge.</p>
<p>No relationship with open space.</p>	<p>The Kodak factory and chimney are dominant landmark features, particularly in the downhill approach along Harrow View.</p>
<p>Potential enhancement?</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

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No	
<p>Location: Walton Road, Walton Drive, Harley Crescent, Harley Road, View Close, Walton Close</p>	<p>AREA 293</p> <p>Architecture:</p> <p>1930s mainly semi-detached and some short terraces (three/four houses long). Predominant semi-detached style comprises shallow, curved bays (joined at the centre) with gables over and featuring tile hanging or tiles in diamond shapes. Some plainer semis and terraces with shallow angular/square bays – with/without gables over – and some distinctive chalet pairs with catside roofs at sides to south-east corner.</p> <p>Brick and (mainly) render.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Harrow View and Headstone Drive laid out but undeveloped – and this area also open (with brook running through – now culverted). By 1932/41 this area laid out and largely developed (land to north of View Close/Walton Close shown as allotment gardens).</p> <p>Formal layout of mainly long straight narrow roads with continuous front building lines, although turns in Walton Drive and Harley Crescent add some interest as does the arrangement</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>of houses around the cul-de-sac turning circles of View Close and Walton Close. The return (garden) frontages of corner houses provide some visual relief in adjacent streetscenes.</p> <p>Mix of shared driveway and garage spaces at sides. Some housing served by rear access alleyways. Good pedestrian permeability provided by footpath link from Marlborough Hill to Walton Drive & Harley Crescent.</p> <p>Falling levels (south to north) add interest. Some street trees but verges now hardsurfaced.</p>	
<p>No relationship with open space.</p>	<p>Kodak factory and chimney dominate this area.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Marlborough Hill, Ranmoor Gardens, Badminton Close, Sandridge Close, Churchill Place, Rugby Close, Leys Close</p>	<p>AREA 294</p>
<p>No picture</p>	<p>Architecture: Mix of larger red brick Victorian/Edwardian and conventional 1920/30s rendered semi-detached houses to Marlborough Hill, Rugby Close and Leys Close – variety of styles including halls-adjointing pairs, round and square bays with/without gables and some with front dormers. Also good group of white-rendered, modernist semis at western end and a good Victorian detached</p>

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	<p>villa in Italianate style. Also some terraced & detached houses, some good Tudorbethan detailing and later development (e.g. 1950s and 1970s three storey block of flats, two storey maisonettes etc).</p> <p>Ranmoor Gardens (and part Marlborough Hill) – uniform development of flats in two storey semi-detached pairs with small flank projections – also suntrap bay windows and corner windows, overhanging roof, brick and render. Good group value.</p> <p>Badminton Close: small 1970s development of maisonettes in two storey terraced blocks with front porches and balconies over.</p> <p>Churchill Court dominates the eastern end of Marlborough Hill and Sandridge Close – three storey 1970s flats with flat roof and in dark brown brick. Some two storey housing on north side.</p>
<p>Layout:</p> <p>1896 OS shows Marlborough Hill laid out with some semi-detached houses to eastern end but otherwise dominated by detached villas in spacious grounds (to western end) including the Italianate detached house which survives today. By 1913/14 some of the detached houses are shown replaced by the higher density semi-detached houses which exist today, along with similar development to previously open frontage. By the 1932/41 OS the later 1930s houses at the western end (the modernist houses and Rugby Close/leys Close) underway but the Victorian villas still dominate the north side at this end.</p>	<p>Front Boundary treatment</p> <p>The Victorian/Edwardian semis have short front gardens set behind brick walls – so well preserved. Elsewhere much loss of front gardens to forecourt parking; variety of boundary treatment where retained.</p>

	<p>It is evident therefore that the later development at the western end of Marlborough Hill – the 1950s mansion blocks, Ranmoor Gardens and Marlborough School – replace the Victorian houses and gardens. The 1970s flats block on the corner of Rusland Park Rd occupy the site of a Victorian vicarage. At the eastern end much development was cleared as part of the Civic Centre development and Churchill Court occupies the site of large Victorian semi-detached villas adjacent to Harrow & Wealdstone station.</p> <p>Despite the mix of buildings Marlborough Hill has displays some good architectural detailing and its curving alignment & rising levels produces interesting building lines –esp. to the modernist semis at the western end. Also some good mature trees retained at the western end.</p> <p>Badminton Close occupies the plot of a former pair of Victorian semis and is a short cul-de-sac with a staggered, open plan building arrangement.</p> <p>Ranmoor Close, Rugby Close and Leys Close have narrow carriageway that give them a contrasting intimate feel, although opportunities for good permeability lost (e.g. links to Radnor Avenue & Radnor Road; links from Ranmoor Gardens to the Walton Drive footpath). Ranmoor Close served by garage courts.</p> <p>Levels fall south to north and west to east.</p>
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<p>Generally narrow gaps between the houses, but well preserved. Some glimpses to Green Belt through school site/Badminton Close.</p>	
<p>No relationship with open space.</p>	<p>The detached Victorian house and the 1950s flat blocks on Marlborough Hill are good landmark buildings.</p>
<p>Potential enhancement? No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>Location: Queens Walk, Kings Way, Dukes Avenue, Earls Crescent, Princes Drive, Barons Mead</p>	<p>AREA 295</p>
	<p>Architecture: 1920/30s semi-detached and detached houses. Mix of round, square and angular bays with gables, 'M' shaped gables etc. Very good tudorbethan detailing – tile hanging, timber framing, herringbone brickwork, brick qions etc. Some original stained glass, front doors, porch canopies etc survive. Mainly render with brick detailing.</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens largely used for forecourt parking, but many retain an element of greenery. Variety of boundary treatment.</p>

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<p>1896 and 1913/41 OS maps show this area predominantly open (two fields) with a small number of large Victorian villas around Harrow & Wealdstone station and along Headstone Drive, to the north. By 1932/41 this area is shown laid out and fully developed. Barons Mead added as part of the Churchill Court/Civic Centre redevelopment & street reconfiguration.</p> <p>Although a formal, planned layout there is a strong, suburban character to this area with quite narrow carriageways and footpath, good verges and street trees. Princes Drive and Kings Way have a more curving alignment which allows a staggered arrangement of buildings, which adds interest, as does the arrangement of houses around the turning circle in Queens Walk.</p> <p>Most houses have garage spaces at sides and quite long rear gardens – some good rear garden trees.</p> <p>Levels fall from south to north, adding to the pleasing overall character of this area.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2a. Inter-War Housing Estates – Tudorbethan Estates</p>
<p>Location: Danes Gate, Headstone Drive (part)</p>	<p>AREA 296</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Three storey 1930s brick and render blocks of flats in modernist style with suntrap flat and bay windows; also some balconies. Much character lost as a result of unsympathetic window replacement and some poor maintenance.</p>
<p>Layout:</p> <p>The flats occupy the site of Victorian detached villas and their gardens as appear on old OS maps.</p> <p>Some good trees retained at rear and some of the blocks have good communal open space at rear. However the two end-on blocks are centred on the narrow, short cul-de-sac of Danes Gate but have had rear parking/access driveways added which has destroyed their setting. The block at the corner of Princes Drive occupies a prominent position set up from the road and benefits from some good frontage landscaping.</p>	<p>Front Boundary treatment</p> <p>The front forecourts survive, set behind distinctive boundary walls which unites the blocks, but are of limited landscape value.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7b. Flats and Maisonettes – Modernist Flats</p>
<p>Location: Graham Road, Wellington Road, Havelock Road, Gordon Road, etc</p>	<p>AREA 297</p>
	<p>Architecture:</p>

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	<p>Mainly Victorian and early twentieth century terraced houses, some intended for multiple occupation. Mostly brick with bays and short front gardens.</p> <p>Some later infill and flatted development particularly in Waiseley Road.</p>
<p>Layout:</p> <p>Typical grid layout associated with terraced housing of this era. Development occupies land between High Road and railway; rear garden boundary of houses on north side of Graham Road reflect original field boundary as shown on 1896 map.</p> <p>Cecil Road runs parallel to the railway and faces associated rail-side industrial development. Gordon Road and Graham Road have slight curve as they rise up from High Road which adds visual interest and staggers the building line of some groups of houses.</p> <p>Road heavily parked. Some houses served by rear access alleys.</p> <p>No verges but some street trees have been planted.</p> <p>Some houses on north side of Graham Road back onto Whitefriars School playing fields.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely retained due to depth (unsuitable for parking), but of limited landscape value. Mainly delineated by front walls.</p>
	<p>Whitefriars School is a good landmark building in Whitefriars Avenue and the former cinema on the corner of High Road and Graham Road is also a good landmark at the entrance to the</p>

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	<p>estate. The Kodak factory on the other side of the railway is a dominant local landmark with buildings contemporary to these terraced houses.</p> <p>However industrial uses (in Cecil Road) and the rear of shops/commercial premises (in Wolseley Road) detract from the area.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Canning Road etc</p>	<p>AREA 298</p> <p>Architecture:</p> <p>Mainly older, Victorian brick speculative terraced housing with short front gardens and bays. 1920s mansion blocks front parts of Masons Avenue; occasional Edwardian and 1930s semi-detached pairs and later twentieth century in-fill/flatted redevelopment to two and three storeys.</p>
<p>Layout:</p> <p>Broadly grid-iron street pattern though more haphazard/less dense than neighbouring area to the north. Byron Road and Masons venue form the main routes through. No verges and few street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely retained due to depth (unsuitable for parking), but of limited landscape value. Front walls.</p>

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<p>Stuart Road leads to and partially fronts Byron Recreation Ground. This provides much needed visual relief through openness and greenery.</p>	<p>The Royal Oak PH on Peel Road is a well-preserved example of a 1930s PH and the 1920s mansion blocks on Masons Avenue provide some visual variation to the surrounding terraced form. However heavy traffic flows and industrial/commercial uses detract from the residential environment and create a number of eyesore sites.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>AREA 299</p>	
<p>Location: Archery Close</p>	
	<p>Architecture: Three storey 1970s blocks of flats; brick.</p>
<p>Layout: Old OS maps indicate that this development took place on the site of a former laundry and its grounds. Cul-de-sac round layout with parking courts around which the blocks of flats are informally arranged. Each block has rear amenity space and some forecourt greenery. Some tree growth around the perimeter contributes positively to amenity.</p>	<p>Front Boundary treatment Open plan layout with green areas retained as car parking planned into the estate's layout.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>

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7d. Flats and Maisonettes – Post-War infill Flatted Developments	Potential enhancement? No
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Appendix 7 Areas 300-349

<p>Location: Christchurch Avenue & Gardens, Kingshill Avenue/Elmsleigh Avenue/Alicia Avenue & Gardens etc, Kingshill Drive/Hartford Avenue/Elgin Avenue etc.</p>	<p>AREA 300</p>
	<p>Architecture:</p> <p>Sub area south of Christchurch Avenue: mostly semi-detached houses to east of this area – Alicia Gardens, Elmsleigh Avenue, Kingsfield Avenue – and mostly terraced houses in blocks of four, six and eight dwellings to west. Strong architectural uniformity: brick and render with round bays & feature gables, some original porch canopies survive. Garage spaces to sides of semis.</p> <p>Christchurch Avenue, Radstock Avenue etc: mostly terraced houses, four and eight dwellings long, with round bays and gables. Some original porch canopies. Brick & render with Tudor and tile hanging detailing.</p> <p>Sub area north of Christchurch Avenue: mostly semi-detached predominantly with round bays & gables over and garage spaces at sides. Some original porch canopies. Brick & render with Tudor and tile hanging detailing. However variations exist – e.g. ‘suntrap’ houses with shared drives in Elgin Avenue, chalet style houses in Tenby Avenue.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Front gardens largely lost to forecourt parking. Some low boundary walls and hedges where these are retained.</p>	<p>This area appears on the 1896 & 1913/14 OS maps as farmland & rifle range bounded by the Belmont railway to the west, Kenton Lane (incl. Kenton Lane Farm) to the east and Wealdstone Brook to the south. By 1932/41 OS the area is laid out and almost fully developed as existing. Area south of Christchurch Avenue developed retaining some field boundaries (e.g. to rear of houses in Alicia Gardens & Elmsleigh Avenue, and to rear of Priestwood Avenue etc) suggesting more piecemeal approach; area north of Christchurch Avenue largely obliterates former field pattern and displays more comprehensive, planned layout.</p> <p>Sub area south of Christchurch Avenue: no particular pattern/planned form to road layout; long stretches of road running from north to south creates long unrelieved frontage, though some interest provided by staggered building line at turns in Elmsleigh Avenue and Kingshill Avenue. No verge but some street trees. Gentle fall in levels from Christchurch Avenue. Poor pedestrian permeability between streets. Narrow carriageway in terraced roads.</p> <p>Christchurch Avenue etc: continuation of Kenmore Avenue down to Christchurch Avenue with grid layout cross roads. Christchurch Avenue a cul-de-sac filling land between Kenmore Road and the former Belmont Railway. Few street trees and no verges. Poor pedestrian permeability between streets.</p> <p>Sub area north of Christchurch Avenue: long sweeping rounds run from north to south following fall in levels with straight horizontal cross roads; grid layout to Hartford Avenue. Street</p>
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<p>trees but no verges. No pedestrian permeability between streets. Glimpses of rear garden spaces between houses and on return frontages of corner properties.</p>	
<p>Access to park from Prestwood Avenue and Alicia Avenue adds to character and provides visual relief. Views of parks also visible from Hughenden Avenue</p> <p>Priestmead Recreation ground to rear of properties in Kingsfield Drive and Hartford Avenue has entrances to these roads which provide visual relief in the streetscenes. Glimpses of this open space also visible through gaps between buildings.</p> <p>Former Belmont Railway walk runs to rear of houses in Kenmore Avenue & Christchurch Gardens but no opportunities to access this; however this provides vegetation which contributes to amenity of gardens and may be seen from the road in glimpses through gaps in the buildings.</p> <p>Overall fall in levels north to south (towards Wealdstone Brook).</p>	<p>Rear service areas of shops detract from entrance to the estate from Belmont Circle.</p>
<p>Potential enhancement? No</p>	<p>2b. Inter war Housing Estates - Extensive Planned Estates</p>
<p>AREA 301</p>	
<p>Location: Christchurch Avenue (part), Burnham Close, Coxo Place</p>	
<p>No picture.</p>	<p>Architecture:</p>

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<p>Christchurch Avenue: 1930/40s maisonettes in two storey terraced blocks with two storey flat roof rear projections; round and angular bays with gables at front give appearance of traditional houses. Also two flat fronted semi detached pairs (set back from road) at western end. Brick and render. Good uniformity/group value.</p> <p>Burnham Close & Coxe Place: 1990s development of two storey semi-detached and terraced houses in red brick with gable roofs; some features such as porches, feature gables etc.</p>	
<p>Front Boundary treatment</p> <p>Good (though not complete) front garden retention to Christchurch Avenue flats with front boundary hedging where retained. Burnham Close/Coxe Place more open plan and more car dominated though most forecourts have some grass – but overall poor estate landscaping.</p>	<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as farmland bounded by Belmont Branch line to east, Victorian residential development to west (Byron Rd etc) and Wealdstone Brook to south. By 1932/41 OS Christchurch Avenue is laid out, linking Byron Road to the new suburban development west of the railway branch line, and the 1930s maisonettes developed. The land to the north is shown as allotment gardens and an open-air swimming pool (still existing but disused).</p> <p>The flats in Christchurch Avenue follow the curving alignment of the road which produces a pleasing sweeping building line; modest gaps between the buildings. The later flats at the west end are set back from the road with a carriage driveway and have good symmetry/spatial setting. Leftover areas from the redevelopment/reconfiguration of surrounding areas provide greenery to the streetscene.</p>

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<p>Burnham Close/Coxe Place is a planned arrangement of buildings around a cul-de-sac layout. Forecourt and visitor parking areas give it an urban, car dominated appearance. Poor permeability – one access/egress point and no pedestrian access to Belmont Railway.</p> <p>No verge or street trees.</p>	
<p>Former Belmont Railway Green Chain and walk accessible (via steep steps) from Christchurch Avenue.</p>	<p>The Harrow Leisure Centre is a dominant building in Christchurch Avenue.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>AREA 302</p>	
<p>Location: Cullington Close</p>	
<p>No picture</p>	<p>Architecture:</p> <p>Quite plain, rendered semi-detached houses. Mix of hip and gable roofs. Some with bay windows, others flat fronted.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as Greenhill sewage farm. By 1932/41 OS area shown as allotment gardens with Wealdstone Brook along north boundary (now culverted).</p>	<p>Front Boundary treatment</p> <p>Most front gardens lost to forecourt parking – some retain a little planting and some with boundary hedging.</p>

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<p>Late example of garden suburb development: quite long, curving cul-de-sac with planned arrangement of houses either side – some staggering of houses and houses at either end set further back behind wide street verges and trees. Also a wide verge with trees to the adjacent part of Kenmore Avenue.</p> <p>Narrow gaps at sides – well preserved.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Daintry Close, Martock Close</p>	<p>AREA 303</p>
<p>No pictures</p>	<p>Architecture:</p> <p>1980/90s development of mainly brick two storey narrow terraced houses with gabled roofs. Most houses have porches but otherwise devoid of feature/decoration.</p>
<p>Layout:</p> <p>Old OS maps show this area as part of sewage farm with Wealdstone Brook (now culverted) along north side.</p>	<p>Front Boundary treatment</p> <p>Parking designed into layout, so most front gardens retain some green frontage. But usually only grass so of limited landscape value. Open plan.</p>

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<p>Extensive green verge provided along Kenmore Avenue frontage otherwise a planned, informal arrangement of terraces around cul-de-sac spurs and quite car dominated with forecourt parking areas and rear parking courts. Return garden frontages to corner properties provide some visual relief in the streetscene. Good permeability provided by footpath links to Kenmore School, Brampton Grove and Kenton Recreation Ground.</p>	
<p>Direct access from Daintry Close to Kenton Recreation Ground – and access point provides much needed good greenery/tree growth. Also some houses back onto playing fields and the open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Kenton Lane (south)</p>	<p>AREA 304</p>
<p>No picture</p>	<p>Architecture: Predominantly 1930s semi-detached and some detached houses in brick and render with round bays & gables, many featuring some mock-Tudor detailing. Occasional variation e.g. square/angular bays, halls adjoining pairs etc.</p>

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	<p>At northern end some flat-fronted suntrap style with recessed porches; pairs with a single gable spanning both bays; chalet houses with catslide roofs at side and some later in-fill development.</p> <p>Kenton Lane also features some good two storey mansion blocks of flats with suntrap windows/art deco detailing (eg Queens Court, Jersey Court & Kenton Court).</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Kenton Lane as a narrow, rural lane through open farmland and leading to Kenton Road (following alignment of present day Woodgrange Avenue) to south. The maps show a small collection of buildings just south of present day library and Kenton Lane Farm at northern end. By 1932/41 Os Kenton Lane formally laid out along the alignment of the former lane and, like the surrounding suburban area, substantially developed.</p> <p>Although ribbon development along a pre-established alignment there is good coherence of building style, and the alignment of the former lane produces some good sweeping and staggered building frontages. Also levels rise gently from south to north.</p> <p>No verge but many good, mature street trees.</p> <p>Garage spaces to the side of most houses provide glimpses to rear garden trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained. However the forecourts of the mansion blocks and other maisonettes are well preserved providing trees, hedging and greenery.</p>

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<p>Some houses back onto open spaces –sports grounds, playing fields, etc. Open space at Kenton Lane Farm provides good visual relief in the streetscene and a setting for the historic farm building.</p>	<p>Kenton Lane Farm (grade listed) is a good landmark building and a reminder of the area's historic past. The 1930s mansion blocks and Kenton Lane library (grade listed) are also good examples of suburban modernist architecture which contribute to the distinctive suburban character of Kenton Lane.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Streatfield Road, Uppingham Avenue, Grange Ave, Rocklands Drive, Jersey Ave, Queens Ave, Ennerdale Ave, Formby Ave, Dudley Ave</p>	<p>AREA 305</p> <p>Architecture:</p> <p>Streatfield Road western end (toward Kenton Lane) traditional brick and render houses with bay windows and gables; some forward projecting gables with catside roofs; mostly with garage spaces at sides.</p> <p>Streatfield Road eastern end (towards Queensbury Circle) a mix of angular bays with gables and 'suntrap' style houses with overhanging roof; mostly shared garage spaces at sides.</p> <p>Uppingham Avenue a mixture of semi-detached and detached houses and bungalows, variety of styles which reflect styles present in neighbouring side roads (see below); garage spaces and shared drives at sides</p>

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<p>Grange Avenue – semi detached houses with shared driveways, mixed styles</p> <p>Rocklands Drive – semi detached houses with shared driveways, some uniformity of 'suntrap' style houses</p> <p>Jersey Avenue and Queens Avenue – mostly semi-detached and some detached bungalows with distinctive forward projecting wings, some semi-detached houses including distinctive 'chalet' type; garage spaces at sides</p> <p>Ennerdale Avenue – all semi-detached houses and strong uniformity of 'halls adjoining' pairs with forward projecting wings; mostly with garage spaces at sides but some shared drives</p> <p>Formby Avenue and Dudley Avenue – mostly semi detached houses with bays; mostly traditional round bays with gables over but some square bays with flat roofs over to Dudley Avenue; shared driveways at sides</p>	
<p>Front Boundary treatment</p> <p>Front boundary treatment mixed, some removed.</p>	<p>Layout:</p> <p>Streatfield Road forms a principal east-west thoroughfare with wide carriageway and links various different character areas in neighbouring surroundings. Generally flat; wide carriageway with some street trees. Grass verged have been hardsurfaced. Area mostly laid out on the 1932/41 OS Map.</p>

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<p>Rest of area appears as long tract of farmland east of Kenton Lane on 19th century and 1913/14 OS maps. By 1932/41 the area appears largely laid out and undergoing development.</p> <p>Uppingham Avenue a long, straight unrelieved road; adjacent roads provide straight cross links to Kenton Lane. Gentle fall in levels from north to south. Street trees and narrow grass verges. No pedestrian permeability between roads.</p>	
<p>No open space within this area. However some glimpses to Wetheral Drive sports ground from Uppingham Avenue.</p>	<p>Return frontages of Kenton Lane mansion blocks provide interest to Rocklands Drive and Jersey Avenue. No other landmarks. No particular problems/eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter War Housing Estates - Speculative</p>

<p>Location: Rowland Avenue, Shooters Avenue & Hunters Grove</p>	<p>AREA 306</p>
	<p>Architecture: Mainly terraced houses in rows of six and four to Rowland Avenue and Shooters Avenue. Mostly semi-detached houses with garage spaces at sides to Hunters Grove. Round bays with feature bays. Mostly rendered. Some post-war infill development.</p>

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<p>Layout:</p> <p>Area occupies extent of a single field as shown on 19th century and 1913/14 OS maps. By 1932/41 it is shown laid out and fully developed.</p> <p>Rowland Avenue and Shooters Avenue long straight roads; however Hunters Grove turns to add interest in building line/streetscene. Quite long rear gardens – some houses served by rear alleys. Gentle fall in levels from north to south. Good lateral permeability with Kenton Lane to the west and Branker Road/Paulhan Road to west; however poor north/south permeability. Street trees but no verge.</p>	<p>Front Boundary treatment</p> <p>Much front garden loss to forecourt parking. Variety of front boundary treatments where retained.</p>
<p>Sports ground to rear of houses on south side of Hunters Grove; allotments to rear of houses on east side.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Morley Crescent East and West & Hillary Gardens, also part of Streatfield Road & Culver Grove</p>	<p>AREA 307</p>
	<p>Architecture:</p> <p>Semi-detached houses mostly with shallow flat, square bays, some flat tops, some with individual gables over and some with single gables spanning bays on both pairs. Small group of</p>

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	houses with angular bays in Morley Crescent West; Hillary Gardens also includes a small group with forward projecting catside roof features. Shared driveways at sides.
<p>Layout:</p> <p>Area appears as farmland on 19th and early 20th century OS maps. By 1932/41 it is shown laid out and fully developed.</p> <p>Crescent layout of Morley East/West of some interest and breaks up an otherwise continuous, unrelieved building frontage at the corners. New infill development to north-west corner of Morley Crescent West. Largely flat. Narrow carriageway with verge and some street trees. Poor permeability to Morley Crescents.</p> <p>Houses on north side of Hillary Gardens back onto Wetheral Drive sports ground. Part of Culver Grove fronts Centenary Park which provides significant visual enhancement to this road and in views from Hillary Gardens. Streatfield Road roundabout provides some planting/visual relief.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Mixed boundary treatment. Some gardens lost to forecourt car parking.</p> <p>No landmark buildings (but views of school across Centenary Park) or particular eyesores.</p> <p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
Location: Branker Rd, Moorhouse Rd etc	
AREA 308	
Architecture:	

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	<p>Mixture of semi-detached houses and short terraces; plain design with mixture of casement and neo-Georgian sash windows; some (but not all) houses have bays; red and brown brick used; some merit in group value/garden suburb appearance</p>
<p>Layout:</p> <p>1932/41 OS map shows surrounding area largely developed but this area still open with roads only laid out, awaiting development. Kenton Farm buildings shown still existing at end of Westfield Lane (on site of later terraced houses in Paulhan Road). North boundary of estate preserves line of former field boundaries.</p> <p>Kenmore Road forms principal wide thoroughfare through the estate, the subordinate nature of the other roads emphasised by narrow carriageway width. Planned road layout of curves & turns, staggered building lines and the planned arrangement of the buildings to fit the road layout contributes to garden suburb feel, as does the group of houses access by the footpath between Kenmore Road and Hinckler Road. Good permeability – estate links in well with surrounding residential development (Charlton Road to east, Rowland Avenue/Hunters Grove to west, Westfield Lane to south) and within the estate Henson Path provides a short cut to Warneford Rd where Kenmore School is situated. Gaps between houses largely preserved. Also good use of topography – land falls from north to south and this is taken advantage of in the road layout; very strong view of Wembley Stadium & arch along Kenmore Rd.</p>	<p>Front Boundary treatment</p> <p>Front gardens have suffered badly from hardsurfacing for parking, probably due to narrow carriageway widths and consequent lack of on-street space. Some nice low level hedges and garden gates – possibly original part of garden suburb – but now some walls and railings give more formal urban appearance.</p>

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<p>Irregularity of boundary between Brancker Road and Hunters Grove suggests former field boundary or watercourse?</p>	<p>No verges per se but some very good greens with street trees on corners and where houses are 'set-back' to give relief within long streets. Good open space in Kenmore Road – feels part of planned layout providing visual relief and an amenity for residents. Vegetation associated with Westfield Lane and allotment gardens in Paulhan Road has more informal feel. Also open space between Brancker Road and Hunters Grove visible through gaps between buildings.</p>	<p>Kenmore School is the principal landmark building, in the modernist style and with a particularly strong tall, curved feature. However other larger buildings in Warneford Rd and Moorhouse Rd (flats?) add interest.</p> <p>There are also corner terraces of four houses on the corners of Kenmore Road and occasionally more architecturally interesting dwellings (eg at the top of Brancker Rd) which, again, add interest.</p> <p>Rear service area of shops in Queensbury Circle create an eyesore to Moorhouse Road.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>	
<p>Location: Kenton Park Road, Kenton Park Crescent & Kenton Park Avenue, etc.</p>	<p>AREA 309</p>	
<p>No picture</p>	<p>Architecture:</p>	

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	<p>1930s semi-detached houses; predominantly rendered with round bays and feature gables over (some with mock Tudor detailing). Occasional use of square bays. Strong uniformity but quite plain.</p>
<p>Layout:</p> <p>This area appears as open fields on the 1896 and 1913/14 OS maps, bounded to the east by Westfield Lane (serving Kenton Farm, to north) and Kenton Lane to west. Alignment of Kenton Road to south still shown as staggered (following alignment of present day Woodgrange Avenue). By the 1932/41 OS Kenton Road had been re-routed as exists today and this area was laid out and fully developed within the boundaries of the two lanes and the field boundaries to the north. Southern sports ground boundary follows line of earlier footpath. Western boundary of Kenton Park Crescent gardens (and crossing Kenton Park Rd/Close) follows line of earlier tributary to Wealdstone brook.</p> <p>Planned layout within confines of the difficult site configuration. Staggered building lines help to break up the monotony and the return frontages of end-house's back gardens provides some visual relief in the streetscene. Slight fall in levels from north to south. Some street trees survive but no verges.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Access to sports ground from Kenton Park Road provides visual relief and open views, but of limited visual greenery value. Trees in Westfield Lane provide greenery to end of Kenton Park Crescent but no pedestrian access to this lane from the estate.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Westfield Gardens/Westfield Drive</p>	
<p>Layout: Area appears on 1896 and 1913/14 O as open land bounded by Westfield Lane, to west, and by Glebe Lane (serving Westfield House and Kenton Lodge) to east. By 1932/41 Westfield Drive & Westfield Gardens laid out and largely developed as existing.</p>	<p>AREA 310 Architecture: Mostly terraced (and some semi-detached) houses of distinctive design with steep gable roofs to the front. Render. Mid terrace houses have bay windows. Otherwise limited detailing. More conventional semi detached houses with bay windows and gables over particularly in Westfield Drive. Mix of garage spaces and shared driveways at sides.</p>
<p>Front Boundary treatment Front gardens largely used for forecourt parking. Varied boundary treatment.</p>	<p>Front Boundary treatment Front gardens largely used for forecourt parking. Varied boundary treatment.</p>

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<p>Westfield Drive & Gardens link Kenton Road and Kenmore Road; no planned form to layout though long straight road avoided and curves add interest/help to vary building lines. No verge but some street trees. Slight rise in levels from south to north.</p>	
<p>No open space although Westfield Lane (footpath) runs to rear of properties on west side of Westfield Gardens.</p>	<p>No landmarks. Rear of commercial property in Kenton Road a bit of an eyesore in Westfield Drive.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Charlton Road, Malvern Gardens to Clifton Road etc</p>	<p>AREA 311</p>
	<p>Architecture: Large swathe of mostly terraced houses in groups of four, six; some semi detached pairs. Brick and render, variety of bays (generally shallow) and limited detailing particularly to east of the area. Some better houses to the west of the area, eg round bays, oriel windows, tile hanging etc in Charlton Road and Glebe Crescent. Also small groups of large gable fronted terraces with Tudor detailing in Charlton Road and D'Arcy Drive/Gardens.</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens mostly lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>The 1896 and 1913/14 OS maps show this extensive area as farmland, with Glebe Lane running north from Kenton Road and with a sewage farm to the north (off Honeypot Lane) and bounded to the east by another tributary of the Wealdstone brook. By the 1932/41 OS it is shown laid out and largely developed as exists today, though still undergoing development to the northward extremity and with Queensbury Circle etc not yet laid out.</p> <p>Charlton Road is the principal thoroughfare – may have been intended as a continuation of a Shaftesbury Avenue in LB Brent) – with a wide carriageway, generous verges and street trees; includes green at junction with Kenmore Road which falls off to north. Alignment of Glebe Lane suggests that this follows route of earlier rural lane. Layout of remaining area to east is utilitarian though some roads, eg Shrewsbury Avenue, Malvern Gardens etc – have bends which help to relieve long uninterupted building lines. Some street trees in this area but no verge. Most houses have long rear gardens served by (largely disused) rear alleys. Gentle fall in levels north to south. Poor pedestrian permeability within the estate and between surrounding estates.</p>	
<p>School playing fields provide visual relief and sense of informality to Glebe Lane. Recreation ground provides open vista to end of Clifton Road.</p>	<p>School to end of D'Arcy Gardens (and visible from Glebe Lane) provides a local landmark building – in modernist style. However alleyways are rear eyesores as are rear garden buildings/garages that front Glebe Lane and on corner properties.</p>
<p>Potential enhancement?</p>	<p>2f. Inter War Housing Estates - Speculative Estates</p>

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No	
Location: Morland Road, Farrer Road, Camplin Road, Lodge Avenue	AREA 312
No picture	Architecture: Mostly rendered semi-detached houses; round bays with gables over. Some suntrap & square bays with main roof overhang to Farrer Road. Also flat fronted and suntrap houses to Kenton Road.
Layout: The 1896 and 1932/41 OS shows this area occupied by the villa and its grounds known as Kenton Lodge (accessed by Westfield Lane, to the west). By 1932/41 this area is shown fully laid out fully developed as exists today. Grid iron layout. Flat. Poor pedestrian permeability with surrounding areas. Some street trees.	Front Boundary treatment Use of front gardens for forecourt parking. Variety of front boundary treatment.
No open space with/adjacent to this estate.	No landmarks/eyesores
Potential enhancement?	2d. Inter-War Housing Estates – Smaller Planned Estates
No	

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<p>Location: Kenton Road (Lodge Avenue)</p> <p>No picture</p>	<p style="text-align: right;">AREA 313</p> <p>Architecture:</p> <p>1930s brick and render semi-detached houses (and maisonettes); some suntrap style with/without bays, some traditional with round/angular bays and feature gables over. Narrow gaps at side.</p>
<p>Layout:</p> <p>Ribbon development along Kenton Road; 1932/41 OS map shows area undergoing development; prior to that part of the estate of Kenton Lodge as described in area 312. Houses/maisonettes between Farrier Road and Camplin Road served by rear garage court and front service road. Few street trees and no verge.</p>	<p>Front Boundary treatment</p> <p>Mix of hardsurfaced and green forecourts. Mix of hedges and formal boundary treatments.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Kenton Road (Shrewsbury Avenue)</p> <p>No picture</p>	<p style="text-align: right;">AREA 314</p> <p>Architecture:</p>

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	<p>1940/50s two storey brick terrace and three detached houses. Plain garden suburb design with narrow but well preserved gaps at side.</p>
<p>Layout:</p> <p>Old OS maps show this area occupied by Glebe Farm and associated complex of buildings.</p> <p>The terraced houses are set back from Kenton Road, served by a service road with island green. Some good street trees. The formal arrangement of the buildings and gaps give the sense of a planned, open setting and an overall coherence.</p>	<p>Front Boundary treatment</p> <p>The forecourts to the detached houses are set behind a boundary wall and are completely hardsurfaced. However the forecourts (and return frontage) to the terraces are open and green – these contribute positively to the character of this development.</p>
<p>No relationship with open space.</p>	<p>Good church building opposite.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Kenton Road (Clifton Road)</p>	<p>AREA 315</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Predominantly 1930s semi-detached and some detached houses with round/angled bays and gables over. Brick and render; shared driveway spaces at sides. Small collection of terraced houses and some 1950s infill at eastern end (around Orchard grove).</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area open, part of surrounding farmland, with Victorian villa Kenton Grove and surrounding complex at eastern end. By 1932/41 this area largely developed (except eastern end).</p> <p>Ribbon development fronting Kenton Road. No verge or street trees. Wealdstone Brook tributary runs through this area and provides a break to the built-up frontage in Kenton Road. The survival of Kenton Grange at the eastern end is a good link to the area's history (but not visible from the streetscene).</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Chichester Court, Taunton Way/Honeyput Lane</p>	<p>AREA 316</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>1950s two storey semi-detached houses & three storey pitched roof flats fronting Taunton Way; 1970s three and four storey flats fronting Honeypot Lane and to Chichester Court; 1980/90s two storey terraced houses to rear (south) of Chichester Court. Mainly brick but some use of render to 1950s development fronting Taunton Way.</p> <p>Also small (1990s?) development of single and two storey dwellings fronting Honeypot Lane (north of Everton Court).</p>
<p>Layout:</p> <p>1896 OS shows area as farmland east of Honeypot Lane. 1913/14 OS shows isolation hospital on part of area. 1932/41 OS shows development of nearby section of jubilee line underway and some suburban development of farmland to south-west.</p> <p>The 1950s development is set back from Taunton Way/Queensbury Circle by a hardsurfaced island and service road. Some verge, particularly extensive to eastern end, and a few street trees. 1970s flats to rear arranged around roadway & parking/ garage courts; open plan but limited sense of openness. However the 1980/90s development on the site of the former isolation hospital has a more pleasing spacious feel, with the houses arranged either side of an extensive green area (also some parking) and good tree retention.</p>	<p>Front Boundary treatment</p> <p>Good green forecourt retention including some good boundary hedges.</p>

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<p>Area adjoins allotment gardens to east (accessed from Chichester Court).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Everton Drive & Honeypot Lane</p> <p>No picture</p>	<p>AREA 317</p> <p>Architecture:</p> <p>Everton Drive: purpose built maisonettes in semi detached pairs and terraces of four; brick and render. Angular bay windows with hipped roof projections over. Very strong uniformity.</p> <p>Honeypot Lane: Block of red brick maisonettes – originally three separate blocks comprising a central three-storey section and two two-storey wings; however now linked by infill development. Also additional development at either end. Flat roof/modernist design.</p>
<p>Layout:</p> <p>Victorian and early 20th century OS maps show this as farmland east of Honeypot Lane (then a narrow rural lane) and south of an isolation hospital. By 1932/41 the jubilee line appears under construction as is some neighbouring suburban development, but this parcel of land remains open.</p>	<p>Front Boundary treatment</p> <p>Widespread hardsurfacing of Everton Drive and Honeypot Lane forecourts for car parking. Some original low front boundary walls but largely removed.</p>

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<p>Everton Drive arranged into an irregular crescent formation preventing long continuous stretches and interest as buildings turn the corners. Pleasing amenity grass area formed at oblique turn to northern corner.</p> <p>Honeypot Lane flats broadly follow the alignment of Honeypot Lane, the principal thoroughfare running through the area, but set back and served by an access road. A grass island with trees separates the access road from the main carriageway.</p> <p>Poor pedestrian permeability.</p> <p>Gaps between buildings preserved.</p>	
<p>Allotment gardens to rear of properties on north side of Everton Drive – visible through gaps.</p>	<p>Although affected by some unsympathetic window replacement and alterations the blocks fronting Honeypot Lane are a significant landmark. Similarly the nearby shopping parade and pub add to the 1930s suburban character of this area. However the parking and rear servicing areas of these commercial premises are also eyesores.</p>
<p>Potential enhancement?</p> <p>Yes</p> <p>Better control of forecourt parking (these are flats so forecourt hardsurfacing requires planning permission)</p> <p>Improve setting of adjacent commercial areas.</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>

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<p>Location: Lowther Road</p> <p>No picture</p> <p>Layout:</p> <p>As area 317, this area remained open (its triangular form created by the construction of the adjacent railway) as shown on the 1932/41 OS map.</p> <p>Lowther Road is a cul-de-sac with the houses set back behind greens with trees. North-east side backs onto the railway embankment – significant tree cover.</p> <p>Poor pedestrian permeability.</p> <p>Gaps between buildings preserved.</p> <p>No relationship with formal open space, however trees along the railway embankment add to verdant character.</p> <p>Potential enhancement?</p> <p>No</p>	<p>AREA 318</p> <p>Architecture:</p> <p>Houses/maisonnettes in semi-detached pairs, some with suntrap bays others with angular bays and feature gables over</p> <p>Front Boundary treatment</p> <p>Well managed – front greens and low wall boundary treatment retained – makes positive contribution.</p> <p>No landmarks or eyesores.</p> <p>7e. Flats and Maisonnettes – Maisonnettes</p>
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<p>Location: Ruth Close & Mary Close</p>	<p>AREA 319</p>
<p>No picture</p>	<p>Architecture: Three storey flat blocks and terraced houses, unusual inverted pitch roof design; white painted render to ground floor.</p>
<p>Layout: This area appears on the late 19th and early 20th century maps as part of the Edgware and Little Stanmore Sewage Works. Buildings arranged informally around Ruth Close and St. Mary's Close. Open setting around flat blocks provides for extensive green area and maturing landscaping. Terraced houses have very small rear gardens.</p>	<p>Front Boundary treatment As noted, open setting around the flat blocks. Forecourts of the terraced houses largely turned over to car parking.</p>
<p>Development surrounded on to south and west by recreation ground – makes positive contribution as an open setting and with further mature landscaping.</p>	<p>No landmark buildings or eyesores; however traffic using Honeypot Lane detracts from setting in terms of noise and pollution.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social - Post War Local Authority Housing</p>
<p>Location: St. Paul's Avenue, Ruskin Gardens, Cowbridge Road, Repton Road</p>	<p>AREA 320</p>

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	<p>Architecture:</p> <p>Mostly rendered terraces in groups of four and six. Round bays with gables over. Some houses have orial windows to third floor bedrooms. Generally long gardens. Small group of semis with shared driveways at sides fronting Kenton Road.</p> <p>1950s (?) block of flats fronting Honeypot Lane.</p>
<p>Layout:</p> <p>19th and early 20th century OS maps show this area as farmland bounded by Kenton Road (and Victorian Villa Kenton Grove) to the south, Honeypot Lane to the east and the course of the adjacent arm of the Wealdstone brook to the north-west.</p> <p>St. Paul's Avenue and Ruskin Gardens long roads but interest added by curve of roads and slight rise in levels . Cowbridge Road and Repton Road provide lateral links to Honeypot Lane. Rear service road provides additional access to some (but not all) houses on this estate – these provide some pedestrian permeability between roads. Street trees but no verge.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where this survives.</p>
<p>Some properties on west side of St. Paul's Avenue back onto recreation ground and stream. Some Repton Road/Ruskin Gardens properties back onto allotment gardens.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement?</p>	<p>2d. Inter War Housing Estates - Smaller Planned Estates</p>

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No	
<p>Location: Winckley Close & Pinecroft</p> <p>No picture</p>	<p>AREA 321</p> <p>Architecture:</p> <p>Winckley Close a 1950s development of two storey semi-detached and terraced houses in light coloured brick with shallow, angular bays and overhanging hipped roofs.</p> <p>Pinecroft a later (1990s?) development of terraced houses, also in brick (red) and with shallow pitch, gabled roofs. Quite plain in design.</p>
<p>Layout:</p> <p>The 1896 and 1913/14 OS maps show this area as open farmland alongside Kenton Road. The 1932/41 show surrounding 1930s development in situ and this area forming part of the curtilage of the Church of the Holy Spirit (now the Greek Orthodox Church of Pentelimon). Winckley Close therefore a subsequent development within the grounds of the church; Pinecroft developed within the rear gardens of adjacent gardens in Ruskin Gardens.</p>	<p>Front Boundary treatment</p> <p>Good front garden retention (some with hedges) though quite short. The green area at Pinecroft contributes significantly to amenity.</p>

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<p>Winckley Close is a short cul-de-sac with a conventional arrangement of houses and gardens either side, and leads to a small garage court which also provides access through to the service road rear of Orchard Grove). No street trees or verge.</p> <p>Houses in Pinecroft are arranged in an 'L' shape around a small, communal green square with parking provided in an extensive hardsurfaced area to the east (accessed from Winckley Close).</p>	
<p>Adjacent allotment gardens (to north) provide a pleasing green, open aspect to this area.</p>	<p>The complex of neighbouring church and office buildings gives the area a more urban feel.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Orchard Grove, Kingsbury</p> <p style="text-align: right;">AREA 322</p>	
	<p>Architecture: Terraced houses in rows of four and six; small group of semi-detached houses where Orchard Grove turns. Rendered. Shallow square bays with flat roofs over. Blocks of purpose built maisonettes in semi-detached pairs fronting Honeypot Lane.</p>
<p>Layout:</p>	<p>Front Boundary treatment Front gardens almost entirely used for forecourt parking.</p>

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<p>As with area 320, this area appears as farmland north of Kenton Road and west of Honeypot Lane but with Kenton Grove and associated buildings to the south-east corner.</p> <p>Layout of Orchard Grove dictated by location between Kenton Road and Honeypot Lane, bounding the former TA centre to the east. Narrow carriageway (heavily parked) and appears to be used as a cut-through route by traffic between Kenton Road and Honeypot Lane. Strong building line. Flat.</p>	
<p>Allotment gardens to rear of property on west side of Orchard Grove (but not accessed from Orchard Grove).</p>	<p>No landmarks or particular eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Cranbourne Drive, Maplas Drive, Rochester Drive, Colchester Drive & Winchester Drive</p>	<p>AREA 323</p>
<p>No picture</p>	<p>Architecture:</p> <p>Mainly detached and some semi-detached houses; also a small number of bungalows. Mix of brick and render. Two main styles – flat fronted modernist and traditional with bays, gables and mock-Tudor detailing</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>19th century and the 1913/14 OS maps show this area as farmland west of the Victorian Villa 'The Towers'. Cranbourne Drive follows the course of a path which ran through this area from west End Lane to Cheyney Street (Eastcote). By 1932/41 this area is shown laid out and fully developed with a path access at the western end of Cranbourne Drive to maintain the route of the footpath through the adjacent open land. This path exists today (now leads to Barn Hill).</p> <p>Planned but uninspired road layout; however visual interest is created by groupings of different house styles and fall on levels from south-west to north east. Strong characteristic of space to both sides of houses (usually an alleyway one side and a garage space on the other side). Some long gardens particularly to houses on north side of Cranbourne Drive.</p> <p>Wide verges to Eastcote Road. Street trees only to other roads.</p> <p>Houses on north side of Cranbourne Drive back onto River Pinn open space (heavily treed).</p> <p>Potential enhancement? No</p>	<p>Unusually widespread retention of front gardens although some losses to forecourt parking. Variety of boundary treatment.</p>
<p>No landmark buildings or eyesores.</p>	
<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>	
<p>Location: Lloyd Court</p>	<p>AREA 324</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Purpose built maisonettes is semi-detached pairs. Flat fronted and predominantly red brick. Variety introduced with render band at first floor level and forward projecting gables to some pairs. All pairs have short, two storey rear projections.</p> <p>Generally narrow gaps between the buildings.</p>
<p>Layout:</p> <p>Old OS maps show Lloyd Court and neighbouring parts of Eastcote Road and West End Lane forming the grounds of the Victorian villa 'The Towers'.</p> <p>Lloyd Court runs behind West End Lane and is separated by the course of the River Pinn. There is a staggered arrangement to the houses on the west side and a crescent arrangement, set behind a semi-circular green, on the west side. A footpath links through at the end of the cul-de-sac to Eastcote Road, improving pedestrian permeability with the neighbouring area.</p> <p>River Pinn open space runs behind the development and contributes to open setting at the entrance to the cul-de-sac. Associated tree growth also contributes positively to the amenity of the area.</p> <p>Potential enhancement? No</p>	<p>Front Boundary treatment</p> <p>Front gardens are retained behind uniform, dwarf boundary walls and add to the sense of openness around the close.</p> <p>There is a garage block on the east side but this is reasonably well screened by trees and other vegetation.</p> <p>7e. Flats and Maisonettes – Maisonettes</p>

<p>Location: part Eastcote Road, part West End Lane</p> <p>No picture.</p>	<p style="text-align: right;">AREA 325</p> <p>Architecture:</p> <p>1950s semi-detached and some detached houses; mainly in brick some with render at first floor level. Shallow angular bay windows with first floor/roof overhangs. Detached houses have forward projecting feature gables and tile hanging. Good gaps at sides – garages & footways.</p> <p>Overall strong group value.</p>
<p>Layout:</p> <p>Old OS maps show this area (and adjacent Lloyd Court) as part of the grounds of the Victorian villa 'The Towers' with Eastcote Road running alongside. Some good tree growth from the former gardens retained, particularly along the River Pinn. Conventional layout of houses and gardens fronting Eastcote Road and West End Lane; no verge or street trees. A footpath link provides good permeability through to Lloyd Court.</p> <p>Gaps to sides of houses largely preserved at first floor level and this contributes to sense of spaciousness and views of trees. The open land and trees along the River Pinn contribute significantly to the amenity of Eastcote Road and West End Lane.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>As noted above, the River Pinn and land either side flows through this area contributing significantly to amenity.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Lyncroft Avenue, part Eastcote Road, part Cannon Lane, Vale Croft, Birches Close</p> <p>No picture</p>	<p>PART OF 326</p> <p>Architecture: Mixed: Cannon Lane/Eastcote Road (east): Long narrow detached houses, gable fronted with garage space to one side only Cannon Lane, Eastcote Road, Vale Croft (central triangle area): 1930s terraces of four houses, variety of mock-Tudor detailing, white render with gable fronts to end houses (and some with tile hanging to first floor in between), similar semi-detached pairs, standard brick and render semi-detached houses with bays and gables, etc. Eastcote Road (north end): Distinctive group of four pairs of Edwardian semi-detached houses with pairs of central gables & ground floor bays, catslide roofs with dormers either side; brick and render; also a flat-fronted detached house with first floor render in this group (to rear of houses in Holwell Place)</p>

	<p>Eastcote Road (West End Lane end): Group of Victorian terraced houses and one pair of semi-detached houses to east of junction with West End Lane; brick and render; with & without bays</p> <p>Former gasworks site: 1990s block of three/four storey flats in neo-classical idiom</p> <p>Backland development of four 1970s detached houses at Birches Close</p>
<p>Layout:</p> <p>Old OS naps show this area as farmland bisected by Cannon Lane and with Cannon Farm on the site of the parade of shops at the junction of Cannon Lane/Whittington Way. By 1932 this and surrounding areas largely developed (though the farm complex still in situ and Hereford Gardens not laid out yet).</p> <p>Houses adjacent to Hereford Gardens accessed from a service road set behind the River Pinn and associated tree growth. Thereafter a continuous (but staggered) run of narrow detached houses stretches through to the Eastcote Road frontage with long rear gardens and some with quite deep front gardens also. More standard semi-detached and terraced housing in the remaining triangle enclosed by Cannon Lane, Lyncroft Avenue and Eastcote Road. Verge and street trees to Lyncroft Avenue and adjacent part of Eastcote Road. Along Eastcote Road a</p>	<p>Front Boundary treatment</p> <p>Front gardens generally lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>terrace is turned to face the junction with Cannon Lane and a pair of semis is turned to face the junction with Lyncroft Avenue – these add to character at the corners.</p> <p>Note also staggered arrangement of houses fronting Eastcote Road and Lyncroft Avenue which helps to break visual monotony.</p> <p>Some meritable value to Edwardian group which are staggered to the curving alignment of this section of Eastcote Road and a prominent feature in the approach from Marsh Road. No verge or street trees in this section, although a line of trees fronting the former gas works site development makes a positive contribution.</p>	
<p>River Pinn and associated open space runs to rear of houses in Lyncroft Avenue/Vale Close and partially to front of houses in Cannon Lane. Note also short walking distance via Hereford Gardens to Pinner Village Gardens.</p>	<p>The development of the former gas works site is something of a landmark in its own right although its architectural style contrasts with the surroundings.</p> <p>Parade of local shops fronting Cannon Lane add interest.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Grove Avenue and Pinner Grove</p> <p style="text-align: right;">AREA 327</p>	
<p>No picture</p>	<p>Architecture:</p>

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	<p>1950s two and (mostly) three storey blocks of flats in light coloured brick with distinctive green pitched roofs. Also a group of four detached 1930s housing on north west side of Pinner Grove with contrasting red brick and traditional detailing.</p> <p>A later (1980s?) block of flats occupies an irregularly shaped plot of land fronting Eastcote Road.</p>
<p>Layout:</p> <p>The principal flattened development occupies the site of the former Grove house and associated parkland (its former Lodge still exists on Marsh Road). Occupies land which rises up from Marsh Road; the blocks are arranged on formal north-south and east-west alignments within an open plan setting. Grove Avenue and Pinner Grove form a loop through the development with provided along the route (however there is a small garage block).</p> <p>The small group of houses front Grove Avenue (set behind well landscaped front gardens) with private rear gardens in an ordinary suburban arrangement.</p>	<p>Front Boundary treatment</p> <p>Estate is primarily open plan.</p>
<p>There is a strong relationship with open space: although separate from adjacent Pinner Village Gardens and with some substantial boundary screening the feeling is one of development in open parkland.</p> <p>River Pinn along western boundary of the site?</p>	<p>The old Lodge is a landmark building. No eyesores.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>7c. Flats and Maisonettes – Post – War Flats in Parkland Settings</p>
<p>Location: East Towers</p> <p>No pictures</p>	<p>AREA 328</p> <p>Architecture:</p> <p>West Towers mostly semi-detached and some detached houses, brick and render, angular bays with gables over, strong uniformity and detailing</p> <p>East Towers mostly semi-detached and some detached houses brick and render in a variety of styles: some flat fronted, some traditional round bays with gables, some suntrap style, note also modernist house with green pantile roof</p> <p>Some 1970s infill to both roads</p>
<p>Layout:</p> <p>East & West Towers run parallel north-south between Eastcote Road and Cannonbury Avenue. Fall in levels from north to south. Both roads have narrow verges with trees and green traffic islands.</p> <p>Mix of garage and shared driveway spaces at sides.</p>	<p>Front Boundary treatment</p> <p>Some loss of front gardens to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>No lateral pedestrian permeability. Old 1932/41 OS Map shows streets laid out and development underway.</p>	
<p>Some houses on east side of East Towers back onto The Croft open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>AREA 329</p>	
<p>Location: Eastcote Road (part)</p>	
<p>No picture</p>	<p>Architecture: 1930/40s detached houses, brick and render, mainly in the modernist style with wide, suntrap-style windows and pantile roofs. Some more traditional designs either side of Rosecroft Walk. Good gaps at sides.</p>
<p>Layout: 1896 & 1913/14 show this area as farmland south of Eastcote Road. By 1932/41 surrounding suburban areas well under way and creeping ribbon development, including this area, taking place along (re-aligned) Eastcote Road.</p>	<p>Front Boundary treatment Front gardens mainly used for forecourt parking, though most retain some greenery and particularly good garden retention east of Rosecroft walk.</p>

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<p>Levels fall along this part of Eastcote Road from west to east (i.e. down towards River Pinn) and there is a narrow verge with some street trees. Good group value to the suntrap houses; the change in levels and space around buildings all combine to produce a pleasing frontage to Eastcote Road.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Ellement Close</p>	<p>AREA 330</p>
<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture: Short terraces and semi-detached 1950s houses in brick. Limited design detail but simplicity (combined with uniformity and layout) make strong reference to garden suburb movement</p>
<p>Layout: 1913/14 and 1932/41 OS show this area occupied by detached villa 'Cannon Croft', though by the latter with surrounded suburban development largely completed. Alignment of Ellement Close follows that of the driveway to the villa rising up from Eastcote Road.</p>	<p>Front Boundary treatment Creeping introduction of forecourt parking and boundary treatment is detracting from the area's character.</p>

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<p>Strong planned layout – verges and open plan front gardens give strong sense of spaciousness. Planned arrangement of houses – occasional use of staggering, turns and rising levels from Eastcote Road creates visual interest.</p>	
<p>Small triangular area of open space to rear of houses and accessed from Ellement Close spur. However a garage court eats into this space and detracts from its character.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Hill Road etc No picture</p>	<p>AREA 331</p> <p>Architecture: Variety of styles: Semi-detached and detached chalet houses with front bays, overhanging roofs and catside roofs at the side; brick, render and tile hanging Halls adjoining semis with forward projecting gables & bays; render with mock-Tudor details 'standard' brick and render detached and semi-detached houses with bays and gables over</p>

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	<p>Some detached and semi detached 'suntrap' houses with overhanging roofs (green and red pantiles)</p> <p>Some detached 'dutch barn' houses</p> <p>Other variations include flat fronted semis with mock-Tudor detailing at first floor level and small groups of short terraces (four houses) with round bays</p>
<p>Layout:</p> <p>Cannon Lane forms the principle north-south route through this area emphasised by its wider carriageway, grass verges and street trees. Note green areas at junction of Cannon Lane & Whittington Way/Lyncroft Avenue and area fronting houses north of junction with St. Michael's Crescent. Narrow green verges with trees to Dawlish Drive and St. Michael's Crescent; other roads street trees only. Planned layout but to no overall pattern.</p> <p>Levels rise up from Whittington Way/Lyncroft Avenue and then fall again – good use made of this particularly in Hill Road with long, curving sweep of chalet houses on the south-west side.</p> <p>Garage spaces to side of most houses throughout the estate. Spaciousness particularly good between chalet houses.</p> <p>Poor pedestrian permeability between roads in the estate and with neighbouring areas; terraced houses to rear of Cannon Lane served by rear access.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Houses on south side of Glover Road and west side of Hill Road back onto The Croft open space; access from Glover Road provides some visual relief in the streetscene.</p> <p>Yeading walk open space backs onto property to the south-east side of St. Michael's Crescent.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Hereford Gardens</p> <p style="text-align: right;">AREA 332</p>	
<p>Photo location (might have other photos with details/showing views.</p>	<p>Architecture:</p> <p>Detached and semi-detached bungalows, brick with forward projecting bays and roofs over</p>
<p>Layout:</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where these survive.</p>
<p>Pinner Village Gardens behind bungalows on east side of Hereford Gardens with the park entrance a focus for the layout as described above.</p>	<p>Listed barn behind shops should be a landmark but in some state of disrepair (on the buildings at risk register).</p>

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<p>Potential enhancement? Yes – improve the listed barn.</p>	<p>6a. Bungalows – Bungalow Estates</p>
<p>Location: Cannon Lane, Southbourne Close, Cannonbury Avenue, Chestnut Drive, Lulworth Drive, Wimbourne Drive, Beaulieu Drive, parts of Village Way and Durley Avenue</p>	<p>AREA 333</p>
<p>No picture.</p>	<p>Architecture: Mainly semi-detached rendered houses with round bays and gables. Some halls-adjoining pairs, some narrow pairs (with bay-window frontage only) and chalet-style with kinked catslide roofs. Also some detached and semi-detached bungalows with forward projecting elements.</p>
<p>Layout: Cannon Lane is the principal route through this areas emphasised by wider verges and some street trees. Narrower carriageways and verges to side roads. Some feature greenery e.g at junctions of Chestnut Drive & Cannon Lane and of Durley Avenue & Cannon Lane. General rise in levels from south to north.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Footpath link between Durley Avenue and Southbourne Close. Also footway link from Durley Avenue to Yeading Brook open space (which links through to Church Avenue). Also pedestrian access via The Croft open space between Cannonbury Avenue and Glover Road. However poor pedestrian permeability between residential roads west of Cannon Lane.</p> <p>Note also that rear service alley serves properties between Durley Avenue and Cannon Lane.</p>	
<p>School playing fields to rear of Beaulieu Drive and provide open vista to western end of Chestnut Drive. The Croft open space to rear of properties on north side of Cannonbury Avenue and has access point from Cannonbury Avenue.</p> <p>Yeading Walk open space to rear of properties on east side of Durley Avenue/Southbourne Close with pedestrian access from Durley Avenue.</p>	<p>Modernist front elevation of school is visible through site entrance from Beaulieu Drive. Also front elevation of ?? in Cannon Lane adds interest in streetscene.</p>
<p>Potential enhancement? No</p>	<p>2c. Inter War Housing Estates - Large Planned Estates</p>
<p>Location: Whittington Way</p>	
<p>No picture</p>	<p>Architecture: AREA 334</p>

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	Wide semi-detached houses (and maisonettes?) – brick, flat fronted. Three pairs of 'suntrap' type with white render at first floor located north-west of junction with St. Michael's Crescent. Also a short brick terrace adjacent to Whittington Way shops. Narrow gaps at sides.
Layout:	Front Boundary treatment
Whittington Way is a principal thoroughfare – wide carriageway with island verges and trees. Houses served by service roads set behind the verges. 1932/41 OS Map shows the area as part of Cannons Farm.	Front gardens largely survive, set behind walls. (Parking takes place on the service roads)
Pinner Village Gardens opens onto Whittington Way – provides visual relief and greenery in the streetscene.	Whittington Pub and Whittington Way shops in similar red brick and relate well to the residential development fronting Whittington Way. However pub car park and neighbouring car sales garage detract from the residential environment.
Potential enhancement?	4a. Utopian and Social - Garden Suburb Estates
No	
Area 335	
Location: Compton Rise, Highfield Avenue and Ladbrook Close	Architecture:
No picture	

	<p>Area dominated by bungalows – mainly semi-detached with forward projecting gables & front dormers and detached bungalows with bays & gables. Area also includes some halls adjoining and traditional semi-detached pairs & group of detached houses. Garage spaces at sides.</p>
<p>Layout:</p> <p>Compton Rise and Highfield Avenue link Rayners Lane to Whittington Way, turning as they do so and producing interest to the building line. These roads have narrow verges and some street trees.</p> <p>Compton Rise is a narrow cul-de-sac with the bungalows arranged around the turning head. No verge or street trees.</p> <p>1932/41 OS Map shows the land as open space, possibly part of Cannons Farm.</p>	<p>Front Boundary treatment</p> <p>Some front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>Relationship to open space – parks, greens, trees</p> <p>Houses on north side of Compton rise back onto Pinner Village Gardens. Yeading Brook open space occupies adjacent small, triangular area at junction of Rayners Lane and Whittington Way (contributing to the setting of this area).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6a. Bungalows – Bungalow Estates</p>

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<p>Location: Rayners Lane, Northumberland Road, Grove Road, Mount Drive, The Ridgeway, Lincoln Road, Lincoln Close</p>	<p>AREA 336 North</p>
<p>No picture</p>	<p>Architecture:</p> <p>Area dominated by traditional semi-detached and some detached houses – rendered with bays (square/angular/round) and gables over. Other types include forward projecting gables with mock-Tudor detailing, narrow detached houses with bays (Northumberland Road), suntrap style with overhanging roofs, flat fronted pairs, halls adjoining pairs with forward projecting elements, etc.</p> <p>Also a group of semi-detached bungalows to part Lincoln Road and Lincoln Close and small number of detached bungalows throughout.</p> <p>Garage spaces at sides.</p>
<p>Layout:</p> <p>The principal route through this area is Rayners Lane, which runs north to south, rising up from Marsh Road to a ridge and then dropping back down quite steeply to the Suffolk Road/Whittington Way/Church Avenue junction. The importance of Rayners Lane is emphasised by its wide carriageway, verges and street trees. The impact of the layout is particularly impressive in the approach from Marsh Road, where the rise in levels combined with the sweep of this part of Rayners Lane and the layout – with houses in Grove Road and The Ridgeway</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. A variety of boundary treatments where retained.</p>

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<p>turned to front the junctions and set-back behind wide verges and a green island – create a pleasing overall arrangement (also strong space around these prominent buildings).</p> <p>Grove Road turns into Northumberland Road which links down to Area ?? and North Harrow centre. Mount Drive and The Ridgeway run parallel to Northumberland Road similar to Lancaster Road and Chester Drive in Area ?? (thus, in plan form, appear as a continuation of these roads, separated by the Yeading Brook). They are linked back to Rayners Lane by Lincoln Road. All have verges and street trees.</p> <p>Topography is the dominant feature of this area. As with Rayners Lane, so too Grover Road/Northumberland Road, Mount Drive and The Ridgeway all rise up in the approach from Marsh Lane then drop down steeply to the south. This contributes positively to the relationship between buildings and creates strong viewpoints to Harrow Hill.</p>	
<p>Some houses on the west side of Rayners Lane back onto Pinner Village Gardens; the gardens have a principal opening onto the junction of Rayners Lane with Marsh Road which contributes to the setting of this area.</p> <p>Also to the south of Lincoln Road there is Yeading Brook open space and allotments. Although this has only a limited frontage onto the road its visual presence in relation to the estate is greater as it is looked down upon from higher levels. Also the open space provides a pedestrian continuation of The Ridgeway</p>	<p>No landmark buildings or eyesores (though houses at junctions in rise up from Marsh Lane are significant landmarks in their own right).</p>

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<p>through to Suffolk Road (and other routes). The Yeading Brook open space continues to provide visual relief and a setting for the estate north of the junction of Rayners Lane with Suffolk Road/Whittington Way.</p>	
<p>Potential enhancement? No</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: Alfriston Avenue, Fernbrook Drive, Romney Drive, The Drive, Vicarage Way, Beechcroft Avenue, Elm Grove, Oakington Avenue, The Retreat, Farm Avenue, Imperial Court, Park Drive, The Croft, part of Imperial Drive</p>	<p>AREA 336 South</p> <p>Architecture: Semi-detached and some detached houses and bungalows. Brick and render with round & square and gables over. Also some 'suntrap' bays with overhanging roof. Other notable styles include: 'chalet' style semi-detached pairs with catslide roofs either side 'halls adjoining' pairs with forward projecting gabled and mock-Tudor detailing to first floors/central front dormers 'halls adjoining' pairs with forward projecting elements containing round bays and overhanging roofs</p>

<p>Dutch barn style detached bungalows in The Retreat and The Croft,</p> <p>Flat front with mock-Tudor detailing and first floor bays</p> <p>Note also purpose built maisonettes in semi-detached pairs fronting The Ridgeway, Imperial Drive and Imperial Close.</p> <p>Mainly garage spaces to sides.</p>	
<p>Front Boundary treatment</p> <p>Some loss of front gardens to forecourt parking. Variety of boundary treatment.</p>	<p>Layout:</p> <p>Imperial Drive forms the principal boulevard through with grass verge and central grass island and trees. Farm Avenue & The Drive and Imperial Close & Alfriston Avenue 'fall away' from Imperial Drive at approx. 45 degree angle and on plan Farm Avenue terminates at The Croft (other side of Rayners Lane) but otherwise no bigger pattern to street layout. Narrow grass verges and street trees to most roads; small number of larger verges/green islands e.g. at Fernbrook Drive, Oakington Avenue and The Croft. Some visual interest created as houses turn corners/face junctions but otherwise generally long, straight building lines. Quite long gardens throughout the estate.</p> <p>Footway links Fernbrook Drive to The Ridgeway; otherwise limited pedestrian permeability throughout the estate and to neighbouring areas. Area mostly constructed on 1932/41 OS Maps.</p>

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<p>Allotment gardens to rear of some houses in The Drive and Vicarage Way (accessed from Imperial Drive). School playing fields with frontage to Farm Avenue provides visual relief in streetscene and recreation ground to rear of Farm Avenue accessed from Park Drive. Also open green and trees fronting Imperial Court provide a sense of spaciousness on this prominent corner.</p> <p>Layout suggests stream runs from The Drive through allotment gardens and to rear of Imperial Court.</p>	<p>Many landmarks in Imperial Drive: Catholic Church, Baptist Church, Imperial Court mansion block and new flats corner of Vicarage Way.</p> <p>Pylon an eyesore?</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: The Ridgeway, part Imperial Drive, etc</p> <p>No picture</p>	<p>AREA 336 Central</p> <p>Architecture:</p> <p>Area dominated by standard semi detached houses - rendered, round tile-hung bays with gables over and mainly garage spaces at sides. However some notable variations:</p> <p>Some semi-detached pairs with 'suntrap' windows and overhanging roofs</p> <p>Some semi-detached pairs with forward projecting, mock-Tudor gables</p>

<p>Small group terraces (of four houses) in Blenheim Road;</p> <p>Plain detached houses similar in style to semis; i.e round bay with gable over</p> <p>Distinctive detached houses located in north of area (Suffolk Road and Chester Drive) comprising forward projections with wide, round bays and narrow catside roofs set back with dormers</p> <p>Groups of detached and semi-detached bungalows particularly to south of area (Parkthorne Close, Elm Close etc); note also pairs of semi-detached bungalows following line of pylons over in Hawthorn Drive, Church drive, Norwood Drive, etc.</p> <p>1950s three storey blocks of flats south side of Imperial Drive</p>	
<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where these are retained.</p>	<p>Layout:</p> <p>Imperial Drive is the principal thoroughfare through, linking North Harrow district centre with Rayners Lane – importance emphasises by wide verges with street trees and green areas (with houses turned to face) at junction with The Ridgeway. The Ridgeway also a route through with wide verges and trees – but less so than Imperial Drive.</p> <p>Planned layout of residential roads which run off Imperial Drive and (in north part of area) turn to cross The Ridgeway; generally however roads are lone and straight. Narrow verges with street trees. Some green areas e.g. island at Parkthorne Close and junction Suffolk Road and The Ridgeway.</p>

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<p>Pleasing pair of houses turned to face the junction Church Drive and Chester Drive, also at junction The Ridgeway and Imperial Drive. Houses arranged around corners throughout the rest of the estate add interest to building lines.</p> <p>Consistent fall in levels from north-west to south east. <u>Views of Harrow Hill</u></p>	
<p>Some houses in Elm Drive back onto allotment gardens. Access to Yeading Walk open space at Suffolk Road (top of The Ridgeway) provides important open vista and visual relief.</p>	<p>Churches in The Ridgeway and Imperial Drive are dominant in the townscape and contribute positively to character. Also North Harrow centre (three storey) buildings and railway bridge relate the residential area to the commercial area and are distinctive in the townscape.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: Cambridge Road</p> <p>No picture</p>	
<p style="text-align: right;">AREA 337</p> <p>Architecture:</p> <p>1930s semi-detached houses, brick and (mainly) render with round & angular bays, feature gables and tile hanging details. Also interspersed with pairs of 'M' shaped forward projecting gables featuring tudorbethan detailing. Garage spaces at sides. Good group value.</p>	

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<p>Layout:</p> <p>1896 & 1913/14 OS shows railway in situ through surrounding farmland. By 1932/41 OS North Harrow station is shown opened and much surrounding development already taken place, including Cambridge Road.</p> <p>Cambridge Road runs parallel to the railway, probably one of the earliest roads to develop at North Harrow, and terminates at the western end contiguous to a field boundary & drain. The houses are arranged either side in a conventional layout forming a long, continuous building line, but relieved halfway by the Yeading Brook and associated tree growth (also the access to the North Harrow car park exit road). Some verge and street trees survive.</p> <th data-bbox="151 338 778 1249"> <p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p> </th>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>North Harrow open space and allotment gardens adjoin rear gardens on the north-east side of the road – gaps between the houses provide glimpses through, and the open space is accessed via the North Harrow car park and via a path at the end of the road. Also some good trees at the end of the road.</p>	<p>The 1930s shopping parade buildings compliment the houses at the entrance to Cambridge Road.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

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<p>Location: Hillcroft Avenue, The Avenue, Central Avenue, West Avenue, Dewsbury Close, part of Village Way, part of Whittington Way, Ladbroke Close, etc</p>	<p>AREA 338</p>
<p>Layout: Strong planned layout: principal estate roads run north-south, bisected half way by Hillcroft Avenue/Brunswick Close at which point there is a slight change of direction. Across the north of the estate Church Avenue runs north-east to south-west. Attention is given to the arrangement of houses around the roads using groups of house types, the staggered alignment of houses in the south side of Church Avenue (to fit with the alignment of the adjacent roads), the arrangement of houses around turns as at Dewsbury Close, Brunswick Close and The Glen, and the forward/rearward staggering of groups along straight sections. Circular arrangement of houses around Hillcroft Avenue/West Avenue junction and turned to face junctions at estate entrances. Most roads have verges and street trees; verges widen where</p>	<p>Architecture: Dominant form of (mainly white rendered) 'chalet' style houses, particularly detached and semi-detached pairs with forward projecting catslide roofs, also bungalows with side gables and front dormers. Also groups of bungalows with long forward projecting elements, double fronted bungalows with two shorter front projections and half-hip detached bungalows with front dormers.</p>
<p>Front Boundary treatment Some front gardens lost to forecourt parking. Variety of boundary treatment.</p>	

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<p>houses set back and other feature green islands at junction of Hillcroft Avenue with West Avenue, Brunswick Close, The Glen, Dewsbury Close and at entrance to estate from Rayners Lane.</p> <p>Mix of wide and narrower gaps between houses.</p> <p>Poor permeability between roads.</p>	
<p>North and west extent of the estate is determined by the Yeading brook and associated open space, particularly strong tree backdrop, and access to <u>at the end of Church Avenue?</u> and from Village Way. Also allotment gardens to rear of part of Church Avenue and Village Way (access from Village Way).</p>	<p>No landmark buildings or eyesores</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>
<p>Location: The Gardens, part Rayners Lane (west)</p> <p>No picture.</p>	<p>AREA 339</p> <p>Architecture:</p> <p>1930s brick and render semi-detached and detached houses. Mix of styles:</p> <p>‘L’ shaped detached houses with render at first floor including (some) with mock-Tudor detailing</p>

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	<p>Narrow fronted detached houses in 'Dutch barn' style with forward projecting square bay windows</p> <p>Semi-detached pairs with forward projecting gables and tile-hung sections to sides</p> <p>Traditional semi-detached pairs with bays and gables at sides.</p>
<p>Layout:</p> <p>1896 & 1913/14 OS maps show this area as farmland with Rayners Lane running through. By 1932/41 this area is shown laid out and fully developed, as is much of the surrounding area.</p> <p>Very pleasing arrangement of houses around a central, landscaped green. Architectural variety complimented by curving building line (and houses in corners set well back adding to interest/informality). A narrow road behind the green serves the houses; quite wide verges and street trees emphasise the higher status of the adjacent stretch of Rayners Lane.</p> <p>Levels fall from north to south.</p> <p>The central green is designated open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking with little or no front boundary treatment (probably the result of the narrow carriageway width which leaves no room for on-street parking).</p> <p>No landmark buildings or eyesores.</p> <p>5c. Spacious – Village Green Enclaves</p>

<p>Location: The Greenway</p> <p>No picture</p> <p>Layout:</p> <p>1896 & 1913/14 OS maps show this area as farmland with Rayners Lane running through. By 1932/41 this area is shown laid out and fully developed, as is much of the surrounding area.</p> <p>As area 229, very pleasing arrangement of houses around a central, smaller landscaped green. Arrangement of the houses around the green adds interest with the houses in the corners set further back. A wide gap and irregular garden boundaries between houses on the east side (and continued through to the rear of The Avenue) reflects the alignment of a field boundary which, presumably, was preserved when the estate was first laid out.</p> <p>A narrow road behind the green serves the houses; quite wide verges and street trees emphasise the higher status of the adjacent stretch of Rayners Lane.</p> <p>Levels fall from north to south.</p>	<p>AREA 340</p> <p>Architecture:</p> <p>1930s brick and render semi-detached houses with round bays and gables over. Some mock-Tudor detailing and tile hanging etc. Garage space gaps at sides.</p> <p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking with little or no front boundary treatment (probably the result of the narrow carriageway width which leaves no room for on-street parking).</p>
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<p>The central green is designated open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5c. Spacious – Village Green Enclaves</p>
<p>Location: The Close</p>	<p>AREA 341</p>
<p>No picture</p>	<p>Architecture: Semi-detached rendered houses with round, tile hung bays and gables; also some distinctive pairs with mock-Tudor detailing. Some detached houses – various styles. Garage spaces at sides.</p>
<p>Layout: Houses are arranged around a large square green bisected by Rayners Lane. Substantial tree growth screens many of the houses from Rayners Lane. Narrow carriageway combines to give garden suburb character. Also note steep rise from south to north. Mock-Tudor detailing above shops in adjacent part of Rayners Lane links (architecturally) adjacent houses to the commercial area. Wide verge and street trees to Rayners Lane. 1932/41 OS Map shows area fully developed.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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Central green area is designated open space.	No landmark buildings or eyesores.
Potential enhancement? No	3b. Linear – Former Lanes and Principal Thoroughfares
Location: Shaftesbury Avenue	AREA 342
No picture	Architecture: Dominated by purpose built maisonettes in two storey semi-detached pairs; brick and render with 'suntrap' style bay windows and overhanging roofs. Rear gardens to maisonettes formally divided in two. Towards Welbeck Road junction a small group of halls adjoining semi-detached houses with forward projecting elements and bay windows. 1950s three storey block of flats fronting Shaftesbury Circle on south-east side
Layout: Long straight road but visually relieved by deliberate staggering of maisonettes and roof colours; further visual interest created by rise and fall of levels. Also houses at junction with Abercorn Crescent turned to face the junction. Wide verges with street trees and supplemented by greens at the junction with Abercorn	Front Boundary treatment Many front gardens used for forecourt parking. Variety of boundary treatments.

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<p>Crescent and Whitmore Road, as well as the roundabout/wide verges at Shaftesbury Circle. Area still open on 1932/41 OS Map but surroundings to the East developed.</p>	
<p>West Harrow Recreation Ground has some frontage to Shaftesbury Avenue at the north end, providing visual relief and greenery. Some houses on north-east side back onto school playing fields.</p>	<p>Parking sales area at Shaftesbury Circle an eyesore. As the commercial core with three storey, arced buildings Shaftesbury Circle forms a landmark within the area.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Dorchester Avenue, Grosvenor Avenue, Beaumont Avenue, Sandhurst Avenue, North Avenue, part Blenheim Road</p>	<p>AREA 343</p>
<p>No picture.</p>	<p>Architecture: Predominantly 1930s rendered two storey semi-detached and terraced houses with round bays and feature gables/hips over. However small variations employed throughout, e.g., forward projecting hips and gables spanning two pairs of bays, sloping roofs over bays, etc. Shared driveway spaces and some garages at sides. Later (1980/90s) infill development at Bladon Gardens (terraced two storey flats) and at Dorchester Avenue (two storey semis) in brick.</p>

<p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as a single field south of the Metropolitan Railway. The 1932/41 OS map shows this area partially laid out and under development.</p> <p>The boundary of this area including subsequent infill is confined within the earlier field boundaries and up to the railway on the north side. Levels rise up from Blenheim Road northwards towards the railway and southwards from Blenheim Road, reflecting the alignment of a drain shown on the old maps (presumably now culverted).</p> <p>The layout of the area is therefore largely determined by the desire to develop the single field to its fullest potential without integrating with adjacent residential development. Two cul-de-sacs run parallel to the long field boundaries linked by cross roads and a single cul-de-sac makes use of the space between Blenheim Road and the railway. There are some good sweeping building lines (e.g. Dorchester Avenue) but elsewhere (e.g. Grosvenor Avenue) a more haphazard arrangement of buildings. The areas of terraced housing are served by rear service alleyways.</p> <p>Some street trees survive but most of the verges have gone.</p> <p>Bladon Gardens is a small development on left over open space arranged around a communal forecourt parking area.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
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<p>Allotment gardens surround the area to the south and east. Also school playing fields to the east of Dorchester Avenue.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Allington Road, Allerford Court, Holsworth Close, Apsley Close</p> <p>No picture.</p> <p>Layout:</p> <p>1896 and 1913/14 OS maps show this area as farmland; by 1932/41 shown as part of nursery garden surrounded by residential development; southern and eastern boundaries contiguous with former field boundaries.</p>	<p>AREA 344</p> <p>Architecture:</p> <p>1970/80s two storey terraced houses with projecting integral garages/porches and three storey blocks of flats. In brick with some timber panelling between windows. Flats and houses have shallow gabled pitched roofs over. Later infill development of flats and houses.</p> <p>Front Boundary treatment</p> <p>The front gardens to the houses largely lost to forecourt parking (despite integral garages). However the land around the flats is open and green.</p>

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<p>This area is therefore a later development of the former nursery site. It is typical of its era, comprising buildings arranged around cul-de-sac spurs and parking/garage courts, and an open plan layout. Overall quite a car dominated appearance, but relieved by some verge/amenity areas & trees.</p> <p>More recent development in Apsley Close occupies the site of the last remaining nursery building and its curtilage; housing development at the end of Allerford Court occupies a site formed from the rear gardens of adjacent property.</p> <p>A footpath provides good permeability between Apsley Close and Canterbury Road. Levels fall from north to south.</p>	
<p>A private sports ground to the east of this area is designated open space and provides open glimpses at this end of the estate.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Canterbury Road</p>	<p>AREA 345</p>
<p>No pictures</p>	<p>Architecture: Predominantly 1930s plain, rendered semi-detached houses with shallow angular/square flat-topped bays. More traditional 1930s terraced houses at eastern end with round bays, feature gables, tile hanging etc.</p>

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<p>Layout:</p> <p>1896 OS shows this area as farmland; by 1913/14 still open but surrounding suburban areas being laid out and undergoing development. By 1932/41 OS Canterbury Road laid out and fully developed.</p> <p>The extent of this area is determined by the former field boundary, on the north side, and the alignment of the Yeading brook spur on the south side. The long, curving arrangement of the road therefore reflects these constraints. The eastern end of Canterbury Road occupies the adjacent field, reflected in the change in building form and the irregular boundary between the first terrace and the last semi house.</p> <p>There are some street trees but no verges. Narrow gaps between the semis are largely preserved at first floor level; wider gaps between the end terraces also survive well. A footpath provides some permeability to the north (via Allington road etc) and, at the western end, the junction with Durham Road provides permeability to the south.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>A private sports ground backs on the to the rear of some terraced houses on the north side.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

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<p>Location: County Roads</p> <p>No picture</p>	<p style="text-align: right;">AREA 346</p> <p>Architecture:</p> <p>Mix of brick and render terraced and semi-detached housing. Predominantly brick, terraced Edwardian housing at the eastern end of the area grading to later housing, typically rendered semi-detached, at the western end.</p> <p>The terraced houses feature wide, shallow bays with feature gables over and some good architectural detailing, but devoid of the long two storey rear projections of Victorian terraces.</p> <p>The semi-detached houses generally plainer but with round/angular bays and gables over and tile hanging etc.</p> <p>Throughout the area narrow gaps between the semis and end terraces.</p>
<p>Layout:</p> <p>The 1896 OS shows this area as open fields north of Pinner Road, with Pinner View a narrow rural lane running through, and bounded to the north site by the Yeading brook spur. By 1913/14 roads to the eastern half of the area are shown laid out and development well underway; by 1932/41 the area appears fully developed as exists today.</p>	<p>Front Boundary treatment</p> <p>The front gardens of the older terraced housing tend to be shallower and set behind front walls. The front gardens of the later, semi-detached houses are larger and are therefore predominantly used for parking, though many retain some greenery.</p>

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<p>Most of the area is laid out in grid format typical of the Victorian/Edwardian era – i.e. residential roads at right angles to Pinner Road and with Sussux Road, linking them at the north end, parallel to the watercourse. These roads also benefit from rear service alleys. However the western end - Gloucester Road/Cumberland Road etc – show garden suburb influence with narrow curving roads & building lines, deeper front gardens and street trees.</p> <p>Gentle fall in levels from south to north.</p>	
<p>A small triangular area of open space exists to the rear of houses in Gloucester, Westmoreland and Cumberland Roads.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Pinner Road (west end)</p>	<p>AREA 347</p>
<p>No picture</p>	<p>Architecture: 1930s predominantly semi-detached and some detached houses. Brick and render. Round and square bays with feature gables, tile hanging etc. Also a good 'halls adjoining' semi-detached pair and a turreted detached corner building west of Durham Road. Mix of garage spaces and shared driveways at sides.</p>

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<p>Layout:</p> <p>1896 & 1913/14 OS maps show this area as farmland either side of Pinner Road and the metropolitan railway running parallel just to the south; creeping ribbon development along Pinner Road to the east. By 1932/41 North Harrow station had been formed and this/surrounding areas are shown fully developed.</p> <p>This area is the inter-war continuation of ribbon development along Pinner Road. No street trees or verges however gaps between the buildings provide glimpses of rear garden trees. The rear gardens on the south side (adjacent to the railway) are particularly long.</p>	<p>Front Boundary treatment</p> <p>Most front gardens fully hardsurfaced for parking and open to the street, though some good hedges separate forecourts and help to relieve the hard urban appearance.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Pinner Road (central section), Collapit Close</p>	
<p>No picture</p>	<p>AREA 348</p> <p>Architecture:</p> <p>Predominantly Victorian & Edwardian terraced houses + some later. Also a small group of halls-adjoining semi-detached pairs between Cornwall Road & Pinner View. Brick and render. Most</p>

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<p>houses have two storey bays with feature gables over; however some long terraces east of The Gardens with shallow ground floor bays only and long canopy over.</p> <p>Victorian terraces have good architectural detailing including angular bays with feature roofs over; these houses also have long two storey rear projections.</p> <p>Narrow gaps between buildings.</p> <p>Collapit Close comprises blocks of three storey flats dating from the 1970s & 1990s.</p>	
<p>Front Boundary treatment</p> <p>Most front gardens converted to forecourt parking.</p>	<p>Layout:</p> <p>1896 OS shows some sporadic development along this part of Pinner Road but mostly still farmland with the metropolitan railway running parallel to the south. By 1913/14 most of this area is shown fully developed and surrounding suburban areas laid out & undergoing development. By 1932/41 this area is shown fully developed except an orchard opposite Somerset Road (now developed for business use).</p> <p>This area therefore comprises ribbon development along the pre-existing route of Pinner Road. Some street trees but no verges. Most houses including the terraces set back from the road with forecourts.</p>

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<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings. The vacant site between Pinner View and Bedford Road is a bit of an eyesore.</p> <p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Pinner Road (east)</p> <p>No picture.</p> <p>Layout:</p> <p>The 1896 OS shows this part of Pinner Road already substantially developed on the south side with semi-detached houses and railway development/sidings to the rear. On the north side the cemetery and the park extend right up to the road. By 1913/14 this area is shown fully developed including frontage development on the north side on former parkland, with the park extended on land to the north. Little further change shown on the 1932/41 OS.</p>	<p>AREA 349</p> <p>Architecture:</p> <p>Victorian brick and render halls-adjoining semi-detached houses with bays and two storey rear projections. Narrow gaps at sides. Also some three and four storey blocks of 1970/80s flats on south side.</p> <p>Front Boundary treatment</p> <p>Front gardens largely converted to forecourt parking (v. extensive hardsurfaced area fronting the Harrow Quality Hotel), though some do retain some greenery. The flat blocks on the corner of Neptune Road have open, green forecourts.</p> <p>Variety of boundary treatments where these survive.</p>

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<p>As other parts of Pinner Road, this area is essentially ribbon development along pre-existing rural lane, brought about by the metropolitan railway.</p> <p>No verge and few street trees; however some good mature trees fronting the cemetery and fronting the flat blocks.</p> <p>The cemetery and the entrance to Harrow recreation ground both front onto Pinner Road, providing visual relief to the streetscene and open, green aspects.</p>	
<p>Potential enhancement? No</p>	<p>There are some good landmark features: the park gates and church opposite, and the Victorian cemetery buildings. However some unsympathetic commercial development also detracts from the area.</p>
	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

Appendix 8 Areas 350-399

<p>Location: Roxborough Road, Salisbury Road, Buckingham Road, Balfour Road & part Hindes Road</p>	<p>AREA 350</p>
<p>No picture.</p>	<p>Architecture:</p> <p>Predominantly Victorian/Edwardian semi-detached & terraced houses, and later infill/redevelopment. Mixed styles, how common/repeated types include:</p> <p>Long, narrow semi-detached pairs in brick with wide gable spanning both properties to front; where they survive there are wide gaps between this house type. Quite plain.</p> <p>Halls adjoining semi-detached pairs with two storey bays at front and feature gables/roofs over and two storey rear projections. Narrow gaps at side. Quite ornate.</p> <p>Terraces with two storey bays and feature gables over, also with long two storey rear projections.</p> <p>Various two and three storey infill development (mainly flats) ranging from the 1960s through to the 1990s & present.</p>
<p>Layout:</p> <p>1896 OS shows Roxborough Road laid out and undergoing development, running northward from junction road and bounded by Harrow Recreation ground, to the west, and development in</p>	<p>Front Boundary treatment</p> <p>Many front gardens hardsurfaced for forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Harrow View to the east. By 1913/14 the area is shown laid out as exists today and largely developed with housing either side; the western boundary of the area reflecting the boundary of the urban district council. Little change by 1932/41 other than the development of remaining plots.</p> <p>The long, narrow configuration of this area reflects the constraint of Harrow View, to the east, and the administrative boundary/parkland to the east. Levels rise significantly from south to north which, combined with the variety of building types and range of wide/narrow gaps, adds visual interest. There are some street trees but no verges.</p> <p>There is a formal park entrance at the end of Hindes Road which is a feature of the area, but overall good pedestrian permeability with further park entrance points off Roxborough Road, and links to Harrow View; also access to the town centre via Junction Road.</p>	
<p>As noted, Harrow Recreation Ground adjoins the area to the west and has a strong relationship with the area due to the number of access points, the open aspect provided at the end of Hindes Road, and glimpses of trees/greenery through gaps between the buildings. NB – historical maps indicate that there was an access to the park also at the end of Balfour Road, presumably lost when the 1970s development of flats took place.</p> <p>Potential enhancement?</p>	<p>The mock-Tudor chalet bungalow in Salisbury Road is an interesting feature building in the streetscene.</p>
	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>

No	
<p>Location: Headstone Road & part Harrow View (southern section)</p> <p>No picture</p>	<p style="text-align: right;">AREA 351</p> <p>Architecture:</p> <p>Predominantly Victorian & Edwardian semi-detached and terraced houses and later in-fill/redevelopment. Mixed styles, however some common/repeated types include:</p> <p>Brick terraces with short forecourts and ground floor only bay windows; long two storey rear projections. Quite plain.</p> <p>Brick terraced & semi-detached (halls-adjointing & standard) with two storey bays and feature gables/roofs over. Quite ornate.</p> <p>Some Victorian/Edwardian detached houses – individual designs.</p> <p>Some 1920/30s detached and semi-detached brick and render houses with round bays, feature gables and mock Tudor detailing etc.</p> <p>1980/90s brick blocks of flats.</p>
<p>Layout:</p> <p>1896 OS shows Headstone Road & Harrow View extending northwards from Junction Road terminating at the LNWR railway; however only Headstone Road section undergoing development.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking; variety of boundary treatment where retained.</p>

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<p>By 1913/14 OS this area is shown largely developed as far as Cunningham Park/Longley Road; the 1932/41 OS show development at the northern end completed.</p> <p>It appears that Headstone Road/Harrow View was laid out to open up surrounding farmland to residential development, but that these roads were themselves subject to ribbon development out from Harrow over a 30-40 year period. There are few street trees and no verges. The strongest characteristic of the areas layout is steeply rising topography out from Harrow up to a ridge around Marlborough Hill/Buckingham Road, then falls steeply back down; this topography affords strong views of Harrow Hill to the south and of the Green Belt to the north.</p>	
<p>No relationship with open space.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>3b. Linear - Former Lanes and Principal Thoroughfares</p>
<p>Location: Radnor Avenue & Radnor Road</p>	<p>AREA 352</p> <p>Architecture: Edwardian brick and render semi-detached houses; angular & square bays with feature gables; porch canopies, etc. Short rear two storey projections. Good architectural detailing.</p>

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	<p>Some detached houses including two corner properties with feature turrets at the corners of Radnor Avenue/Radnor Road. Also some halls adjoining pairs, and later (1950s?) pair in Radnor Avenue.</p> <p>Narrow gaps at sides.</p>
<p>Layout:</p> <p>1896 OS shows this area as an open field at the corner of Marlborough Hill and Harrow View. By 1913/14 it is shown largely developed (along with much of the surrounding area) within the field boundaries to the south, east & west. Additional neighbouring development to east shown on 1932/41 OS.</p> <p>Good planned layout within confines of the area. High quality architectural uniformity emphasised by continuous building lines and well preserved (but narrow) gaps. Building lines preserved by set-in of corner properties. Street trees but no verges. Levels fall from west to east. Corner buildings act as landmarks on the prominent corners emphasising the change in character from the development area to the south.</p> <p>Good permeability provided by alleyway between Radnor Avenue & Radnor Road. However no links provided between these roads and Rugby Close/Leys Close to the north.</p>	<p>Front Boundary treatment</p> <p>Short front gardens inadequate for parking so many preserved; many good original brick and stone walls survive.</p>
<p>No relationship with open space.</p>	<p>As noted, the corner turret buildings are good landmarks.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Bethacar Road, Nibthwaite Road, Torver Road, Blawith Road, Lowick Road, Rusland Park Road, Colton Road</p> <p>No picture.</p>	<p>AREA 353</p> <p>Architecture:</p> <p>Edwardian & 1930s semi-detached and some detached houses. Brick and render. Styles include:</p> <p>Round bays with feature gables over & 'M' shaped pairs with mock Tudor details</p> <p>Plain pairs with shallow, square/angular bays with/without gables over</p> <p>Halls adjoining pairs and detached gable fronted (with bays) – good architectural including some surviving porch canopies</p>
<p>Layout:</p> <p>1896 OS map shows this area as two fields between Greenhill Farm, to the south, and Marlborough Hill & poets streets to north. By 1913/14 Blawith Road, Colton Road & Nibthwaite Road are shown laid out and undergoing development. By 1932/41 the area appears fully laid out and developed as exists today.</p>	<p>Front Boundary treatment</p> <p>Many front gardens used for forecourt parking. Variety of boundary treatments where retained.</p>

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<p>The alignment of Nibthwaite Road runs parallel to the alignment of the southern field boundary, whilst the rest of the area displays a formal, planned layout. Combined with generally rising levels from south-east to north-west the layout produces some pleasing sweeping building lines. The layout also produces good permeability including road & footway links to adjoining areas north and south.</p> <p>No verge but some good street trees. Mix of narrow gaps and garage spaces to the side of the houses.</p>	
<p>No relationship with designated open space, though there is a rectangular area of open land between houses in Lowick Rd and Rusland Park Rd.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Station Road</p>	<p>AREA 354</p>
<p>No picture</p>	<p>Architecture: Predominantly Victorian/Edwardian semi-detached and terraced housing. Brick and render. Semis halls adjoining. Ground and (mainly) two storey bays with feature gables over. Some good original architectural detailing but houses much altered and interspersed with commercial development.</p>

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	<p>Three and four storey blocks of flats (1970/80s) north of Woodlands Road.</p>
<p>Layout:</p> <p>Residential development survives only on the east side of this part of Station Road.</p> <p>1896 OS shows some creeping development on east side but generally still open with Greenhill Farm complex on the west side. By 1913/14 most development on the east side in situ; the later blocks of flats occupy the sites of houses and gardens.</p> <p>This area therefore amounts to ribbon development along a pre-existing route out of Harrow. Although the houses were evidently built as quite high status villas the area has become commercialised and high traffic flows detract from the residential environment.</p>	<p>Front Boundary treatment</p> <p>Few street trees and little greenery (most forecourts hardsurfaced) although the later flat blocks have been successful in introducing green frontage & trees – especially the 1970s block on the corner of Woodlands Road.</p>
<p>No relationship with open space.</p>	<p>The safari Cinema/bingo hall would be a landmark 1930s building if the cladding was removed.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Rosslyn Crescent, Frogna Avenue</p>	<p>AREA 355</p>

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	<p>Architecture:</p> <p>Victorian/Edwardian terraced houses with/without two storey rear projections. Brick and render. Most have bays with feature gables over. Some later development in Rosslyn Crescent including a 1930s semi-detached pair and a two/three storey 1990s terrace.</p>
<p>Layout:</p> <p>1896 OS shows this area as open land behind creeping frontage development along Station Road. The 1913/14 OS shows the area laid out and undergoing development; also a brush works to the rear (between Rosslyn Crescent and the railway). By 1932/41 fully developed and the court building added on the north side.</p> <p>The area is confined within the boundary of a single field as shown on the 1896 OS and the layout therefore reflects this; as a result there are quite long, unrelieved terraces. Some street trees but no verges.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely retained due to shallow depth but of limited landscape value.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>

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<p>Location: Welldon Crescent, Hindes Road (part), Wellesley Road, Warrington Road, Hamilton Road, Radnor Road (part), Greenhill Road/Greenhill Crescent</p>	<p>AREA 356</p>
<p>Layout:</p> <p>1896 OS shows haphazard Victorian development south of this area and Hindes Road laid out, but otherwise this area open and with field boundaries/streams (serving Yeading brook spur). By 1913/14 this area largely developed – extent of area/back garden</p>	<p>Architecture:</p> <p>Edwardian brick and render semi-detached and terraced houses with bays and feature gables; with/without two storey rear projections. Generally higher status housing reflected in width and ornamentation. Some distinctive designs repeated throughout the area include:</p> <p>semis with large gables over one half and lean-to roof over ground floor bays</p> <p>brick detached/semi-detached houses – long and narrow – with two storey bays & turreted roof over + feature gable</p> <p>Some later infill on Hindes Road and Welldon Crescent eg. Gainsborough Lodge, Welldon Court etc – three storey blocks of flats</p>
<p>Layout:</p> <p>1896 OS shows haphazard Victorian development south of this area and Hindes Road laid out, but otherwise this area open and with field boundaries/streams (serving Yeading brook spur). By 1913/14 this area largely developed – extent of area/back garden</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. However some good original boundary walls (brick and stone) survive.</p>

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<p>boundaries reflecting the field boundaries. Note that old maps show Greenhill Road (and complete Greenhill Crescent) separate from Welldon Crescent.</p> <p>Planned layout within the confines of the area. Wide streets with higher status dwellings to the principal streets of Hindes Road and Welldon Crescent. The layout integrates well with pre-existing development to the south and subsequent development to the north. Also footpath link through to Station Road from Welldon Crescent. Street trees but no verge. Levels rise up gently north and south from Hindes Road.</p> <p>Some long rear gardens have allowed good tree growth. However narrow gaps between the buildings so limited views through.</p>	
<p>No relationship with open space.</p>	<p>The Trinity Church (corner of Radnor Road and Hindes Road) is a good landmark building. Also two good turret bays on the corners of Hindes Road with Hamilton Road/Welldon Crescent.</p>
<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Angel Road, Byron Road, Springfield Road, St. Kilda's Road, Oakley Road</p>	<p>AREA 357</p>
<p>No picture.</p>	<p>Architecture:</p>

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	<p>Victorian terraced and some semi-detached houses in brick with ground floor bay windows & two storey rear projections. Semis predominantly halls-adjoining with narrow gaps at sides. Also a 1920/30s block of flats in Byron Road.</p>
<p>Layout:</p> <p>Byron Road appears on 1864-94 OS a partly made-up footpath between St. Ann's Road and what is now Fairholme Road; comprising a short terrace and a detached villa with grounds on the west side. By 1896 Angel Road, St. Kilda's Road & Springfield Rd added and undergoing development. By 1913/14 the area is shown as fully developed except the villa and its grounds on Byron road which, by 1932/41, had been redeveloped as flats.</p> <p>Post-war re-planning & redevelopment of Harrow town centre resulted in further evolution of the area's layout, principally by the introduction of the Greenhill Way bypass which severs the direct links these roads had to St. Ann's Road. Town centre retail development such as St. George's Centre now dominate the townscape when viewed from this area.</p> <p>This area has a rather haphazard layout, reflecting the speculative nature of the earlier Victorian development around the lowlands of Harrow and the impact of subsequent replanning/redevelopment. However this area is not without character because of its typical Victorian houses and streets.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely retained due to modest depth, but generally of limited landscape value.</p>

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<p>There are some street trees and permeability to the areas to the north and to the town centre via two crossing points on Greenhill Way.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>AREA 358</p>	
<p>Location: Woodlands Road</p>	
	<p>Architecture: Predominantly Edwardian halls-adjoining semi-detached houses in brick with bays and gables over; distinctive cast iron porch canopies mostly survive. Small section of 1920/30s semi-detached and terraced houses in render at end of road.</p>
<p>Layout: 1896 shows this area as open land north of Dirty Lane (now Elmgrove Road) and south of field boundary/drain. By 1913/14 Woodlands Road is shown laid out and largely developed with church & grounds to Station Road frontage.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>The road has a pleasing, curving layout which produces sweeping front building lines which shows the uniformity of these high status houses at their best. Generally narrow gaps between the houses but variation afforded by the curved road layout (producing some splayed plots).</p> <p>No verge or street trees.</p> <p>No relationship with open space.</p>	
<p>Potential enhancement?</p> <p>No</p>	<p>Redevelopment of the sites fronting Station Road detract from the approach into Woodlands Road, though do add some good trees/greenery.</p> <p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Fairholme Road</p> <p style="text-align: right;">AREA 359</p>	
<p>No picture</p> <p>Layout: This area appears as the grounds of villa 'Fairholme' on Victorian OS maps bounded to the south by a rural lane (now footway and car park) and, latterly, to the north by houses and gardens</p>	<p>Architecture: Edwardian brick and render terraced houses with bays and feature gables over.</p> <p>Front Boundary treatment Mix of long and short front gardens due to curving road alignment; where long enough gardens have been converted to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>in new Hindes Road. By 1913/14 the villa had been demolished and the road appears laid out with its terraced housing either side.</p> <p>The terraces are slightly staggered because of the curving layout of the road but otherwise an unremarkable layout. No verge or street trees.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings. Commercial development behind Station Road a bit of an eyesore.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Elmgrove Road (part), Elmgrove Crescent, Elmgrove Gardens, Moelyn Mews</p>	<p>AREA 360</p>
	<p>Architecture:</p> <p>Predominantly 1930s white rendered semi-detached and terraces of four. Plain design with a mix of hipped and gabled roofs; some canopies and ground floor shallow square bay windows. Narrow gaps at sides though some good spaces on corners.</p> <p>Also some 1970s brick two and three storey terraces houses with integral garages and flats.</p>

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<p>Layout:</p> <p>The 1913/14 OS shows this area as a single field adjacent to the railway and bounded by Dirty Lane (now Elmgrove Road) to the north. By 1932/41 the area is shown laid out and fully developed with houses and gardens. The 1970s development, including Moelyn Mews, is a later redevelopment of some of the houses and gardens from the original estate.</p> <p>Within the confines of the site area there is a strong, planned garden suburb character to the original estate layout: e.g. a staggered arrangement around the turning head of Elmgrove Gardens, houses turned to face the corners, narrow carriageway widths etc, combined with the utilitarian simplicity of the original architecture. However there are no verges and few street trees, although the 1970s development has added some good open plan green spaces.</p> <p>A footpath link between Elmgrove Gardens & Elmgrove Crescent, part of the original estate design, provides good pedestrian permeability within the estate.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>No direct relationship with open space, although Kenton recreation Ground is located to the other side of the railway and accessed via a foot tunnel from Elmgrove Road.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter War Housing Estates - Smaller Planned Estates</p>

<p>Location: Courtfield Crescent, Courtfield Avenue, Duffield Close, Becket Fold, Middlesex Court, Catherine Place</p>	<p>AREA 361</p>
<p>Layout:</p> <p>1896 and earlier OS maps show this area as part of Greenhill Lodge and its grounds, and surrounding farmland, off Bonnersfield Lane. By 1913/14 Greenhill Lodge is demolished and by 1932/41 Courtfield Avenue and Courtfield Crescent appear laid-out and fully developed. Becket Close was subsequently developed on the large plot of a detached house in Courtfield Crescent, whilst the other post-war developments took place on open land to the north of Courtfield Avenue (1932/41 OS shows a pavilion on this land indicating it was a sports field).</p>	<p>Architecture:</p> <p>Predominantly 1930s semi-detached and some detached houses. Brick and render, variety of styles including square bay/front projections with feature gables over, shallow round bays with flat tops, 'M' shaped front projections, halls-adjointing with forward projections and wide, square bays. Some good tudorbethan detailing to detached houses.</p> <p>Also much later in-fill/redevelopment: e.g. Middlesex Court & Catherine Place 1990s three/four storey flats in brick, two and three storey flats to Duffield Close, Bungalows to Becket Fold.</p>
<p>Front Boundary treatment</p> <p>Front gardens predominantly used for forecourt parking, although many do retains some greenery.</p>	

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<p>Courtfield Avenue and Crescent have a conventional suburban pattern of houses and gardens, the road layout dictated largely by the configuration of the site. There are good verges and street trees to this section, and a mix of shared driveway gaps and garage spaces between houses.</p> <p>The later flatted development is piecemeal, each one with communal forecourt parking and amenity space.</p>	
<p>Tennis to rear of houses in Courtfield Avenue.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Grange Road, Crofts Road, part Manor Road, part Francis Road, Hill Crescent, Hill Road & Richards Close</p>	<p>AREA 362</p>
	<p>Architecture: 1930s semi-detached and terraced houses. Rendered and quite plain with shallow bay flat-top bay windows. Mix of narrow gaps and garage spaces at sides. Richards Close: 1970s two storey flats in square brick blocks with hipped roofs</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

<p>Area occupies a single field as shown on the 1913/14 OS and earlier, bounded on the west and south sides by Bonnersfield Lane and to the east by the railway. By the 1932/41 OS the area is laid out and fully developed as exists today, with the area of Richards Close shown as part of the allotment gardens.</p> <p>The area has a planned layout within the confines of the site's configuration but produces long, unrelieved building lines. Unlike other suburban areas the development of this area avoids making the pre-existing rural lane into a suburban road with frontage development, but instead preserves it to the rear of houses.</p> <p>There are no grass verges but some good street trees.</p> <p>Good pedestrian permeability with surrounding areas – Francis Road links into area 360, a pedestrian access links from Francis Road to Elmwood Avenue (area 365) and a footbridge over the railway preserves the route of Bonnersfield Lane over to Kenton Recreation Ground.</p>	<p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>Some houses in Grange Road and Hill Road back onto the allotment gardens; the access to the gardens in Grange Road also provides a much needed break. The Richards Close flats enjoy an open aspect over the allotment gardens.</p>	<p>Former telephone exchange forms useful end stop to street - acting as a local marker in Francis Road.</p>

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<p>The retained section of Bonnersfield Lane, to the rear of some houses in Manor Road, also provides greenery/relief at its entrance to Manor Road/Francis Road as well as a pleasing local amenity. As noted above there is also a link to Kenton Recreation Ground</p>	
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Gayton Road (part), Knowles Court, Gayton Court, Cymbeline Court, Sheepcote Road, Shepherd's Court, Nightingale Court, part St. John's Road</p>	<p>AREA 363</p>
<p>No picture</p>	<p>Architecture: Distinctive grouping of 1950/60s-1990s flatted developments. Heights typically range from three-four and five storeys. Mix of flat roofs (earlier blocks) and pitched roofs; also brick and render materials. Some feature balconies, small 'box' style bay windows, etc.</p>
<p>Layout: 1864/94 OS shows Sheepcote Road as a continuation of Watford Road through farmland either side. By 1894 Lyon Road, St. John's Road (then St. John's Church Road) and this part of Gayton Road appear laid out and undergoing development of</p>	<p>Front Boundary treatment Typically low level, brick boundary walls fronting short landscaped forecourts. Some older developments have more provide parking on their forecourts.</p>

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<p>detached and semi-detached villas either side; also some development taking place at the north end of Sheepcote Road. By 1913/14 further development of similar properties along all of these roads had taken place with little significant change apparent on the 1932/41 OS.</p> <p>Although the basic street layout of this area remains, the post war redevelopment was probably encouraged as part of the wider re-planning of the town centre and in particular the widening of Sheepcote Road to a dual carriageway.</p> <p>Each development occupies sites assembled from the Victorian houses and gardens and, although each development is largely self-contained, there is a common arrangement of blocks fronting the road (set back behind short landscaped forecourts) with communal parking/garage blocks and amenity space behind. Some good trees retained.</p> <p>Some good gaps between developments provide each one with its own setting and some sense of spaciousness/views through to rear trees.</p> <p>Levels generally fall from south to north.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonnettes – Post-War infill Flatted Developments</p>

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<p>Location: Northwick Park Road, Bonnersfield Lane (part), Manor Road (part), Gayton Road (part), Brandreth Court</p>	<p>AREA 364</p>
<p>No picture.</p>	<p>Architecture:</p> <p>Predominantly 1920/30s brick and render detached and semi-detached houses. Variety of styles including halls-adjoining pairs with forward projecting gables/bays, catslide roofs with original first floor front dormers, long/narrow detached houses to Gayton Road, large semi-detached bays with two storey square bays & feature bays to third bedroom, some individual designs to detached house. Mix of wide and narrow gaps between the buildings.</p> <p>Some post-war redevelopment exists, mainly flats in two/three storey brick blocks and usually larger in scale than the surrounding houses.</p>
<p>Layout:</p> <p>1864/94 & 1896 OS maps shows this area as open fields bounded by Sheepcote Road (a continuation of Watford Road) to the west and Sheepcote Road to the north. By 1913/14 Gayton Road is laid out linking Kenton Road to Sheepcote Road, and Northwick Park Road/ Manor Road are laid out to the north linking to Bonnersfield Lane; other than Manor Road, development to these roads appears well under way (including Harrow High School). By 1932/41 most (but not all) plots are</p>	<p>Front Boundary treatment</p> <p>Most front gardens used for forecourt parking but large enough to retain some greenery. Variety of boundary treatments where retained.</p>

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<p>developed; the old Manor House at the north end of the area shown still in existence at this time (but later replaced by the cinema and residential development).</p> <p>The layout of this area largely ignores the former field boundaries in favour of a pragmatic, planned layout. Gayton Road provided a link to central Harrow from Kenton Road without the need to climb up to the level of the railway bridge at the end of Sheepcote Road. Northwick Park Road and Manor Road provided natural links to Bonnersfield Lane. Residential development appears to have been (high end) speculative along these roads.</p> <p>The layout provides for good staggered and sweeping building lines (esp. to Gayton Road) and with varied but generally good quality architecture this area has a pleasing character.</p> <p>There are no verges, however some good street trees and much rear-garden tree growth which can be glimpsed through gaps between the buildings.</p>	
<p>There is open space to the rear of some houses in Bonnersfield Lane (tennis courts) and to the rear of some houses in Gayton Road (the Harrow High School playing fields).</p>	<p>The extensive hardsurfaced parking area at the Comfort Hotel, on a prominent corner in this area, detracts from the appearance of the streetscene.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>

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<p>Location: Gerard Road, Flambard Road, Hawthorne Avenue, Elmwood Avenue, Woodway Crescent</p>	<p>AREA 365</p>
<p>Layout:</p> <p>Nineteenth century OS maps show this as farmland between Kenton Road and Bonnersfield Lane and bounded by the railway to the east. By 1913/14 Gerard Road and Elmwood Avenue are shown being laid out with some early development; by 1932/41 this area appears fully laid out and all plots developed.</p>	<p>Architecture:</p> <p>1920/30s semi-detached and detached houses. Variety of individual designs and small groupings of similar styles. Including:</p> <p>halls-adjoining pairs with forward projecting gables & bays (also some with catslide roofs and dormers) – e.g. Woodway Crescent & Hawthorne Avenue</p> <p>large semi-detached pairs with deep square/angular bays and feature gables over – e.g. Gerrard Road</p> <p>'L' shaped semi-detached pairs with alternating hipped and gable end roofs (Elmwood Avenue)</p> <p>Some very good tudorbethan detailing and spaces between buildings (esp. the detached houses).</p>
<p>Front Boundary treatment</p> <p>Front gardens largely used for forecourt parking but most large enough to retain some planting/greenery. Variety of boundary treatment.</p>	

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<p>As with area 364, this area appears to have been laid out without reference to the former field pattern, other than the alignment of Bonnersfield Lane to the north, and developed on a speculative/ piecemeal basis.</p> <p>Levels rise up from Kenton Road, up to a peak along Gerard Road, then fall again in a northward direction. Combined with wide carriageway widths and street trees (though few verges), the architecture, spaciousness and topography combine to give provide a high quality residential environment.</p> <p>There are some good local views of Harrow View from this area.</p> <p>Also some good groups of rear garden trees which can be glimpsed through gaps between the buildings.</p> <p>Permeability with surrounding areas is limited, although there is a pedestrian link from Elmwood Avenue with Francis Road/ Bonnersfield Lane (area 362) with links via a footbridge to Kenton Recreation Ground. Also there is a footpath link between Hawthorne Avenue and Gerard Road.</p>	
<p>No direct relationship with open space; however note link to Kenton Recreation Ground via Bonnersfield Lane footbridge and preserved part of Bonnersfield Lane to rear of some houses in Woodway Crescent. Also note good planting to turning head island in Hawthorne Avenue.</p> <p>Potential enhancement?</p>	<p>The 1930s mansion block is a good landmark building at the entrance to Elmwood Avenue from Kenton Road.</p>
	<p>5b. Spacious – Spacious Detached and Semi-Detached Housing</p>

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No	
<p>Location: Kenton Road, Rufford Close</p> <p>No picture.</p>	<p>AREA 366</p> <p>Architecture:</p> <p>Some brick and render 1930s detached and semi-detached houses with bays, feature gables, etc. However much post war redevelopment of blocks of flats: 1950/60s blocks with flat roofs, 1970/8/90s blocks in brick with pitched roofs. Mix of three and four storeys. Also some 1980s terraced houses to Rufford Close.</p>
<p>Layout:</p> <p>Nineteenth century maps show Kenton Road as a lane following a winding alignment through surrounding farmland. By 1913/14 some surrounding suburban development taking place (Elmwood Avenue & Gayton Road) and Kenton station opened, but no frontage development along Kenton Road. However by 193/41 Kenton Road appears re-aligned, following the Borough boundary, and fully developed with detached and semi-detached houses & gardens both sides.</p> <p>The post-war blocks of flats that dominate this stretch of Kenton Road are therefore subsequent redevelopments of the earlier houses and gardens. Development has taken place on a piecemeal basis, but generally the blocks are set back behind</p>	<p>Front Boundary treatment</p> <p>The forecourts to the flats are generally landscaped.</p>

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<p>quite short forecourts with rear parking/garaging areas and communal gardens. Mix of wide and narrow gaps between the buildings.</p>	
<p>The area adjoins Harrow High School playing fields at the west end.</p>	<p>The 1930s mansion block at the corner of Elmwood Avenue is a good landmark building in this area.</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Carlton Avenue AREA 367</p>	
	<p>Architecture: Semi detached houses with distinctive mock-Tudor detailing; two main house types, one flat fronted and one with forward projecting feature gables.</p>
<p>Layout: Victorian OS maps show this strip of land as the remainder of a larger field to the west, severed by the railway. By 1913/14 Kenton station appears, and Carlton Avenue is shown laid out (called Station Avenue) with 'The Rest Hotel' fronting Kenton Road but otherwise awaiting development. By 1932/41 the road is fully developed as existing, along with much of the surrounding area.</p>	<p>Front Boundary treatment Front gardens mostly lost to forecourt parking. Varied front boundary treatment where this exists.</p>

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<p>Long straight road produces long building line, but broken up by variation in two main house type. No verge but some tree planting.</p>	<p>Kenton recreation ground at top of Carlton Ave provides vista and sense of openness.</p>		<p>Travellers' Rest on Kenton Road is a distinctive landmark building. However development/car park of Travel Lodge to rear detracts, as do the rear service areas of commercial property in adjacent part of Kenton Road. Some unsympathetic front dormer additions. Also traffic, parking and noise from railway disrupt amenity of this road.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>	<p>AREA 368</p> <p>Architecture: Mostly semi-detached houses of uniform design; distinctive wide 'squashed' bays with gables over; brick and render; some tile hanging & Tudor detailing</p> <p>Front Boundary treatment Some low front garden walls/fences and hedges; many removed to serve front garden parking; higher (2m) fencing on return boundaries of corner properties</p>	

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<p>This area appears on old OS maps as two field either side of Black farm/Kenton Road farm, part bounded to the north by the Wealdstone brook. By 1932/41 it is shown fully developed and the former farm complex demolished (the farm occupied the area at the junction of Kenton Road with Willowcroft Avenue).</p> <p>Traditional pattern of houses set-back and long rear gardens; linear front building lines; 'garage' spaces at sides; narrow carriageway with wide verges (but interrupted by crossovers) and footpath behind; some street trees; glimpses of rear garden spaces between houses and on return frontages of corner properties; flat topography</p>	
<p>Pleasing open frontage to Kenton Recreation Ground in Becmead Avenue – gaps between houses on this side also contributes to views through; Wealdstone Brook and associated vegetation also adds to character/visual relief between houses in Becmead Avenue (runs through to St. Leonard's Avenue)</p>	<p>Views of St. Leonard's Church</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Kenton Road (part), St. Leonard's Avenue, St. Mary's View</p>	<p>AREA 369</p>
<p>No picture.</p>	<p>Architecture:</p>

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	<p>Kenton Road: 1930s brick and render semi-detached houses with curved bays and feature gables over; garage spaces at sides</p> <p>St. Leonard's Avenue: 1930s brick and render semi-detached pairs; halls adjoining and conventional with square and round bays, feature gables etc.</p> <p>St. Mary's View: 1980's terraced houses in brick with catside roofs and first floor front dormers</p>
<p>Layout:</p> <p>On the 1913/14 and earlier OS maps this area appears as open farmland east of Kenton Road farm and bounded to the north by the Wealdstone brook and to the east by a field boundary. By 1932/41 this area and surrounding suburbs appears laid out fully developed. St. Mary's view occupies the plot of the former vicarage to St. Mary's Church.</p> <p>Typical arrangement of suburban houses and gardens. No verge and few street trees, however strong topography and the curving alignment of St. Leonard's Avenue add to the character to this area, as does the greenery/openness of gardens and the Wealdstone Brook. Some good glimpses of St. Mary's Church in the approach from the north.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. A variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>St. Mary's Church (grade II listed) on the corner of St. Leonard's Avenue and Kenton Road is a good landmark building.</p>

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<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Kenton Gardens</p>	<p>AREA 370</p>
<p>Layout: This area occupies the site of a single field, bounded by the Wealdstone brook on the north and east sides, as appears on the 1913/14 and earlier OS maps. By 1932/41 this area is shown laid out and fully developed with houses and gardens. Planned 'crescent' layout; wide carriageway with narrow verge with street trees. Some staggered building lines. Glimpses of rear garden spaces between houses and on return frontages of corner properties. Poor permeability with surrounding residential areas. Flat.</p>	<p>Architecture: Predominantly semi-detached but with some detached; subtle variations in house style e.g. square, angled and round bays with hipped and gabled roofs over. Garage space gaps at sides. Some later infill.</p> <p>Front Boundary treatment Some low front garden walls/fences and hedges; many removed to serve front garden parking; higher (2m) fencing on return boundaries of corner properties</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Ashburnham Avenue & Ashburnham Gardens</p> <p>No picture.</p>	<p>AREA 371</p> <p>Architecture: 1930s brick and render houses. All semi-detached in Ashburnham Gardens with round bays, feature gables, porch canopies etc – some good tudorbethan details. Mix semi-detached and detached houses in Ashburnham Avenue – various styles but also good general architectural detailing.</p>
<p>Layout: Victorian OS maps suggest this area was part of a larger field to the south but bisected by the railway. The 913/14 OS map shows it as an athletic ground to the rear of houses then developed in neighbouring Gayton Road. By 1932/41 it is shown laid out and all but two plots fully developed as exists today. The unity of Ashburnham Gardens suggests this was developed by a single builder; by contrast Ashburnham Avenue appears to have been speculative/piecemeal. However the common period of the houses give this small area a coherence. Gaps between</p>	<p>Front Boundary treatment Most front gardens used for forecourt parking though many retain some level of landscaping.</p>

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<p>the houses provide views through to rear garden trees/greenery and there are good verges & street trees. Remarkably quiet/calm in view of its location and proximity to the town centre etc.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Kenton Road (part), Kenton Avenue</p>	<p>AREA 372</p>
<p>No picture.</p>	<p>Architecture: Two storey Victorian/Edwardian semi-detached and terraced houses to western end of Kenton Road and Kenton Avenue. 1930s semi-detached houses and detached bungalows to eastern end of Kenton Road. Kenton Avenue houses of uniform design – terraced but with forward projecting elements (each with deep angular bay windows) giving appearance of uniform detached houses. Some uniformity also to the Victoria/Edwardian semis fronting Kenton Road – halls adjoining pairs west of Kenton Avenue and conventional pairs with large front facing gables east of Kenton Avenue.</p>

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	<p>The 1930s development comprises two halls-adjoining semis and two types of detached bungalow (gable fronted and hipped with forward projecting feature gables).</p>
<p>Layout:</p> <p>The 1864/94 OS shows Kenton Road (then Tyburn Lane) as a rural lane going through open farmland, though the map does indicate a safeguarded route for the metropolitan railway. By 1896 some frontage development along Kenton Road is shown, but not until 1913/14 does the western end/Kenton Avenue appear laid out and fully developed. By 1932/41 the eastern frontage of houses and bungalows had been added.</p> <p>The form of this area is in large part due to the railway which left it as a relatively small, triangular parcel of land. Consequently only frontage development along Kenton Road and a small cul-de-sac were possible.</p> <p>There are generally narrow gaps between the buildings. The architecture gives the two periods of development in this area a coherence and the verges/street trees along Kenton Road add to the residential character of this area despite the impact of traffic flows.</p> <p>The area faces an extensive area of Metropolitan Open Plan – the lower slopes of Harrow Hill – on the opposite side of Kenton Road.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement? No</p>	<p>1g. Pre and Post War Suburban – Edwardian Villas</p>
<p>Location: Wilson Gardens, The Gardens, Bouverie Road</p>	<p>AREA 373</p> <p>Architecture: 1930s rendered terraced and semi-detached houses. Terraces generally in rows of four houses and semis with narrow gaps at sides. Generally square quite shallow bays; some conventional round bays. Some with gables over. Distinctive group around The Gardens with angled corner bays facing the road and 'inner' end houses with bay windows overlooking amenity space. Some 1980s brick semi-detached housing at southern end of Wilson Gardens (assumed to be on former Vaughan School land)</p>
<p>Layout: 1864/94 OS map shows this area as farmland but with route of railway delineated. By 1896 OS the Metropolitan Railway towards Pinner is shown in situ, and by 1913/14 the development of Vaughan Road, Butler Road etc (area 374) had taken place with</p>	<p>Front Boundary treatment Front gardens vary. Some quite short front gardens and those around the greens have survived with walls and hedges. Some loss to forecourt parking elsewhere.</p>

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<p>Wilson Road, Bouverie Road and The Gardens laid out awaiting development (also the Uxbridge branch is shown added by this time). By 1932/41 this area is shown fully developed.</p> <p>Strong garden suburb feel to The Gardens particularly around the green square – symmetrical arrangement of houses and hedges retained. Similarly in Wilson Gardens the triangular ‘village green’, rising levels (north to south) and arrangement of houses around it contributes to garden suburb character. Mainly narrow gaps between houses but some more spacious settings to houses at junction of Wilson Gardens/Vaughan Road and to southern end of Wilson Gardens.</p> <p>Layout of Bouverie Road largely determined by relationship between Vaughan Road (to south) and railway (to north). However steep rise in levels and bends in road add visual interest. Also the railway line (exposed to view at the western end) and the factory (at the northern end) contribute to character of Bouverie Road.</p> <p>No verges or street trees.</p>	
<p>In addition to the Wilson Gardens ‘village greens’ there are allotment gardens to the rear of properties on the north-east side of The Gardens with an access from this road. Also West Harrow Recreation Ground forms an open vista to the end of Wilsonm Gardens.</p>	<p>The railway bridge (and station below) is a focal point at the centre of this area. There is a pleasing park keeper’s cottage at the entrance to West Harrow Recreation Ground.</p> <p>A commercial storage yard at the side of the railway in The Gardens is a bit of an eyesore in the streetscene.</p>

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<p>Potential enhancement? No</p>	<p>5c. Spacious – Village Green Enclaves</p>
<p>Location: Vaughan Road, Butler Road, Butler Avenue, Drury Road, etc</p>	<p>AREA 374</p> <p>Architecture: Mostly Victorian/Edwardian terrace house in long rows. Generally larger, 'high status' houses with rear projections towards east of area and more modest terraced houses with small or no out projections at western end. Note also some later terraced infill and occasional semi-detached and detached dwellings also. Brick dominates.</p> <p>Notable exceptions in Butler Avenue include group of ineform detached villas (similar to houses in Hindes Road & Welldon Crescent) and distinctive double-fronted mock-Tudor terrace.</p> <p>Backland 1980s development at Badgers Close introduces modern complex of flats and houses.</p>
<p>Layout: The 1864/94 OS shows this as farmland west of Bessborough Road (Roxbrough Farm to the east side of the road); by 1894 the Metropolitan Railway towards Pinner is shown in-situ together</p>	<p>Front Boundary treatment Small front gardens unsuitable for parking so mostly these survive with front boundary walls; however of limited landscaping value.</p>

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<p>with some ribbon development along Bessborough Road. By 1914/15 this area is shown largely developed, its extent determined by field boundaries.</p> <p>Unplanned grid-iron layout; although Butler Road/Avenue and Vaughan Road of significant length monotony is relieved by changes in direction. No verges and few green areas but some mature street trees contributes positively to character. Opening to footpath link to Hawkings Close etc provides visual relief in Butler Road.</p> <p>Heavily parked.</p> <p>Levels fall gently from east to west.</p>	
<p>Some houses on west side of Drury Road and south side of Butler Road back onto West Harrow Recreation Ground; also houses on east side of Merivale Road back onto Bowen Road allotments. Entrance to allotments in Bowen Road creates pleasing open vista.</p> <p>Potential enhancement? No</p>	<p>St. Peter's Church in Sumner Road contributes positively both architecturally and with space around it.</p> <p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: Lascelles Avenue, Charles Crescent, Hawkins Close, Ford Close, Farnborough Close Poole Road, Wood Close, Marshall Close, part Bessborough Road</p>	<p>AREA 375</p>

<p>No pictures</p>	<p>Architecture:</p> <p>Original development incorporates brick and render semi detached houses, range of styles: halls-adjoining with forward projecting elements either side; conventional semis with double gabled forward projecting central section; flat fronted pairs including some 'double width'</p> <p>Much later in-fill development – mostly 1970s two and three storey terraced houses and blocks of flats in brick and plain</p>
<p>Layout:</p> <p>Area appears on 1896 and 1913/14 OS maps as farmland including Honeybun's Farm on Bessborough Road. By 1932/41 the area appears laid out and developed with allotments gardens to the north-west and an open air swimming pool to the south.</p> <p>The original layout reflected garden suburb principles – houses fronting Lascelles Avenue stagger back to central green (both sides) and strong presence of corner property's gardens at junctions of Charles Crescent/Hawkins Close/Ford Close. Also some houses turned to face junctions at corners. Road layout suggests that original scheme/intention was two crescents behind Lascelles Avenue either side. Note also green in front of houses in Ford Close. Later redevelopment has replaced some of the original houses and has modified the layout; this development</p>	<p>Front Boundary treatment</p> <p>Remarkable survival of front gardens and hedging to original houses. These make a positive contribution to the area's character.</p>

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<p>included a substantial reduction in the area of the allotment gardens (Marshall Close, part of Hawkins Close etc.) and the loss of the swimming pool (Pool Road & Farmborough Close).</p> <p>Although some later development not without layout merit – eg flat blocks set in green ‘parkland’ and the creation of a pedestrian route through open space between Lascelles Avenue and Butler Avenue – but the coherence of the whole is poor. In particular the layout of later development is car dominated. However there is a good level of pedestrian permeability.</p>	
<p>Central greens (Lascelles Avenue) as referred to above. Also allotment gardens open onto Bowen Road/Marshall Close.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Bessborough Road</p>	<p>AREA 376</p>
<p>No picture</p>	<p>Architecture: Predominantly Edwardian semi-detached and some detached/houses in brick and render. Bays with gables, some interesting architectural detailing. Also some Victorian and 1930s terraced housing and later redevelopment of 1970s/80s two and three storey flats in brick.</p>

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<p>Layout:</p> <p>1864/94 OS shows Bessborough Road as a rural lane through farmland with Roxborough Farm on the east side (north end) and Honeybun's Farm on the west side (to the south). By 1896 some ribbon development had taken place along Bessborough Road with further development shown by 1913/14 including a ham & bacon factory (where the Harrovian Business Village now is). The development frontage along the road appears largely completed by 1932/41.</p> <p>The general alignment of Bessborough Road follows the route of the earlier rural lane though now widened to carry two lanes of traffic between the Lascelles Avenue junction and Harrow town centre. Few street trees or verges. Heavy traffic flows detract from the residential environment. Many of the houses now converted to multiple units/occupation.</p>	<p>Front Boundary treatment</p> <p>Some quite short front gardens – perhaps due to road widening? Limited landscape value. However some better green frontages to the later blocks of flats.</p> <p>Front boundaries where retained largely delineated by walls.</p>
<p>Southern part of area adjoins Metropolitan Open Land. Access to St. Mary's Fields open space via Kingsfield Road.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Semi-detached Edwardian pair (Nos. 40 7 42) and Kingsfield Arms (locally listed) and No. 79 are good landmark buildings.</p> <p>1g. Pre and Post War Suburban - Edwardian Villas</p>
<p>Location: Roxborough Avenue & part Roxborough Park (non conservation area)</p>	<p>AREA 377</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Predominantly 1960/70s flat roofed three/four storey flats in brick with panels between windows. Also a 1980/90s three/four storey group of mock-Georgian terraced houses.</p> <p>Also Some Edwardian two storey brick & render semi-detached and terraced houses with wide, round bays and gables over (Roxborough Avenue). Also a good Victorian three-storey semi-detached pair with rooms in the roof (Roxborough Park).</p>
<p>Layout:</p> <p>The 1864/94 OS shows Roxborough Park as a narrow tree lined path up to St. Mary's Church. By 1896 it appears laid out for residential development with Roxborough Avenue (shown simply as 'The Avenue') added, and some of semi-detached and detached villas either side. By 1913/14 further large villas and th Edwardian semis/terrace appear; little further change by 1932/41.</p> <p>Present day development therefore reflects the post-war redevelopment of the earlier villas to form individual developments of flats. Much tree growth retained particularly along the street frontage, giving the area a pleasing verdant feel, most of the blocks having parking and communal amenity space provided at the rear.</p>	<p>Front Boundary treatment</p> <p>Front boundaries delineated by low brick walls. Forecourts contribute significantly to greenery and landscaping.</p>

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<p>Good verges and street trees. Rising topography also adds interest/to quality. Gaps between the blocks preserve a spacious character. Good permeability to Harrow and St. Mary's Church Field from Roxborough Park.</p>	
<p>St. Mary's Church Field open space (metropolitan Open Land) to south.</p>	<p>The Church of Our Lady & St. Thomas Church in Roxborough Park is a good landmark building (grade II listed).</p>
<p>Potential enhancement? No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>AREA 378</p>	
<p>Location: Pickwick Place No picture.</p>	<p>Architecture: Small development of predominantly brick detached houses in mock-Tudor style with integral double garages. Also some terraced houses, also in brick and mock-Georgian style.</p>
<p>Layout: Development of Roxborough Park as area 377; by 1932/41 this area was the rear gardens of semi-detached villas fronting Roxborough Park.</p>	<p>Front Boundary treatment The front gardens are dominated by driveways to the garages giving a car-dominated appearance, though most forecourts do also incorporate some planting.</p>

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<p>The present development appears to have been formed from the rear gardens of the earlier houses (now themselves redeveloped as blocks of flats). The development comprises a small cul-de-sac parallel with Maxted Park (to the north) and turning sharply south, rising upslope. Mix of wide and narrow gaps between the dwellings.</p> <p>The end houses to Roxborough Park are set well-back from the corner preserving the building line of Roxborough Park and allowing some good tree growth.</p> <p>No pedestrian permeability with adjacent areas.</p>	
<p>Houses on the east side back onto The Grove open space (metropolitan open land) but no direct access.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>
<p>Location: Whitmore Road, Treve Avenue No picture</p>	<p>AREA 379</p> <p>Architecture: 1930s semi-detached and some detached houses. Variety of styles but some common groups eg. 'halls' adjoining houses with forward projecting gables/hips over bays; conventional semis but with half hip/half gable roofs; wide semis with catslide roofs</p>

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	<p>at side over integral garages; semis with forward projecting gables and catside roofs; suntrap bay windows with overhanging roof.</p> <p>Overall good quality in terms of design and detailing. Garage spaces at sides.</p>
<p>Layout:</p> <p>The 1864 through to the 1913/14 OS maps show this area as farmland, with the Roxeth Farm buildings adjacent to Bessborough Road, albeit with creeping suburban development in surrounding areas. By 1932/41 the area appears laid out and largely developed, preserving the line of a footpath that ran adjacent to Roxeth Farm as part of the area's eastern boundary.</p> <p>Whitmore Road runs between Bessborough Road and The Ridgeway and is therefore a significant length; however it is bisected by Porlock Avenue/Treve Avenue which breaks-up the built up frontage and most of the eastern section is only developed on one side. Topography, variations in house type and slight staggering of buildings all contribute positively to character. Also very clear, close-proximity views of Harrow Hill.</p> <p>Good size verges (particularly at junction) and street trees.</p> <p>Poor permeability with surrounding areas.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatment.</p>

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<p>Very strong relationship to open space. Many houses on north side of western section of Whitmore Road back onto West Harrow Recreation Ground; also on south side some back onto school playing fields. Park entrance contributes to setting at junction of Whitchurch Road with The Ridgeway. Eastern section of Whitmore Road faces Harrow School cricket ground and other open land around Harrow Hill (metropolitan open land). Allotment gardens to rear of some houses in Treve Avenue.</p> <p>Site to rear Treve Ave (south side)?</p>	<p>Listed farm buildings corner of Whitmore Road and Bessborough road add character. No eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Eastern Avenue, Hardy Close, Raleigh Close, Frobisher Close, Rodney Close, Hawlands Drive</p> <p>No picture.</p>	<p>AREA 380</p>
<p>Layout:</p>	<p>Architecture:</p> <p>Brick and render flat fronted semi-detached houses and bungalows with forward projecting elements dominate. Small number of detached houses. Also small groups of different styles e.g. semi-detached pairs with shallow bays and overhanging roofs, forward projecting gables with catslide roofs, chalet pair, etc.</p>
<p>Front Boundary treatment</p>	

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<p>Victorian OS maps show this area as a single field to the west of Cannon Lane; by 1913/14 the railway had been constructed to the south of it. This area continues to appear open on the 1932/41 OS map although surrounding residential areas are shown laid out and substantially developed.</p> <p>Eastern Avenue is the principal east-west route through – shallow verge and street trees. Pleasing building line as road turns corner to Cannon Lane junction. Other roads in this area are narrow cul-de-sacs serving small numbers of properties. Two pairs of chalet houses which are turned to face the junction with Frobisher Close form a pleasing group which are repeated further east (in London Borough of Hillingdon).</p>	<p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>No relationship with open space; however Cannon Lane embankment trees creates a green backdrop at the eastern end.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Village Way & South Close</p>	
<p>AREA 381</p>	
<p>Architecture: Semi-detached and some detached houses with round and angular bays and gables over. Mainly brick and render. Some mock-Tudor and tile hanging details. Garage spaces at sides.</p>	

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<p>Layout:</p> <p>This area appears on Victorian OS maps as farmland to the west of Rayners Lane and between two tributaries of the Yeading brook. By 1913/14 the railway had been added to the south and by 1932/41 the area appears laid out and substantially developed.</p> <p>Village Way is the principal thoroughfare running westward out of Rayners Lane district centre. South Close is a narrow carriageway which rises up from Village Way and turns to make use of land between Village Way and Rayners Lane; houses at the head of the close have generous gaps at the sides and splayed rear gardens. Some houses served by access road to rear of Rayners Lane shops.</p> <p>No verge or street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>Allotment gardens behind properties to west of South Close and south of Village Way.</p>	<p>No landmark buildings. Some commercial development to rear of Rayners Lane shops and fronting Village Way detracts from residential setting.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Stirling Avenue, Harlech Gardens, Pembroke Avenue, Carlisle Close, Edinburgh Close</p>	<p>AREA 382</p>

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<p>No picture.</p>	<p>Architecture: Development of two and three storey detached, semi-detached and terraced houses. Mock Victorian style in brick. Some use of bay windows, dormers & integral garages. Strong architectural coherence.</p>
<p>Layout: Area formerly part of the Council's nurseries within Roxbourne Park. Formal layout of cul-de-sacs around which the houses are arranged and includes to crescents of houses. Mix of narrow and wider gaps. Some good tree retention and small verge/amenity areas.</p>	<p>Front Boundary treatment Development is quite car dominated with forecourts mostly given over to parking; however some pleasing green front gardens with hedges to the crescent of houses in Pembroke Avenue.</p>
<p>Area surrounded by Roxbourne Park metropolitan open land and with direct access thereto.</p>	<p>The two crescents of houses are good landmark features within the estate.</p>
<p>Potential enhancement? No</p>	<p>1d. Pre and Post War Suburban – Modern Large Housing Estates</p>
<p>Location: Badgers Close</p>	<p>AREA 383</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Two and three storey 1980s development of houses and flats. In contrasting red and light coloured brick. Some architectural features such as gables, bays etc.</p>
<p>Layout: Area developed from gardens of property in Vaughan Road and railway land. Buildings arranged around cul-de-sac rising up from Vaughan Road and served by communal parking area to end/rear. Some trees/estate landscaping.</p>	<p>Front Boundary treatment Front gardens shallow in depth but do provide some planting.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Nash estate, Rayners Lane</p>	<p>AREA 384A</p>
	<p>Architecture: Mainly terraced houses in rows of three, four and six. Also some smaller pockets of semi-detached houses. Dominant house type comprises substantial, round bay window with gable over. Some have Tudor detailing, others plain render. However there are many variations on this over the estate; e.g. suntrap bays with overhanging roof, square bays, etc.</p>

	<p>Generally narrow spaces at sides of end terraces though access roads provide wider breaks in frontage.</p> <p>Along Alexandra Avenue there are blocks of three storey flats in red brick and render with crittal windows; their frontages turn the corner to face side roads forming part of this estate.</p>
<p>Layout:</p> <p>Area appears as large expanse of farmland on Victorian OS maps with Yeading brook to north-west and The Roxbourne to south. By 1913/14 the area remains open but the Metropolitan Railway (including the present day Piccadilly line) appear in situ with only a holt station at Rayners Lane junction. By 1932/41 the estate is shown laid out and substantially completed.</p> <p>Extensive, planned estate layout. Malvern Gardens forms the principal east-west thoroughfare between Alexandra Avenue and Field End Road. Lynton Road and Kings Road form crescent core around which surrounding roads run parallel or radiate from at an angle 45 degrees before returning to meet Alexandra Avenue. Other roads forming part of this estate lie east of Alexandra Avenue towards Rayners Lane estate.</p> <p>The layout produces some very long roads unrelieved by breaks in housing frontage, although turns as a result of the planned pattern do help to reduce monotony. There are also some houses turned to face junctions, eg at Malvern Avenue/Kings Road, which also add visual interest.</p>	<p>Front Boundary treatment</p> <p>Despite service alleys and many garages at rear many front gardens lost to forecourt parking.</p> <p>Original dwarf brick walls to Alexandra Avenue mansion blocks largely survive.</p>

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<p>All houses are served by rear service alleys and, combined with access points to these, there is generally good pedestrian permeability throughout the estate.</p> <p>As the principal routes through the estate Malvern Avenue and Kings Road have quite wide verges and street trees. Also there are green areas at main junctions in the estate, e.g. Malvern Avenue and Kings Road, Newquay Crescent and Lynton Road, etc. Elsewhere some street trees but no verges.</p> <p>General fall in levels from north to south; some quite steep levels changes particularly to north of the estate.</p>	
<p>The estate is served by Roxbourne Park & allotments to the north west and Newton Park & allotments to the south and east.</p> <p>Roxbourne Park is accessed from Waverley Road and this access provides some relief in the built-up frontage; also the Yeading Brook and associated tree growth runs to the rear of houses in Yeading Avenue. Adjacent open space with the London Borough of Hillingdon can be accessed at the end of Yeading Avenue and forms an open aspect at the end of this road. School playing fields form a further open space to the rear of some houses on the south side of Yeading Avenue.</p> <p>Newton Park is accessed from Ravenwood Crescent, Drake Road, Malvern Avenue and Alexandra Avenue. Again these access points provide visual relief. At the end of Lucas Avenue there is also a football ground which provides an open aspect.</p>	<p>There are two main landmark buildings: St. Andrew's Church in Malvern Avenue adds interest, particularly its spire which is visible from surrounding streets. And Roxbourne First and Middle School, located to the rear of some property in Torbay Road – a large single and two storey flat roof building in the modernist style.</p> <p>Also the mansion blocks of flats which line Alexandra Avenue and form distinctive gateways to the estate add interest.</p>

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<p>Open space to the rear of St. Andrew's Church in Malvern Avenue creates a visual break in the southern part of Kings Road. The Roxbourne brook runs through Newton Park, past St. Andrew's church and to the rear of property in Leamington Crescent.</p> <p>There is a further, smaller area of open space in Lynwood Close, to the rear of some houses on the east side of Exeter Road.</p> <p>Forecourt greens and maturing trees in front of the Alexandra Avenue mansion blocks make a valuable positive contribution to this main road and as a setting for the blocks.</p>	
<p>Potential enhancement?</p> <p>Encourage use of rear service roads to access cartilage parking so that further erosion of front gardens can be avoided.</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>
<p>Location: Alexandra Avenue and Jasmine Gardens</p> <p>No picture</p>	<p>AREA 385</p> <p>Architecture:</p> <p>Alexandra Avenue: Predominantly three storey 1930s mansion blocks of flats; strong uniformity of red brick with horizontal render bands, suntrap windows (though many now unsympathetically replaced) and vertical sections with feature gables to stairwells. Central section comprises three storey 1950s blocks in buff brick but with recessed, rendered balcony features.</p>

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	<p>Jasmine Gardens: Staggered three storey 1970s blocks of flats in brick with horizontal banding between floors and shallow pitch roofs.</p>
<p>Layout:</p> <p>As area 384, this area is shown as open farmland until the 1932/41 when the surrounding Nash estate is shown laid-out and developed. Alexandra Avenue appears laid out at this time but awaiting the development of the mansion blocks. The later (1950s) development corresponds with the area of Newton Park (formerly Newton sewage farm).</p> <p>Alexandra Avenue is laid out as a wide suburban boulevard rising up from Eastcote Lane, to the south, and with a sweeping curve as it approaches Rayners Lane centre. Wide verges with trees emphasise the formality of the boulevard and its higher status compared with surrounding suburban roads. The 1930s blocks form significant widths of built frontage; by contrast the 1950s blocks incorporate some wide gaps and give this section a more spacious, parkland feel. The 1930s blocks are served by forecourt carriage driveways and parking and have amenity space & service roads (also some with garage blocks) at the rear. The 1950s blocks are also served by a forecourt carriage driveways with extensive communal open amenity space at the rear.</p>	<p>Front Boundary treatment</p> <p>1930s blocks have distinctive red brick front walls set behind grass verges – adding to the harmony of the blocks. The 1950s blocks also have dwarf front walls.</p> <p>Jasmine Gardens is set within open plan grounds.</p>

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<p>Jasmine Gardens: Backland site between Alexandra Avenue mansion blocks and water course adjacent to Learner Drive. Open plan with extensive green areas to front of blocks. Access road leads to garage court at end.</p>	
<p>Newton Park runs through this area – east and west of the 1950s blocks – and contributes to a sense of openness/greenery viewed through the gaps between the buildings.</p>	<p>No landmark buildings or eyesores</p>
<p>Potential enhancement? No</p>	<p>7b. Flats and Maisonettes – Modernist Flats</p>
<p>Location: Rayners Lane Estate No picture</p>	<p>AREA 386 Architecture: Mixture of 1950s terraced and semi-detached brick housing on conventional plots with gardens; also some 1950s four storey maisonettes to Swift Close; 1960s flat roof four storey blocks, and new two/three storey houses and three/four storey flat blocks</p>
<p>Layout: This area appears on the 1932/41 OS as an open tract of land between the railway (to the east) and Rayners Lane (to the west).</p>	<p>Front Boundary treatment In traditional 1950s housing areas front gardens largely turned into forecourt parking although some original front gardens retained with hedges</p>

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<p>1950s housing set around traditional suburban road layout (Coles Crescent, Maryatt Avenue and Rayners Lane; also part Austen Road and Scott Crescent; no grass verges but some areas have been designed as 'home zones' with planting beds etc</p> <p>1950s maisonettes at swift Close set around a central green with private rear amenity space and incorporating balconies; also some garage blocks</p> <p>1960s blocks (currently being redeveloped) set in open-plan grass parkland around Elliot Drive/Austen Road/Goldsmith Close</p> <p>Redevelopment currently taking place at north end of estate to high density; typically street frontages of conventional houses with gardens and flat blocks located on corners/along harmony terrace; no verges but some street trees, one road designed as a 'home zone' and a green amenity area has been created leading to bridge over the railway; new houses and flat blocks provided with private amenity areas; however buildings located close to street frontages in places</p> <p>Good permeability throughout with surrounding areas</p>	<p>1960s blocks set within open parkland and some maturing trees</p> <p>new development has limited front gardens; parking areas designed in</p>
<p>Replacement open space to be provided as part of redevelopment programme. Parts of Rayners Lane front onto Newton Farm Park – provides a visual amenity and sense of openness</p> <p>Potential enhancement?</p>	<p>No landmark buildings (although new community centre has potential to become one). Temporary building works result in eyesore areas but these will be eliminated when building work is complete.</p>
<p></p>	<p>6b. Bungalows - Miscellaneous</p>

<p>Enhancement will be delivered through redevelopment - underway</p>	
<p>Location: Welbeck Road, Twyford Road, Tintern Way etc</p> <p>No picture</p>	<p>AREA 387</p> <p>Architecture: Rendered 1930s semi-detached houses, variety of styles – predominantly round bays with/without gables; some suntrap bays with overhanging roofs; some with forward projecting gables and Tudor detailing, etc.</p>
<p>Layout: This area appears on Victorian and the 1913/14 OS as farmland with a footpath running across, between Rayners Lane and Lower Road. By 1932/41 surrounding areas are largely developed and this area is shown undergoing development to the north. Strong planned layout, reflecting the constraints of two adjacent railway lines and the relationship with West Harrow Recreation Ground. Welbeck Road is the principal route through, linking the Rayners Lane Estate to the recreation ground. Twyford Road and Tintern Way are crescents running off Welbeck Road; and there are two cul-de-sacs: Chatsworth Gardens and Furness Road. Throughout the estate there are wide verges with street trees, supplemented by a small number of central green islands</p>	<p>Front Boundary treatment Some loss of front gardens to forecourt parking. Various boundary treatments where these survive.</p>

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<p>the largest being at the junction with Shaffesbury Avenue (which has mature planting). The park entrance is set back behind a semi-circle area which on plan relates to estate entrance opposite (and shows strong similarities with that of Alexandra Park).</p> <p>The railway lines limit opportunities for permeability with surrounding areas; nonetheless a footbridge links Twyford Road to Rayners Lane Estate, and Rayners Lane playing fields can be accessed via adjacent Strongbridge Close also over a footbridge. The southern end of Welbeck Road links to Eliot Drive and The Arches; a footpath runs laterally across the estate from Abercorn Crescent (Area 388) linking all roads in the estate with Grange First and Middle School in</p> <p>Furness Road</p>	
<p>As noted above strong relationship between estate layout and West Harrow Recreation Ground. Trees on railway and road embankments contribute to setting at rear of properties on Twyford Road. Grange School playing fields (and entrance to school from Welbeck Road) also add to openness within the estate.</p>	<p>Railway arches dominate to the southern end of the estate. No eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>

<p>Location: (Roxeth Green Avenue east of Arches, Abercorn Crescent, Hillside Crescent, Southdown Crescent, Dudley Road)</p>	<p>AREA 388</p>
<p>No picture.</p>	<p>Architecture:</p> <p>Rendered terraces of six houses. Round bays, some with gables or hip roof features. Small group of semi-detached bungalows to Dudley Road.</p> <p>Some later infill development – e.g. 1980s terraced development at Franklin Mews; three storey flats at Lodgehill Park Close</p>
<p>Layout:</p> <p>Area appears on 1913/14 and earlier OS maps show this area as farmland. By 1932/41 the area is shown laid out and fully developed; the north-western extent of the area reflecting former field boundary and with historic footpath link (to Rayners Lane) preserved.</p> <p>Planned layout with Roxeth Green Avenue the principal throughroute radiating out from Shaftesbury Circle. Levels rise both sides of Roxeth Green Avenue – particularly steeply to south. Southdown Crescent & Hillside Crescent form tight inner loop; Dudley Road and Abercorn Road link to Shaftesbury Avenue. Layout avoids long straight stretches which, combined with levels changes, provides visual interest in the arrangement of buildings.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where these are retained.</p>

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<p>Roxeth Green Avenue has good sized verges with street trees; however verge partially eroded to provide cycle route and parking. Other roads also have verges and street trees; pleasant 'village green' to north corner of Southdown Crescent.</p> <p>Most houses on estate served by rear access roads. These provide permeability and breaks in the street frontage. Also note 3 footpath link from Abercorn Crescent to Furness Road/Grange School (Area 387) etc.</p>	
<p>No open space within the estate. However some houses in Abercorn Crescent back onto school playing fields.</p>	<p>Shaftesbury Circle provides landmark buildings in the approach to the estate from the east. The railway arches are a dominant feature to the west although industrial uses associated with them are an eyesore in Roxeth Green Avenue.</p>
<p>Potential enhancement? Yes</p> <p>Deal with amenity of area around the arches</p>	<p>2c. Inter-War Housing Estates – Large Planned Estates</p>
<p>Location: Grange Farm Close, Osmand Close, Westley Close</p> <p>No picture.</p>	<p>AREA 389</p> <p>Architecture: 1960/70s development of prefabricated three storey blocks of flats. Architecturally plain and each block uniform in design and footprint. Also some later infill development of two storey houses, three storey flats and bungalows in brick.</p>

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<p>Layout:</p> <p>Area appears on 1932/41 and earlier OS maps as part of the Victorian villa and grounds known as The Grange.</p> <p>Although architecturally poor the original development is set within open grounds and contains some good trees, giving it a parkland appearance. Short cul-de-sac spurs served by the surrounding highway network provide surface parking and access to some garage courts. The later developments are more dense and car-dominated in character.</p>	<p>Front Boundary treatment</p> <p>As noted the predominant characteristic of this area is one of openness. The later developments incorporate forecourt parking.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4b. Utopian & Social – Post War Local Authority Housing</p>
<p>Location: Dudley Gardens, The Crescent, part of Shaftesbury Avenue, etc</p>	<p>AREA 390</p>
<p>No picture</p>	<p>Architecture:</p> <p>Dudley Gardens: rendered semi-detached and terraces of four houses – variety of bays with/without gables; pleasant pair of two storey maisonette blocks fronting Lower Road</p>

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	<p>Shaftesbury Avenue: brick and render semi-detached and some detached houses with bays, variety of styles. Narrow gaps between.</p> <p>The Crescent: small crescent of six pairs of 1930s semi-detached bungalows with feature gables and original front dormers; three pairs of 1950s semis fronting Shaftesbury Avenue</p> <p>Some infill development – Fielders Close off Dudley Gardens: red brick detached houses linked by attached garages.</p>
<p>Layout:</p> <p>Victorian and the 1913/14 OS maps show Dudley House & grounds occupying the area of Dudley Gardens and various buildings/cottages (and brick fields) in the area of Shaftesbury Avenue/The Crescent. By 1932/41 this area is shown laid out and fully developed except the area of The Grange (see area 389) and with tennis courts fronting The Crescent.</p> <p>Unremarkable layout, though pleasing wide verges with trees fronting maisonettes in Lower Road. Some street trees to Dudley Gardens. Verges with trees to Shaftesbury Avenue. Access alley to rear of The Crescent bungalows.</p> <p>Some properties in Dudley Gardens back onto Harrow School cricket ground (metropolitan open land).</p> <p>Allotment gardens to rear of Shaftesbury Avenue/The Crescent.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatment.</p>
	<p>No landmark buildings. Site of former petrol filling station corner of Northolt Rd and Shaftesbury Avenue an eyesore.</p>

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<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Merton Road, Ferring Close, part Porlock Avenue No picture</p>	<p>AREA 391</p> <p>Architecture: Mix of 1930s houses and bungalows: Ferring Close: semi-detached brick and render bungalows mostly with forward projecting elements and bays; group of bungalows with no projections around the turning head; symmetrical arrangement of buildings although detached infill addition on former garden land behind Porlock Avenue Merton Road: groups of semi-detached bungalows with forward projections similar to Ferring Close; some detached bungalows with bays; groups of 'chalet' and traditional semi-detached houses; all 1930s brick and render Porlock Avenue: chalet houses and one detached bunaglow</p>
<p>Layout: The 1913/14 and earlier OS maps show this area as farmland. By 1932/41 the area appears laid out as exists today and undergoing development.</p>	<p>Front Boundary treatment Front gardens largely given over to forecourt parking. Variety of boundary treatment.</p>

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<p>Merton Road links Shaftesbury Avenue and Porlock Road; Ferring Close utilises space between. Good sized verges with street trees. Unimaginative building line although some interest at corners/turning head and visual interest added by range of house/bungalow types.</p>	
<p>Harrow School cricket ground (metropolitan open land) to rear of properties on north-east side of Merton Road and provides significant area of openness in streetscene of Porlock Avenue.</p>	<p>No landmarks or eyesores</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
AREA 392	
<p>Location: Riverstone Close and part Lower Road</p>	
<p>No picture.</p>	<p>Architecture: Lower Road: 1950s block of flats in brick with balconies and set back from the road. Riverstone Close: 1990s two storey terraced houses with steep, gabled roofs and front dormers. Mix of red and light-coloured brick.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Victorian OS maps show this area as a small collection of cottages, outbuildings and a blacksmiths known as Pleasant Place. The 1950s flats appear to have been built on previously open land fronting Lower Road (allotment gardens to rear) with the Riverstone Close development on the area of the earlier collection of buildings.</p> <p>The 1950s flats are set back from Lower Road allowing a short service road for on-street parking; the building is set back behind a green forecourt. Communal amenity space is provided to the rear of the block.</p> <p>Riverstone Close is laid out as a series of short terraces arranged laterally across the site and served by a narrow driveway from Lower Road.</p>	<p>As noted the 1950s flats have a green forecourt set behind a low brick front wall. The Riverstone Close houses have little forecourt greenery, instead being used to provide surface parking.</p>
<p>The area adjoins a small allotment garden which provides a green, open setting.</p> <p>Potential enhancement? No</p>	<p>No landmark buildings or eyesores.</p> <p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>
<p>Location: Georgian Way & Ingleby Drive</p> <p>AREA 393</p> <p>Architecture:</p>	

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	<p>1970s mock-Georgian detached houses in brick with shallow pitched roofs and most with attached double garages. Strong uniformity although some minor variations (e.g. use of parapet walls some dwellings). Later redevelopments have retained the Georgian style but greater scale due to increased width and roof height etc.</p>
<p>Layout:</p> <p>The area of Georgian Way is shown on the 1932/41 Os maps as occupied by a small number of detached villas in substantial grounds. Ingleby Close occupies the site of former Edwardian villa and its grounds known as Ingleby.</p> <p>Both roads are arranged as cul-de-sacs curving to suit the configuration and topography of the sites. The houses are arranged informally around the cul-de-sacs producing a range of wide and narrower gaps and allowing the growth of mature trees/landscaping. The layout and relationship between buildings is enhanced by some dramatic changes in levels.</p>	<p>Front Boundary treatment</p> <p>Original layout open plan allowing full benefit of larger & sloping gardens to be appreciated from the street. However many occupiers have added front walls & railing etc.</p>
<p>Both Georgian Way and Ingleby Drive back onto metropolitan open land (but no access to).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1c. Pre and Post War Suburban – Post-War Mock Georgian</p>

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<p>Location: Mount Road</p>	<p>AREA 394</p>
<p>No picture.</p>	<p>Architecture: Small collection of large detached 1970/80s mock Georgian houses in brick. Also at rear a small rendered pair of semis in 'dutch barn' style with access from Brooke Avenue.</p>
<p>Layout: Informal, unplanned arrangement of buildings at end of Mount Park Road and via private driveway from Brooke Avenue. Much tree cover adds to verdant, high quality informal feel.</p>	<p>Front Boundary treatment Fence and hedging. Parking on forecourts but trees and planting retained.</p>
<p>Wooded metropolitan open land adjacent to east</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5b. Spacious - Spacious Detached and Semi Detached Housing</p>
<p>Location: Grange Road, Cowen Avenue, Hornbuckle Close, Brigade Close</p>	<p>AREA 395</p>
<p>No picture</p>	<p>Architecture: Prompts – interesting details, use of materials, well used uniformity or variety, group value</p>

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	<p>Post-war flattened development –</p> <p>Northolt Road: four x five-storey flat roof 1960s flat blocks with the ground floor housing garages and residential accommodation on four floors above; brick flank walls; walkways on first and third floors open to the principal (long) elevations</p> <p>Cowan Avenue: three x four storey 1950s/60s block with pitched roof and chimneys, brick, some external balconies to principal (long) elevations</p> <p>Hornbuckle Close/part of Grange Road: 1980s red brick two and three storey terraced houses and flats with distinctive monopitch roofs; also four storey blocks fronting Northolt Road</p> <p>Grange Road: four linked 1970s three storey flat blocks in brick with render (?) detailing between floors</p>
<p>Layout:</p> <p>The 1896 OS shows terraced housing along Northolt Road, Grange Road and alma Road (leading to Harrow school laundry). Further development (including the addition of Alma Crescent) appears on the 1913/14 OS maps with no substantive further changed apparent on the 1932/41 OS. The development that now exists is a post-war redevelopment of this earlier housing and the Harrow school laundry site.</p>	<p>Front Boundary treatment</p> <p>Open plan arrangement, largely retained as layout incorporates extensive parking areas. Original estate landscaping now maturing.</p>

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<p>Northolt Road blocks in formal planned arrangement – the three five-bay blocks are sited perpendicular to the road and the four-bay block is sited to face the road; parking courts front Northolt Road with grassed open space between blocks to rear</p> <p>Cowan Avenue – blocks arranged formally around a grassed square; Cowan Avenue runs through leading to garage blocks and parking/turning area</p> <p>Hornbuckle Close – houses and flat blocks arranged informally around the Close; staggering of buildings used to break-up extent of terraces and larger blocks</p> <p>Grange Road – more traditional layout of blocks set abck behind grassed frontage with amenity space to rear</p> <p>Area occupies lower slopes of Harrow Hill and therefore land rises up quite steeply from Northolt Road.</p>	
<p>Area enclosed by wooded metropolitan open land to east and by open allotment gardens to south-west. Also garden trees to neighbouring property in Mount Park Road provides further setting.</p>	<p>Former superintendent's house and Harrow School laundry in Hornbuckle Close are pleasing landmarks (grade II listed). Neighbouring office block to north-east on Northolt Road has large amount of telecoms equipment on the roof which is an eyesore.</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian & Social – Post War Local Authority Housing</p>

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<p>Location: Sherwood Road and Stanley Road</p>	<p>AREA 396</p>
<p>No picture</p>	<p>Architecture:</p> <p>Mostly Victorian terraced housing – brick with bay windows at ground floor level only. Small amounts of later 1930s terraced infill with square bays at ground and first floor levels.</p>
<p>Layout:</p> <p>This area corresponds with the extent of a single field as shown on the 1864/94 OS. The roads are shown laid out and undergoing development by 1896; by 1913/14 the railway had been constructed, bisecting Sherwood Road, and some plots remain vacant. By 1932/41 the area is largely built up. As part of the subsequent redevelopment of surrounding sites a cross road has been added linking Sherwood Road to Stanley Road, and Brember Road has been added to serve an industrial estate on the site of former gas works to the north.</p> <p>Two long straight roads aligned at approx. 45 degrees to Northolt Road; Sherwood Road bisected by railway over. Houses have shallow front gardens (unsuitable for parking) and larger rear gardens. No verge or street trees. Both roads heavily parked.</p> <p>Stanley Road leads to Brember Road industrial estate and also former Biro House site (under redevelopment) so significant levels of non-residential traffic. Sherwood Road is a through-route between Northolt Road and Roxeth Green Avenue/Eastcote Lane so the subject of some through traffic. South eastern end</p>	<p>Front Boundary treatment</p> <p>Most houses have front boundary walls with front garden space retained – dominated by wheelie bins.</p>

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<p>of roads dominated by tall Northolt Road office blocks. Further industrial units in railway arches accessed via service road which runs alongside.</p>	
<p>No relationship to open space.</p>	<p>The railway viaduct is a landmark, however some industrial units within the arches are an eyesore.</p> <p>Note also vacant site created by recent explosion to part of terrace in Stanley Road.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>Location: South Hill Avenue, Sackville Close & Brooke Avenue No picture</p>	<p>AREA 397</p> <p>Architecture:</p> <p>South Hill Avenue & Sackville Close: detached houses and bungalows south of Brooke drive junction, mainly brick, various styles but generally quite plain; north of junction mix of semi-detached and terraced houses</p> <p>Brooke Drive: mix of detached, semi-detached and terraced houses, various periods and styles.</p> <p>Some redevelopment to flats in Brooke Drive and to the northern end of South Hill Avenue.</p>

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Layout:	Front Boundary treatment
<p>The 1864/94 OS shows this area as farmland; by 1896 South Hill Avenue and Mount ark Road are shown laid out awaiting development. By 1913/14 the railway had been constructed with a station located on South Hill Avenue; Brooke Avenue had been laid out and some development at this northern part of the area is shown underway. Although some further plots appear as developed by 1932/41 no substantial further changes are shown.</p> <p>This part of South Hill Avenue is the northerly extent out from the conservation area towards Northolt Road – curved alignment skirts around the lower slope of Harrow Hill. Brooke Avenue rises steeply up from Northolt Road before turning sharply back down to South Hill Avenue. Therefore property on north-east side set up from the road and property opposite set down – adds interest. Sackville Close also slopes up from South Hill Avenue.</p> <p>Area to south very specious in character with mature planting, gaps and occasionally irregular arrangements of buildings. Development more dense/urban feel towards Northolt Road.</p> <p>Some street trees (and particularly good line of planting along station car park) but no verges.</p> <p>Allotment gardens to rear of some property on north-east side of Brooke Avenue (towards Northolt Road end).</p>	<p>Some front garden retention but heavier losses to forecourt parking towards Northolt Road. Various boundary treatment.</p>
<p>Potential enhancement?</p>	<p>Former station building in South Hill Avenue adds interest. However the bus station, office block and pub at the end of South Hill Avenue detract.</p>
	<p>6b. Bungalows - Miscellaneous</p>

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No	<p>Location: Cavendish Avenue, Wood End Road, South Vale, South Hill Grove</p> <p>No picture</p>	<p>AREA 398</p> <p>Architecture:</p> <p>Brick and render semi-detached and some detached houses. Various styles including round bays with gables, forward projecting gables with catslide roofs etc. Mainly garage spaces at sides.</p> <p>Two three-storey 1930s mansion blocks of flats at the south-eastern end of Cavendish Avenue.</p>
<p>Layout:</p> <p>Area appears as farmland west of Greenford Road and east of Wood End Road – both rural lanes - on Victorian OS maps. By 1913/14 OS both railways had been constructed and thus leaving a long tract of land that makes up this area. By 1932/41 Cavendish Avenue appears laid out and substantially developed (all except the mansion blocks at the eastern end).</p> <p>Layout reflects surrounding constraints: Cavendish Avenue follows railway line and links Wood End Road to Greenford Road. Wood End Road and South Vale follow the boundary of metropolitan open land at these lower slopes of</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Various boundary treatments exist where these are retained.</p>	

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<p>Harrow-on-the-Hill. South Hill Grove fills-in land behind and adjacent to former railway cutting (now Tyrell Close). The resulting layout creates interesting building line and some parts have a staggered arrangement of houses.</p> <p>Some street trees and verges.</p> <p>Good permeability – a footpath links Cavendish Avenue to the Wood End Road railway bridge. There is a further footway link between South Hill Grove and South Vale/Tyrell Close. Also there is pedestrian access from South Vale to Orley Farm Road.</p>	
<p>Relationship to open space – parks, greens, trees</p> <p>Good all-round relationship to open space. Ealing northern sports centre occupies land beyond railway to south of Cavendish Avenue. Most of Wood End Road faces metropolitan open land, as does South Vale. Together with railway land this has allowed extensive areas of tree growth to mature and gives the perception of a countryside setting.</p>	<p>Mansion flat blocks are landmark buildings. Builders yard in Wood End Road is well maintained but site has potential to become an eyesore if not properly managed.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: South Vale, South Hill Grove, West End Road</p> <p>No picture.</p>	<p>AREA 399</p> <p>Architecture:</p>

	<p>Mainly 1930s semi-detached houses; two main styles: round bays with feature gables over and mock-Tudor 'M' shaped forward projecting gables. Brick and render. Garage spaces at sides.</p> <p>Also on north-west side of West End Road a small group of post-war detached houses – variety of styles.</p>
<p>Layout:</p> <p>Area appears on Victorian OS maps as farmland with South Vale/West End Road as rural lanes, also linking to a lane rising northward up Sudbury Hill. By 1913/14 the railway line had been constructed (with a station to Greenford Road) and by 1932/41 the area is shown laid out and developed. The post war development fronting West End Road has taken place in the gardens of earlier residential development in neighbouring Orley Farm Road/Winding Way.</p> <p>A footpath runs southward from South Vale, linking to South Hill Grove, and follows the line of a former field drain; this appears on the 1913/14 and the 1932/41 OS maps as leading to the railway station. T now leads down to Tyrell Close (area 400).</p> <p>Development in this area follows the alignment of the earlier rural lanes with South Hill Grove a short cul-de-sac allowing the remaining wedge of land (after the introduction of the railway) to be opened up for development. There are verges and street trees to South Vale and West End Road but none to South Hill</p>	<p>Front Boundary treatment</p> <p>Most front gardens used for forecourt parking though many do retain some greenery. Variety of boundary treatments where retained.</p>

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<p>Grove. Also there are some good gaps between the buildings e.g. on corners/around the cul-de-sac turning head – giving a sense of some spaciousness.</p>	
<p>Houses on South Vale face Old Gaytonian's sports ground – designated metropolitan open land. Associated trees and give this part of the area a semi-rural character.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>

Appendix 9 Areas 400-454

<p>Location: Tyrell Close and Hartington Close</p>	<p>AREA 400</p>
<p>No picture</p>	<p>Architecture: 1970s/80s development of terraced houses and flats. Houses between two and three storey in height; flat blocks three and four storeys. Different coloured bricks.</p>
<p>Layout: The 1932/41 OS map shows this area as land either side of the railway, left over after surrounding development had taken place (and on the south side also including allotment gardens). This development has therefore taken place on the former railway & allotment land. It occupies a lower site level compared to earlier surrounding development. Buildings unrelieved by breaks but staggered arrangement, brick colours and height variation adds some interest. Houses and flats have some amenity space but frontages dominated by road layout and parking courts. However tree planting is maturing. Railway line separates Tyrell Close from Hartington Close. Limited permeability with surrounding areas although there is a footway to South Vale.</p>	<p>Front Boundary treatment As noted the public realm is dominated by car parking provision.</p>
<p>No open space adjacent.</p>	<p>No landmark buildings or eyesores.</p>

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<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Greenford Road</p>	<p>AREA 401</p>
<p>No picture</p>	<p>Architecture:</p> <p>Original Victorian terraced houses dominate Greenford road frontage. Brick with ground floor bay windows. However much later development – 1930s semis and some detached, mansion and other blocks of flats, later infill development e.g. Hussain Close – so overall very mixed.</p>
<p>Layout:</p> <p>Victorian OS maps show Greenford Road existing with some cottages/terraced houses along the frontage (and fronting New Road). By 1913/14 the railway and station had been constructed resulting in continued, piecemeal development on this and the 1932/41 OS map.</p> <p>Piecemeal layout – Greenford Road is the principal thoroughfare along which development has taken place, however off-shoots have been added seemingly on an ad-hoc basis, such as Hussain Close & New Road. No verges or street trees, but forecourts to some older flatted developments do add greenery and visual relief.</p>	<p>Front Boundary treatment</p> <p>Front gardens and boundary walls retained to terraced houses. Front gardens to semi-detached and other dwellings largely given over to forecourt parking.</p>

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<p>Open space to rear of property on both sides of Greenford Road.</p>	<p>Some landmark buildings: mansion block, Victorian former school building, the Rising Sun P.H.</p> <p>Some eyesores, eg builders yard, vacant sites, large adverts, etc</p>
<p>Potential enhancement?</p> <p>No</p>	<p>6b. Bungalows - Miscellaneous</p>
<p>Location: Sudbury Court Drive & Sudbury Hill</p>	<p>AREA 402</p>
<p>No picture</p>	<p>Architecture:</p> <p>Detached houses. Brick and render. Various styles but bays with gables over dominate in Sudbury Court Drive. Garage spaces at sides.</p>
<p>Layout:</p> <p>Victorian OS maps show Sudbury Court Road as Mutton Lane leading to Sudbury Court, to the east, and through with a Lodge house to Sudbury Grove approximately where the junction with Sudbury Court Drive now exists. No significant change shown on the 1913/14 OS other than the renaming of the lane to Sudbury Court Road. By 1932/41 this section of Sudbury Court Drive is shown laid out and suburban development in this area has already taken place.</p>	<p>Front Boundary treatment</p> <p>Much loss of front gardens for forecourt planting. Various boundary treatments where retained.</p>

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<p>Houses have generous front gardens – i.e. set back from road. Large gap corner of Sudbury Court Drive and Sudbury Hill adds positively to character/setting. Also long rear gardens. Some mature planting.</p>	
<p>Some houses back onto school playing fields.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2f. Inter-War Housing Estates – Speculative Estates</p>
<p>Location: Heritage View</p>	<p>AREA 403</p>
<p>No picture</p>	<p>Architecture: Group of mock Tudor/Elizabethan brick and render houses. Small number of house types. All feature roofs which continue to ground floor containing first floor within the roofspace (served by dormers) although some do include elements which reach a conventional two storey height. All houses have detached double garages at the front.</p>
<p>Layout:</p>	<p>Front Boundary treatment Estate designed to incorporate parking and open plan design exposes green areas of front gardens.</p>

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<p>The access to this estate occupies the substantial side garden to a detached dwelling fronting Sudbury Court Drive as shown on the 1932/41 OS map. The remainder of the development occupies open land presumably formerly a part of the estate of Sudbury Grove.</p> <p>Houses informally arranged around two cul-de-sacs. Small back gardens. Open plan layout at front. Original estate landscaping still maturing.</p> <p>Houses on north-west side back onto woodland of lower hill slopes – part of metropolitan open land. Also school playing fields adjoin to south west.</p> <p>Potential enhancement? No</p>	
	<p>No landmark buildings or eyesores.</p> <p>1b. Pre and Post War Suburban – Post-War Experimental</p>
<p>Location: Herga Court</p> <p>No picture</p>	<p>AREA 404</p> <p>Architecture: Development of four 1930s mansion blocks of flats arranged around central tennis courts and gardens. The blocks range from three, four to five storeys (depending upon where they are set within the hill slope) and are predominantly red brick with a horizontal band of render and the top floor set within a mansard roof.</p>

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<p>Layout:</p> <p>Victorian and the 1913/14 OS maps show this area as the house and grounds of Sudbury House. By the 1932/41 OS the house and its outbuildings had been demolished and frontage development along Sudbury Hill had already taken place.</p> <p>As noted the mansion blocks are arranged around a central court giving a strong unifying character to the development. The development takes full advantage of the hill slope and the sweeping, rising driveway up from Sudbury Hill gives the development an imposing appearance in the approach. Surface parking is provided around the central court and there are some garage blocks.</p> <p>There are significant groups of trees around the perimeter of the site which contribute significantly to the overall amenity of the area and which can be viewed through the gaps between the blocks.</p>	<p>Front Boundary treatment</p> <p>The blocks all have short forecourts set behind dwarf brick walls.</p>
<p>Land to the south is designated metropolitan open land.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7b. Flats and Maisonettes – Modernist Flats</p>
<p>Location: Brookside Close, Eastcote Lane, Field End Road</p>	<p>AREA 405</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>1950s development of flats, houses and bungalows. Three storey pitched roof flat blocks turn the corner between Eastcote Lane and Field End Road; further maisonettes in two storey blocks fronting Field End Road and to rear in Brookside Close; also later group of (1970s?) two storey flats. Fronting Field End Road a group of two storey terraced and semi-detached houses.</p>
<p>Layout:</p> <p>This area appears on Victorian and 1913/14 OS maps as a single field bounded by Eastcote Lane, to the south, and Field End Road along the western side. By 1932/41 the surrounding area was largely laid out and undergoing residential development; however this area is shown occupied by a single, large detached building.</p> <p>Field End Road houses served by access road set behind a wide green verge. Staggered arrangement creates interest. Flats turning the corner have group value and create a landmark in their own right at this busy junction – set back from road with lawn and trees fronting. Layout behind/Brookside Close creates green forecourts and amenity areas.</p>	<p>Front Boundary treatment</p> <p>Front gardens of houses largely lost to car parking. Grass forecourts of flats contribute positively to the development's setting.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7d. Flats and Maisonettes – Post-War infill Flatted Developments</p>

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<p>Location: Rosebery Avenue, Stuart Avenue, Primrose Close, part of Eastcote Lane</p> <p>No picture</p>	<p>AREA 406</p> <p>Architecture: Rendered terraces of four and six houses and some semi-detached (including purpose built maisonettes with external stairs on sides). Round, angular and square bays, some with gables. Also flat fronted terraces with feature gables to end houses.</p>
<p>Layout: Area appears on Victorian and the 1913/14 OS maps as a single field bounded to the north by The Roxbourne and to the south by Eastcote Lane. By 1932/41 the area is shown laid out and substantially developed confined within the eastern and western extent of the previous field. Continuation of Stuart Avenue (see area 407) around to Eastcote Lane; Primrose Close in-fills land between Rosebery Avenue and Stiven Crescent. Verges and street trees (except Primrose Close). Layout creates some long gardens. Most of estate served by rear access roads. This creates good permeability particularly the direct route between Primrose Close and Eastcote Lane.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Various boundary treatment where retained.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>

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No	<p>Location: Hamilton Crescent, Stiven Crescent, Bodmin Close, Mead Field, Stradbrook Close, parts of Stuart Avenue and Kings Road, etc</p>	<p>AREA 407</p>
<p>No picture</p>	<p>Architecture:</p> <p>Estate originally comprising rendered, quite plain semi-detached and terraced houses. Mostly flat fronted but some have ground floor (only) bays. Forward projecting gables a feature of some terraces and semis. Also a small number of bungalows to Bodmin Close and Mead Field.</p> <p>Much later in-fill development: 1970s/80s terraced houses in Salter Close & Mirren Close, Veldene Way, Stuart Avenue, Hodson Close, Bodmin Close etc. Variety of styles, mainly brick, two and three storeys. Also some flatted development infill – three storey blocks in Hamilton Crescent/Jordon Close, Stuart Avenue and Mead Field.</p>	<p>Front Boundary treatment</p> <p>Surprising number of original front gardens retained with boundary hedging. Otherwise the usual losses to forecourt parking. Newer development designed with parking courts/integral parking arrangements.</p>
<p>Layout:</p> <p>Area appears on Victorian and the 1913/14 OS maps as three fields bounded to the north by The Roxbourne and to the south by Eastcote Lane. By 1932/41 the area is shown laid out and substantially developed confined within the eastern and western extent of the previous group of fields.</p>		

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<p>Original planned layout: Kings Road the principal thoroughfare links the Nash estate to the north to Eastcote Lane to the south; it has wide verges and trees; houses set back giving the impression of a grand avenue. Some symmetry in arrangement of houses either side; semi-detached houses at junctions with Hamilton Crescent/Stuart Avenue/Stiven Crescent set further back than adjacent terraces.</p> <p>Similar planned arrangement of houses around Hamilton Crescent, Stiven Crescent and Stuart Avenue; quite large village greens created by the layout. Also the bungalows are arranged around small green squares.</p> <p>Overall a very strong garden suburb quality to the original spacious layout and simple houses, but badly affected by later development which has impacted the layout and introduced some large scale buildings.</p> <p>Greens as described above (designated open space on UDP proposals map). Also valuable area of open space to rear of St. Andrew's Church gives visual relief in Kings Road and separates Nash estate development from this area.</p>	
<p>Potential enhancement? No</p>	<p>St. Andrew's Church spire a landmark. Large garage block in Stuart Avenue and development to rear of shops in Eastcote Lane detracts from the area's setting.</p>
	<p>4a. Utopian and Social - Garden Suburb Estates</p>

<p>Location: Minehead Road, Merlins Avenue, part Malvern Avenue (east end)</p>	<p>AREA 408</p>
<p>No picture.</p>	<p>Architecture:</p> <p>1930s terraces of four and six houses also small number of semi-detached houses. Brick and render; some tudorbethan detailing to first floor. Mainly round bays with feature gables over.</p>
<p>Layout:</p> <p>Victorian and the 1913/14 OS maps show this area as two fields, bounded to the north by a tributary of The Roxbourne. By 1932/41 the area is shown laid out and fully developed.</p> <p>The road layout of this area reflects the broadly rectangular shape of area and the constraint of The Roxbourne to the north. The status of Malvern Avenue as the principal route through the area is emphasised by the provision of wide verges and street trees. The curving alignment of Malvern Avenue to join the Nash estate (to the west) gives a pleasing sweeping appearance to the road and some staggering of building lines. Other roads have some street trees but no verges and largely unbroken front building lines.</p> <p>The terraces are served by rear access roads.</p>	<p>Front Boundary treatment</p> <p>Front gardens predominantly used for forecourt parking. A variety of boundary treatment where retained.</p>

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<p>Houses on the north side of Malvern Avenue back onto Newton Park open space; the access to the open space from Malvern Avenue produces a pleasant, green break in the built-up frontage at the turn in the road and compliments St. Malvern's Church opposite. Also the school playing field to the rear of some houses on the south side of Minehead Road is designated open space.</p>	<p>St. Andrew's church in Malvern Avenue is a good landmark building adjacent to this area.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Newton Close & Learner Drive No picture</p>	<p>AREA 409 Architecture: Modern estate of semi-detached houses. Various types – some with bays, some hipped some gable roof, porch features etc. Group value through common materials, proportions etc.</p>
<p>Layout: Area appears on Victorian and 1913/14 OS maps as open land bounded by an Isolation Hospital to the east and Newton Sewage Farm to the north (bounded by a watercourse to the south). By 1932/41 this land was still open but much surrounding suburban development underway.</p>	<p>Front Boundary treatment Designed as an open plan estate. Parking designed in so front gardens, although small in area, survive.</p>

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<p>Planned formation of two cul-de-sacs; buildings arranged around the resulting layout creating interest by staggering etc. Open plan layout incorporates forecourt parking bays. Limited landscaping although stream runs adjacent to south-west corner of estate with associated vegetation growth.</p> <p>However poor permeability with surrounding areas.</p>	
<p>Estate adjacent to Newton Farm Ecology Park (to north); layout permits views through to the open space from public street vantage points.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban - Post-War Pocket infill Housing and Flats</p>
<p>Location: Priest Park Avenue, Abbots Drive, and Monks Close, part Rayners Lane</p>	<p>AREA 410</p>
<p>No picture</p>	<p>Architecture: 1980s/90s narrow terraced houses. Gabled roofs. Two main different brick colours with banding to break monotony.</p>
<p>Layout:</p>	<p>Front Boundary treatment As noted, estate designed with integral parking to front gardens of these narrow houses.</p>

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<p>Area appears on Victorian as part of Newton Sewage Farm and Hendon U.D.C. Isolation Hospital; Rayners Lane appears as a rural lane through the (otherwise) surrounding open countryside. By 1932/41 Rayners Lane is shown upgraded much surrounding suburban development underway.</p> <p>Terraces arranged around cul-de-sacs and staggered to break-up bulk and add interest. Car dominated layout – parking courts and forecourt bays leave little landscaping. Small back gardens.</p>	
<p>Some houses at north end of the estate back onto Newton Farm Ecology Park.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban - Post-War Pocket infill Housing and Flats</p>
<p>Location: Valentine Road AREA 411</p>	
<p>No picture</p>	<p>Architecture: Short Edwardian two storey terraced housing. Brick and render; ground floor bays only. Some have shallow two storey rear projections. Also later detached infill house at end of road.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Valentine Road appears on the 1896 OS map as a short cul-de-sac with semi-detached pairs either side and fronting Northolt Road. By 1913/14 terraced houses begin to appear both sides (Northolt Road frontage by this time fully built up) and by 1932/41 the road appears fully developed.</p> <p>Short cul-de-sac off Northolt Road. Short forecourts only – not big enough for off-street parking – and long narrow rear gardens. No verge or street trees.</p>	<p>Mainly front walls. Front gardens shallow and of limited landscape value.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban - Victorian / Edwardian Terracing</p>
<p>Location: Sandringham Crescent AREA 412</p>	
<p>No picture</p>	<p>Architecture: Semi-detached and terraces of four and six houses. Shallow curved bays, some with/some without gables over. Mainly rendered. Some tile hanging/mock-Tudor detailing. Narrow gaps between buildings.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Area occupies a single parcel of land bounded to south by Eastcote Lane, to east by Rayners Lane, to west by Tithes Farm and to north by the alignment of a watercourse – as shown on the 1913/14 and earlier OS maps. By 1932/41 OS Sandringham Crescent is shown laid out and fully developed.</p> <p>Buildings arranged around a crescent formation – creates visual interest in building line at eastern end. Note also that individual terraces staggered in relation to each other to break up monotony. No verge but some street trees.</p> <p>Houses served by rear access roads which integrate with surrounding development and create breaks in built-up frontage where they link with the crescent.</p> <p>Rear boundary of houses on north side follows alignment of water course shown on 19th century OS maps (and which opens out adjacent to neighbouring Learner Drive).</p> <p>Cross Road provides permeability back to Eastcote Lane.</p>	<p>Despite service roads and garages to rear many front gardens lost to forecourt parking. Various boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>Three storey mansion blocks in Alexandra Avenue (with return frontage to Sandringham Crescent) are a landmark at the northern junction of the road. However rear service area of shops in Alexandra Avenue detract from setting at southern junction.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>

<p>Location: Roxeth Green Avenue (part), Eastleigh Avenue, Maple Avenue, Eastcote Avenue, Thornley Drive</p> <p>No picture</p>	<p style="text-align: right;">AREA 413</p> <p>Architecture: 1930s semi-detached and terraces of four and six houses, shallow bays with/without gables over; some suntrap bays with overhanging roofs. Some later infill development of houses and maisonettes, e.g. Barnaby Close, new terraces in Maple Avenue, etc. Note also recent blocks of flats in Roxeth Green Avenue (Fentiman Way etc).</p>
<p>Layout: Area appears on Victorian OS maps as small fields with Eastcote Lane and Rayners Lane shown as narrow , winding lanes. By the 1913/14 OS the railway viaduct had been constructed and by 1932/41 the area suburban roads appear laid out and residential development substantially completed. Planned road layout but the boundaries of the area (and some rear garden boundaries within it) strongly reflect the former field boundaries, producing a mix of very long and shorter gardens. Curved alignment of Roxeth Green avenue, Maple Avenue and Eastcote Avenue adds interest/breaks up building monotony. Formal arrangement of buildings around cul-de-sac turning heads also meritable.</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Various boundary treatment where retained.</p>

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<p>Wide verges and street trees to Roxeth Green Avenue emphasises its higher status as a route the estate (however verges recently curtailed to provide parking and cycle lane). Narrower verges and street trees to some other roads. Note also large, green verges at head of Eastleigh Avenue.</p> <p>Most (but not all) houses served by rear access roads. These help to enhance pedestrian permeability eg. link between Coles Crescent/ Roxeth Green Avenue/Eastleigh Avenue/Thornley Drive.</p> <p>Irregular boundaries reflect old field boundaries shown in 19th century OS. This produces some long gardens and a profligate use of land to some parts.</p>	
<p>No relationship with open space (however note open site part of former tennis court on land at rear of houses between Maple Avenue and Eastcote Avenue)</p> <p>Potential enhancement? No</p>	<p>No landmark buildings. However industrial uses within The Arches create an eyesore in Roxeth Green Avenue.</p> <p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Roxteth Green Avenue (part), Rayner's Lane (part) & Eastcote Lane (part)</p> <p>No Photo</p>	<p>AREA 414</p> <p>Architecture:</p>

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<p>1930s semi detached houses, strong uniformity of square/angular bays with feature gables over. Mainly rendered with tile hanging between ground and first floor to some bays. Narrow gaps at sides.</p> <p>Some later infill development.</p>	
<p>Front Boundary treatment</p> <p>Despite rear access roads and garages much forecourt hardsurfacing. Variety of boundary treatment where retained.</p>	<p>Layout:</p> <p>Rayners Lane and Eastcote Lane broadly follow the alignment of the earlier rural lanes as appear on the Victorian OS maps. See area 413 for history – strong relationship in layout/rear garden boundaries with earlier field pattern.</p> <p>Roads have pleasing wide, grass verges with trees, though some loss of verges due to vehicle crossings and introduction of cycle lane to Roxeth Green Avenue. Junction of Rayners Lane, Eastcote Lane and Roxeth Green Avenue produces a large open area with prominent frontage, but this junction is heavily used by traffic.</p> <p>Due to narrow gaps spaces between houses largely retained allowing glimpses through to rear gardens and a better sense of spaciousness than much of the surrounding (terraced) development. Most houses served by rear access roads.</p> <p>Mix of long and short rear gardens.</p>

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<p>No relationship with open space.</p>	<p>Area of unused land at the junction between Rayners lane and Roxteah Green Avenue</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Beechwood Avenue, Eastcote Lane (part)</p>	<p>AREA 415</p>
<p>No picture</p>	<p>Architecture: Rendered semi-detached houses, round bays with gables over. Small number of halls-adjoning semis (square and round bays) and some detached houses. Houses have garage spaces at side.</p>
<p>Layout: Victorian OS maps show this area as part of the house and grounds of St. Hilda's (off Northolt Road) and fields either side of Eastcote Lane. By 1913/14 the land south of Eastcote Lane appears as a nursery and by 1932/41 is shown laid-out and fully developed as present. The boundaries of the area today stringly reflect the former field pattern (and the boundary around St. Hildas – now the site of the Northolt Road Baptist church). Beechwood Avenue has forked layout forming two cul-de-sacs; adds to interest in building line particularly around turning head and with two pairs of semis arranged around 'Beechwood Circle'.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Various boundary treatments where retained.</p>

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<p>Grass verge and street trees; narrow carriageway gives garden suburb feel. Wide verges to Eastcote Lane with houses set some way back from the road at the western end.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings. Rear service road to Northolt Road shops a bit of an eyesore in the streetscene of Eastcote Lane.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Land fronting Eastcote Avenue & Eastcote Lane, Barnaby Close</p>	<p>AREA 416</p>
<p>No picture</p>	<p>Architecture: Edwardian two storey terrace fronting Eastcote Lane. 1980/90s brick development of two storey terraced houses (Barnaby Close) and three storey flat blocks fronting Eastcote Avenue.</p>
<p>Layout: Area appears as open farmland on Victorian OS maps; by 1913/14 the terrace fronting Eastcote Lane is shown. By 1932/41 the land fronting Eastcote Avenue is shown as part of the long rear gardens of the adjacent houses in St. Margaret's Avenue.</p>	<p>Front Boundary treatment Mix of open forecourts and shallow front walls.</p>

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<p>Area fronting the Eastcote Lane Edwardian terrace is hardsurfaced giving quite an urban appearance. Wide verges with trees contribute to the suburban appearance of Eastcote Avenue and the 1980/90s development is staggered and set-back behind short front gardens. Parking is provided by an extensive hardsurfaced area and garage courts to the rear – car dominated - leaving limited area for amenity space.</p>	
<p>No relationship with open space.</p>	<p>No landmark buildings within this area, but an adjacent 1940s block of flats is distinctive and adds interest.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: St. Margaret's Avenue & part Eastcote Lane AREA 417</p>	
<p>No picture</p>	<p>Architecture: Rendered semi-detached houses with shallow, angular bays and overhanging roofs. Shared driveway spaces at sides.</p>
<p>Layout: 19th century OS maps show this area as a single field bounded by Eastcote Lane, Eastcote Avenue (then a narrow track) and latterly by properties in Sherwood Road. By 1913/14 the railway</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>

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<p>viaduct bisected the field leaving a triangular area adjacent to Northolt Road and this area. By 1932/41 this area is shown laid out and fully developed.</p> <p>St. Margaret's Avenue is a cul-de-sac which wraps around to the rear of Eastcote Lane and Northolt Road. Consistent front building line though some interest at turn in St. Margaret's Avenue and at turning head. Verges (particularly wide to Eastcote Lane) with some street trees. Footpath at end of St. Margaret's Avenue links to shops in Northolt Road.</p>	
<p>No relationship to open space.</p>	<p>Railway viaduct behind properties on north-east side of St. Margaret's Avenue is a landmark viewed between/over houses. However industrial uses within arches can be an eyesore. Also rear service areas of Northolt Road shops detract from residential setting.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Corbin's Lane, part Eastcote Lane, Reverend Court, Leathsail Road</p> <p>No picture</p>	<p>AREA 418</p> <p>Architecture: Prompts – interesting details, use of materials, well used uniformity or variety, group value</p>

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	<p>Very mixed – appears to grown out of piecemeal development of individual plots. Some 1930s rendered semis and terraces; otherwise various detached and semi-detached houses and bungalows. At northern end Reverend Close is a 1980s two and three storey red brick development of maisonnetes set around a central parking court. Leathsail Road a 1970s development of brick semi-detached and terraced houses. Backland flatted developments elsewhere behind property in Corbin's Lane.</p>
<p>Layout:</p> <p>19th century and the 1913/14 OS show Corbins Lane as a rural track linking Northolt Road and Eastcote Road. By 1932/41 the road appears made up and largely developed, though due to the piecemeal nature of development some plots remain vacant at that time.</p> <p>Wide verge and some street trees fronting property in Eastcote Lane but none in Corbins Lane etc. Some plots have large/long gardens. Footway links give good permeability to residential area to south-west (including Alexandra Park) but no connection to neighbouring area north-east.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>
<p>Vacant plot in Corbin's Lane identified as open space on UDP proposals map. Backland flats developments back onto Eastcote Lane cemetery.</p>	<p>St. Paul's Church a strong local landmark and dominant in the streetscene of Corbin's Lane</p>
<p>Potential enhancement?</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>

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No	
<p>Location: part Eastcote Lane</p> <p>No picture</p>	<p>AREA 419</p> <p>Architecture:</p> <p>Uniform 1930s rendered semi-detached houses with shallow, flat top bays on north side. Narrow gaps at sides.</p> <p>Mix of brick & render semi-detached and detached houses and bungalows on south side. Mix of narrow gaps and garage spaces at side.</p>
<p>Layout:</p> <p>Area appears on 19th century and 1913/14 OS as open agricultural land either side of Eastcote Lane. By 1932/41 Eastcote Lane is shown made up and development either side substantially completed, though some vacant plots remain to south side.</p> <p>Grass verges with some street trees. Houses on north side served by rear access. Long rear gardens particularly to south side.</p>	<p>Front Boundary treatment</p> <p>Extensive hardsurfacing to north side despite rear access. Better balance of greenery and some good tree cover to forecourts of properties on south side.</p>

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<p>Eastcote Lane Cemetery frontage provides visual relief in streetscene of Eastcote Lane – particularly mature trees.</p>	<p>1930s shops on corner of Eastcote Lane and Alexandra Avenue are good landmarks at the junction. The Matrix PH on the opposite corner was also a distinctive landmark but now destroyed by a fire and something of an eyesore.</p>
<p>Potential enhancement? Yes – appropriate redevelopment of The Matrix.</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Park Lane, Park Mead</p>	<p>AREA 420</p>
<p>No picture</p>	<p>Architecture: Mostly semi-detached houses with angular bay windows and gable roofs over. Some suntrap bays with overhanging roofs in Park Mead. See also Torrington Drive area for part of Park Lane. Mix of shared driveway and garage spaces at sides.</p>
<p>Layout: The Victorian and 1913/14 OS maps show this area as a patchwork of small fields around Grove Farm (on Northolt Road, to the south) but with a track running through from Northolt Road to Corbins Lane. By 1932/41 Park Lane appears laid-out and largely developed, cutting through the field boundaries and with houses on the west side backing onto Alexandra Park, and with the area of Torrington Drive etc as a sports ground & tennis courts. Ark Mead is also shown laid out and undergoing</p>	<p>Front Boundary treatment Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>

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<p>development at this time, with houses on the north side backing onto the remainder of the former rural track. The farmhouse and some of the farm buildings of the former Grove Farm are shown still in situ at the corner of Northolt Road and Park Lane.</p> <p>Park Lane runs broadly north-south linking Eastcote Lane to Northolt Road. Mainly long and straight – some street trees but no verge. Fall in levels towards Northolt Road. Park Mead laid out as a cul-de-sac with good sized verges and street trees.</p> <p>Permeability is good – at the end of Park Mead there is a footpath link to Corbins Lane. Also Findon Close (another footpath) runs to the rear of houses on the north side of Park Mead and links Park Lane to Corbins Lane. Links to areas to west provided through Alexandra Park.</p> <p>Generally quite long rear gardens.</p>	
<p>Strong relationship with open space – most houses on west side of Park Lane back onto Alexandra Park – wide entrance to Alexandra Park from Park Lane provides space/visual relief in streetscene. Also note that Park Mead aligns with park entrance (as an approach to it from residential areas to the east).</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>

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<p>Location: Grovelands Close</p>	<p>AREA 421</p>
<p>No picture</p>	<p>Architecture:</p> <p>1980s/90s development of flats and terraced houses. Brick and render. Flats go up to three storeys in places. Some detached housed also.</p>
<p>Layout:</p> <p>This area occupies a left-over parcel of land as appears on the 1932/41 OS, being a remaining area between a field boundary to the north (the southern boundary of the Eastcote Lane cemetery), the remainder of the former rural track to the south (see area 420) and the rear boundaries of houses by then developed in Park Lane. Part of the area also seems to have been formed from the assembly of land from rear gardens to adjacent properties in Corbins Lane.</p> <p>Planned arrangements of houses around a newly formed cul-de-sac. Staggering of buildings and arrangement of blocks around parking courts adds interest. Large areas given over to parking so limited landscaping. Findon Close footpath runs along the southern boundary of the development and provides good pedestrian permeability.</p>	<p>Front Boundary treatment</p> <p>Open plan estate mostly given over to car parking.</p>
<p>Eastcote Lane cemetery adjoins the development to the north.</p>	<p>No landmarks or eyesores</p>

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<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Torrington Drive, Brendon Gardens and part Park Lane No picture</p>	<p>AREA 422</p> <p>Architecture: Strong uniformity – red brick 1940/50s semis with angular bays and gables over. Shared driveway gaps at sides. 1980s/90s three storey block of flats to Northolt Road end.</p>
<p>Layout: This area follows the boundaries of a single large field as appears on 19th and early 20th century OS maps. By 1932/41 surrounding land appears largely developed and the field is shown as a sports ground and tennis courts with access from Northolt Road. Torrington Road loops around to link Park Lane with Northolt Road; Brendon Gardens forms cul-de-sac in between. Verge with street trees adds interest to Torrington Drive as does small amenity island/crescent layout to north-east corner. Poor permeability with neighbouring area to north-east.</p>	<p>Front Boundary treatment Largely lost to forecourt parking. Various boundary treatments.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings. Rear of buildings in Northolt Road an eyesore in Torrington Drive.</p>

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<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Paddocks Close & Northolt Road</p> <p>No picture.</p>	<p>AREA 423</p>
<p>Layout: 19th century and the 1913/14 OS maps show this area occupied by the buildings and curtilage of Grove Farm. By 1932/41 the surrounding area is largely developed (and Alexandra Avenue appears laid-out) but the farm house and some of its buildings remain on the same curtilage. This appears to be a 1950/60s development on the site of the former Grove Farm. Although occupying a relatively small area the development is well planned, with the Northolt Road frontage set back from that road and served by a separate access road; a green island with hedging and trees helps to buffer the area from the busy Northolt Road.</p>	<p>Architecture: Red and buff coloured brick maisonettes in two storey semi-detached pairs and one detached. All hipped roofs, strong uniformity. Distinctive two storey front projections with pitched roofs over.</p> <p>Front Boundary treatment Some well preserved front gardens particularly to the houses fronting Northolt Road. Some original brick dwarf front boundary walls survive.</p>

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<p>There are narrow but well preserved gaps between the buildings and a footway between the Northolt Road and Paddocks Close provides good permeability and a visual break in the building frontage. Also the arrangement of the houses around the turning head of Paddocks Close adds interest and spaciousness. A garage court at the end of Paddock's Close provides parking for the development.</p> <p>Although there is no direct access from the development to Alexandra Park the layout has provided an access to the park from Northolt Road, which is beneficial to the wider permeability of the locality.</p>	
<p>Area adjacent to Alexandra Park which provides some open aspect, though unfortunately the block of garages backs onto the park.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Kingsley Road, South Harrow etc</p>	<p>AREA 424</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Mostly early 20th Century terraced housing. Brick and render materials. Earlier houses have front bays with gables and two storey out projections. Later houses have no rear projections and various front elevation treatments. All have shallow front gardens.</p> <p>Some semis to Kingsley Road and Parkfield Road.</p>
<p>Layout:</p> <p>Victorian OS maps show this area (including the extent of the school grounds in Wyvenhoe Road) as a single large field to the south of Northolt Road; the south-eastern field boundary being contiguous with the urban district boundary. By the 1913/14 OS map the railway had been formed (with a station in South Hill Avenue) and the roads in this area appear laid-out and undergoing speculative development. By 1932/41 the area appears full developed as exists today.</p> <p>Traditional grid-iron layout although Kingsley Road has a more informal alignment along the top of the hill. Levels rise steeply from Northolt Road. Most houses have rear access alleys. Roads heavily parked. No verge but some street trees.</p> <p>Pedestrian access over railway to South Hill Avenue from Roxeth Recreation Ground.</p>	<p>Front Boundary treatment</p> <p>Due to shallow depth (i.e. inadequate for parking) many front gardens have been retained. Various front boundary treatments.</p>

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<p>Roxeth Recreation Ground and allotments behind houses in Kingsley Road; accessed from top of Eastcote Road which creates an open vista. Access to school at western end of Kingsley Road.</p>	<p>Victorian school buildings in Wyvenhoe Road of some interest and the retained outer wings of the former cinema on Northolt Road, which have return frontages to Wyvenhoe Road and Scarsdale Road, are also of note. Elsewhere eyesores exist to the rear of commercial premises in Northolt Road.</p>
<p>Potential enhancement? No</p>	<p>1a. Pre and Post War Suburban – Victorian/Edwardian Terraced Housing</p>
<p>AREA 425</p>	
<p>Location: Roxeth Grove</p>	
<p>No picture</p>	<p>Architecture: Semi detached rendered houses; square/angular bays some with gables. Also one terrace of four with dominant front gables and one 'halls adjoining' pair with dominant front gables.</p>
<p>Layout: This area appears a single field south of Northolt Road right up to the 1913/14 OS map. By 1932/41 the cul-de-sac appears laid out and fully developed. Single cul-de-sac rising quite steeply up from Northolt Road. Arrangement of houses around the cul-de-sac head adds interest. No permeability with adjacent areas.</p>	<p>Front Boundary treatment Front gardens largely lost to car parking. Various boundary treatments where retained.</p>

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<p>Some houses on south and north sides back onto school open space.</p>	<p>Pleasing return frontages on Northolt Road shops and adjacent wide pavements. However condition of development/area to rear of shops detracts.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Wood End Avenue, Westwood Avenue and adjoining part of Northolt Road</p>	<p>AREA 426</p>
<p>No picture</p>	<p>Architecture: Rendered semi-detached houses. Mainly round bays with Tudor-detailed gables over. Some 'halls adjoining' pairs with square bays and gables over; some with shallow angular bays and overhanging roof. Garage spaces at sides.</p>
<p>Layout: This area appears on Victorian OS maps as two fields adjacent to Parker's Farm, on the south side of Northolt Road. By 1913/14 the Great Central Railway bisected one of these fields and the crossing bridge point was in situ. By 1932/41 the first field and the remainder of the second field is shown laid out and fully developed with a 'spur' into adjacent land to meet the bridge crossing point.</p>	<p>Front Boundary treatment Some front garden loss to forecourt parking. Various boundary treatments where these are retained.</p>

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<p>Steep rise up from Northolt Road, turns in Westwood Avenue and junction with Wood End Avenue all add to character. Pleasing pair of semis turned to face the junction with green amenity area fronting. No verge but some street trees.</p> <p>Poor permeability to south-west: no direct pedestrian access to adjacent residential area which includes Northolt Park station. However footpath from Wood End Avenue links to allotment gardens/Roxeth Recreation Ground and, via this route, to Kingsley Road area, neighbouring school and South Harrow station. Also former road bridge (now closed to traffic) provides pedestrian access to residential areas south of the railway (within the London Borough of Ealing).</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Stroud Gate, Cadogen Close, adjacent part of Northolt Road</p>	<p>AREA 427</p>
<p>No picture</p>	<p>Architecture:</p>

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	<p>Dominated by brick and render 1930s terraced houses with round bays and (some) with gables. However later addition to north-eastern end of Stroud Gate and Cadogen Close of 1970s terraced houses, flat fronted but featuring tile hanging at first floor.</p> <p>Also a late 1990s three storey block of flats adjacent to Northolt station.</p>
<p>Layout:</p> <p>This area appears as Parker's Farm and adjacent farmland on Victorian OS maps. By 1913/14 the Great Central Railway had been formed, bisecting the adjacent fields, though the farm and its buildings survived. This area therefore occupies the site Parker's Farm and the triangular area of farmland left over from the formation of the railway. However only part of this was developed by the time of the 1932/41 OS, the remaining strip not developed until the 1970s.</p> <p>Land rises up from Northolt Road. Stroud Gate has a cross formation and Cadogen Close runs alongside the railway. Access to residential areas to south (within London Borough of Ealing) across Northolt Park railway station. No verge or street trees. A rear service alley serves properties in Northolt Road</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Various boundary treatments where retained.</p>
<p>No relationship to open space.</p>	<p>Garage courts in Codogen Close an eyesore.</p>
<p>Potential enhancement?</p>	<p>2e. Inter War Housing Estates - Infill Planned Estates</p>

No	
<p>Location: Tithe Farm Avenue</p> <p>No picture</p>	<p>AREA 428</p> <p>Architecture:</p> <p>Tithe Farm Avenue east side and part Eastcote Lane: pairs of semis with distinctive mock-Tudor detailing to first floor and feature gable flanked by tile hanging to front of third bedroom; brick at ground floor; garage spaces at sides</p> <p>Tithe Farm Avenue west side: pairs of semis with conventional round bays and feature gables over; mock-Tudor detailing to first floor and gables</p>
<p>Layout:</p> <p>This area occupies land adjacent to (but not on the site of) the former Tithe Farm. By the time of the 1932/41 Tithe Farm Avenue is shown laid out and fully developed on the west side but still open on the east side (the farm buildings and its curtilage still in situ).</p> <p>Straight road linking Minehead Road and Eastcote Lane. Some staggering of semis particularly on the west side. No verge but some street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens largely lost to forecourt parking. Variety of boundary treatments where retained.</p>

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<p>Some properties on west side back onto school playing fields.</p> <p>Potential enhancement?</p> <p>No</p>	<p>1970s terrace to rear of property in Eastcote Lane detracts from setting.</p> <p>2e. Inter-War Housing Estates – Infill Planned Estates</p>
<p>Location: Tithe Farm Close & part Alexandra Avenue</p> <p>No picture</p> <p>Layout: This area appears as farmland immediately adjacent to the Tithe Farm complex (to the south) on Victorian and the 1913/14 OS. By 1932/41 much of the surrounding area is shown laid and and undergoing development, but this land remained open as part of the curtilage of the Tithe Farm. Small pocket of development, possibly occupying the site of the former farm buildings. Tithe Farm Close is a short cul-de-sac accessed from Minehead Road; group of four detached houses fronting Alexandra Avenue set back and served by an access road. Generous gaps between/around buildings gives perception of spaciousness.</p>	<p>AREA 429</p> <p>Architecture: Wide detached 1950s houses (brick and tile hanging?) with shallow forward projecting feature and bay; also pairs of wide semi-detached houses with adjoining bay windows</p> <p>Front Boundary treatment Good survival of front gardens some enclosed by hedges.</p>

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<p>No relationship to open space.</p>	<p>Petrol station in Alexandra Avenue creates poor setting for adjacent houses.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Rowe Walk</p>	<p>AREA 430</p>
<p>No picture</p>	<p>Architecture: Strong uniformity – 1950s brick and render terrace and semi-detached pairs with tile hung projecting feature gables at front</p>
<p>Layout: This area occupies the site of the former Tithe Farm, which survived (but was enveloped by) the surrounding inter war development at the time of the 1932/41 OS map. Short cul-de-sac off Eastcote Lane; road wraps around to east to access a garage court. Buildings arranged formally around the close: two pairs angled to face the junction with Eastcote Lane, two terraces run along the main stretch of the cul-de-sac with the remaining blocks arranged formally around the turning head/village green. Garden suburb feel.</p>	<p>Front Boundary treatment Remarkable survival of all front gardens in the close; some open plan some enclosed by hedging.</p>

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<p>No relationship with open space.</p>	<p>Pub behind Rose Walk (facing junction of Eastcote Lane/Alexandra Ave) is a nearby landmark – within the setting of the close. Garage court and adjacent petrol station is a bit of an eyesore.</p>
<p>Potential enhancement? No</p>	<p>7e. Flats and Maisonettes – Maisonettes</p>
<p>Location: Eastcote Lane</p>	<p>AREA 431</p>
<p>No picture</p>	<p>Architecture: Predominantly 1930s terraces (four and six houses) in brick and render. Some quite plain – ground floor bays with continuous pitch roof over. Others with bays, flat roofs or gables over.</p>
<p>Layout: 19th century and the 1913/14 OS maps show Eastcote Lane as a long, straight rural lane through open farmland leading to Field End Road; only two small existing dwellings are shown: Dabbs Hill House – (approx. where the junction of Carlyon Avenue is today) and Ivy Cottage (further to the east). By 1932/41 Eastcote Lane appears fully made up and substantially developed either side, along with the surrounding suburban areas. Although Dabbs Hill House was already demolished by 1932/41, Ivy Cottage survived but was subsequently redeveloped (now Ivy Close).</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Eastcote Lane follows the long straight alignment of the former rural lane. There are grass verges with some street trees. However the road carries heavy volumes of traffic.</p> <p>There are two 'gateway' junctions to neighbouring estates. The King Road junction forms vista northwards along the tree lined avenue into the Nash estate; the junction with Carlyon Avenue is wide and splays off in three directions into that estate.</p> <p>Some long rear gardens and some houses served by rear access roads.</p>	
<p>No relationship with open space.</p>	<p>The shops either side of Kings Road provide a visual break to the long residential frontage. The school buildings at Rooks Heath School are good landmarks also.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>3b. Linear – Former Lanes and Principal Thoroughfares</p>
<p>Location: Eastcote Lane (eastern end)</p> <p>No picture</p>	<p>AREA 432</p> <p>Architecture:</p> <p>1970s two storey semi-detached and terraced houses with shallow pitch, gabled roofs. Light coloured brick with white cladding to front and single storey porches. Strong uniformity, other than a handful of later two storey red brick houses (one detached, semi-detached and terraced).</p>

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<p>Layout:</p> <p>As area 431, this area appears as farmland either side of rural Eastcote Lane on Victorian and the 1913/14 OS maps. By 1932/41 this part of Eastcote Lane appears largely developed with detached houses and long gardens.</p> <p>The 1970s redevelopment which now occupies this area has a distinctive tandem layout with houses fronting Eastcote Lane and a further 'layer' of houses behind, accessed via footpaths. Parking is provided in extensive garage courts to the rear. This produces much higher density housing than the surrounding 1930s suburbs.</p>	<p>Front Boundary treatment</p> <p>Front gardens open plan and largely retained (as lawn) due to planned parking arrangements. However communal surface parking to the Eastcote Lane frontage gives the development a car dominant appearance.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings. However the fire damaged Matrix P.H. opposite is an eyesore.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats</p>
<p>Location: Walton Avenue, Carlyon Avenue, Tregenna Avenue, Somervell Road, etc</p>	<p>AREA 433</p>
<p>No picture</p>	<p>Architecture:</p>

	<p>Mainly rendered semi detached and terraces of four houses; various styles – round bays with gables, suntrap windows with overhanging roofs, flat fronted houses, forward projecting gables with catside roofs, etc. Also some detached and semi-detached bungalows. Mix of shared driveway and garage spaces at sides.</p>
<p>Layout:</p> <p>The area appears on 19th century OS maps as farmland; by 1913/14 the Great Central Railway had been constructed to the south but the area remained undeveloped. By 1932/41 the estate is shown laid out and undergoing development.</p> <p>Planned geometric layout. Somervell Road runs parallel to a railway embankment and links Alexandra Avenue, to the east, with Field End Road to the west. The estate layout fans out from two key points: the access from Eastcote Lane (which may have been intended to align with Kings Road from the Nash estate) and from a small crescent fronting Alexandra Avenue. The layout makes use of topography and sweeping curves to produce some interesting streetscapes and intersections. For example the junction of Balmoral Road with Carlyon Avenue and Somervell Road; and the roundabout at the junction of Walton Avenue, Kenilworth Avenue and Arundel Drive.</p> <p>As a principal route through the estate Carlyon Avenue has wide verges and street trees. Other roads have street trees only.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Various boundary treatments where these exist.</p>

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<p>Some parts of the estate (particularly to the north) are served by rear access alleys and footways which enhance pedestrian permeability throughout the estate. There appears to have been a road link between Arundel Drive and Somervell Road subsequently closed by development.</p> <p>The layout produces some longer than usual gardens.</p>	
<p>The estate appears to have a strong relationship with Alexandra Park – in terms of the planned layout. Alexandra Avenue sweeps around the park and service roads provide access to housing fronting the park. Verges and trees either side of Alexandra Avenue give it a feeling of a grand avenue through the park. Three three-storey mansion blocks of flats form a visual gateway to the estate opposite the Alexandra Park entrance.</p> <p>School playing fields and a football ground form a large area of open space to the rear of property in Earlsmead and Arundel Drive. Other informal green areas are created at some junctions throughout the estate and a more formal, 'village green' open space is provided around a small group of houses in Walton Avenue.</p>	<p>The mansion blocks fronting Alexandra Avenue are a landmark at this entrance point to the estate. From Eastcote Lane the South Harrow Methodist Church, located at the junction of Walton Avenue and Carlyon Avenue, also forms a significant landmark.</p> <p>No eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>2b. Inter-War Housing Estates – Extensive Planned Estates</p>

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<p>Location: Alexandra Close</p> <p>No picture</p>	<p>AREA 434</p> <p>Architecture:</p> <p>Pairs of semi-detached purpose-built maisonnettes; brick and render; flat fronted.</p>
<p>Layout:</p> <p>This area appears as an undeveloped parcel of land on the 1932/41 OS, bounded by neighbouring housing development to the north east and the newly laid out Alexandra Park 7 Alexandra Avenue to the south and west.</p> <p>Small, planned layout. Close loops around on the east side of Alexandra Avenue; houses either side of the junctions with Alexandra Avenue turned to face the junction. Original garage block forms eastern boundary adjacent to rear gardens of neighbouring property in Park Lane.</p>	<p>Front Boundary treatment</p> <p>Front gardens short in depth and largely retained.</p> <p>Concave front walls at junctions?</p>
<p>Alexandra Park to rear of properties on south side.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonnettes – Maisonnettes</p>
<p>Location: Gaylor Road etc</p>	<p>AREA 435</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Post war houses, bungalows and flats, as follows:</p> <p>Three storey 1950s flat blocks (including one block with retail parade) and two storey terraced housing around The Heights</p> <p>Two storey 1950s mainly terraced houses and some bungalows to Mallet Drive, Martin Drive and Gaylor Road</p> <p>Three storey 1950s terraced houses to Doncaster Gardens and two storey 1950s terraced houses to Doncaster Drive</p> <p>1980s/90s two storey terraced houses to Greenacre Close and part Doncaster Gardens</p> <p>1970s three storey flatted development at Silverdale Close</p> <p>Architecture mainly utilitarian and brick. Better detail and materials variation in the 1980s/90s housing.</p>
<p>Layout:</p> <p>This area appears as farmland on the 19th century and 1913/14 OS maps. By 1932/41 the area is shown as open ground probably part of the Northolt Park Racecourse shown adjacent.</p> <p>Utilitarian layout of straight roads and cul-de-sac although staggering of houses in Greenacre Close increases interest. Service road runs alongside the railway.</p>	<p>Front Boundary treatment</p> <p>Front gardens mainly lost to forecourt parking although some pleasing green areas have been retained in front of the gaylor Road bungalows and around the blocks of flats. Various boundary treatments.</p>

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No relationship to open space.	No landmarks. Disused shops in The Heights a bit of an eyesore.
Potential enhancement? No	1f. Pre and Post War Suburban – Post-War Pocket Infill Housing and Flats
Location: The Heights	AREA 436
No picture	Architecture: Semi detached houses. Two main types – suntrap bays with overhanging roofs, traditional round bays with gables over. Shared driveways at sides
Layout: This area appears as farmland north of Dabbs Hill Lane on 19 th century OS maps. By 1913/14 the Great Central Railway bisected this section from the rest of the farmland to the north creating its long, narrow form. By 1932/41 it is shown laid out and undergoing development. Long straight road parallel to railway. Poor permeability with area to south.	Front Boundary treatment Front gardens mainly lost to forecourt parking. Various boundary treatments where retained.
Some houses on south side back onto small area of allotment gardens. Informal grassed area of open space adjacent to Petts Hill bridge. No verge.	No landmarks or eyesores

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<p>Potential enhancement? No</p>	<p>2d. Inter-War Housing Estates – Smaller Planned Estates</p>
<p>Location: Dabbs Hill Lane</p>	<p>AREA 437</p>
<p>No picture</p>	<p>Architecture: Semi-detached and short terraces of red brick houses. Flat fronted. Plain appearance.</p>
<p>Layout: Dabbs Hill Lane appears as a continuation of Northolt Road on 19th and early 20th century OS maps – a narrow bendy lane. This area remains open on the 1932/41 OS but the area to the south is shown as the Northolt Park Racecourse. This section of Dabbs Hill Lane mainly straight after it turns the corner from The Heights. However the buildings are well laid out as they turn the corner and are then staggered in relation to each other and around a arced green. The green and wide verges create a really pleasing setting and the gaps between the buildings create a feeling of openness. Some street trees.</p>	<p>Front Boundary treatment Although some crossovers have been introduced there is a remarkable survival of front gardens, probably in part due to the extensive verges and green areas. The retained front gardens and boundary walls contribute positively to the character of this area.</p>

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<p>Although beyond the Borough boundary the houses relate to the estate of 1950s/60s flats opposite. Their formal, planned arrangement diagonal to the road and open plan setting give the feeling of parkland (there is a park beyond) and this also contributes positively to the sense of greenness/openness.</p>	
<p>As noted above there is an area of open space (within the London Borough of Ealing) beyond the flats on the south side of Dabbs Hill Lane. To the rear of some of the houses there are allotment gardens and the access to this is from Dabbs Hill Lane also adds to the character of the streetscene.</p>	<p>No landmark buildings. However a garage court towards the eastern end of Dabbs Hill Lane is an eyesore.</p>
<p>Potential enhancement? No</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>
<p>Location: Strongbridge Close</p>	<p>AREA 438</p>
<p>No picture</p>	<p>Architecture: 1960s three storey flat blocks set within open parkland similar to Rayners Lane Estate (and subject to redevelopment)</p>
<p>Layout:</p>	<p>Front Boundary treatment None</p>

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<p>This area appears as farmland on 19th century OS maps. By 1913/14 both railways are shown in situ, creating this triangular area within the convergence, and by 1932/41 it is shown as an area of railway sidings.</p> <p>Triangular site formed on land at convergence of two railway lines; blocks arranged informally through the site. Some garage courts but main quality is of buildings set in open land. Some maturing trees. Redevelopment under way.</p>	
<p>Area of trees to rear of site and along railway lines adds visual amenity. Footpath and railway bridge links to Rayners Lane sports ground.</p>	<p>No landmark buildings or eyesores</p>
<p>Potential enhancement? No</p>	<p>4b. Utopian and Social – Post War Local Authority Housing</p>
<p>Location: Parts not included in the conservation area: Lakeland Close, Templars Drive, Warburton Close</p>	<p>AREA 439</p>
<p>No picture</p>	<p>Architecture: 1960s/70s detached houses; mainly in brick with some panelling detail between windows. Good harmony in architectural style to each road.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>The 19th century and 1913/14 OS maps show this area as part of the grounds and farm of Harrow Weald Park. By 1932/41 both West Drive and Bellfield Avenue are shown laid out and undergoing development; but with the area of Warburton Close still open as part of the retained farm complex.</p> <p>Development on former back gardens of houses fronting West Drive and Bellfield Avenue. Each road comprises a small cul-de-sac on land rising from south to north; houses occupy conventional plots and gaps between.</p> <p>Due to infill nature these houses have uncharacteristically small gardens.</p>	<p>Some loss of front gardens to forecourt parking, but most retain at least some landscaping.</p>
<p>Green Belt land abuts area to north of Warburton Close.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>1e. Pre and Post War Suburban – Post-War Suburban Housing Estates</p>
<p>Location: Copley Road, Belgrave Gardens, part of Merrion Avenue</p>	<p>AREA 440</p>
<p>No picture</p>	<p>Architecture: 1950s two storey brick maisonettes with feature tile hanging and shallow bay windows. 1930s brick and render maisonettes to Belgrave Gardens; detached brick houses with round bays fronting London Road.</p>

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<p>Layout:</p> <p>Area appears to be a redevelopment of earlier houses and gardens that fronted London Road and open land to rear of these as shown on the 1932/41 OS Map.</p> <p>Copley Road is a cul-de-sac running leading to and serving garage parks and parking areas. The Copley Road/ Merrion Avenue flats are set into open landscaped grounds and are served by garage/parking courts from Copley Road. The London Road houses are served by an access road separated from London Road by a landscaped island with mature tree growth (probably a survival from the earlier houses' gardens). Belgrave Gardens is a short cul-de-sac providing parking for the small group of maisonettes; the maisonette blocks themselves set behind green areas and a dwarf boundary wall. A hedge and trees separate Belgrave Gardens from Copley Road.</p>	<p>Front Boundary treatment</p> <p>The green forecourts of the maisonettes largely survive and contribute to the character and amenity of these developments. The front gardens of the London Road houses have been lost to forecourt parking, though the impact of this is negated by the island with trees adjacent to the main carriageway.</p>
<p>No relationship with open space.</p>	<p>The 1960s office building on the opposite side of Merrion Avenue is a significant local landmark.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7e. Flats and Maisonettes - Maisonettes</p>
<p>Location: Dene Gardens, Beech Tree Close, Merryfield Gardens</p>	<p>AREA 441</p>
<p>No picture</p>	<p>Architecture:</p>

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<p>1950s/60s maisonnettes in two storey, semi-detached blocks. Brick with timber panels and some with balconies. Some with two storey rear or front projections. Also small terrace of three houses in similar style in Beech Tree Close.</p>	<p>Front Boundary treatment</p> <p>The open front gardens/spaces largely survive and contribute positively to the setting of the buildings.</p>
<p>Layout:</p> <p>Marsh Lane appears on the 1896 as an established route through surrounding farm land. By the 1932/41 OS detached houses with long rear gardens had grown up either side of Marsh Lane. Post-war re-development of these houses and gardens saw the sporadic growth of flats and maisonnettes along Marsh Lane that are present today.</p> <p>Although some of the buildings in this group front Marsh Lane, most are set behind other frontage development and are accessed by a series of 'L' shaped cul-de-sacs. Development at the north end of Dene Gardens is particularly spacious, set within open grounds, with development becoming more dense to the south but maintaining the open character of frontages. There are narrow gaps between the buildings and garage courts separate groups of buildings.</p>	<p>No landmark buildings or eyesores.</p> <p>7e. Flats and Maisonnettes - Maisonnettes</p>
<p>No relationship with open space.</p>	<p>Potential enhancement?</p> <p>No</p>

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<p>Location: Charwood Close, part Elms Road</p>	<p>AREA 442</p>
<p>No picture</p>	<p>Architecture: Three storey 1960s/70s blocks of flats in brick.</p>
<p>Layout: Area occupies open land and orchard – possible part of grounds of a detached house on Elms Rd – as shown on 1932/41 OS map. Blocks of flats set in open grounds served by parking and garage courts – communal gardens provided to rear of blocks. Some good landscaping and tree retention particularly along the Elms Road frontage. Levels rise up from Elms Road.</p>	<p>Front Boundary treatment Open plan gardens; many house front gardens remain intact.</p>
<p>No relationship to open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>7c. Flats and Maisonettes - Post-War Flats in Parkland Settings</p>
<p>Location: Edgware Court</p>	<p>AREA 443</p>
<p>No pictures</p>	<p>Architecture:</p>

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	<p>Edgware Court a group of three three-storey 1930s flat blocks in the modernist style – white rendered with crittal windows; symmetrical frontages each flanked by round, toureted windows at the corners. Each block has a 'T' shaped plan form, balconies to upper floor flats at the rear.</p>
<p>Layout: Flat blocks at Edgware Court set at diagonal formation in relation to the site boundaries so that the rear elevations face directly south. Set within lawned open grounds and some mature landscaping. Driveway lead to garage block at western end of site.</p>	<p>Front Boundary treatment</p>
<p>No relationship to open space with/adjacent to the area.</p>	<p>The flat blocks at Edgware Court are landmarks in themselves; but commercial development at the rear of Edgware Court detracts from their setting.</p>
<p>Potential enhancement? No</p>	<p>7b. Flats and Maisonettes - Modernist Flats</p>
<p>Location: Overbrook Walk</p>	<p>AREA 444</p>
<p>No picture</p>	<p>Architecture: Two and three storey post-war terraced houses and flat block. Brick. Integral garages to some houses.</p>

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<p>Layout:</p> <p>Planned layout of two curving cul-de-sacs although pedestrian access loops around the whole development; staggered arrangement of houses and gardens around this layout. Flats block located on land at junction with Chandos Crescent and Buckingham Road. No verge or street trees.</p>	<p>Front Boundary treatment</p> <p>Front gardens of houses largely lost to forecourt parking however some of the original boundary wall remains.</p>
<p>No relationship to open space although note that Edgware brook runs close by (with associated trees and vegetation). Some trees presumably part of the original landscaping scheme maturing around the flats block.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>4b. Utopian and Social - Post War Local Authority Housing</p>
<p>Location: Copperfield Way</p> <p>AREA 445</p>	
<p>No pictures.</p>	<p>Architecture:</p> <p>Copperfield Way: 1980/90s development of two storey terraced and semi-detached houses, in brick. Include small gable features, porches and (to semis) small square bay windows.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>Copperfield Way appears to have been developed from the rear gardens of surrounding houses in Pinner Road, Moss Lane and Mayfield Drive</p> <p>Copperfield Way quite car dominated/urban in character with informal arrangement of terraces and staggering. Short front and back gardens. Parking provided in garages/parking courts.</p> <p>Poor permeability with surrounding areas.</p> <p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>Front gardens to Copperfield Way open plan, mix of hardsurfacing for parking and grass. Limited landscape value.</p>
<p>No relationship with open space.</p> <p>Potential enhancement?</p> <p>No</p>	<p>No landmark buildings or eyesores.</p> <p>1f. Pre and Post War Suburban - Post War Pocket Infill Housing and Flats</p>
<p>Location: Long Elmes & Stox Mead</p> <p>No pictures.</p>	<p>AREA 446</p> <p>Architecture:</p> <p>1930s render terraces of four houses and some semi-detached pairs. Two main types – round bays with feature gables over and shallow/flat bays with main roof overhanging. Some tile hanging and mock Tudor detailing between ground and first floor bay windows but otherwise quite plain.</p>
<p>Layout:</p>	<p>Front Boundary treatment</p>

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<p>The 1896 & 1913/14 OS maps show this area as fields south of the villa 'Southfield Park' and west of the complex of Wealdstone House & Farm (off Weald Lane). By 1932/41 shows this area laid out and substantially developed, with no relationship to the former field pattern.</p> <p>Long Elmes is emphasised as the principle east-west route through the area by its width with verges and street trees. Stox Mead much narrower with no verge or trees. Staggered arrangement of terraces and gaps between them avoid the creation of a monotonous continuous frontage. The arrangement of the terraces and semi at the head of Stox Mead also adds interest & a sense of spaciousness. Houses in this area served by rear access paths but not wide enough for vehicle use.</p>	<p>Front gardens largely lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>3b. Linear - Former Lanes and Principal Thoroughfares</p>
<p>Location: Moat Drive, Brook Drive, part Pinner View</p>	<p>AREA 447</p>
<p>No picture</p>	<p>Architecture: 1930s houses (mainly rendered) a mix of traditional semis with bays and gables, and some other types e.g. 'M' shaped gables and front-flank tile hung first floors (Brook Drive).</p>

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<p>Some good examples of arts & crafts and Tudorbethan detailing to detached houses in Pinner View.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>
<p>Layout:</p> <p>1896 and 1913/14 OS maps show Harrow View and Headstone Drive laid and Pinner View as a rural lane leading to Headstone Manor; however this area appears as a single field with a tributary of the Yeading brook running through. By 1932/41 this and the surrounding area is shown fully developed/Moat Drive laid out and undergoing development.</p> <p>Brook Drive and Moat Drive quite narrow with verges and street trees. Good permeability provided by footpath links between Moat Drive & Harrow View and between Moat Drive and Brook Drive; also link road between Brook Drive and Headstone Gardens. This part of Pinner View has no verge or street trees but the wide, sweeping and rising nature of the road adds significant character.</p> <p>Good views of the Green Belt and St. George's Church.</p>	<p>Although not within this area St. George's Church dominates and is a good local landmark.</p> <p>2e. Inter War Housing Estates - Infill Planned Estates</p>
<p>No relationship with open space.</p>	<p>Potential enhancement?</p> <p>No</p>

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<p>Location: Hooking Green</p>	<p>AREA 448</p>
<p>No picture</p>	<p>Architecture: Uniform group of semi-detached houses with shallow bays (flat top) and two terraces of three houses. Quite plain but good group value.</p>
<p>Layout: This area (and area 449) form part of a single field running down to the Yeading Brook as shown on the 1896 and 1913/14 OS maps, bounded to the west by Pinner Road. By 1932/41 this and surrounding areas largely laid out and fully developed. Good layout of houses around a triangular green (with trees) gives enclosed, 'garden village' feel. Houses served by narrow carriageway. Gaps at sides largely preserved and contribute to the setting of the group.</p>	<p>Front Boundary treatment Most front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>The green is designated open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>5c. Spacious - Village Green Enclaves</p>
<p>Location: part Pinner Road, part Canterbury Road, part Station Road</p>	<p>AREA 449</p>

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<p>No picture</p>	<p>Architecture:</p> <p>Uniform group of rendered, plain double fronted pairs of semis – all with two storey rear projections. Original windows give cottage/garden village appearance but most now replaced. Some unsympathetic redevelopment to Canterbury Road – three storey flats and two storey gabled terraced houses in brick.</p>
<p>Layout:</p> <p>This area (and Hooking Green – area 448) form part of a single field running down to the Yeading Brook as shown on the 1896 and 1913/14 OS maps, bounded to the west by Pinner Road. By 1932/41 this and surrounding areas largely laid out and fully developed, though Station Road not yet extended to Pinner Road junction (so Canterbury Road continued unbroken). Subsequent redevelopments occupy plots of terraces of three – similar house types (footprint). Some long rear gardens.</p> <p>Good front building line with houses curving along Pinner Road and Canterbury Road/Station Road frontage. Gaps between houses survive and contribute to harmony of the group.</p> <p>No street trees or verges.</p>	<p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatments where retained.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p>	<p>4a. Utopian and Social - Garden Suburb Estates</p>

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No	
<p>Location: County Roads (west)</p> <p>No picture</p> <p>Layout:</p> <p>The 1896 and 1913/14 OS show this area as two fields bounded by a tributary of the Yeading brook, to the north and Pinner Road to the south; by 1913/14 however adjacent Surrey Road is shown laid out and awaiting development. By 1932/41 this area is shown laid out and fully developed.</p> <p>Although the area is constrained by the brook & Pinner Road the layout nonetheless reflects a change from the more regimented grid pattern of the county roads to the east (area 346). The narrow carriageway widths, winding road layout and deeper front gardens appears to be influenced by the garden suburb movement and produces interesting variation in the building line.</p> <p>There are some street trees but no verges.</p>	<p>AREA 450</p> <p>Architecture:</p> <p>Predominantly 1930s brick and render semi-detached houses with a mix of round, square & angular bays with feature gables over. Narrow gaps at side – shared driveways or footways (only).</p> <p>Front Boundary treatment</p> <p>Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>A small triangular area of open space exists to the rear of houses in Gloucester, Westmoreland and Cumberland Roads.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement? No</p>	<p>2e. Inter War Housing Estates - Infill Planned Estates</p>
<p>Location: Ivy Close, part Eastcote Lane No picture</p>	<p>AREA 451 Architecture: 1940/50s maisonettes in two storey semi-detached pairs (Ivy Close) and two storey terraces (Eastcote Lane). Rendered with shallow square bays and short two storey rear projections. Strong uniformity. Also 1970s two storey block of flats in yellow brick and gable fronted to Eastcote Lane.</p>
<p>Layout: Area occupies curtilage of Ivy Cottage (Eastcote Lane) as shown on Victorian & early 20th century maps (by 1932/41 Ivy Cottage and grounds shown as surviving but enveloped by surrounding suburban development). This area occupies that former curtilage. The 1970s block occupies the site of a separate house/outbuilding shown on the old maps within the curtilage of Ivy Cottage.</p>	<p>Front Boundary treatment Many front gardens lost to forecourt parking. Variety of boundary treatment where retained.</p>

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<p>Grass verges and street trees front Eastcote Lane. Ivy Close has a narrow carriageway and no street trees. Footpath links provide permeability between Ivy Close and the adjacent residential estate (area 433).</p> <p>Rear gardens subdivided to provide space for ground and first floor maisonettes.</p>	
<p>No relationship with open space.</p>	<p>No landmarks or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7e. Flats and Maisonettes - Maisonettes</p>
<p>AREA 452</p>	
<p>Location: Cadogan Close</p> <p>No picture</p>	<p>Architecture:</p> <p>1970s terraced houses, flat fronted but featuring tile hanging at first floor. Strong uniformity/coherence. Also a late 1990s three storey block of flats adjacent to Northolt station.</p>
<p>Layout:</p> <p>This area appears as Parker's Farm and adjacent farmland on Victorian OS maps. By 1913/14 the Great Central Railway had been formed, bisecting the adjacent fields, though the farm and its buildings survived. This area therefore occupies the site</p>	<p>Front Boundary treatment</p> <p>Many front gardens largely lost to forecourt parking. Various boundary treatments where retained. Some good hedging and open plan gardens add to greenery however.</p>

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<p>Parker's Farm and the triangular area of farmland left over from the formation of the railway. However only part of this was developed by the time of the 1932/41 OS, the remaining strip not developed until the 1970s.</p> <p>Cadogan Close a short cul-de-sac to make best use of a strip of land between Stroud Gate and the railway. Quite long terraces but staggering adds interest, No verge or street trees but some good grass amenity areas and houses at end of Cadogan Close and Stroud Gate have only direct footpath access so front gardens to these houses not hardsurfaced. Also maturing trees along railway embankment provide good greenery.</p>	
<p>No relationship to open space.</p>	<p>Garage courts in Codogan Close an eyesore.</p>
<p>Potential enhancement? No</p>	<p>1f. Pre and Post War Suburban - Post War Pocket Infill Housing and Flats</p>
<p>Location: Elmgrove Road (part), Glenwood Close</p>	<p>AREA 453</p> <p>Architecture: South side: 1950s brick and render semi-detached and some detached houses and maisonettes. Mainly in modernist style with suntrap windows & overhanging roofs; some pairs with distinctive two storey forward projections. Good overall coherence.</p>

Character Assessment of Harrow's Residential Areas

Character Assessment of Harrow's Residential Areas

	<p>North side of Elmgrove Road: 1930/40s semi-detached and terraced houses in brick and render; with shallow bays and feature gables.</p> <p>Shared driveway gaps between buildings which survive.</p>
<p>Layout:</p> <p>Elmgrove Road appears as Dirty Lane on Victorian OS maps; this area occupies the site of a single field and adjacent complex of buildings as shown on 1932/41 and earlier OS maps.</p> <p>This area comprises planned development along the route of an earlier rural lane with Glenwood Close off, making use of land confined by development by the 1950s. Wide verges and some street trees fronting Elmgrove Road (only).</p> <p>Poor permeability with surrounding areas,</p>	<p>Front Boundary treatment</p> <p>Front gardens largely used for forecourt parking. Some good original front hedges survive.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7e. Flats and Maisonettes - Maisonettes</p>
<p>Location: High Mead</p>	<p>AREA 454</p>
<p>No picture</p>	<p>Architecture:</p>

	<p>Pair of 1930s three storey mansion blocks o flats. Brick and render; bays and entrance porches/stair windows provide architectural interest and visual relief. Good group value.</p> <p>Recently completed three storey block of flats at eastern end.</p>
<p>Layout:</p> <p>1896 & 1913/14 OS maps show this area and site of Tesco as a single field to the rear of Greenhill Farm on Station Road; by 1913/14 part of the surrounding area is shown laid out and undergoing suburban development. By 1932/41 High Mead and the mansion blocks are shown laid out and developed, the area of Tesco as a football ground and the site of the farm occupied by a cinema.</p> <p>As well as their architectural value the mansion blocks have good space either side/between and a large communal amenity space to the rear. Parking is provided in a garage court served by a rear service road. Also good tree cover to the rear.</p>	<p>Front Boundary treatment</p> <p>The forecourt to the mansion blocks is open plan and green. Good planting is also provided adjacent to the Tesco car park.</p>
<p>No relationship with open space.</p>	<p>No landmark buildings or eyesores.</p>
<p>Potential enhancement?</p> <p>No</p>	<p>7b. Flats and Maisonettes - Modernist Flats</p>

Appendix 10 Information about Harrow's Historic Environment and Heritage Assets

Greater London Historic Environment Record

10.1 The Historic Environment Record for Greater London is hosted by English Heritage. The Record can be accessed via the following website:

<http://www.english-heritage.org.uk/professional/education/planning/development/greater-london-archaeology-advice-services/sites-and-monuments-record/>

Heritage at Risk Register

10.2 The Greater London Heritage at Risk Register identifies listed buildings, scheduled monuments, cemeteries, churchyards and burial grounds at risk from neglect or decay. Each entry provides a short description together with an assessment of condition, priority, vulnerability and trend. The Register can be accessed via the following website:

<http://www.english-heritage.org.uk/publications/HAR-2010-regional-registers/>

Registered Parks and Gardens

10.3 The English Heritage Register of Historic Parks and Gardens of Special Historic Interest in England identifies historic parks and gardens that are considered to be of national importance, including many sites in Greater London. The Register can be accessed via the following website:

<http://www.english-heritage.org.uk/caring/listing/registered-parks-and-gardens/>

10.4 Harrow's Historic Parks and Gardens are identified on the Unitary Development Plan (2004) proposals map:

<http://www.cartoplus.co.uk/harrow/intro.htm>

10.5 Further information on Harrow's Historic Parks and Gardens is available on the Council's website:

http://www.harrow.gov.uk/info/200023/conservation/793/historic_parks_and_gardens

Scheduled Ancient Monuments

10.6 Details of Scheduled Ancient Monuments are available as part of the English Heritage online search facility *The National Heritage List for England*. Further information about Scheduled Ancient Monuments and access to the search facility is available via the following website:

<http://www.english-heritage.org.uk/caring/listing/scheduled-monuments/>

10.7 Further details on Harrow's Scheduled Ancient Monuments, including a downloadable map of all sites and further guidance notes for some sites, can be found on the Council's website:

http://www.harrow.gov.uk/info/200023/conservation/794/archaeological_priority_areas_and_scheduled_monuments/2

Listed Buildings

10.8 Details of statutory listed buildings are available as part of the English Heritage online search facility *The National Heritage List for England*. Further information about listed buildings, including criteria for selection and an explanation of the grading system, together with access to the search facility, is available via the following website:

<http://www.english-heritage.org.uk/caring/listing/listed-buildings/>

10.9 A full schedule of statutory listed buildings in Harrow, and advice about the need for listed building consent and the availability of funding, is available on the Council's website:

http://www.harrow.gov.uk/info/200023/conservation/522/listed_buildings

Conservation Areas

10.10 Harrow's Conservation Areas are identified on the Unitary Development Plan (2004) proposals map:

<http://www.cartoplus.co.uk/harrow/intro.htm>

10.11 General advice about Harrow's conservation areas is available on the Council's website:

http://www.harrow.gov.uk/info/200023/conservation/999/conservation_areas

Harrow on the Hill Conservation Areas

10.12 Harrow on the Hill is covered by eight individual conservation areas. In 2008 the Council adopted an overarching supplementary planning document for this group of conservation areas, as well as a detailed character appraisal, management strategy and map for each individual conservation area. All of these documents, together with information about relevant Article 4 directions, are available on the Council's website:

http://www.harrow.gov.uk/site/scripts/documents_info.php?documentID=999&pageNumber=3

Character Assessment of Harrow's Residential Areas

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Pinner Conservation Areas

10.13 Pinner is covered by twelve individual conservation areas. In 2009 the Council adopted an overarching supplementary planning document for this group of conservation areas, as well as a detailed character appraisal, management strategy and map for each individual conservation area. All of these documents, together with information about relevant Article 4 directions, are available on the Council's website:

http://www.harrow.gov.uk/site/scripts/documents_info.php?documentID=999&pageNumber=4

Stanmore and Edgware Conservation Areas

10.14 The Stanmore and Edgware areas are covered by six individual conservation areas. Each conservation area has a definitive map as well as an adopted policy statement or character appraisal and management strategy. All of these documents are available on the Council's website:

http://www.harrow.gov.uk/site/scripts/documents_info.php?documentID=999&pageNumber=5

Harrow Weald Conservation Areas

10.15 There are two conservation areas in Harrow Weald. There is a character appraisal and management strategy for one of these, and both have a definitive map. These documents are available on the Council's website:

http://www.harrow.gov.uk/site/scripts/documents_info.php?documentID=999&pageNumber=6

Non-Designated Heritage Assets

10.16 In addition to the statutory registers, Harrow has identified a list of buildings of local historic or architectural interest, as well as two parks and gardens of local heritage interest. Details of these can be found on the Council's website:

http://www.harrow.gov.uk/info/200023/conservation/522/listed_buildings/2

http://www.harrow.gov.uk/info/200023/conservation/793/historic_parks_and_gardens

10.17 Archaeological priority areas are locations within the Borough where it is likely that below ground archaeology is likely to be found. These areas are formally identified on the Harrow Unitary Development Plan (2004) proposals map, and further explanation is provided on the Council's website:

<http://www.cartoplus.co.uk/harrow/intro.htm>

http://www.harrow.gov.uk/info/200023/conservation/794/archaeological_priority_areas_and_scheduled_monuments

10.18 Important local views and landmarks are identified at text map 9 within Chapter 4 of the Harrow Unitary Development Plan (2004); this can be viewed via the following website:

<http://www.cartoplus.co.uk/harrow/intro.htm>