

HARLESDEN NEIGHBOURHOOD PLAN

2018 - 2033

Accompanying Document: Statement of Consultation

The Neighbourhood Planning (General) Regulations 2012

Section 15(2)

The work of the Harlesden Neighbourhood Forum (HNF) presented in this document has been led by Chair Rev. Leao Neto - ongoing Chair as of 2015 - and delivered by a committee of local residents and employees including: Atara Fridler, Paul Anders, Sumathi Pathmanaban, Colin George, Nick Jones, Ricky Gardner, Susan Grace, Amanda Diamond, Mark Cozens, Marco Torquati and Katherine Cook.

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Images in this document produced by Harlesden Neighbourhood Hood Forum unless otherwise stated.

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1. Introduction

- 1.1 This consultation statement has been produced to address the legal requirements relating to the Neighbourhood Planning Regulations 2012 Section 15(2). The Consultation Statement contains the following information as under Part 5 of the Regulations:
- Details of all persons and bodies consulted about the proposed neighbourhood development plan
 - Explanations on how they were consulted
 - Summary of core issues and points highlighted by all persons consulted
 - Outline of how issues and points have been investigated and, where necessary, addressed in the proposed Neighbourhood Plan

2. Aims of the Harlesden Neighbourhood Plan

- 2.1 The Harlesden Neighbourhood Forum produced the Neighbourhood Plan (also referred to here as the Plan) in order to:
- Promote/improve the social, economic and environmental well-being of the Neighbourhood Area
 - Bring about affordable housing that is well designed
 - Identify social, economic and environmental priorities for local people through expansive consultation and engagement across the Neighbourhood Area
 - Bring local people together, improve community cohesion, foster civic pride and strengthen local networks.
 - Promote improved pedestrian and public transport links.
 - Provide a platform for networking and collaboration between local businesses.
 - Improve the sustainability and environmental quality of public spaces.

3. Background and overview of local involvement & engagement

- 3.1 In 2014 local residents, and employees at Harlesden organisation Lift (now Crisis Brent) - successfully applied for a grant to take forward the process of developing a Neighbourhood Plan proposal with the intention it would tackle the needs and opportunities in the area that they were identifying through their work.
- 3.2 The purpose of the initial work was to form an interim steering group (ISG) with other local residents and representatives, to test the proposal by consulting with other residents, councillors, businesses and other organisations, and then, if support was shown, to agree a proposed Neighbourhood Area.
- 3.3 The reception to the proposal and work of the ISG was positive and so the Harlesden Neighbourhood Forum (HNF) was launched in April 2015. This was to be the designated body and platform for Neighbourhood Planning.
- 3.4 The launch event attracted 50 local people and organisations, with 23 of those being existing forum members. Attendance and membership continues to grow to this date.
- 3.5 The first task of HNF was establish the Neighbourhood Plan boundary. This was drawn up following the views of residents and stakeholders in relation to how local facilities were used, and reflecting social and civic networks, and was accepted by Brent Council in July 2015.
- 3.6 The length of the boundary is 5728m incorporating a population of approximately 18,900 (based on the 2011 census) in 2015. (Please see Submission Draft Neighbourhood Plan for more background population information)
- 3.7 The timeline below summarises the stages of engagement and consultation from inception to the present point:

Stage 1: Pre-Forum and Plan Boundary designation (Interim Steering Group)

Consultation and engagement to define the Plan boundary through, building capacity of the group to become a Neighbourhood Forum. Official designation of Forum and boundary.

November 2014 – August 2015



Stage 2: Draft Neighbourhood Plan Development

Working to compile the draft Plan content through engagement and collaboration

August 2015 – March 2017



Stages 3a and 3b: Draft Plan Pre-submission period

Six-week formal consultation with public, stakeholders and statutory bodies, and Draft Plan revision period

March 2017 – May 2018



Stage 4 onwards: Route to Neighbourhood Plan adoption

June 2018 onwards

4. Engagement and findings

Stage 1: Pre-Forum and Plan Boundary designation (Interim Steering Group)

November 2014 to August 2015

Overview

Engagement and Events	Who was involved?	Number of people engaged
Nov 14 – April 15 Regular communications (Mailing list emails, calls, local conversations etc)	Contacts list of local representatives of organisations and businesses, area stakeholders, planning officers, councillors	At least 55 engaged with directly (Many more via extended network)
7 ISG meetings: 26 th November 2014 16 th December 2014 15 th January 15 29 th January 15 23 rd February 15 (HNF boundary for designation) 8 th April 15 (HNF Launch) 6 th July 15 (appointment of officers, Old Oak park consultation and new HNF constitution)	ISG members (Representatives from HEART, Harlesden Town Team, Harlesden Methodist Church, Harlesden Business Association, HTT Public Realm Team, St Mark's Church, Harlesden and Kensal Green ward members, Harlesden Safer Neighbourhoods and Elmwood Residents Association, Crisis Brent (Formerly LIFT), Councillors), OPDC (Formerly OPMDC), independent planning advisors	Between 16-25 attendees (<i>including ISG members, planning consultants and presenting guests</i>)
2 street consultation stalls and area walkabouts: February 2015	Members of the public in Harlesden	56 consultees
Door-to-door flyer on boundary proposal	Addresses in proposed area	7,154 households
Stakeholder boundary proposal engagement	Local Authority planning officers, councillors, groups in Hammersmith and Fulham and Ealing, Church End Unity Forum, Island Residents Association	Collective representation of thousands
HNF launch and Inaugural AGM April 2015	Members, contacts, etc	50 attendees
Apr 15 – Aug 15 Regular communications (Mailing list emails, calls, local conversations etc)	Membership and contacts list made up of local residents, representatives of organisations and businesses, area stakeholders, councillors	Circa 100 on the mailing list (Many more engaged on an ad hoc basis, and via extended network – inc. Social Media)

Engagement and consultation activity

- 4.1 The **Interim Steering Group (ISG)** was facilitated by staff members of local organisation Lift some of whom were local residents. It was formed by approaching representatives of groups and organisations nearby. In many cases these were known as part of local social networks already, and the rest were identified through stakeholder mapping work. The ISG communicated the Neighbourhood Planning proposal to their own members, clients and networks, building a list of 55 contacts interested in being part of the group.
- 4.2 **The ISG held 5 meetings** between inception and subsequent official formation of the Harlesden Neighbourhood Forum. These were held at Tavistock Hall, a well-known community space in the heart of Harlesden town centre. This helped to build momentum and maintain focus and interest of ISG members.
- 4.3 **The initial meetings** involved extensive discussion about Neighbourhood Planning, the reasons for doing it and how it would work within Harlesden. A neighbourhood planning advisor / facilitator was allocated to the Harlesden group by Locality to help it undertake the necessary steps to becoming a designated Neighbourhood Forum with a designated Plan area. An independent planning advisor familiar with the borough was also on board and helped to answer questions. These initial discussions were essential in ensuring ISG members understood the facts and processes involved in order to communicate them and report back on progress to their own respective networks.
- 4.4 The primary topic of focus and discussion at the **subsequent ISG meetings** was about how the neighbourhood plan boundary should be defined. The ISG began with discussions on proposals for and concerns about the boundary, and then, to gather input from the wider community and stakeholders, **an engagement plan** was set up. This included a plan for consulting with the public, building up a list of contacts and also wider stakeholder engagement. The stakeholder list included variety of local bodies and established organisations which operate within specific local networks and geographic boundaries around Harlesden.
- 4.5 The ISG held **two street stalls** in February 2015 to consult on the boundary. The facilitators publicised these with a door-to-door flyer drop to 7,154 homes in Harlesden. The people of Harlesden and area were encouraged to drop by the stall and find out about the Neighbourhood Planning proposal, view a map and input their thoughts on the suggested area boundary. They were also asked to rate their priorities for a selection of five central topics - Business and public space, Community safety, Housing, Employment and Health and wellbeing - and give their thoughts on associated issues.



Fig 1: Harlesden Neighbourhood Forum Interim Steering Group's initial engagement flyer

- 4.6 One of the stalls took place during a large street event put on to celebrate the reinstallation of a refurbished local landmark – the Jubilee Clock. Stall visitors were also invited to join a **walkabout** of the Harlesden neighbourhood to visualise the potential boundary and comment on any issues.

Questions asked at these events included:

- *What most interests you about a neighbourhood plan for Harlesden?*
- *How can we bring together different communities in Harlesden to achieve common goals?*
- *What are the problems or challenges in the proposed Neighbourhood Plan Area?*
- *What are the areas for improvement / opportunities in Harlesden e.g. are there places that need improving and where are they? Are there sites that could be improved or redeveloped?*

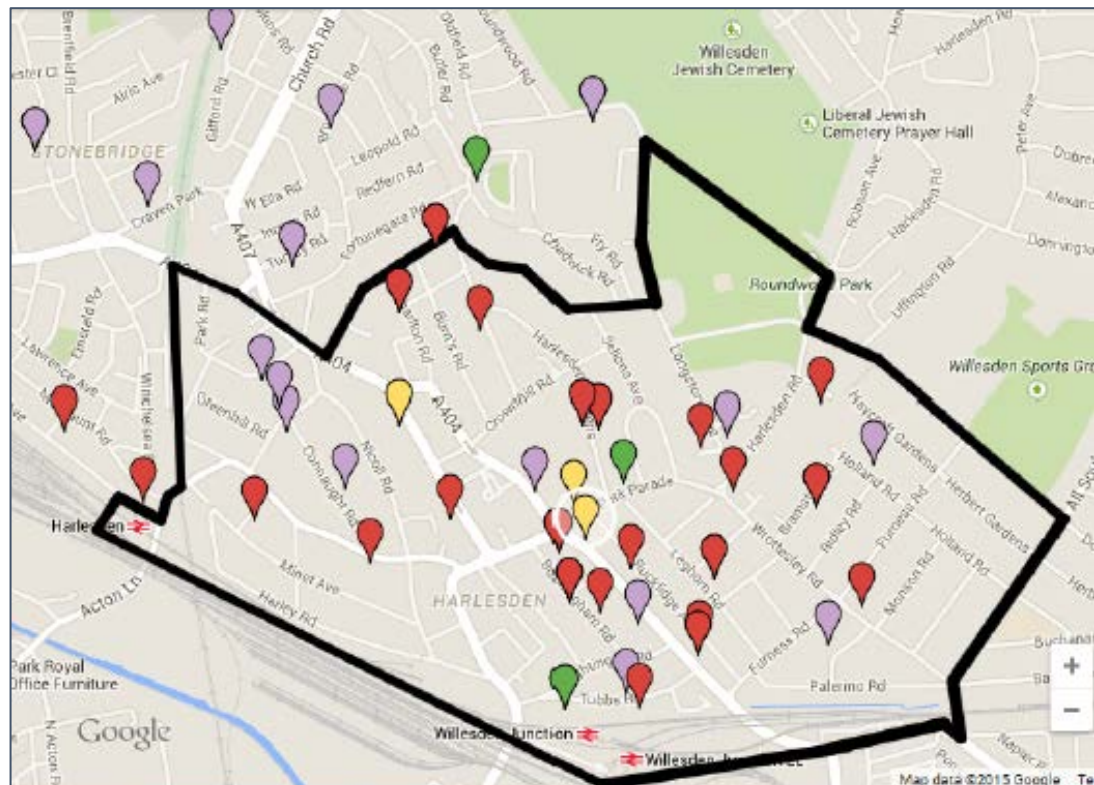


Fig 2: Feb 2015 street stall attendees (Map showing the distribution of residents, community groups and businesses who attended and left their postcodes - showing a good spread of respondents across the area)

- 4.7 Alongside the public engagement activity, ISG facilitators engaged regularly with relevant members of the Council and the Old Oak and Park Royal Development Corporation (OPDC) in order to establish and maintain good working relationships.
- 4.8 In April 2015 the **Harlesden Neighbourhood Forum (HNF) launched with an event** at a high street Somali restaurant, attracting 50 people. As well as electing the first committee, attendees were asked to group together to pull out and discuss the planning and development concerns of the local area. Associated social issues and potential solutions were also explored. Discussion was organised into four core topics (following the initial 5 suggested at the street stall consultation) which were put forward by the planning advisor to align with the key conversation topics arising at the public events back in February and standard Neighbourhood Planning topics: Open space and community facilities, Housing, Transport and Town Centre. This list was later amended and extended to five following further review of feedback: **Housing, Transport & access, Community facilities, Environment & open space and Local economy.**



Fig 3: Harlesden Neighbourhood Forum event

- 4.9 In June 2015, and with an official membership of 26, HNF submitted a formal application for official Neighbourhood Plan Boundary designation to Brent Council (**See document in Appendix A**). HNF delivered **email communications** to the growing contacts list of over 140 to promote the Council's statutory consultation for this designation which took place in July and August 2015.

Main issues and concerns

- 4.10 A Q&A session at the first ISG meeting led by a Locality Neighbourhood Planning advisor brought out a range of initial points for clarification, including about the power and scope of a Neighbourhood Plan.
- 4.11 The initial priority of the ISG (and HNF) was about how to define the Harlesden Neighbourhood boundary. It was determined early on that the boundary would, or may, not follow existing ward or borough boundaries – largely because it was agreed that local people have less formalised reasons for feeling part of and connecting with specific neighbourhoods. Some potential boundaries were proposed for discussion, and the following considerations came up:
- North Western border: the natural line along key roads could not be followed due to the presence of an existing Neighbourhood Forum whose boundary could not be crossed. The existing forum were unable to amend their boundary but agreed to collaborative working

- Eastern border: Whether to include a small area which was covered by a resident's association affiliating itself with an adjacent, more affluent neighbourhood area (Kensal Green/ Willesden)
- Southern border: Whether or not to include land south of the railway lines near Willesden Junction Station. This was because of the engagement implications and strategic opportunities with the land being part of Ealing, Hammersmith and Fulham and the upcoming OPDC (Formally OPMD) area. Consultation with Ealing and Hammersmith and Fulham and representatives from the Triangle Residents Association was pursued but it was later agreed the best boundary would follow the railway lines but include Willesden Junction Station, on the basis of engaging regularly with the OPDC which became the local planning authority on 1st April 2015.
- Western border: Whether or not to include Harlesden station given its proximity to another neighbourhood area (Stonebridge)

4.12 The public response to the suggested Neighbourhood Plan boundary, at the walkabout and street stall, was positive and no major issues were raised. However, the discussions during these events were more centred on potential Neighbourhood Planning topics, associated issues and important local sites.

4.13 Below is an overview of the central priorities and issues discussed during the consultation activities at Stage 1, and how HNF responded:

- **Public's Neighbourhood Planning topic priorities – including number of votes given by event attendees:**

Business and public space: 19 (spread across the two elements – more respondents identified public space as a priority in this category)

Community safety: 14

Housing: 14

Employment: 8

Health and wellbeing: 7

HNF response:

These five central neighbourhood planning topics (originally proposed by the planning advisor) were amended twice as consultation continued. The second iteration of the list was: Open space and community facilities, Housing, Transport and Town Centre.

This list was later extended again to five topics following further review of feedback. **Housing, Transport & access, Community facilities, Environment & open space and Local economy** became the five main topic chapters of the Draft Neighbourhood Plan.

- **Neighbourhood Planning issues arising from February 2015 street consultation and November 2015 general meeting discussion:**

Lack of safe open spaces, lack of new and secular community spaces, lack of social housing, lack of quality in housing traffic congestion, Willesden Junction Station navigation, Parking, not enough variety in the town centre offer, parking issues in town centre, town centre public realm maintenance

HNF response: These issues arose persistently in consultation and were pursued in detail during the Neighbourhood Plan content development. They helped to frame early Neighbourhood Plan policies and further consultation discussions in Stage 2.

- **Wider / indirect / non- Neighbourhood Planning issues arising from February 2015 street consultation and November 2015 general meeting discussion:**

Street cleanliness, Road safety awareness, Business support, Number of betting shops / pawnshops, Business rates and responsibilities of owners, waste management, Need for public toilets, Creative / small business / affordable work space support, Better secondary schools, Very diverse communities, many languages and lack of English, Transient population, Lack of civic pride, Lack of care for elderly, Difficulties of community cohesion, Youth employment, Anti-social behaviour and crime, inflated rental rates, unfair housing allocation, overcrowding due to population density, housing maintenance, lack of consistent maintenance of small open spaces.

HNF response: These issues were noted and used to help to inform HNF's wider community voice, activity and mission.

- 4.14 More detail can be found in Appendices C and D. The document in **Appendix B** summarises notes from the boundary and potential sites consultation walkabout. **Appendix C** summarises all of HNF's insights about local issues and concerns in Stage 1. This document was compiled in order to prepare the inaugural HNF committee for Stage 2.

Stage 2: Development of Draft Neighbourhood Plan - August 2015 – March 2017

Overview

Main Engagement methods and Events	Who was involved?	Number of people involved
Regular communications (Mailing list emails, calls, local conversations etc)	Experts and statutory bodies (inc. Planning consultant, Brent Council, OPDC), Stakeholders, Local groups, Local people (inc. existing and new HNF members)	Minimum 250
6 HNF meetings: 17 th Feb 16 (OPDC draft plan and vision statements) 13 th April 16 AGM (elections and overview of annual report) 13 th July 16 (Draft plan chapters update) 19 th Oct 16 (Plan update with printed copies available, Harlesden Hub update) 14 th December (Winter social – brief update on Plan, Social, Community researchers) 15 th Feb 17 (General meeting: Plan update with plan online, interactive stalls from local initiatives and HNF evaluation with Community researchers)	As above	Between 19- 44 per meeting
1 dedicated workshop 4 th November 15 (Plan content workshop)	As above	30
Crisis Brent Community Researcher program sessions	People from marginalised and vulnerable groups engaged in local support services	Minimum 10
Street surveys	Community Researchers, members of public	42
Evaluation survey	HNF members	22
Winter raffle and social event	Local groups, Local people (inc. existing and new HNF members)	40 attendees

Engagement and consultation activity

- 4.15 After the official designation of the Forum and Plan area in August 2015, the **development of the Draft Neighbourhood Plan content** commenced, structured around the five topic areas/ chapters. This process was managed as follows:
- a. **Committee** allocate committee member to head a working group for each topic chapter.
 - b. **Five topic working groups** (WGs) formed through recruitment via the contacts list and HNF membership, alongside ongoing local engagement work to grow these lists
 - c. WGs meet to develop an overview of central issues and suggest ways that the Plan could approach them
 - d. **Independent planning advisor Ken Hullock** attends WG meetings or receives meeting notes. WGs and Ken also seek out information and advice from experts and key stakeholders.
 - e. Two additional **committee working groups** - for communications & engagement and structuring the plan.
 - f. HNF's planning advisor Ken Hullock drafts Plan content accordingly, delivering drafts for review and key questions to explore during Forum and Committee meetings (namely November 2015 forum meeting) and other Community Research consultation activities - See paragraph 4.18.
 - g. Feedback is incorporated into final draft content.

Throughout this process of developing the Draft Neighbourhood Plan content, the following engagement and consultation activity took place:

- 4.16 The **communications and engagement** committee group created a Mailchimp Email account, sending at least 3 updates per quarter to promote meetings, membership and consultations and to give progress updates. A **stakeholder directory** was also initiated to facilitate communication with other local groups. The group also appointed graphic designers to develop distinctive **branding** for HNF. In November 2015, a consultant undertook a creative workshop with Forum members with the aim to identify HNF's mission, identity and to 'get creative'. The selected preferred branding from the design process was in use from early 2016. Twitter and Facebook pages were then set up, as were flyer templates and a [website](#).



Fig 4: Branded Neighbourhood Forum email

- 4.17 The **topic working groups** - operating between Summer 2015 and Autumn 2016 – communicated regularly about their topic and met at least twice each. Between 4 and 8 members participated in each working group meeting. Alongside HNF committee members, these included local residents who responded to calls for participants, with specific interest and/or expertise in the topic area.



Fig 5: A Working Group in action

- 4.18 In April 2016 HNF began working with a group of **Community Researchers (CRs)** from local organisation Crisis Brent (formerly Lift) – a training and volunteer program using elements of peer research and Community Champions models. The volunteers were recruited from client bases of local services, representing many disadvantaged and under-represented groups. The group received training in community engagement and research techniques as well as a comprehensive overview of Neighbourhood Planning. They then undertook a range of activities within Harlesden with the support of the HNF committee.
- 4.19 The volunteer CRs had detailed knowledge of the local area and its issues, and came from often hard-to-engage groups. Their work in approaching local people, conducting surveys, helping to plan events and promoting HNF was invaluable. Feedback has shown it has enabled deep connections to be made with Harlesden’s wider population and helped to make the Plan development processes more accessible.
- 4.20 In mid-2016 the CRs conducted street surveys at specific sites in Harlesden – at the Harlesden Plaza and on Station Road near the Willesden Bus Garage and Royal Mail sorting office. The surveys were designed to gather additional information and opinion from local people to help develop certain areas of the Plan content that were not yet clearly defined.
- Questions asked included:
- *How much time do you spend at Harlesden Plaza on each visit?*
 - *What would make the Plaza a better place for you and your family?*

- Does the bus depot cause you any disturbance?
- If the site were redeveloped what would you like to see there?

4.21 The CRs also helped assist with HNF's communications to boost numbers at their meetings. They approached local businesses and made telephone calls to active HNF members. In February 2017 the researchers conducted an evaluation survey with Forum contacts, the overall reception was positive.

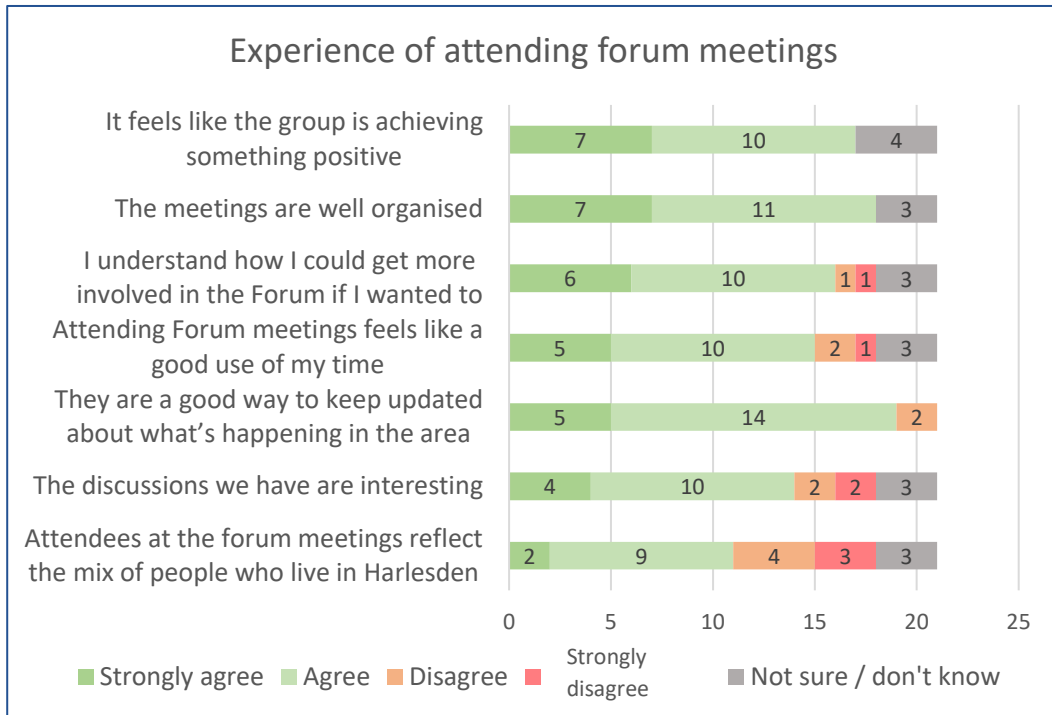


Fig 6: Extract from evaluation survey responses



Fig 7: Crisis Brent Community Researcher volunteers in action

- 4.22 Throughout the development of the content of the Draft Neighbourhood Plan, the Forum committee **consulted with key stakeholders and relevant bodies**. They provided facts and figures and inputted into the supporting evidence to accompany HNF's draft policies and aspirations as they developed. These included Brent Council, the OPDC, land owners of potential site allocations and national homelessness and housing charity Crisis. Technical support and advice was also given by Locality and Aecom.
- 4.23 Alongside ongoing small-scale stakeholder engagement activity to spread the word and boost membership, HNF held **three events** within this drafting period which were designed to primarily consult and engage with existing forum members, recruit new members, and encourage the wider public and interested parties to assist the development of Plan content. These events are described below.
- 4.24 At the **November 2015 general meeting**, attendees undertook a workshop following a presentation of key emerging priority areas for each WG topic. The Forum's planning consultant had worked with the WG to identify where best the issues raised at public consultations could be interpreted into relevant Neighbourhood Plan content. Groups were given a factsheet containing key information outlining the topic in the context of Harlesden. The groups were then asked to respond to three related key questions and feedback was then used to add more detail to the Plan draft.

Questions asked included:

- *Should Harlesden town centre be expanded south along Station Road to link up with Willesden Junction station and new commercial development associated with the regeneration of Old Oak?*
- *Should there be more restrictions on the use of the car (e.g. less parking) and a focus on walking, cycling & public transport? If so what improvements can be made?*
- *Should more heritage assets be protected, e.g. more buildings listed, even if this means fewer opportunities to redevelop for much needed housing, etc.?*
- *Are tall buildings (over 8 stories) acceptable in Harlesden? If so where are they acceptable and, if not, how are the much-needed new homes going to be delivered?*
- *Are there enough premises available for the community to use for meetings, events, etc.? If not, how can these be provided and where?*
- *Are there enough built sport and leisure facilities available to Harlesden residents? If not, what would you like to see provided?*
- *Given the need for new housing in Harlesden, what type of housing should be prioritised? Affordable rental property, e.g. social housing or homes for first time buyers?*
- *Should new homes provided be exclusively flats or should some family homes with gardens be provided, even if this means building at lower densities and fewer homes being built?*

See the next section for an overview of the responses by topic.

- 4.25 In the summer of 2016 HNF held a **summer showcase event** for the public. Here the working groups displayed the emerging priority areas and draft content for each topic to inform the public of progress.



Fig 8: Summer showcase event

- 4.26 A subsequent **winter social** in 2016 also deviated from the standard forum meeting format in order to engage new people from the community. The event offered activities for children and a free raffle alongside providing a glimpse of the completed 'pre-submission draft' of the Neighbourhood Plan



Fig 9 Harlesden Neighbourhood Forum Winter Social event

- 4.27 The pre-submission draft of the Neighbourhood Plan was released for the statutory 6-week public consultation on 13th April 2017 (see Stages 3a and b).

Main issues and concerns

4.28 The tables below summarise the issues and responses from the Stage 2 consultation activities.

Housing

Issues	Draft Neighbourhood Plan response
<ul style="list-style-type: none">• House prices and renting levels• Overcrowding• Various difficulties with landlords• Type of building is important; high quality, low rise, high density flats are desired• People were equally divided on whether or not to encourage student housing, but most acknowledged it could have positive economic impacts	<ul style="list-style-type: none">• Affordable and locally appropriate housing prioritised in relevant Plan chapter• Housing needs assessment undertaken to evidence spoken concerns• National charity Crisis policy advisor input to Plan chapter• Committee agree student housing not a priority

Transport & access

Issues	Draft Neighbourhood Plan response
<ul style="list-style-type: none">• Some felt the Tesco 'Harlesden Plaza' car park was insufficient space, and others felt it is underused• Use of cars should not be encouraged• Bypass looked upon favourably but with some reservations• Station road wayfinding and appeal issues• Old Oak development area connections could be a concern• Better cycling and walking routes	<ul style="list-style-type: none">• Plan proposes retention of a significant number of car parking spaces on Harlesden Plaza providing redevelopment of the site• Plan prioritises improved walking, cycling and public transport access to minimise car use• Plan supports improvements on routes connecting to OPDC development area• Bypass agreed to be unviable, but support for mitigation strategies included. Heavy construction traffic may decrease with the anticipated relocation of two large waste management companies nearby.• 'Safe Streets' policy inserted

Community facilities

Issues	Draft Neighbourhood Plan response
<ul style="list-style-type: none">• There is a lack of secular gathering space for the community in Harlesden• Support for protecting pubs that are a community asset• No strong feelings about a lack of built sports facilities (a previous concern)	<ul style="list-style-type: none">• Plan proposes providing a community space within existing building or a new development• Four pubs identified as community assets for protection• Other policies and aspirations inserted throughout Plan to benefit community wellbeing and enjoyment of area – including proposal for a central Town Square

Environment, heritage & Open space

Issues	Draft Neighbourhood Plan response
<ul style="list-style-type: none">• Need to raise awareness of local heritage sites• Limit tall buildings in the area• Raise awareness of where local spaces are to increase use• Lack of safe open space• Lack of access to food and growing	<ul style="list-style-type: none">• Plan proposes several sites to list as local heritage assets• Plan specifies buildings taller than 4 storeys not acceptable within town centre, as well as wider quality principles and reference to conservation area• Plan proposals to include open space and growing space in new developments

Local economy

Issues	Draft Neighbourhood Plan response
<ul style="list-style-type: none">• Opportunities for young people needed• Town centre diversity (too many betting shops and fast food restaurants on the High Street)• More retail floorspace• Better retail quality• Local culture is important to maintain	<ul style="list-style-type: none">• Plan support for more diversity in high street offer and improved image (including shop fronts)• Plan proposes Harlesden Plaza redevelopment to deliver more floorspace, diversity and Town Square for public use.

4.29 Other issues arose outside of the central topics. People often had questions about the work we were doing or brought up issues outside of our scope, such as: planning systems and how they work, what influence Neighbourhood Planning has, how HNF engages with hard to reach group, and Local authority services and how they operate. HNF responded to these mainly through signposting, running information sessions at meetings and ensuring communications were as clear as possible.

Stage 3a & 3b: Draft Plan Pre-submission period, March 2017 – April 2018

Overview

Main Engagement methods and Events	Who was involved?	Number of people involved
Regular communications (Mailing list emails, social media, calls, local conversations etc)	Membership and contacts list made up of local residents, representatives of organisations and businesses, area stakeholders, councillors	Minimum 300 (likely many more)
HNF meetings (open to public): 27 th April 17 (AGM, annual report and Plan consultation promotion) 20 th July 17 (Consultation responses presentation) 19 th September 17 (Town Centre Design and Character workshop) 16 th December 17 (Plan progress update, Community Led Housing presentation and CIL project updates) 20 th March 18 (HNF progress update, CIL project consultation)	Stakeholders, statutory body and local group representatives, Local people (existing and new HNF members)	Between 19 and 31 attendees
4 talks to local organisations	Three local secondary and 6 th form schools, one	~100 attendees
6 informal local stakeholder meetings	Representatives of proposed Plan site allocations	6 representatives
Site walkabout	Local councillors and HNF members	12 attendees
Full pre-submission consultation survey and quick pre-submission consultation survey	People of Harlesden	113 surveys completed
Consultation publicity flyers (in English, Portuguese, Polish and Somali)	People of Harlesden	1,500 distributed locally
2 street stalls & 1 community event stall (inc. big interactive policy map)	Members of the public, Community Researchers, Local groups	~100 stall visitors
Stage 3b design workshops and survey (open to public)	HNF members (existing and new), Crisis Brent clients	~ 40 participants
Site-owner and manager letters		Minimum 30

Stage 3a: Formal pre-submission consultation - Consultation and engagement activity

4.30 The 6-week statutory pre-submission consultation period (in accordance with Regulation 14 of The Neighbourhood Planning Regulations 2012) for the Neighbourhood Plan was launched on 14th April 2017. The period actually spanned just over 7 weeks to 30th May 2017 to account for Easter school holidays and two May bank holidays.

4.31 **There were a variety of consultation methods available** for participants to review the draft Plan and submit their feedback. A detailed consultation questionnaire was produced in order to obtain the bulk of feedback (see **Appendix D**), with each question relating to a draft policy proposal or aspiration within the document. Paper copies of these could be picked up in 3 locations around Harlesden – at the Library, Tavistock Hall community centre, and Crisis Skylight Brent - or at consultation events. Printed Plan documents were also made available to study at these locations.

4.32 For events, the committee created an **interactive ‘Big policy map’** which marked out the places affected by a relevant policy. Attendees could visualise the draft Neighbourhood Plan, and add their own markers and suggestions.

4.33 An online version of the survey was helpful in allowing respondents to answer the questions in their own time. This was promoted on all communications and 23% of the responses came online. In addition to this, and following the first week of the consultation period, the committee decided to produce a simpler version of the consultation questionnaire as well. This was to encourage responses from individuals with less time available or who may have found the detailed survey overwhelming.



Fig 10: Street Stall ‘Big policy map’

4.34 **The consultation was promoted with a series of online and hard-format communications** following a strategy agreed with the committee to be fitting for the local context.

- 4.35 **Online communications:** The consultation was announced in an initial Email to all contacts in the HNF network. This included the Forum membership, mailing list, local stakeholders and organisations, statutory bodies and local councillors. Recipients were encouraged to forward the announcement and information to their own personal and professional local networks. Several further reminders were circulated by email throughout the period – including within publicity for HNF’s Annual General Meeting which took place on 27th April.
- 4.36 The emails were supplemented with regular posts on social media – Facebook and Twitter – with retweets and shares by local community organisations and media outlets. During the period, the committee ran a **two-week social media campaign** by posing questions from the consultation survey every day to their followers with the aim to spark interest, debate and to further promote the consultation.



Fig 11: Social media campaign tweets

- 4.37 **Hard format communications:** During the consultation period, the HNF committee distributed approximately 1750 flyers promoting the survey. These were handed out at consultation and engagement events, meetings and stocks provided at a range of popular local businesses as well as community spaces such as the local library and children’s centre. **HNF produced the flyers in 4 languages** – English, Polish, Portuguese and Somali - to help ensure accessibility amongst the range of nationalities represented in Harlesden.
- 4.38 Posters were also displayed on four on-street community noticeboards and letters were sent by post to the land-owners of the proposed site allocations within the Neighbourhood Plan. Managers and owners of the buildings proposed as ‘non-designated heritage assets’ or ‘assets of community value’ also received hand-delivered letters.



Fig 12: Multi-lingual pre-submission consultation flyers

- 4.39 To complement the publicity work, HNF members took to the streets to undertake **face-to-face engagement through events, meetings and presentations**. The Forum held two **street stalls** on Harlesden High Street, and one at a local community event in Harlesden Town Garden, to promote the consultation. The stalls were staffed by committee members and Community Researchers, who distributed materials, but also engaged passersby in discussion about local neighbourhood planning issues and helped them fill out the surveys. The stalls, held at different times and days, drummed up a lot of public interest and were the ideal way to obtain input from a rich mix of the local population.



Fig 13: Pre-submission consultation street stall

- 4.40 While hand-delivering the letters to heritage and community assets, the HNF committee members were able to hold **informal discussions** and doorstep conversations with their staff, owners and managers. These helped to answer any queries about the Plan and encourage them to promote the consultation to their customers.
- 4.41 HNF organised a **walkabout of proposed site allocations** with local councillors, which was also promoted to the Forum. Attendees discussed the existing issues with each site and opportunities for development presented. The informal discussion during the walkabout helped confirm support for the sites to be identified within the Plan and that no further formal consultation was required at this stage. However, concerns relating to the usage of two sites were uncovered – including one office building which had already been converted into housing and another which appeared to be brought back into partial use from being derelict. These sites were subsequently removed from the draft plan, while another, which was identified by walkabout attendees, was added.
- 4.42 Finally, in line with a wider strategy to engage young people and their families with the Forum, HNF representatives delivered three **interactive schools presentations** to secondary and 6th form groups from the area. This provided the opportunity to give the young people clear information about the Neighbourhood Plan's topics and proposals, and for them to complete the surveys in an informed and critical way – their feedback was included together with the other pre-submission consultation responses. They also gave ideas for CIL projects which will be pursued by HNF separately to the Plan.

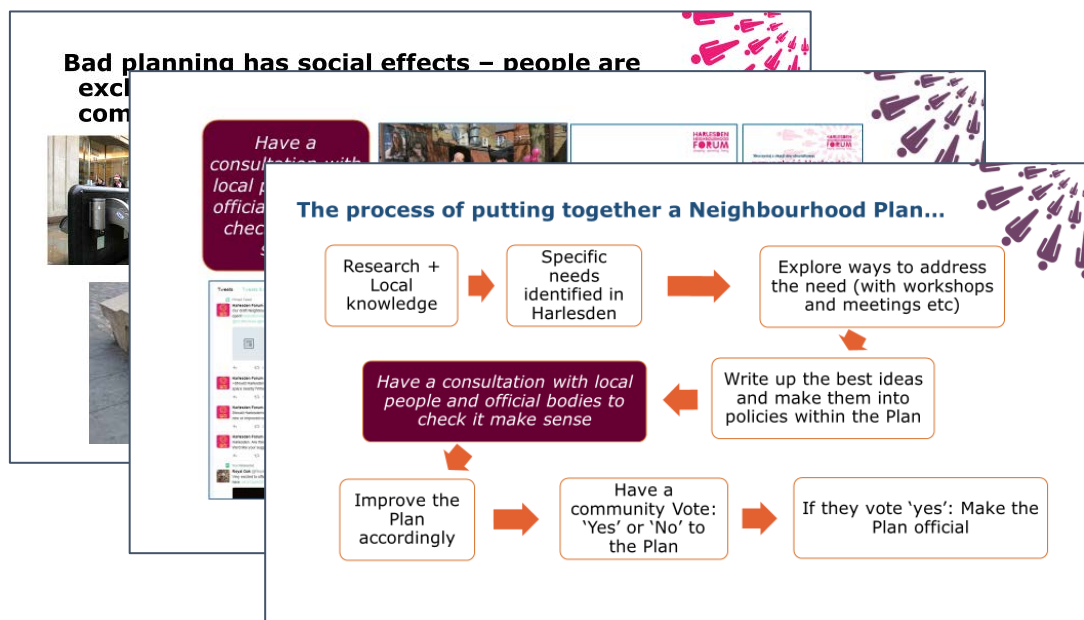


Fig 14: Schools engagement slides - Neighbourhood Planning

- 4.43 Overall, everyone we spoke to appeared supportive of our work and happy to see the Plan progress. Most people endorsed the 5 core topics in the Plan (see paragraph 4.8), and other priority issues that emerged were generally outside of the scope of Neighbourhood Planning, such as council services. The majority of respondents supported the proposed policies and

recommendations made in the document. Most suggestions made were about improving clarity and detail of a proposal, conditions or additional detail for a proposal to be acceptable and ideas for additional proposals or sites within the Plan. Please see the next section for more detail.

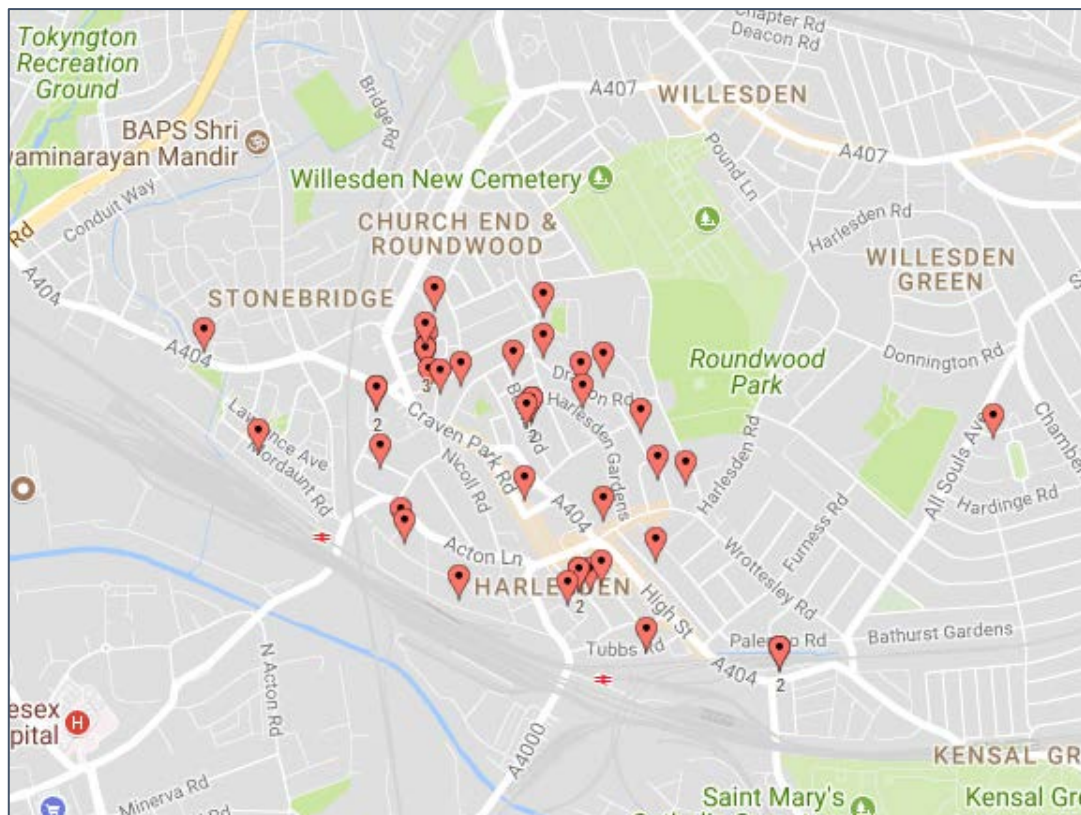


Fig 15: Map of local pre-submission consultation respondents (providing postcodes)

- 4.44 In compliance with planning guidance, Brent Council circulated the draft plan to **relevant statutory bodies and stakeholders**. Three responses – from the OPDC, the GLA and Historic England – raised several important issues. These were followed up with meetings between HNF committee members, planning advisor Ken Hullock and the body in question to agree the acceptable course of action. The full list of stakeholders and statutory bodies who we consulted with can be found in the list of comments in **Appendix F**.

Stage 3a: Main issues and concerns (Main findings of pre-submission consultation)

- 4.45 The statutory pre-submission consultation survey results showed that 36 of 44 proposals were agreed with by more than 70% of respondents. The most support (>90%) was for the use of CIL money for community space and public space at gateway developments; Emphasising design quality for gateway developments and shop fronts; Introducing a safe street scheme; Providing trees through redevelopment; Protection of All Souls Church and Harlesden Library buildings as Heritage Assets; Improving pedestrian access at Willesden Junction station; bus and cycling routes.

- 4.46 **The tables below give a fuller overview of the public consultation feedback.** The most common concerns that emerged under each proposal are summarised alongside notes on how HNF's responded. The survey itself can be seen in **Appendix D**, and the full schedule of individual comments and HNF's responses is available in **Appendix E**.

Overview of Public Consultation Feedback on the Draft Neighbourhood Plan (April – May 2017)

Housing

Survey question on draft policy proposal <i>On draft policy H1: Selected 8 sites should be redeveloped for new homes + request for suggestions for additional sites</i>	
Overview of response Support for the 8 sites ranged from 37 – 85% plus 43 comments <ul style="list-style-type: none"> - Overall top concern 1: New housing is not right for the suggested locations – what is there currently, alternative use (namely public facilities), or open space is preferred - Overall top concern 2: Housing is accepted subject to conditions that a) it is mixed, accessible to a range of peoples needs + truly affordable or b) other social/ economic uses are included in the development - Top Royal Mail site concerns: a) social/economic impact (loss of public facility) and b) environmental impact (Loss of a heritage building) - Top Harlesden Plaza site concern: Social/ economic potential (site should not be purely housing, include commercial/public space + facilities) - Top Salvation Army site concern: Social/ environmental impact (It has contextual and community value) - Top comments for other sites: Housing may not be suitable for around Willesden Junction station - Suggestions - More than 1 mention: Spaces near Roundwood Park and the empty site at 64 Harlesden Road 	HNF's response Plan: Wording change to clarify proposals (including clarification that the proposal is for additional uses alongside housing on Harlesden Plaza site), Royal Mail site removed, Harlesden Road site added Later: Further consultation and engagement activity undertaken in Stage 3b (see next section) - including a formal site allocation assessment from DCLG supported technical assistance
<i>On draft policy H2: New housing development should be built at higher levels of density</i>	
68% support, 12 comments <ul style="list-style-type: none"> - Top concern 1: Social/ environment impact - Harlesden is already dense and overcrowded already for services available - Top concern 2: Economic/ social impact – Type of housing needs specifying a) for families b) low-rise - Top concern 3: Environmental impact - New dense development affecting Harlesden's qualities and character 	Plan: No wording change*, some detail in related areas added after further consultation and engagement activity (see above)
<i>On draft policy H3: There should be no net loss of housing floorspace</i>	
87% support, 7 comments	Plan: No change*

- More than 1 comment: a) Loss could be accepted providing it's for a needed economic/ social use	
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* Note that where 'no change' to the Neighbourhood Plan was made, the comments were noted, but support and evidence for the existing proposal was agreed to be adequate.

Community Facilities

Survey questions on draft policy proposal <i>On draft policy CF1: CIL funds should be used to provide a new community space and /or to improve existing ones</i>	
Overview of response 90% support, 19 comments 1. More than 1 comment: a) CIL funding should be used for direct benefit of whole community – i.e. public realm b) renovation and improvements to existing spaces preferred	HNF's response Plan: Additional detail added - Following further engagement on vision for redevelopment in Harlesden town centre to show where community facility would fit in
<i>On draft community aspiration Challenge House: The Forum should nominate Challenge House as an Asset of Community Value (and could manage it as a community facility)</i>	
84% support, 12 comments - More than 1 comment: a) location - Other spaces are more appropriate b) use – Current services at site should remain c) Use – More experienced management + use would be more appropriate (i.e. private/ council)	Plan: No change* Other: Further exploration about management opportunity to be done at later date
<i>On draft policy CF2: The selected (4) public houses should become community assets</i>	
67-85% support range, 25 comments - Top reason for no: The pub mentioned is not actually used by respondent - More than 1 general reason for no: a) Encourages ASB b) site not recognised as having social or cultural value c) Privately owned/run sites, not relevant - Le Junction more than 1 reason for no: Management needs to be improved if retained - The Shawl more than 1 reason for no: a) Use/ structure: Quality, management and usage not of high enough standard and b) Potential to remove building and open up space to Plaza	Plan: Reason for nominating the selected public houses made clearer in supporting text Other: Management and maintenance comments to be passed on to relevant bodies including the Council. HNF to explore how to communicate about use, management & maintenance issues at later date.

* Note that where 'no change' to the Neighbourhood Plan was made, the comments were noted, but support and evidence for the existing proposal was agreed to be adequate.

Environment and Open Space

Survey question on draft policy proposal	
<i>On draft policy E1: Any development site over 0.5 hectare should provide new public open space</i>	
Overview of response 84% support, 13 comments <ul style="list-style-type: none"> - Top reason for no: An alternative open space strategy is more appropriate i.e. a) use existing vacant space, b) small spaces too cramped/ not usable 	HNF's response Plan: No change*
<i>On draft policy E2: Major new residential development should include space for food growing</i>	
76% support, 16 comments <ul style="list-style-type: none"> - More than 1 reason for no: Management and sustainability concerns, and Not a priority for a) residents and b) Harlesden 	Plan: No change*
<i>On draft policy E3: Permanent Safe Street schemes should provide safe environments for children</i>	
90% support, 23 comments <ul style="list-style-type: none"> - Streets with more than 1 suggestion: Park Parade, streets off Craven Park Road, Ranleigh Road (NB: many others had 1 mention) 	Plan: No change* Other: Suggestions to be explored at later date
<i>On draft policy E4: Selected 9 buildings / features should be protected from development and designated as local Heritage assets + Suggestions for additional ones</i>	
Support range from 70-91%, 31 comments + suggestions <ul style="list-style-type: none"> - Top general reasons for no: a) Improve the management and maintenance b) Use of the existing building should support more accessible and successful community facilities/ functions c) unsure what the current use is - Several mentions: The bank buildings - More than 1: a) The Royal Mail building b) other old heritage buildings in general 	Plan: No change* (In their comments, most people combined heritage/ architectural merit of the building with the current use/ management of it – the latter being largely outside the aim of this policy. HNF noted the importance of good maintenance and management) HSBC bank building added Other: HNF to explore how to communicate about use, management & maintenance issues at later date
<i>On draft policy E5: A town square should be provided within Harlesden town centre and the proposed location of the square is the best location for Harlesden residents</i>	
Q: 84% support and Q: 79% support, 15 comments	

<ul style="list-style-type: none"> - Top concerns: Plaza location unsuitable a) Difficulty of access, b) situation as not central in Harlesden, c) Polluted and unattractive surrounding environment - Top concern: Other location more suitable – namely the Jubilee clock corner (subject to major redevelopment and road layout changes) - Other concerns with more than 1 mention: a) Town square not needed, b) could encourage more ASB 	Plan: Further consultation undertaken in Stage 3b (See below) - additional detail and sections added to plan
<p><i>On draft policy E6: Planning applications for developments at gateways should have a focus on quality - 90% support</i></p> <p><i>CIL funding should be used towards public realm improvements at the main gateways - 90% support</i></p>	
<p><i>On draft policy E7: Public art should be provided on developments of key, large sites in the town centre, particularly in any designs for new on-site open space</i></p>	
<p>73% support, 16 comments</p> <ul style="list-style-type: none"> - Top reasons for no: a) Environmental: Detracts for delivering attractiveness and quality elsewhere b) Social: encourages ASB and vandalism, c) Economic: Other priorities for spending funds d) Environmental + social: Must invest in good attractive design of public art, relevant to local context 	Plan: No change*
<p><i>On draft policy E8: If trees are lost through a new development, either new trees should be provided on the site, or if this is not possible, new street trees should be planted locally - 95% support</i></p> <p><i>CIL funding should be used towards providing new street trees - 75% support</i></p>	
<p><i>On draft policy E9: Tall buildings are acceptable at Willesden Junction station as long as there is no harmful impact on their surrounding - 61% support</i></p> <p><i>Taller elements are acceptable on any development in the town centre car park, as long as there is no harmful impact on their surroundings - 48% support</i></p>	

* Note that where 'no change' to the Neighbourhood Plan was made, the comments were noted, but support and evidence for the existing proposal was agreed to be adequate.

Local Economy

<p>Survey question on draft policy proposal</p> <p><i>On draft policy LE1: Local Employment sites can be developed for alternative use as long as developers show they have worked to find suitable relocation sites or replacement sites, first within Harlesden, then within the wider area</i></p>	
<p>Overview of response</p> <p>80% support + 13 comments</p>	<p>HNF's response</p>

<ul style="list-style-type: none"> - Top concerns: Economic – Areas need a mix of uses - Businesses and services as well as residential. Social/environmental – Impact of having only new housing 	Plan: Some policy wording changed
<p><i>On draft policy LE2: Well-designed improvements should be made to existing shopfronts and new shop fronts should be designed to be well proportioned and enhance Harlesden's character - 97% support</i></p> <p><i>We should preserve shopfront features that have architectural merit - 94% support</i></p>	
<p><i>On draft policy LE3: New floorspace for retail or other town centre uses in Harlesden town centre and connecting into Old Oak High Street should be developed</i></p>	
<p>84% support, 9 comments</p> <ul style="list-style-type: none"> - More than 1 mention: a) Bring a mix of uses, not just 'traditional' town centre uses (i.e. mainstream retail) to include social and community services and enterprise. b) Focus on supporting and improving what's already in Harlesden 	Plan: No change*

* Note that where 'no change' to the Neighbourhood Plan was made, the comments were noted, but support and evidence for the existing proposal was agreed to be adequate.

Transport and Access

<p>Survey question on draft policy proposal</p> <p><i>On draft policy T1: Development at Willesden Junction station should include improvements to, or new, pedestrian access from Station Road and from Harrow Road - 97% support</i></p> <p><i>There should be a direct bus route from Harlesden through the proposed new High Street to the new interchange station in the OPDC area - 94% support</i></p>	
<p><i>On draft policy T2: On any development of the car park site at Tavistock Road / Manor Park Road ('Tesco' car park), a minimum of 60 spaces should be retained as a public car park for the town centre</i></p>	
<p>Overview of response</p> <p>73% support, 26 comments</p> <ul style="list-style-type: none"> - Top reasons for no: Have spaces elsewhere (or underground) (x4 comments); Keep existing spaces and add more (x3); Car parking spaces not needed due to demand (x3); Remove spaces to reduce car usage (x3) 	<p>HNF's response</p> <p>Plan: Further consultation and research undertaken in Stage 3b (See below), more detail for this site added.</p>
<p><i>On draft policy T3: There should be a new cycling route from Willesden Junction station along Station Road to the High Street together with cycle parking facilities in the town centre</i></p>	
<p>94% support, 13 comments</p> <ul style="list-style-type: none"> - Top concern: Cycle safety in general 	Plan: No change*

* Note that where 'no change' to the Neighbourhood Plan was made, the comments were noted, but support and evidence for the existing proposal was agreed to be adequate.

4.47 HNF received responses to the draft Plan content from key stakeholders and statutory bodies. Most points concerned technical amendments and constructive suggestions for strengthening particular policies. However, there were some key issues which required further attention:

- **Brent Council** suggested further clarity and detail given to the site allocation proposals. They recommended pursuing DCLG technical site assessment support to gauge deliverability, and also obtaining indicative designs for the Harlesden Plaza site proposal.
- **Historic England** advised strengthening the acknowledgement of the local historic environment within the plan and suggested developing design principles and undertaking a character assessment – particularly in relation to Town Centre development sites.
- The **OPDC** gave recommendations for aligning Harlesden Neighbourhood Plan further with the draft OPDC Local Plan proposals, and advised HNF to reconsider calling for the de-designation of the Willesden Bus Garage as Strategic Industrial Land (SIL).

The full list of written stakeholder and statutory body comments, alongside HNF's response, is found in **Appendix F**.

Stage 3b: Pre-submission Plan revision period – Consultation and engagement in preparation for formal Submission

4.48 Following a review of all ‘Stage 3a’ pre-submission feedback over summer 2017, planning consultant Ken Hullock drafted potential amendments to the Plan which were reviewed by the HNF committee and finalised. However, expert advice was sought and further consultation was conducted on areas seen as requiring more clarity (seen in the previous section). This Stage 3b consultation activity was made open to Forum members and the public, and promoted online and with flyers available at the Harlesden library and within the Tavistock Hall buildings in the town centre.

4.49 The table below combines an overview of the consultation activity and the main concerns raised, and HNF’s response at Stage 3b, and the paragraphs that follow it provide more detail.

Issue	Further consultation activity	Feedback	HNF response in Plan
Concern about housing on Harlesden plaza site	<ul style="list-style-type: none"> - Workshop discussion and design activity - Survey on indicative layout and uses 	See Appendix H	<ul style="list-style-type: none"> - Text about proposed uses made clearer - Design principles chapter added
Vision for Harlesden Plaza site unclear or lacking detail	<ul style="list-style-type: none"> - Workshop - Survey - Indicative layout produced by urban designer - Meetings with Historic England 	See Appendix H and I	<ul style="list-style-type: none"> - Inclusion of more indicative images and sketches - Text about proposed uses made clearer - Design principles chapter added - Further reference to conservation area in Plan text added
General concern about deliverability of vision for Harlesden Plaza site	<ul style="list-style-type: none"> - Indicative layout produced by urban designer - High-level viability study conducted 	Proposed indicative layout reported as viable	Proposal retained
Concern about tall buildings and impact on surroundings	<ul style="list-style-type: none"> - Workshop - Survey 	See Appendix H	More specific detail in Plan text added
General concern for negative impact of development on context and character, including Conservation area - potential need for a Strategic	<ul style="list-style-type: none"> - Workshop - Meetings with Historic England 	See Appendix H	<ul style="list-style-type: none"> - Design principles chapter added - Further reference to conservation area in Plan text added

Issue	Further consultation activity	Feedback	HNF response in Plan
Environmental Assessment (SEA)			
Car parking spaces to retain	- Community Researcher survey	Under used but still well used	Proposal retained
Opposition to SIL designation of Willesden Junction bus depot	- OPDC engagement and formal Healthcheck	Opposition in the Plan not appropriate. Possible to do work to improve the site and surrounds	- Removal of mention and change of text - HNF working with OPDC on other improvements
Appropriateness of allocation of certain sites recommended for redevelopment with housing	- Further Landowner contact - Site assessment support	Sites without confirmation of their availability for development should not be formally allocated within a Plan policy	Relevant sites Change from site allocations to aspirations
General strength of the whole Plan	- Formal healthcheck (from DCLG technical support offer)	Clarity needed on some policy wording, plus more detailed Delivery and Sustainability plans required.	- Policy wording made clearer - More detail added to sustainability and delivery sections - Sustainability policy added

4.50 Public consultation at this stage focussed primarily on issues relating to proposed Harlesden Plaza uses and redevelopment, tall buildings, local character & design, and car parking. Consultation and support obtained from experts and the local planning authorities helped strengthen the proposals.

4.51 **The HNF committee worked with an urban designer** to draw up a viable indicative layout for the Harlesden Plaza site proposal. This helped the public understand how the space could work and respond to the proposals in a more informed way.

4.52 HNF then facilitated a **design and character workshop**, assisted by Community Researchers and structured with guidance from Historic England and the 'Oxford Character Assessment Toolkit'. Participants were asked to identify what elements of the built environment of Harlesden gives it its character. They then gave their thoughts on how these, and other qualities such as culture, could be emphasised and enhanced through urban design in Harlesden town centre. See the next section for the outcomes and feedback from this event.

4.53 **A survey**, made available at the workshop and online, asked more technical questions to clarify the community's stance on the other issues mentioned above as well as the indicative Harlesden Plaza layout. The content of this survey can be seen in **Appendix G**. Crisis Community Researchers also helped conduct a car park usage survey with visitors to Harlesden Plaza. Responses were used to inform changes to the Plan as detailed in the table above.

**Fig 16: The Workshop
publicity flyer**

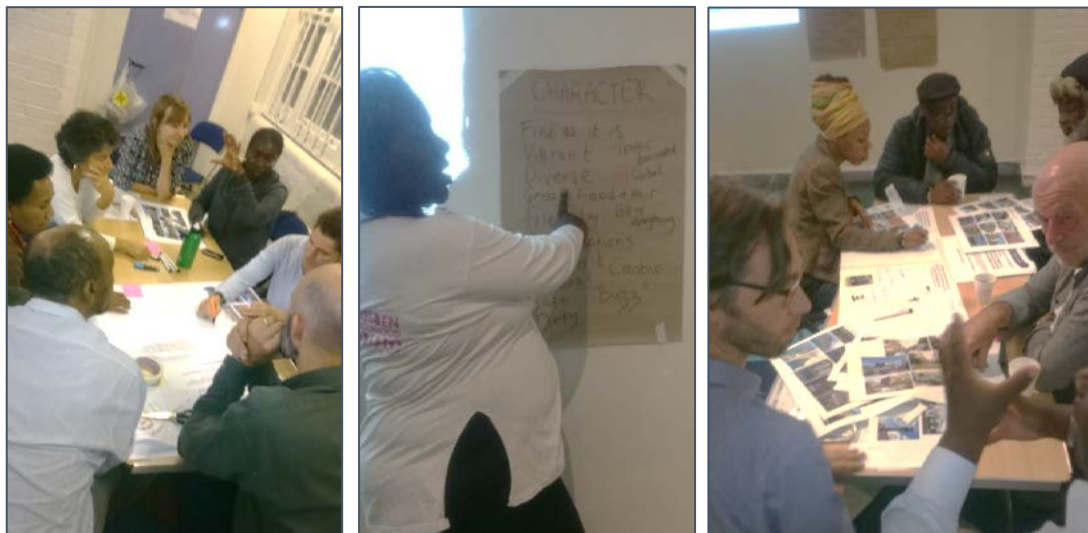
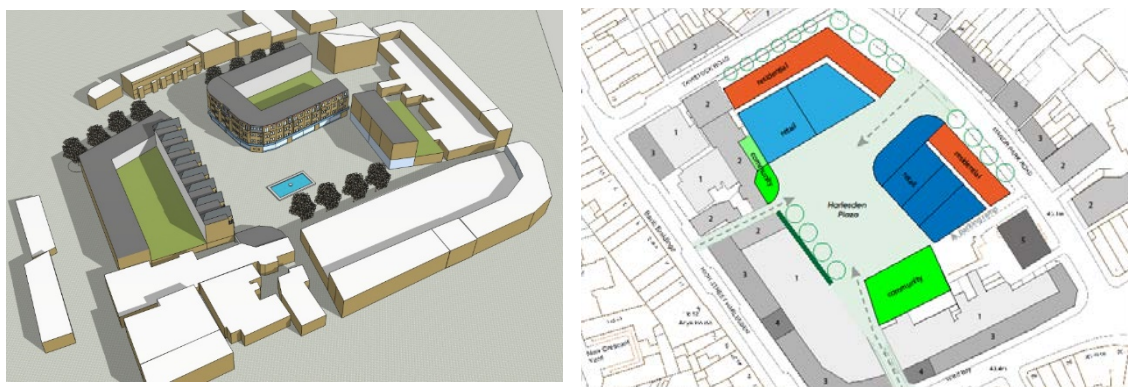


Fig 17: HNF Design and character workshop in action



Figs 18 and 19: Example image and diagram of how the redeveloped Harlesden Plaza could be laid out, including proposed ground-floor uses

- 4.54 As with the formal pre-submission consultation responses, HNF responded to feedback in Stage 3b by discussing as a committee, seeking expert advice and support first where deemed appropriate, and then amending Plan content accordingly. In this case, a new chapter was added to the Plan - 'Design Principles' – along with several additional paragraphs to provide extra detail where required.
- 4.55 These amendments were sent back to Historic England to review and assess for the need to undertake a Strategic Environmental Assessment (SEA). The response was that the amendments made were adequate and Historic England confirmed that an SEA would not be required. This confirmation letter is available to view on the HNF website.
- 4.56 The indicative layouts and design principles were later brought to life by a volunteer architect who produced some attractive sketches to represent the vision for Harlesden Plaza. The volunteer came forward offering to help HNF given the deprivation and social inequalities faced by local people. Forum plan to use these sketches not only to illustrate the text-heavy Plan document, but and also to help drive the development of Harlesden Plaza forward as envisioned in due course.
- 4.57 The Forum committee also accepted two technical support packages offered by the DCLG for Neighbourhood Planning – a Site allocation assessment (including a mini-viability assessment of the prime site Harlesden Plaza) and a full-plan Healthcheck (undertaken by an independent planning inspector). The resulting recommendations were acknowledged in a series of adaptations to the plan devised with Ken Hullock, HNF's planning advisor between December 2017 and March 2018.
- 4.58 Prior to formally submitting the draft Plan to the local authorities, the planning departments of Brent Council and the OPDC requested the document to undertake a 'pre-check' of content. They provided feedback and suggestions to help HNF improve the clarity of the proposals within the document, and better align it with higher policy within the Local and London plans. The HNF committee and the planning advisor worked together to incorporate the suggestions made, while keeping the community's priorities and voice at the forefront of decisions about any amendments.
- 4.59 In May 2018, once the final draft 'submission' version of the Neighbourhood Plan was complete, HNF held a drop-in showcase event open to Forum members and the public to view the document. The policies, community aspirations and images were printed in large format and displayed to attendees, and the final Plan and accompanying documents were also available to look at. The HNF committee welcomed visitors' general feedback on the Plan as a whole, and made clear that any suggestions could be submitted during the Council's formal 6-week consultation period.

Harlesden Neighbourhood Forum's

Draft Neighbourhood Plan showcase

Wednesday 23rd May, Tavistock Hall, Harlesden
(by the Methodist Church)

Drop in anytime between 4.00 - 7.45pm

- View the Policies and Community Aspirations displayed in large format
- Read the full draft Plan and accompanying documents (to be submitted to the Council for inspection)
- Meet the committee, find out more and sign up

All welcome

www.HarlesdenNeighbourhoodForum.com | info@HarlesdenNeighbourhoodForum.com

We're proud to present our community-led plan for positive local development in Harlesden.

Topics include housing, community facilities, environment, a vision for the town centre and design.

Also available to view online from week of 21st May.

Fig 20: Publicity flyer for the Submission showcase event



Figs 21a, b and c: Images from the Submission showcase event

Stage 4 onwards: Submission and route to Neighbourhood Plan adoption
June 2018 onwards

- 4.60 At this submission stage HNF holds a contacts list of 253 local people, and over 15 local stakeholder organisations. HNF has 93 full members and a wider network of hundreds. HNF aims to continue local engagement in Neighbourhood Planning alongside the planning and delivery of community projects in order to maintain local interest and ensure the referendum turn-out is well representative the Harlesden community.

Appendices

Appendix A: Stage 1 – Boundary area and Forum designation letter (+ relevant associated appendices)

Claire Jones
Planning Policy, Brent Council
Brent Civic Centre
Engineers Way
Wembley HA9 0FJ

8th July 2015

Dear Claire,

Re: Harlesden Neighbourhood Plan - Area and Forum designation

Please find enclosed an application to you as local planning authorities for designation of the Harlesden Neighbourhood Area and Forum.

We have formed a group of residents, businesses and local organisations in such a way as to constitute a qualifying body under the Neighbourhood Planning regulations and the Localism Act and have defined a Neighbourhood Area for our operations.

This application includes:

- A map identifying the area (this can be found in Appendix 1)
- A statement explaining why this area is considered appropriate to be designated (see Appendix 2)
- A description of the consultative process undertaken to identify a Neighbourhood Area boundary (see Appendix 3)
- A Statement that we are a relevant body for the purposes of S61G of the 1990 Act, a copy of the Harlesden Neighbourhood Plan Forum Constitution and list of 21 Forum Members (Appendix 4)

In addition at a special meeting on 6th July the Forum voted to amend the Constitution as requested by Brent Council and the Old Oak & Park Royal Development Corporation: clause 7 (b) of the original Constitution has now been removed.

The named contact to be listed on consultation documents is:
Sumathi Pathmanaban – Secretary of the Harlesden Neighbourhood Planning Forum
Lift
Unit 2, Ajax House
16a St Thomas's Road
London NW10 4AJ

Telephone: 0208 965 2561
Email: Sumathi@liftpeople.org.uk

Do get in contact if you require anything else at this stage and I look forward to hearing from you.

Yours sincerely,

R.F. Leao Neto

Chair of the Harlesden Neighbourhood Plan Forum

APPENDIX 2 - STATEMENT EXPLAINING WHY THE AREA IS CONSIDERED APPROPRIATE

The area above has been carefully chosen to accommodate the requirements of the Neighbourhood Planning regulations and provision of the Localism Act.

In 2014 a local Harlesden organisation - LIFT www.liftpeople.org.uk - successfully applied for a grant to take forward the process of developing a Neighbourhood Plan proposal after identifying through its work that there was potential for addressing both needs and opportunities in the area through the Neighbourhood Planning process. The intention was to test the proposal with local residents, councillors, business and other organisations prior to agreeing a Neighbourhood Area and establishing a Neighbourhood Forum to apply to become a designated body for Neighbourhood Plan.

Appendix 3 describes the consultative process and the efforts that have been made by the Initial Steering Group (ISG) of local organisations and residents brought together by LIFT that took forward this process to ensure that it was inclusive of all local interests and that the Neighbourhood Area boundary addressed all the current and potential future change and development in the area.

The Neighbourhood Area that has been defined covers parts of Brent, Ealing and Hammersmith and Fulham and shares part of its boundary with the Unity Neighbourhood Area, a previously designated Neighbourhood Area in Brent. This is because Borough and electoral ward boundaries take little account of the considerable severance effects of the railway lines and stations to the south of Harlesden and the views of local residents and businesses about where they feel their neighbourhood extends in terms of their use of local facilities and their social and civic networks. Small parts of Brent, Ealing and Hammersmith and Fulham fall into the area of the new Old Oak & Park Royal Development Corporation (OPDC) which will act as the Local Planning Authority for the area.

The main boundaries of the Neighbourhood Area to which this designation application relates are as follows:

East

Junction of Harrow Road north up Wrotesley Road to the junction with All Souls Avenue. Up All Souls Avenue to Doyle Gardens.

North

Then westward along Doyle Gardens to the junction with Harlesden Road then north to the junction with Robson Avenue. Then along the northern boundary of Roundwood Park to Roundwood Road. South on Roundwood Road to the junction with Drayton Road, along Drayton Road via St John's Avenue to St. Mary's Road. South down St. Mary's Road to Craven Park Road. West along Craven Park Road/Craven Park to the railway bridge before Craven Road.

West

South down the freight line to Acton Lane. South down Acton lane to just before Harlesden Station. West to the end of Greenwood Terrace. South across the tracks at the end of Harlesden Station.

South

East along the southern boundary of the tracks to join up with and then follow the Brent borough boundary until the north side of the West Coast Main Line (WCML) tracks. Continue east along the north

side of the WCML tracks until the east side of Willesden Junction station. East/northeast along the Brent boundary to the junction of Harrow Road and Wrotesley Road.

The length of the boundary is 5728m.

This area, based on the consultative process that has been undertaken, defines what most people in the area recognise as the neighbourhood of Harlesden since it includes its main commercial areas with the highest footfall (for example Station Road and the High Street), sites of greatest development potential and the main residential areas and streets of Harlesden.

The area also incorporates key social and community infrastructure including open space, schools, health centres, community centres and places of worship - some needing improvement and extension in response to future development proposals both within the area and adjacent to it at Old Oak Common and Park Royal which is now the responsibility of the Old Oak and Park Royal Development Corporation. It also reflects the remit and operations of many well established neighbourhood groups and structures, including local tenants and residents associations, churches, town management organisations and civic groups.

These groups, through their involvement in the initial interim steering group and subsequent Forum of the Harlesden Neighbourhood Plan treat the neighbourhood as defined above as a 'natural neighbourhood' and reflects their aspiration to develop and improve the neighbourhood for the benefit of businesses and local residents.

Willesden Junction and Harlesden Station in their entirety are included since for many people who visit, live and work in the Neighbourhood Area they are the key transport nodes within it and are included in the area for this reason. In addition Willesden Junction is to be the focus of considerable development and its full extent is within the Neighbourhood Area boundary, including that which is formally part of the Borough of Hammersmith and Fulham, since the Brent Borough boundary effectively cuts through the site.

APPENDIX 3 – Consultation on the Neighbourhood Area Boundary

Consultation with the community to establish the Forum has been extensive and every effort has been made to contact all residents, businesses and community groups in the area. The Interim Steering Group (ISG) which was brought together by LIFT included a broad range of organisations and individuals. Over 55 contacts were invited to ISG meetings over its life from its first meeting in November 2014 to before the Forum was established at its first meeting in April 2015. Minutes of all the Steering Group meetings are available from the Lift web site: www.liftpeople.org.uk/news/lets-put-harlesden-on-the-map/

Organisations that were represented on the interim steering group include: HEART, Harlesden Town Team, Harlesden Methodist Church, Harlesden Business Association, HTT Public Realm Team, St Mark's Church, Harlesden and Kensal Green ward members, Harlesden Safer Neighbourhoods and Elmwood Residents Association. There were 55 people on the interim steering group list.

On 8th April 2015 the Harlesden Neighbourhood Forum was established with an attendance of 23 forum members and a total of nearly 50 local people and organisations. As of 8th April there were 61 forum members with several associate members also.

The ISG initially considered a boundary for the Neighbourhood Area that included larger parts of both Ealing and Hammersmith and Fulham. These areas were felt to include residents and businesses who were likely to feel that Harlesden was their local focus for services and who were likely to be affected by future plans for development, particularly those that were to be included in the Old Oak and Park Royal Development Corporation area.

As a result the Steering Group consulted with both planning officers and councillors in those authorities. In addition residents groups in these non-Brent areas were also approached for their views on the Neighbourhood Plan Boundary. Officers in Brent encouraged the ISG to make contact with the emergent Development Corporation that was hosted by the Greater London Authority and officers and councillors within Ealing and Hammersmith and Fulham. Officers in Ealing were not encouraging and stated that although they acknowledged that residents in that part of Ealing would regard Harlesden as their local centre for shopping, that they would oppose the Ealing extension on the grounds that the area included sites within the London Plan and it would be an area covered by the new Development Corporation. Ward councillors in Ealing were nevertheless supportive and encouraged the ISG to consult.

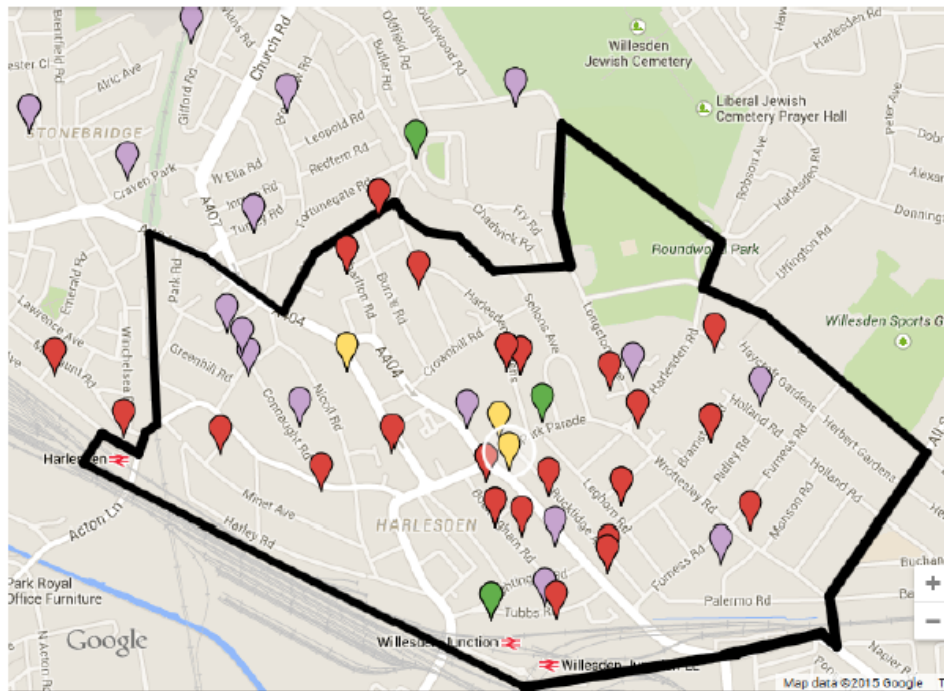
Hammersmith and Fulham planning officers encouraged the ISG to consult and suggested that particular consideration would need to be given to the boundary at Willesden junction.

A meeting took place with interim officers of the OPDC who encouraged the ISG to consult widely and suggested that the whole of Willesden Junction including a small part of Hammersmith and Fulham was a logical inclusion within the Neighbourhood Area.

Some residents who have attended Steering Group meetings live in part of the Unity Forum area (an adjacent designated Neighbourhood Area and Forum). They felt that they should be in the Harlesden Neighbourhood Area. As Neighbourhood Plan Areas may not overlap, the Steering Group secured a commitment from the Unity Forum that joint working on plan policies would be possible to accommodate this. To accommodate these interested residents and other potential stakeholders, the Harlesden Neighbourhood Plan Forum has a membership category of "Associates" for those who wish to influence the development of the Neighbourhood Plan in the future.

In the end the larger area of Hammersmith and Fulham initially considered to be included in the Neighbourhood Area was excluded due to a lack of response from local residents groups in the area, but to test the views of the wider public on the proposed boundary (including the Ealing extension), a door to door flyer was distributed about the area to consult about the Neighbourhood Plan Area and the key issues for the plan.

People were encouraged by the flyer to get in touch and give the ISG their views about the area boundary and a stall was set up on February 7th (at Star Burger Café in central Harlesden) and on February 14th (at a community event in the main high street to commemorate the return of a local icon – the Jubilee Clock). At the stall people could join a walkabout of the proposed Neighbourhood Plan Area to see where the boundary was being proposed and what area was included. The stall was visited by 56 people with most supporting the proposal for the Area and a Neighbourhood Plan. The following map shows the distribution of residents, community groups and businesses who attended, showing a good spread of respondents across the area.



Red markers are residents, green community groups and yellow businesses. Lilac markers are those who wanted to be kept informed and consulted but did not wish to join the Forum at that time.

As a result of the lack of response from people in Ealing the ISG decided to use the railway line as its main boundary in the south with only limited inclusion of land in the other two boroughs to enable the main railway routes and the stations at Harlesden and Willesden junction to act as the natural boundary of the neighbourhood area.

Appendix B: Stage 1 - Observations and notes from the Harlesden potential boundary and sites Walkabout, Saturday February 7th, 2015

1. Site on Manor Road - adjacent to the former Misty Moon/Harlesden Picture Palace public house. It appears to have potential for redevelopment. It includes a large derelict building that has been mainly vacant for 30 years.
2. Car park and Tesco/ Burger King – a site that could be redeveloped at much higher density if land values increase as anticipated. It could include a significant number of new homes as well as shops and car parking.
3. Station Road - considered to be the area most likely to feel pressure for redevelopment as a result of Old Oak regeneration. Possibility that the former telephone exchange building or Royal Mail delivery office could come forward for redevelopment. Noted that the delivery office presented an attractive façade at the front.
4. Metrolink site - seen as another potential development site, although it is in Ealing.
5. Willesden Junction - On the potential southern boundary of the area it was considered that Willesden Junction station, being Harlesden's main station, ought to be included. There was general agreement that on redevelopment of Willesden Junction station better pedestrian access for Harlesden ought to be sought.
6. The Island residential area (between three sets of train tracks intersecting at and near Willesden Junction station) - It is notable that the 'Island' residents are very close to Harlesden town centre and that their environment is currently dominated by the industrial sites surrounding them.
7. Harley Road - Residents on the north side of Harley Road would benefit environmentally from the development of industrial land on the south side for housing. There are opportunities to provide much-needed new housing here.
8. Neighbourhood shops in Acton Lane – These are relatively well occupied and it was thought that they should be protected.
9. Craven Park – shops on the north side are so obviously part of Harlesden town centre that they ought to be within the Plan area rather than the neighbouring Church End Neighbourhood Plan area.
10. Fortunegate Road – it was thought that there was less merit in extending the boundary from St Mary's road to include Fortunegate Road as this was an almost exclusively residential street.
11. Challenge Close – the public open space has been much improved. It was noted, however, that there were potential development opportunities at the rear of the properties on Craven Park which could improve the environment generally as well as provide housing and some natural surveillance of the open space.
12. Roundwood Park – It was noted that the park is a short relatively short walk from Harlesden and consequently acts as Harlesden's main area of green open space

Appendix C: Stage 1 - HNF new committee briefing, June 2015 (Overview of consultation feedback to date)

During February 2015 the interim steering group carried out consultation with residents within the proposed neighbourhood plan boundary area.

34 people responded to the specific consultation questions and gave responses on the question of choosing priorities from: housing, employment, business and public space, health and wellbeing, and community safety. Respondents chose more than one priority which is why the total comes to more than 34.

Business and public space: 19 (spread across the two elements – more respondents identified public space as a priority in this category)

Community safety: 14

Housing: 14

Employment: 8

Health and wellbeing: 7

At the launch event on 8th April 2015 there were 49 attendees who represented forum members, Brent Council, local residents, community and faith groups and businesses.

The attendees split into four groups discussing the following themes:

- Open space and community facilities
- Housing
- Transport
- Town Centre

The tables below show the priorities identified under each theme by the groups and potential solutions. These responses will feed into the new committee's work planning.

Open spaces and community facilities

	Issues	Solutions
1.	Lack of secular open spaces	Roundwood Park, 'Living streets'
2.	Lack of consistency in maintaining pocket parks	Support to resident groups through Kensal Green Streets and REACH
	Lack of new community spaces	
	Closing streets off for community purposes	e.g. playing
3.	Direct partnership / link with SAG	Create / strengthen partnership
4.	(Allocating) suitable places for children to go and cycle and skate - Skate park	Watching brief on Roundwood Skate Park planning application
5.	Lack of flowers – aesthetics	Hanging baskets town centre scheme sponsored by local businesses – living streets
6.	Improve playgrounds at Roundwood, especially facilities for 0 – 14-year olds	

Housing

	Issues	Solutions
1.	Overcrowding – should aim for ambitious population density but avoid overcrowding	Build more homes
2.	27,000 people on waiting list for Brent	
3.	LOCATA system – allocations going to people outside of borough	Stop profiling Fill all vacant properties Requirements for nomination rights for new properties (risk management around devolution of power)
4.	Poverty	
5.	High churn of population	
6.	Impact of welfare reform	
7.	Increasing rents as investor confidence grows – displace low paid tenants	Allocation of land in neighbourhood plan with guidance on social / private rented sector Designating an area for housing and requiring affordable level Setting affordable rent rate
8.	Quality of landlords	Licensing scheme
9.	Rise in hostels – predominantly men	Proper support required

Transport

	Issues	Solutions
1.	Congestion	Harlesden bypass to North Circular Road? New link road from Harlesden High Street to Old Oak Common Minimise car use in Old Oak development Rapid transit / bus routes as a priority
2.	Willesden Junction Station	New booking office on Harlesden High Street
3.	Parking	Covered by town centres
4.	Rail	Press for new link from Old Oak Common to Brent Cross via Harlesden

Town Centre

	Issues	Solutions
1.	Not enough variety in small and local business	Improving existing business Looking at the current retail use and review Zone areas with tighter rules (e.g. no further betting or pawn shops) Encouraging small businesses to be more competitive
2.	Short on parking spaces	Rigid planning policy Knock on congestion Enforcing parking restrictions already in place Parking space in centre of town centre is a priority. Should be high up in the local strategy

	Issues	Solutions
		Multiple storey car park Reducing permit hours Look at the whole zone
3.	More clarity on business rates	Value for money for local businesses?
4.	Community Infrastructure Levy – when do we start getting a slice of the funding?	
5.	Protection of the high street against the proposed Old Oak and Park Royal developments	Retail study review
6.	Traffic generated by OPDC plans	
7.	Impact on public transport capacity	Extra bus routes

Other priorities mentioned by respondents:

- Street cleanliness
- Ensure elderly are looked after
- Anti-social behaviour
- Road safety
- Business support
- Less betting shops /pawnshops
- Toilets
- Creative / small business space / affordable work space
- Quality, affordable housing
- Transport and congestion
- Diversity in businesses
- Better secondary schools
- Community cohesion

Things people like about Harlesden (neighbourhood plan area):

- (Roundwood) Park
- Changes to pedestrianisation / public realm improvements
- Variety of independent food shops
- People / sense of community / diverse community
- History
- Transport links

Physical areas for improvement that respondents identified:

- More green things, flowers on the high street
- Shops (maybe a farmer's market), greater diversity of retail, quality businesses
- Improvement of specific areas / roads:
 - High street (including residential areas above shops)
 - Tesco site / car park
 - Park Parade
 - Harrow Road
 - Craven Park Road
- Facilities for children
- Traffic
- Community centre
- Litter, street cleanliness

Feedback on encouraging community involvement in neighbourhood planning and on how to get different parts of community to work together:

- Use statutory processes to feedback e.g. responding to consultations, getting involved in local planning processes
- Meetings
- Word of mouth
- Councillors
- Provide clear information
- More online opportunities for involvement
- Events e.g. tea parties, games, pocket park activities, street parties, activities at schools
- Budget participation: “The community should be more involved in how the council allocates its funds”
- Contacting / working with faith groups

Issues / problems facing neighbourhood plan area:

- Very diverse communities, many languages and lack of English
- Transient population
- Lack of civic pride
- Poor quality housing
- Youth employment

Forum members

As of June 2015, there are 61 Forum members of which:

- 46 are residents; 6 represent businesses; 5 represent community groups; 2 are employees in the area and 2 ward councillors
- In addition, there are 3 associate members
- 35 women, 26 men. All members except two are aged 30+ apart from 2 in their twenties.
- 4 members report having a disability
- Ethnic identity: 6 British, 3 Portuguese, 5 Black Caribbean, 4 Irish, 1 Scottish, 3 English, 2 Black, 1 Jewish, 1 British Manx, 1 German, 10 White British, 1 African, 1 White Australian, 2 Mixed White / Asian, 1 White Brazilian, 2 Latin American, 1 Anglo Italian, 1 Mixed White/ Caribbean (doesn't add up to 61 as not everyone completed ethnic identity section)

Appendix D – Stage 3a: Pre-submission public consultation survey



Harlesden Neighbourhood Plan: have your say Detailed Survey

The draft Harlesden Neighbourhood Plan offers a vision of how Harlesden can develop and grow over the next fifteen years whilst preserving its unique heritage. It has been drafted by the Harlesden Neighbourhood Forum, a group of over 70 community members representing local residents, faith and community groups and businesses.

The draft Neighbourhood Plan can be accessed via www.harlesdenneighbourhoodforum.com/draftplan
This survey is also available online via this link: goo.gl/77v5z8



The plan is at 'Consultation Draft' stage and we need your feedback to make sure it is as relevant to the community as possible. By answering this survey you'll provide valuable information to help us improve the plan.

The survey has five sections – one for each of the key neighbourhood plan themes. Questions are based on the policies and recommendations made in the plan. You are welcome to respond to the whole survey or just to the sections which interest you most e.g. transport or local economy.

The final date to submit your completed survey will be **Tuesday 30th May**.
See the final page for contact details and how you can return your completed survey.

All entrants who have provided details will be entered into a prize draw, with the chance to win one of two £25 Love2Shop Vouchers.

Please complete the form clearly!

ABOUT YOU

Your survey responses will be treated confidentially and you can choose to remain anonymous. However if you would like us to keep in touch with you about our work, please provide your details below.

YOUR NAME

POSTCODE*

CONTACT NUMBER

CONTACT EMAIL

LOCAL ORGANISATION(S) YOU ARE PART OF:

Please tick if you are interested in becoming a Neighbourhood Forum member: ☐

Please tick if you would like to be added to the Neighbourhood Forum mailing list: ☐

* Adding your postcode will help us keep track of how well we are communicating in the area.

1

SECTION 1: HOUSING

The Neighbourhood Plan identifies the need for more housing (including affordable housing) as a key priority for Harlesden.

1. Draft Policy H1 in the neighbourhood plan identifies several sites where new development (including of new homes) could occur.

Please tick in the boxes below to indicate whether you think each of these sites should or should not be developed into housing.

Site	YES Site should be developed into housing	NO Site should not be developed into housing
Harlesden Plaza		
Salvation Army Hall and Manor Park Works, Manor Park Road		
Vacant land on Harley Road (railway side)		
Land at Challenge Close and rear of 50-70 Craven Park Road (opposite Harlesden Town Gardens)		
Spaces connected to Willesden Junction Station		
Former Brent South Mental Health Services Office, Avenue Road		
Royal Mail Delivery Office and yard, Station Road		
Car Sales site at Junction of High Street and Furness Road		

If you ticked no for any of the sites, please tell us why you think it should not be developed.

Are there any other potential development sites in Harlesden that could be added to this list?

2. Draft Policy H2 recommends that homes should be built at levels of housing density towards the higher end of the range shown in the London Plan so as to meet the need for more housing in Harlesden, as long as it fits in with local context and design. (NB The London Plan provides density guidelines at table 3.2 in Chapter 3).

Do you agree with this policy?

☐ Yes

☐ No

If you don't agree, can you tell us why not?

2

3. Draft Policy H3 states that we will not accept any net loss of housing floorspace in Harlesden (apart from the ground floor properties in Station Road where these are part of the existing shopping parade).

Do you agree with this policy?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

SECTION 2: COMMUNITY FACILITIES

4. The Community Infrastructure Levy (CIL) is a charge to developers undertaking new building projects. The money can be used to fund infrastructure needed as a result of development e.g. green spaces, health and community facilities or leisure centres.

The Neighbourhood Plan identifies Harlesden Plaza as a development site where a community space can be provided on development.

Draft Policy CF1 states that if the Harlesden Plaza site is not brought forward for development then CIL funds, if available, will be used to provide a new community space and /or to improve existing ones.

Do you agree that CIL should be used for community space (either providing new community space or improving existing ones)?

- ☐ Yes
☐ No

If you don't agree can you tell us why not?

5. There is also a possibility of acquiring existing premises for a community facility which could be run by the local community.

The draft Neighbourhood Plan recommends that Challenge House (High Street, Harlesden) be nominated as an Asset of Community Value.

Assets of Community Value are land or buildings which contribute to the social wellbeing or social interests of the community and will continue to do so into the future. If the building or land goes up for sale, a community interest group has the right to bid for it.

The Forum will try to acquire Challenge House if it becomes available so that a local community group can run it as a community facility.

Do you agree with the recommendation that the Forum nominates Challenge House as an Asset of Community Value?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

6. Policy CF2 recognises that some public houses (pubs) in Harlesden are considered to be community assets because they act as focal points for the wider community.

The policy recommends that the following public houses are listed as community assets and should be retained and protected as public houses.

Please tick in the boxes below to indicate whether you think each of these public houses should or should not become community assets.

Public house	YES should become community asset	NO should not become community asset
Royal Oak, 95 High Street		
Harlesden Picture Palace, 26 Manor Park Road		
Le Junction, 47 Station Road		
The Shawl, 25 High Street		

If you ticked no to any of the public houses being listed as assets of community value, please can you tell us why?

SECTION 3: ENVIRONMENT, HERITAGE AND OPEN SPACE

7. The Neighbourhood Plan shows that most of Harlesden is deficient in local open space. Draft Policy E1 therefore suggests that any new development site over 0.5 hectare should provide new public open space.

Do you agree with this recommendation?

- ☐ Yes
☐ No

If you don't agree can you tell us why not?

8. The Neighbourhood Plan identifies food growing as an important activity in Harlesden – existing schemes are very popular and oversubscribed.

Therefore Draft Policy E2 proposes that local food growing will be promoted by encouraging major new residential development to include space for residents to grown their own food.

Do you agree with this proposal?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

9. Draft Policy E3 proposes that Safe Streets schemes should be implemented in Harlesden where there is no public open space nearby. These would be permanent schemes to provide safe street environments for children to play and would generally require the closure of a street to vehicular traffic at one end.

Do you agree that these should be implemented?

- ☐ Yes
☐ No

Do you have any suggestions about where you think these could be implemented successfully?

- ☐ Yes
☐ No

If yes, please give details:

10. Draft Policy E4 proposes that some additional buildings / features in Harlesden should be protected from development if possible.

Please tick in the boxes below to indicate whether you think these buildings / features should be protected from development

Building / feature	YES, should be protected from development	NO, shouldn't be protected from development
Public art (The Workers) at junction of Rucklidge Avenue & Park Parade		
Harlesden Baptist Church, 27 Acton Lane		
Harlesden Branch Library, Craven Park Road		
St Margaret's & St Georges, 67 Craven Park Road		
Trinity Centre, St Mary's Road		
All Souls Church Vicarage, 3 Station Road		
Church of God of Prophecy, Tubbs Road		
Le Junction, 47 Station Road		

If you ticked no for any of the buildings / features to be protected from development, please can you tell us why?

Do you think there are any other buildings / features in Harlesden that should be protected from development and that could be added to the list (on previous page)?

11. Do you agree that a town square should be provided within Harlesden town centre as proposed in policy E5?

- ☐ Yes
☐ No

Do you think that the proposed location of the square is the best location for Harlesden residents?

- ☐ Yes
☐ No

If not, which location would you prefer?

12. "Gateways" are places that act as the first welcome point into Harlesden. Because these are important places that welcome arrivals into the neighbourhood, Draft Policy E6 recommends that planning applications for any development at gateways should have a focus on quality.

The policy also suggests that CIL funding should be used towards public realm improvements at the main gateways in Harlesden.

Do you agree that planning applications for developments at gateways should have a focus on quality?

- ☐ Yes
☐ No

Do you agree that CIL funding should be used towards public realm improvements at the main gateways in Harlesden?

- ☐ Yes
☐ No

13. Draft Policy E7 proposes that public art should be provided on developments of key, large sites in the town centre, particularly in any designs for new on-site open space.

Do you agree with this proposal?

- ☐ Yes
☐ No

If you don't agree can you tell us why not?

14. The Neighbourhood Plan supports tree-planting in Harlesden's streets as a way of balancing the lack of green, open space in the area.

Draft Policy E8 recommends that where trees are lost through a new development, there should be mitigation including a contribution towards planting new street trees locally if new trees can't be provided on site.

The policy also suggests that CIL funding should be used towards providing new street trees.

Please tick in the boxes below to indicate whether you agree with the policies relating to tree-planting in Harlesden:

Policy	YES	NO
If trees are lost through a new development, do you agree that either new trees should be provided on the site, or if this is not possible, that new street trees should be planted locally?		
Do you agree that CIL funding should be used towards providing new street trees?		

15. Draft Policy E9 concerns tall buildings in Harlesden and proposes that they will only be acceptable at Willesden Junction station. Taller elements are also acceptable on any development in the town centre car park site. In both cases the tall buildings should not have a harmful impact on their surroundings.

(NB Tall buildings are defined in the London Plan as those that are substantially taller than their surroundings or cause a significant change to the skyline.)

Please tick in the boxes below to indicate whether you agree with the policies relating to tall buildings:

Policy	YES	NO
Do you agree that tall buildings are acceptable at Willesden Junction station as long as there is no harmful impact on their surroundings?		
Do you agree that taller elements are acceptable on any development in the town centre car park, as long as there is no harmful impact on their surroundings?		

SECTION 4: LOCAL ECONOMY

16. The draft Neighbourhood Plan recognises a need for a balance between developing new housing and preventing the loss of local employment sites in Harlesden.

Draft Policy LE1 therefore recommends that Local Employment sites can be developed for alternative use as long as developers show they have worked to find suitable relocation sites or replacement sites, first within Harlesden, then within the wider area.

Do you agree with this policy?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

17. The Neighbourhood Plan recognises that Harlesden has a unique variety of shops and businesses which bring visitors from afar. But the Plan also recognises that some shopfronts would benefit from improvement.

Draft Policy LE2 therefore welcomes well-designed improvements to existing shopfronts. It also proposes that new shop fronts should be designed to be well proportioned and enhance Harlesden's character, and that we should preserve shopfront features that have architectural merit.

Please tick in the boxes below to indicate whether you agree with the policies relating to shopfronts:

Policy	YES	NO
Do you agree that new shop fronts should be designed to be well proportioned and to enhance Harlesden's character?		
Do you agree that we should preserve shopfront features that have architectural merit?		

18. The draft Neighbourhood Plan aims to help Harlesden remain a thriving town centre and wants to encourage, appropriate, growth in floorspace for retail or other town centre uses.

Draft Policy LE3 supports the development of new floorspace for retail or other town centre uses in Harlesden town centre and connecting into Old Oak High Street. (The Plan also identifies some possible sites where this new development could take place).

Do you agree with the policy supporting the development of new floorspace?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

SECTION 5: TRANSPORT

19. With the new proposed development at Old Oak & Park Royal, the Neighbourhood Forum is keen to ensure that Harlesden is linked to new opportunities.

Draft Policy T1 proposes that development at Willesden Junction station should include improvements to, or new, pedestrian access from Station Road and from Harrow Road. The Forum could also seek a direct bus route from Harlesden through the proposed new High Street to the new interchange station in the OPDC area.

Please tick in the boxed below to indicate whether you agree with the policies relating to transport:

Policy	YES	NO
Do you agree that development at Willesden Junction station should include improvements to, or new, pedestrian access from Station Road and from Harrow Road?		
Do you agree that there should be a direct bus route from Harlesden through the proposed new High Street in Old Oak to the new interchange station?		

20. Although the Neighbourhood Plan seeks the redevelopment of the 'Tesco' car park, the Forum acknowledges that it is important to retain car parking spaces in the area.

Draft Policy T2 therefore suggests that on any development of the car park site at Tavistock Road / Manor Park Road ('Tesco' car park), a minimum of 60 spaces should be retained as a public car park for the town centre.

Do you agree with this draft policy?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

21. Draft Policy T3 concerns the need for a new cycling route from Willesden Junction station along Station Road to the High Street together with cycle parking facilities in the town centre.

Do you agree with this draft policy?

- ☐ Yes
☐ No

If you don't agree, can you tell us why not?

Thank you for giving up your time to feed back on the Harlesden Neighbourhood Plan.

You can return this completed survey in one of the following ways:

- Drop it off at the reception desk at [Crisis Skylight Brent, 16a St Thomas's Road, Harlesden NW10 4AJ](#) or at [Harlesden Methodist Church, 25 High Street, Harlesden NW10 4NE](#)
- Post it to one of the addresses above, marked 'Harlesden Neighbourhood Plan Consultation'
- Email a scanned copy to info@HarlesdenNeighbourhoodForum.com
- Complete this survey online instead, via this link: goo.gl/77v5z8

If you have any questions, please Email info@HarlesdenNeighbourhoodForum.com

The survey results will be available in June this year and will be posted on the Harlesden Neighbourhood Forum website: www.harlesdenneighbourhoodforum.com.

After we have reviewed the results and updated the plan, it will be submitted to the Local Planning Authorities for assessment. There will then be a statutory consultation period and an independent examination. The final stage to get the plan adopted will be a local referendum due in early 2018.

Appendix E – Stage 3a: Pre-submission public consultation survey schedule of comments

Housing

On draft policy H1: Selected 8 sites should be redeveloped for new homes + request for suggestions for additional sites

Comment	Response	Changes to the Plan
No to Harlesden Plaza, Salvation Army/ Manor Park Works and Willesden Junction. It didn't look as though enough open space is being factored in. Willesden Junction is too near to have any tall buildings though a screen from the stinking fridge re-cycling would be welcome.	Public open space will be included at Harlesden Plaza and the OPDC Local Plan proposes a large new square adjacent to Willesden Junction. The Neighbourhood Plan states that tall buildings at Willesden Junction should not have any adverse impact on residential properties.	Policy E9 on tall buildings to be amended
Yes. Not just housing though. Housing above with better quality commercial space below.	Commercial space is proposed where appropriate, e.g. Harlesden Plaza, Willesden Junction and the car sales site.	None
No to Harlesden Plaza, Salvation Army/ Manor Park Works, Challenge Close and Royal Mail. Not in the best interest of the whole community.	There is an over-riding need for new housing but also to improve, and attract more people to, the town centre.	Royal Mail Delivery office to be removed as a Site Allocation
No to all except Harlesden Plaza, Challenge Close and former Brent Sth Mental Health offices. Money should be going into developing areas that will be useful to the residents and attractive to visitors	There is an over-riding need for new housing but also to improve the town centre and attract more visitors.	There will be a reduction in the number of sites proposed as site allocations.
I would be reluctant to see the salvation army building turned into housing since they do such a great lot of work for the community. The building front is fairly appealing too. The centre of the roundabout on craven park could be added.	It is a requirement of the Plan that there should be a replacement Salvation Army hall as part of any development. The building frontage is not considered to be sufficiently worthy of protection.	None
No to Harlesden Plaza, Harley Road & Royal Mail Delivery Office. Some places are good to invest to support people and help them	New homes, community facilities, public open space as well as new shops will help to support local people.	Royal Mail Delivery office to be removed as a Site Allocation
No to Harlesden Plaza, former Brent South Mental Health Offices and Car Sales site. Because some places better suit housing development	There are few sites for much-needed new housing locally. Most of the sites identified will include a mix of uses	Former Brent South Mental Health Offices removed as a Site Allocation

Comment	Response	Changes to the Plan
No to Harlesden Plaza, Harley Road, Challenge Close and Car Sales site. Areas of concern need special attention	The areas of concern include the need for new housing and attractions in the town centre which the proposed development sites will address.	None
1 and 2 could have some housing on it, but the plaza should be mostly business/ retail/ public & community space. Manor Park works could be arts/ media studios. The RM delivery office should stay where it is. I'm surprised the policy doesn't specifically mention that housing will be accessible, high quality and really affordable for existing Harlesden/ Brent residents. The forum should only support max.50% high-end housing. I believe the refurbishment of existing social housing, better management of the rented sector as a whole and schemes to enable local people to afford to live here are more important. Harlesden is dense already and this strategy is less likely to lead to further problems.	It is a requirement of the Plan that the Plaza site should be redeveloped for a mix of uses including commercial use on the ground floor. The Manor Park site proposed for housing because of the very high need locally and the lack of demand for workshop space. The Royal Mail delivery office is to be deleted from the Plan as a potential development site. The Plan emphasises the need for affordable housing but has to be in accordance with Government policy so it cannot require affordable housing at levels which would conflict with this. However, the Plan can make it clearer that the Forum wishes to see affordable housing maximised. The Forum agrees that refurbishment of existing social housing is important as is better management of the rented sector. The Forum is investigating the possibility of promoting community housing locally. However, given levels of homelessness and housing need there is a need for additional housing. Brent's housing targets are proposed to be raised substantially in the draft new London Plan.	Emphasise the need for affordable housing.
Less homeless people	The intention of the Plan is to provide more housing, including affordable housing, which can then contribute to the alleviation of homelessness locally.	None
No to Harlesden Plaza, Challenge Close & Willesden Junction. The 'no' areas are not suitable for housing and should be maintained for economic use.	For Harlesden Plaza and Willesden Junction a mix of residential, commercial and community uses are proposed so economic use will be maintained. There is little existing economic use at Challenge Close.	None
While I don't have specific objections to any of these potential development sites, I wouldn't want to see all of them developed for housing. The area is already heavily populated particularly with lower-	A number of the site allocations, and especially the largest, i.e. Harlesden Plaza, Salvation Army & Manor Works and Willesden, do include a mix of uses so that development	There will be a reduction in the number of sites

Comment	Response	Changes to the Plan
end rental properties. I would like to see a mixture of better quality housing provision for families and professionals as well as the very affordable mix.	can address a number of needs and requirements. Development on all the sites identified will have to provide a mix of housing types in accordance with Brent's Local Plan and the London Plan.	proposed as site allocations.
We need lots more housing but it needs to be affordable and some needs to be social housing	The plan seeks as much affordable housing as can be acceptable under Government planning policy	None
No to Harlesden Plaza, Salvation Army & Manor Works and Willesden Junction station site. The sites for which I have chosen "no" [to development] are public spaces and facilities and I think these should remain as such and be developed to broaden out the cultural and social offering in Harlesden.	Willesden Junction Station site development is subject to OPDC Local Plan which proposes housing on part of the site on redevelopment. The Plan has to be in conformity with this and therefore the site allocation has to reflect this. It is proposed in the OPDC Plan that public open space will be provided as part of station development. Harlesden Plaza has potential to be developed because the car park is underused. There could be substantial benefits to the community from development through the provision of a new town square (there is currently no public space; just a car park and a walkway) as well as a community facility and replacement shops, restaurants and other commercial. Development is needed to deliver the community benefits. It is unlikely that a scheme would be viable without the inclusion of residential on upper floors. Manor works site has no public access although the Salvation Army hall clearly does. This would be replaced on any redevelopment.	Policy for Harlesden Plaza amended to help ensure that development is not overbearing and reflects Harlesden's existing character.
What is happening with the traffic island opposite Harlesden police station/ Craven Park Road?	This site is outside the Neighbourhood Plan area	None
The Salvation Army and works have relevant and contextual relevance.	The Salvation Army hall would be re-instated on any redevelopment.	None
The post office collection centre is always full whenever I visit. It a valuable local service, on convenient public transport routes- losing it would mean trekking over to Park Royal or somewhere even less	The site allocation for the Royal Mail delivery office will be removed. It will continue to be included as a non-designated heritage asset which will provide some protection for the building. Harlesden Plaza has potential	Royal Mail site to be removed as a Site Allocation.

Comment	Response	Changes to the Plan
convenient. There is little enough space in the centre of Harlesden, so losing the Plaza would be a bad idea.	to be developed because the car park is underused. There could be substantial benefits to the community from development through the provision of a new town square (there is currently no public space; just a car park and a walkway) as well as a community facility and replacement shops, restaurants and other commercial. Development is needed to deliver the community benefits. It is unlikely that a scheme would be viable without the inclusion of residential on upper floors.	
Harlesden benefits from a mixed development having housing on every space would not add to the areas overall development.	A number of the site allocations, and especially the largest, i.e. Harlesden Plaza, Salvation Army & Manor Works and Willesden, do include a mix of uses so that development can address a number of needs and requirements.	None
No to all but Harley Rd and Challenge Close. We need to have some green areas around our area.	Currently, none of the sites referred to has any accessible green space. All are privately owned and are unlikely, therefore, to be brought forward as green space. All have the potential to include much needed housing on development and any development of Harlesden Plaza will be required to make public space available in the form of a town square.	None
No to Harlesden Plaza and Salvation Army & Manor Works. This should be coffee places, restaurants, shops or other local business which benefits local public.	Harlesden Plaza, together with the Salvation Army & Manor Works site, do include a mix of uses so that development can address a number of needs and requirements.	None
No to Harlesden plaza, Former Brent South Mental Health offices and Royal Mail. I think the shopping area car park could be better used to provide locals with better supermarket facilities. The reason the car park isn't used is the shops are terrible. Who's going to pay to park there when there's free parking at Sainsbury's and Asda?	Any redevelopment of Harlesden Plaza would also include new shops as well as housing, a new public space and some replacement car parking.	None
Joy house! Furness pocket park, which is basically a dog poo area	The loss of public open space to development without replacement would be problematic given the lack of open	None

Comment	Response	Changes to the Plan
	space in the area. Appropriate maintenance of public open space is acknowledged as an issue though.	
The Royal Mail building is a beautiful, characterful building that should be preserved; if housing were to be built, I would advocate for keeping the main sorting office building and adding to it to maintain the heritage of the area and of the street.	The site allocation for the Royal Mail delivery office will be removed. It will continue to be included as a non-designated heritage asset which will provide some protection for the building.	Royal Mail Delivery office to be removed as a Site Allocation
No to Harlesden Plaza, Salvation Army / Manor Works, Royal Mail and Willesden Junction. It's a shopping centre - develop that. Lots of other places to turn into homes.	There is a shortage of sites for housing development not only within Harlesden but across London generally. There is substantial housing need locally and the demand for housing is very high resulting in rapidly rising house prices relative to incomes. It is proposed that two of the key development sites identified, Harlesden Plaza and Willesden Junction station, will be developed for a mix of uses including new shops as well as providing a new focal point for the town centre, a town square.	Royal Mail Delivery office to be removed as a Site Allocation
No to Harlesden Plaza, Salvation Army & Manor Works, Harley Road and Willesden Junction station site. Sites that have potential to be a public space shouldn't be developed into housing. (We were sad that the garden of Le Junction was built over.)	Willesden Junction Station site development is subject to OPDC Local Plan which proposes housing on the part of the site on redevelopment. The Plan has to be in conformity with this and therefore the site allocation has to reflect this. It is proposed in the OPDC Plan that public open space will be provided as part of station development. Harlesden Plaza has potential to be developed because the car park is underused. There could be substantial benefits to the community from development through the provision of a new town square (there is currently no public space; just a car park and a walkway) as well as a community facility and replacement shops, restaurants and other commercial. Development is needed to deliver the community benefits. It is unlikely that a scheme would be viable without the inclusion of residential on upper floors. Manor works site has no public access currently. Amenity space will be required as part of any development but	Policy for Harlesden Plaza amended to help ensure that development is not overbearing and reflects Harlesden's existing character, which will help the new public space attract visitors.

Comment	Response	Changes to the Plan
	there is insufficient space to require public open space on the site. Harley Road could be identified as open space but is very unlikely to happen without development of which housing is the only realistic option, for which there is an overriding need locally.	
We need shops as well as houses.	New/replacement shopping provision would be part of any redevelopment of Harlesden Plaza	None
No to all but Harley Road & Challenge Close. Houses alone cannot be built. There will not be enough schools and gp's for the people who live in these houses.	A number of the site allocations, and especially the largest, i.e. Harlesden Plaza, Salvation Army & Manor Works and Willesden, do include a mix of uses so that development can address a number of needs and requirements. Any housing development will have to make a contribution through the Community Infrastructure Levy to the provision of such facilities as schools and health facilities.	There will be a reduction in the number of sites proposed as site allocations.
Willesden Junction station - tall blocks of housing would not provide a good welcome to Harlesden and would be totally out of character with the housing on both sides of the bridge (heritage railway cottages and Victorian terrace) Avenue Road - it is a terrible idea to somehow provide vehicular access from Ranelagh Road to support a potential new development, as this is a pretty road, home to many young families and a prime contender for your play streets scheme.	Willesden Junction Station site development is subject to OPDC Local Plan which proposes housing on part of the site on redevelopment. The Plan has to be in conformity with this and therefore the site allocation has to reflect this. The site allocation for Willesden Junction in the Neighbourhood Plan states that 'Any tall buildings should not have an unacceptable adverse impact upon their surroundings'. The site allocation for the former Brent South Mental Health offices will be removed from the Plan.	The Site Allocation at the former Brent South Mental health offices which may have required a new access will be deleted. Policy E9 of the Neighbourhood Plan is to be amended to strengthen it.
No to Royal Mail Delivery office. Might need some further community services at that location, maybe some children centre or nursery provision.	It is proposed that new community use be provided on other sites, especially Harlesden Plaza. Royal mail site is to be removed as a potential housing development site.	Royal Mail Delivery office to be removed as a Site Allocation
I would suggest that the money and energy needs to be put into improving Willesden Junction Station (it is an ugly station that needs vast improvement to its appearance and functionality) ...the addition of housing detracts from this. The Royal Mail Delivery Office needs to be	Willesden Junction Station site development is subject to OPDC Local Plan which proposes housing on part of the site on redevelopment. The Plan has to be in conformity with this and therefore the site allocation has to reflect	Royal Mail Delivery office to be removed as a Site Allocation

Comment	Response	Changes to the Plan
a functioning post office - it is ludicrous to suggest that it should have housing here.	this. The redevelopment of the station as a modern facility may be funded, in part at least, from Community Infrastructure Levy on housing and commercial development. Royal Mail site to be deleted from the Plan.	
No to Harley Rd + Royal Mail. Either too close to the railway or will de-nature the quite nature of quite Victorian streets.	The site allocation for the Royal Mail delivery office has been removed. Harley Road site will no longer be included as a site allocation although the plan continues to refer to it as having potential for new housing. Any development would have to be in accordance with standards regarding proximity to busy rail tracks.	Royal Mail Delivery office to be removed as a Site Allocation
No to Harlesden Plaza, Salvation Army & Manor Works and Car sales on High St. I think that housing near polluted areas are not in any interest. if they are dealt with housing it needs to be mixed use, and not purely housing, which is unclear from the document	Proposals are generally mixed use. There are few opportunities to provide additional, much-needed new housing. Pollution from vehicle exhausts is an issue that needs to be tackled urgently at National and London-wide level	None
No to Harlesden Plaza & Royal Mail. I don't think Harlesden Plaza should be *purely* residential development (as I think you recognise in your plan). Residential could/should be included, but retail use should very definitely be included in this area as it is vital we don't lose the one supermarket of any quality in the town centre. Royal Mail office - I wonder whether turning this into a residential development would make Station Road too quiet and residential for an area which is meant to be a 'gateway' to Harlesden town centre? It would also be a shame to lose our Post Office AND Delivery Office too - it is quite a useful facility to have.	Harlesden Plaza is not purely residential but would be mixed use with commercial and community development as well as a new public space and car parking.	Royal Mail Delivery office to be removed as a Site Allocation
No to Harlesden Plaza & Royal Mail. Harlesden Plaza - This area should be developed into a more attractive retail environment and town square with a green space and/or open space with high quality public realm with seating and public art and modern lighting/water feature e.g. Lyric Square, Hammersmith. Royal Mail Delivery Office - I am not sure we should lose this historical building and local collection post. If it were to be developed, then I feel it should be replaced with more retail	Proposals for Harlesden Plaza is mixed use including new public square and replacement commercial space as well as community use and car parking. The Delivery office will be taken out of the Plan as a site proposal and is proposed as an asset of heritage value.	Policy for Harlesden Plaza to be amended to help ensure that development is not overbearing and reflects Harlesden's existing character.

Comment	Response	Changes to the Plan
units to mirror the other side of the street continually drawing people along the street to the town centre.		Royal Mail Delivery office to be removed as a Site Allocation
Island triangle on Craven Park one-way system. - Builders yard(?) on Harlesden Road, opposite Newman Catholic College.	Site on Harlesden Road to be included as a proposed housing site. The builders yard on Craven Park referred to is outside the Neighbourhood Plan area	Site on Harlesden Road to be included as a Site Allocation.
No to all except Royal Mail Delivery office. Harlesden is already overcrowded, more housing = more people	A significant housing need has been identified locally, including the need to house a large number of homeless people. There is also a requirement from Government, and The Mayor of London through the London Plan, to optimise new housing provision.	Royal Mail Delivery office to be removed as a Site Allocation because of an objection from Royal mail.
No to all except Harley Rd, Car Sales on High St and Willesden Junction. Too much regeneration as it is with no consideration for green space, parking and leisure.	There needs to be a balance between uses so the Plan also proposes improvements to open space provision as well as some relatively small-scale housing development.	There will be a substantial reduction in the number of sites proposed as site allocations.
No to Harlesden Plaza, Salvation Army & Manor Works and Royal Mail Delivery Office. Harlesden Plaza could be used for community. Salvation Army hall & Royal Mail are in community use.	Part of the proposal for Harlesden Plaza includes community use and a new public square. The Salvation Army hall is to be reprovided on redevelopment as part of a mixed-use scheme. Royal mail site is to be deleted as a Site Allocation.	Royal Mail site to be deleted as a Site Allocation.
The spaces above the buildings on the high street could perhaps be better developed.	This may be a sensible approach but to include anything in the Plan would require significant additional work in assessing the current use of space above shops.	None
Tubbs Road pocket park, which despite neighbourhood efforts to reclaim it as a safe and pleasant family play space, remains a hangout for alcoholics and irresponsible owners of dangerous (and fouling) dogs.	Noted. The loss of public open space to development without replacement would be problematic given the lack of open space in the area. Appropriate maintenance of public open space is acknowledged as an issue though.	None
There is a dumping ground on Harlesden Road - https://goo.gl/maps/F4TfFpJMfmQ2 . There are hoardings up	Accepted that this site should be included	Harlesden Road site to be included as a Site Allocation

Comment	Response	Changes to the Plan
advertising Such Kitchen and Bathroom Designs there at present - this could be a residential development.		

On draft policy H2: New housing development should be built at higher levels of density

Comment	Response	Changes to the Plan
Support. It will give opportunity to a lot of people to move to Harlesden	Support welcome.	None
However, quality and durability should not be sacrificed	All new housing development will be subject to London Plan and Local Plan design policy and standards. The Plan will include detailed design requirements, particularly in relation to the Harlesden Plaza site, to ensure that new development protects and enhances local character.	Include more detailed guidance on design.
The properties will be too small for families, we need more family homes	Development will have to provide a mix of unit sizes including family homes.	None
No. We need more trees and open spaces.	The Plan includes proposals for substantial tree planting as well as new public open space.	None
Support. More housing + wider community cohesion	Support welcome.	None
Disagree. Overcrowding.	There is an over-riding need for new housing. Development sites proposed will make use of unused or underused land.	None
Within local context and design, and with a view to improving the overall mix and quality of the area (i.e. Not just lower cost housing provision).	Development is also subject to Brent Council policy which requires a mix of size and tenures	None
But we don't need too many high-rise flats	Tall buildings are addressed by policy in the Plan and no tall buildings are proposed.	Policy E9 on tall buildings strengthened
I do generally agree - however it would be good to have more say in how the housing is developed - as a lot of new buildings are very cheaply constructed (For example St Marys Road 1) and look 'tired' after only 5 years of existence...	The quality of housing provision is determined by Brent and London-wide policy to which the Neighbourhood Plan has to be in general conformity. The Forum is now in a good position to have a say on the design of development when proposals are brought forward.	None

Comment	Response	Changes to the Plan
The infrastructure in Harlesden is challenged currently and packing in people into smaller units does not add to the area	Given that there are few opportunities to develop in Harlesden, the level of new housing being proposed is relatively low. It is not anticipated that any of the development proposed in the Neighbourhood Plan will have a significant effect on Harlesden's infrastructure, although careful consideration needs to be given to development at Old Oak, which although just outside the area is massive by comparison, to ensure that it doesn't impact adversely on Harlesden.	None
Because give some privacy for neighbourhood in their gardens.	In the design of new residential accommodation Brent's standards for privacy, overlooking, etc. will be applied.	None
Living conditions are getting lowered constantly and more spacious properties for families are needed as well. Many houses are being converted to flats in this area which makes it more difficult for larger families to find accommodation here.	Development is also subject to Brent Council policy which requires that 25% of all new units should be family sized (at least 3 bedrooms). Brent policy for conversions is that a family-sized unit should be retained.	None
No. Because there are not enough schools and doctors to cope with high numbers	Housing development is required, through payment of the Community Infrastructure Levy, to contribute towards the provision of education and health facilities.	None
I have seen on my street 3 bed houses being developed into 1 or 2 bed flats. The number of family dwellings is being cut down. There are soon to be thousands of new dwellings on the Old Oak Common site. Dwellings for families should be protected, or the area will lose its diversity.	Brent policy, which applies in the area, is to achieve at least 25% family accommodation (i.e. 3 bedrooms or more) on the development of new housing. Policy on conversion of family sized accommodation is that at least 1 family-sized unit should be retained.	None
No. Schools and gp's are over subscribed	Housing development is required, through payment of the Community Infrastructure Levy, to contribute towards the provision of education and health facilities.	None
Modern high-density housing by definition will be out of character with the current residential character of the area. One of Harlesden's strengths is that it is remarkably intact and untouched by this kind of development. This needs to be recognised and protected. Moreover, property developers always push against sensitive development as their aim is to maximise profit on surface area. Cf the development which	It is considered that relatively high-density housing that fits with current residential character can be provided whilst there are some sites where some taller elements can be provided, e.g. Willesden Junction. Given the limited opportunities for new development, Harlesden will remain largely 'intact and untouched'. A number of buildings are	Policy for development on Harlesden Plaza will be amended to help ensure that development is not

Comment	Response	Changes to the Plan
was approved in Honeywood Road, adjoining the former Willesden Junction Hotel. This is a handsome and historic building in need of some love (which had a valuable (to the community) large garden, now lost). The new development is too high, and has modern black balconies and metal windows which jar. A high-density development in a small street, it is destined to create parking pressures, despite reassurances to the contrary. With thousands of new high-rise buildings planned in the Old Oak scheme, the most intelligent policy for Harlesden will focus on maintaining its Victorian charm, as this will draw visitors (and economic opportunities) to the area, if it is pleasant and attractive to spend time in. It should ideally provide a welcome and characterful contrast to the ultra-modern developments planned down the road - if it becomes a mishmash, that attractive character will be fatally compromised. High density housing will also create traffic and parking pressures Harlesden can definitely do without.	being proposed as non-designated heritage assets which should help to protect the area's character.	overbearing and reflects Harlesden's existing character.
The Plan should aim to make the best use of all development sites to ensure that the delivery of new housing is optimised.	Agreed. Unfortunately, because either owners of sites do not wish to see development on their land or they have not responded to the Forum's approaches, some site allocations which include new housing have had to be removed from the Plan	There will be a reduction in the number of sites proposed as site allocations.
This will put in danger the quiet nature of Harlesden neighbourhood.	Given that there are few opportunities to develop in Harlesden, the level of new housing being proposed is relatively low. It is not anticipated that any of the development proposed in the Neighbourhood Plan will have a significant effect on the quieter parts of Harlesden.	There will be a reduction in the number of sites proposed as site allocations.
I am in favour for innovative housing, including self-build sites, co-housing and live / work. The reference to local context is very generic.	All the housing types referred to could be provided under Brent and the proposed Neighbourhood Plan policies. More account can be taken of the local context.	Policy for the main development site at Harlesden Plaza has been substantially amended to help ensure that development is not

Comment	Response	Changes to the Plan
		overbearing and reflects Harlesden's existing character.
Harlesden already has problems with amenities and services because the area has a large number of properties turned into multiple residency dwellings and the council seems to be interested in trying to reverse this situation. Having more people stacked tightly on top of each other in this area seems to run counter to that and would just exacerbate the problem. Also our area does not have a lot of open spaces, wide streets, lots of parking - that a significantly higher large number of residents would need. So, I am sceptical as to whether this proposal would benefit Harlesden.	There is an urgent need for additional housing but its provision must be balanced with the provision of other services such as health and education. The Community Infrastructure Levy (CIL) ensures contributions are made by development to this provision.	There will be a reduction in the number of sites proposed as site allocations.
Only as long as this fits with The London Plan and amenities are in place to cope with this level of density. Harlesden already feels densely populated and from looking at the current level of street cleanliness, damage to public realm, etc, the Council is already finding it difficult to deal with current levels.	It is a requirement that the Neighbourhood Plan has to be in general conformity with the London Plan and Brent's and the OPDC's Local Plans. It is agreed that maintenance of the public realm is important and must be addressed by the relevant authorities supported by adequate funding.	None

On draft policy H3: There should be no net loss of housing floorspace

Comment	Response	Changes to the Plan
Support. We cannot waste space, especially in a big city such as London.	Support welcome.	None
This should also cover no net loss of social housing (i.e. being sold off)	Policy in the London Plan and Local Plans requires that there should be no net loss of housing on development.	None
May need to use that space to get new business into the area and pay for the new buildings and bring in jobs.	Support welcome.	None
Ideally, we need an increase in housing	Agreed. Unfortunately, because either owners of sites do not wish to see development on their land or they have not responded to the Forum's approaches, some site	There will be a reduction in the number of sites

Comment	Response	Changes to the Plan
	allocations which include new housing have had to be removed from the Plan	proposed as site allocations.

Community Facilities

On draft policy CF1: CIL funds should be used to provide a new community space and /or to improve existing ones

Comment	Response	Changes to the Plan
Yes. The area is not going to attract people	Support welcome.	None
Yes. People are very important we need to encourage their happiness	Support welcome.	None
No. Older areas need to be renovated	Older areas and buildings, especially within the Conservation Area, are to be protected from development. It is proposed that shop fronts will be renewed / renovated within the conservation area as a priority	None
However, we should still demand delivery of community space as standard as part of development - then the CIL funds available to run projects from these spaces	An element of CIL funds is for the provision of community space. New space on site will require an agreement with the developer. The Plan proposes that this should be on the Harlesden Plaza site.	None
Include open spaces	Open space will be included as part of the development of Harlesden Plaza and will be sought if other major developments are brought forward.	None
The car park is needed and a plaza there might ruin the environment	Come replacement car parking is a requirement of the development of Harlesden Plaza.	None
Yes. In order for youth to have something to do and interact with others in a positive atmosphere	Support welcome.	None
Yes. It will cost less to redevelop or improve rather than starting from scratch	Support welcome.	None
Agree. Though CIL funds should also prioritise essential infrastructure to make more housing viable.	Policy D1 prioritises CIL funds for a number of infrastructure projects.	None
The car park is heavily used. Where would this space be built?	Surveys of the car park show that it is underused and, consequently, there is potential to take advantage of	Amended to show 60 spaces to be

Comment	Response	Changes to the Plan
	the underused space through redevelopment with a mixed-use scheme. At least 60 public car parking spaces will be included in any scheme.	retained rather than 50
I think CIL funds would be much better spent on Public Realm projects which are in dire need of investment and attention. The plan acknowledges there are already many Community Spaces in Harlesden and if proposals for a venue on Harlesden Plaza are not workable, how could a Community Space be supported elsewhere? In which case existing local facilities should be used to deliver community activity - the library, the function room at the Royal Oak (the pub is keen to play a greater part in the local community), Roundwood Park, Challenge House, schools, the unused Police offices on Station Road, etc. etc.	Policy D1 prioritises CIL funds for a number of infrastructure projects, especially public realm/street improvements. Challenge House is also put forward as an option for community provision as well as Harlesden Plaza.	None
I don't think this precious money should be ring fenced solely for funding community space. I feel that the money can be spent on things that will benefit a great number of people, for example public realm improvements, e.g. fixing broken street furniture, deep cleaning the town centre, greening/planting public places.	Policy D1 prioritises CIL funds for a number of infrastructure projects, especially public realm/street improvements.	None

On draft policy CF2: The selected (4) public houses should become community assets

Comment	Response	Changes to the Plan
No to all but Harlesden Picture Palace. You can't promise me this could be done when they are owned by private companies or people.	If policy is included in the Plan then it will be a requirement that redevelopment or alternative use will be unacceptable unless it is first offered to the community.	None
No to Harlesden Picture Palace. It is not a traditional pub site.	Many public houses are not originally pub sites but have developed over a period of time and are highly regarded by the local community.	None
Yes. These are places where people meet	Support welcome.	None
Yes. So people have a space to go and relax	Support welcome.	None
Yes. These are local businesses that should be protected	Support welcome.	None

Comment	Response	Changes to the Plan
Yes. I am familiar with the Harlesden picture palace and it is very lovely	Support welcome.	None
Yes. Part of the community	Support welcome.	None
Don't know the Shawl; retention for me is about local history mainly.	The pubs identified are considered to be assets locally primarily because they either include performance space or meeting space within them. The Shawl is also proposed as a heritage asset as well, mainly because it is a former chapel and the oldest surviving building in Harlesden.	None
Should still be a pub, but something more inclusive and modern	If it came to acquisition by the community to retain it as a pub, it would then be down to the community to determine how it operated but it would be expected to be inclusive.	None
No to Le Junction & The Shawl. The Junction is a dump that hasn't hosted a successful business in the 27 years that I have lived in the area. The shawl is another dump that won't be missed.	Both buildings are considered heritage assets not because of their current use or the businesses occupying them but because of either their historic interest or architectural qualities. They have potential as assets to the community.	None
No to Royal Oak, Le Junction & The Shawl. These are valuable businesses which add to the make-up of the area and add amenity value	The listing of these as community assets does not mean that existing businesses will be lost. It means that in the event of them closing and alternative uses being proposed, the community will have the option of buying and operating as public houses.	None
Because it is part of history of our community.	Support welcome.	None
No to Royal Oak, Le Junction and The Shawl. I don't think you should be able to control who owns the property, instead get behind their business and support it so it won't die. Some properties' use should be listed on account of the property's heritage. Skye but most of these looks terrible	The Plan cannot ensure that private operators will continue to operate public houses. The policy means that in the event of them closing and alternative uses being proposed, the community will have the option of buying and operating as public houses if there is no interest from commercial operators.	None
No to all. Local community doesn't take care of things as well as a commercial body would. The local community appears to have low standards and does not value what's there for them. I'd rather a business	The listing of these as community assets does not mean that existing businesses will be lost. It means that in the event of them closing and alternative uses	None

Comment	Response	Changes to the Plan
attracting money would move into that space, and the money would be used on something better than, say, a place of worship or an ethnic hair or clothes shop. It's about time Harlesden gets an above average facelift.	being proposed, the community will have the option of buying and operating as public houses if there is no interest from commercial operators.	
No to The Shawl. Not of an important enough quality.	If it were to close its identification as a community asset would give the community an opportunity to bid for it and operate it itself. The building itself is the oldest in Harlesden.	None
No to The Shawl. I do think that Le Junction has architectural merit and heritage value, but the public house and hostel have been responsible for a lot of on-street drinking and anti-social behaviour, certainly over the last 18 months, maybe longer (drinking, drugs, littering and fly-tipping). This all contributes to a very poor arrivals experience at one of Harlesden's 'gateways'. Therefore I would consider the property to be a community asset, but I would not consider the business of a public house a community asset and so I would support something being done with the property that retained its architecture and features, but which was not a public house. Similarly, The Shawl on the High Street is a public house which is responsible for a lot of anti-social behaviour (street drinking, drug dealing in the vicinity in the evenings, urination in the alleyway to Harlesden Plaza by patrons needing the toilet whilst leaving the pub for a cigarette break) and the building does not have architectural merit. Keeping this public house detracts from what the Neighbourhood Forum want to achieve within Harlesden Plaza i.e. creating a welcoming and open town square free of anti-social behaviour.	Anti-social behaviour at public houses is beyond the Plan's control. However, there remains an issue about the loss of such facilities as community assets. If they were to be taken over and operated by the community then it is hoped that anti-social behaviour could be stamped out.	None
Even though the Shawl is a very popular drinking venue and meeting place, I do not feel that the building is architecturally significant to warrant community asset status. I would much rather the parade, including shops and Tavistock Hall/Methodist Church from Harlesden Plaza passage to Tavistock Road were completely removed and included in the larger redevelopment of Harlesden Plaza with a town square that can be accessed from the High Street, Tavistock Road and Manor Park Road.	There is no desire from the Methodist Church that the Church and Tavistock Hall should be redeveloped therefore it would not be a viable option to include them in a redevelopment scheme. The building housing the Shawl, formerly a Chapel of Ease, is the oldest in Harlesden and considered worthy of retention.	None

Comment	Response	Changes to the Plan
<i>On draft community aspiration Challenge House: The Forum should nominate Challenge House as an Asset of Community Value (and could manage it as a community facility)</i>		
Yes, but could be improved	Support welcome.	None
No. There are other priorities	It is a priority for the local community, as shown by widespread support, for new community space in the town centre.	None
No. Being used by the community at the moment and has always been used by the community. Not a problem don't create one.	Existing community use does not require a town centre/ High Street location. If a good alternative could be found for the existing nursery then the location would be ideal for a community hub.	None
I agree to a point, but currently it is a children's centre and I would be concerned about loss of such a central site for families to access. If it could be used for dual purpose it would be better.	The children's centre would have to be satisfactorily relocated for the community to use it. It is only in the event of it becoming vacant and available would the Forum wish to take it over as a community asset	None
Very good idea but does it have a working lift?	Support welcome. It is not known if it has a working lift without making enquiries or inspecting the premises.	None
if they like that idea they should do it	Support welcome.	None
No. There are plenty of other spaces in the area with space to host this function	The other spaces in the area are not central and are not secular spaces.	None
No. Local community doesn't take care of things as well as a commercial body would. The local community appears to have low standards and does not value what's there for them. I'd rather a business attracting money would move into that space, and the money would be used on something better than, say, a place of worship or an ethnic hair or clothes shop. It's about time Harlesden gets an above average facelift.	Challenge House is currently publicly owned by Brent Council. There has been an identified need for a community facility in central Harlesden so if an opportunity were to arise then this would provide ideal premises for a central community hub.	None

Environment, Heritage and Open Space

On draft policy E1: Any development site over 0.5 hectare should provide new public open space

Comment	Response	Changes to the Plan
No. It will get too cramped	The provision of public open space would be to ensure that there are green and open areas in a densely developed area	None
Yes. So that people can enjoy their time with children and other family members	Support welcome.	None
I think we should be adding green walls and trees if we can't use more land for green open spaces.	The Plan does propose the planting of trees in Harlesden. Green walls are an option to make developments more sustainable. Sustainable development is a requirement in the London Plan which applies to all development within Harlesden.	None
It could work, but it might just hinder development and in practice lots of tiny open spaces might not be that welfare enhancing. I'd prefer a more strategic approach than a rule like this.	The provision of new public open space would only be a requirement of large developments and help to provide some green space in areas currently without any.	None
Providing it has a decent amount of green space (not just concrete with a few spindly trees)	There is obviously a limit as to how much green space can be required but there would have to be a commitment to maintenance as well as provision.	None
Focus more on vacant space already present.	There is very little vacant land in the area that can be used as public open space. The Forum will also seek to ensure that Brent Council maintains and improves existing open space.	None
The Pocket park needs investing in as currently it's used solely by dogs!!! can't use it for anything else!!	The Forum will exert pressure on the Council to adequately maintain public spaces but it is inevitably the case that public spending cuts have reduced the money available for upkeep of the public realm.	None
It depends on how you do it. I'd rather they be compelled to provide underground parking to residents when building to reduce street parking as well as roof terraces for the residents to share.	Roof terraces are a good and acceptable way of providing amenity space on denser development although underground parking is generally costly to provide and could undermine attempts to achieve other priorities such as affordable housing.	None
I think too much open space will encourage bad behaviour	The area is heavily built up and shown, by recognised standards, to have a major deficiency in public open space rather than too	None

Comment	Response	Changes to the Plan
	much. Most people are supportive of the provision of more open space to meet deficiencies as well as the needs of a growing population.	
No. We have Roundwood park, Harlesden town gardens, King Edwards park, Bramshill Road play area, the green space behind Newfield school and are close to Gladstone and Queens Park	Most of Harlesden is clearly deficient in public open space as measured against widely accepted standards, i.e. within a walking distance of 400 metres.	None

On draft policy E2: Major new residential development should include space for food growing

Comment	Response	Changes to the Plan
No. Who's going to do the job?	The local community. It works well at Challenge Close	None
Yes. Less people will be hungry	Support welcome.	None
No. We are not in the countryside		None
Yes. Encourage healthier eating	Support welcome.	None
Yes. So that people get local and healthy food around the area	Support welcome.	None
No. There is an allotment by Roundwood Park	There is a waiting list for allotments and some people would prefer the opportunity for food growing close to their home.	None
I know the air is unhealthy.	The Plan also seeks to tackle air pollution by encouraging modes of transport other than the motor car as well as through tree planting.	None
Again, it might be a nice idea. Would prefer for developments to have to come up with something innovative and unique for the community rather than having a rule that says all developments include food growing facilities	The policy is to encourage, rather than require, the provision of space for food growing on larger developments. Such schemes have been popular with residents where they have been provided.	None
CIL money should be provided, along with help from the council, to regularly support residents to do this	One of the priorities for spending CIL set out in the Plan is for open space. This could include funding of facilities for food growing.	None
Realistically Brent Council wants to sell off allotments for housing. Smaller than this will not allow the growing of meaningful own food production	Although it is clear allotments have been sold off by the Council in the past, recent figures show a waiting list for	None

Comment	Response	Changes to the Plan
	allotment plots and the Council's Local Plan now protects allotments from development.	
Yes. But 'encourage' rather than 'require' as this is less of a priority.	Policy wording is to encourage.	None
I am not sure if local food growing is popular and oversubscribed, if so why does Brent Council allow allotment plots in Brent to go to people from neighbouring boroughs? I have a friend that lives in Westminster and who has an allotment in Harlesden, near Roundwood Youth Centre. However, I have nothing against odd bits of land being used for community growing, like Harlesden Town Gardens.	Information on allotment lettings suggests that there is a waiting list for plots. The Council should obviously give priority to borough residents.	None

On draft policy E3: Permanent Safe Street schemes should provide safe environments for children

Comment	Response	Changes to the Plan
Yes. Tavistock Road / Park Parade	Support & suggestions welcome.	None
Yes. Craven Park	Support & suggestions welcome.	None
Yes. Stonebridge / Park Parade	Support & suggestions welcome.	None
Yes. Park Parade	Support & suggestions welcome.	None
Brownlow road or another of the 'dead end' roads leading up to church path.	Support & suggestions welcome.	None
Palermo Road	Support & suggestions welcome.	None
More road bumps and make roads 20mph to make our streets safer.	Agreed and noted	None
Rucklidge Avenue. It is currently a rat run for traffic especially when there are closures on Harrow Rd. The street is already dangerous due to the lack of space for children to see crossing the road and people definitely speed along despite the speed bumps.	Suggestion noted.	None
Where Tunley and Inman Roads meet to go on to Glynfield Road, there is a short road that is already a no-entry zone for oncoming traffic at one end. Children already play here, which is dangerous as cars come around the blind corner of Inman Road at speed as a cut through off Craven Park. Making this more of a Safe Street would make this area safe for kids and might also prevent the rampant fly	Suggestion noted.	None

Comment	Response	Changes to the Plan
tipping problem that happens because cars can drive in and dump before making a swift exit at the other end.		
Ranelagh Rd and Honeywood Rd are already closed at one end but cars drive fast down them - would be great to make them a safe street.	Suggestions noted.	None
Near Spring development (Hilltop Ave)	Suggestion noted.	None
Franklyn Rd, off Roundwood.	Suggestion noted.	None
Ranelagh Road is a prime contender for this scheme, as many families live in it, and the desire to have it become a space for children to play out has already been expressed by a number of residents. Some children do attempt to play out, but are thwarted by cars/vans (non-resident trade vehicles using the road as a turning place) driving much too fast up and down it. The road would benefit massively from being designated as a safe street, and is already closed to traffic at	Suggestion noted.	None
Most residential streets should have some sort of traffic calming initiatives. Sadly people drive too fast and don't seem to realize there are children living in these streets. Play streets please!	Suggestions noted.	None
We need more play streets and cutting-edge design solutions to accommodate; looking at Amsterdam, Kopenhagen and Berlin as examples. https://www.childinthecity.org/	Suggestions noted.	None
Closing Ashdon Road at either end and closing the crossroads with Burns Road would allow a good stretch of wide street to be a play area which wouldn't prevent traffic from reaching where it needs to - it is quite easy to use neighbouring streets to drive around this closed off area.	Suggestion noted.	None

On draft policy E4: Selected 9 buildings / features should be protected from development and designated as local Heritage assets + Suggestions for additional ones

Comment	Response	Changes to the Plan
Yes to all except Le Junction. I am happy for them to be redeveloped. Add: The other churches. The post office. Blue Mountain shop.	Support & suggestions welcome.	None
No to all except Library & All Souls vicarage. Useless- not used by majority of society	Nevertheless, there is demand for such facilities and their preservation.	None
No to Library, St George's & St Margaret's and Le Junction. We don't need them	There is demand for such facilities and their preservation.	None
The Workers is an eyesore. It's poorly maintained and not inspirational. 67 Craven Park is just odd, situated in dead space. ...another church!?	The Workers is proposed primarily because it has been in place for many years and has become a well-liked feature of Harlesden. There is potential for CIL funds available locally to be used for maintaining the public realm, including art works.	None
Beautiful architecture should be preserved.	Agreed and noted.	None
No to all except All Souls Church. Most are outdated underused buildings with little to give in the modern era	Identifying buildings or structures as non-designated heritage assets is a level below the outright protection of statutory listed buildings. Those identified are seen to have merit (now described in the Plan) and contribute to the character of Harlesden.	None
The former bank buildings at the top of Avenue Road should be carefully developed.	Noted	None
Picture Palace [should be added]	The Picture Palace has not been identified as a heritage asset because it has not been identified anywhere as having particular heritage value.	None
No to all. None of them are of any particular value from an architectural or historical point of view. There are more churches than church goers, so getting rid of a few would just fill up others. I believe more can be done. And these buildings could be repurposed to make Harlesden a nicer, more desirable place. An additional police station in place of every church. There, that would be better	Seeking to protect features of buildings does not mean protecting the use of the buildings. The buildings have been identified because they have merit (now described in the Plan) and contribute to the character of Harlesden.	None

Comment	Response	Changes to the Plan
No to Trinity centre. I have no idea what the trinity centre I used for. It should, however, be accessible to more people. The workers statue is old and outdated.	Trinity Centre to be removed from the list.	Remove Trinity Centre from the list.
No to The Workers & Le Junction. Public art space just attracts people getting drunk and shooting up all the time - too sad as a space. Le junction is a nice building but not of a high enough quality to justify protection.	Identifying buildings or structures as non-designated heritage assets is a level below the outright protection of statutory listed buildings. Those identified are seen to have merit (now described in the Plan) and contribute to the character of Harlesden.	None
If churches could be converted into useful, non-religious spaces for art, Culture, education, food, leisure or sport I think it would be more beneficial to the entire Harlesden community. Not just Christians.	This is a matter for individual faiths. It cannot be addressed through the Neighbourhood Plan.	None
Especially the library is an asset for the community but so badly designed and maintained, that it might be better to reconsider its function and location. It is absolutely ridiculous that the youth has to hang out at night for free WIFI. New libraries need to be used by all ages and specially need to address new ways of communicating.	Identification as a non-designated heritage asset does not protect the use of the building. If it was appropriate to re-house the library elsewhere that could be done but it is a matter for Brent Council.	None
No to St Margaret's & St George's, Church of God & Prophecy and Le Junction. St Margaret's & St George's / Church of God of Prophecy - these are buildings which aren't particularly impressive to me and are in areas which are in need of HIGH QUALITY redevelopment. They should be redeveloped only if they can attract HIGH QUALITY replacements - whether residential, retail, or other. Le Junction - as mentioned earlier, I do think that Le Junction has architectural merit and heritage value, but the public house and hostel have been responsible for a lot of on-street drinking and anti-social behaviour, certainly over the last 18 months, maybe longer (drinking, drugs, littering and fly-tipping). This all contributes to a very poor arrivals experience at one of Harlesden's 'gateways'. Therefore, I would consider the property to be of value and something worth protecting, but I would hope it could be redeveloped into something that retained the architecture and features of Le Junction while being something that was of much more value and not a poor quality public	Identifying buildings or structures as non-designated heritage assets is a level below the outright protection of statutory listed buildings. Those identified are seen to have merit (now described in the Plan) and contribute to the character of Harlesden. There is significant support for the inclusion of Bank Buildings	Add Bank Buildings to list

Comment	Response	Changes to the Plan
house. Include Royal Oak pub, Roundwood Park water fountain/bandstands, Challenge House and Bank Buildings on High Street.		
No to all but The Workers public art and All Souls Church. It depends what you mean by "development". If you mean demolished and new high-rise block replacing them, then no. These buildings are mostly architecturally beautiful but I would much rather the existing building is developed internally into modern apartments, for example, than be allowed to deteriorate due to lack of funds by a faith group. Likewise, I would be happy for the library to be developed into a more modern library space which incorporates the old building.	The identification as non-designated heritage assets does not mean that change of use or development is inappropriate but, rather, that inclusion on the list means that it must be taken into account when determining planning applications relating to them.	None

On draft policy E5: A town square should be provided within Harlesden town centre and the proposed location of the square is the best location for Harlesden residents

Comment	Response	Changes to the Plan
No. Should be somewhere else.	The locations where a new town square could be provided are very limited	None
No. We have Harlesden clock.	It would be very difficult to provide public recreational space at Harlesden Clock, particularly with the High Street retained as a through route for buses.	None
No. Could increase anti-social behaviour	Anti-social behaviour needs to be tackled so that the majority of the population can enjoy public spaces.	None
The problem is the access from High Street isn't very open or wide. Maybe the Methodist church could take over the Shawl building then the site of the current church + rooms behind open into a town square.	Ideally the square would be more open to the High Street. However, the Shawl building would be too small for the Methodist Church purposes and also has Tavistock Hall to the rear, so opening up the site here is not an option. It is considered that having the square open at the Manor Park Road side means that it is not overly enclosed. Adding a visual representation of how the square and new buildings would look may help to reassure people.	Add visuals of how square and new development would look.

Comment	Response	Changes to the Plan
Old steps club ground area should be used as green town chilling area	Provision of a new town square at Harlesden Plaza has widespread support.	None
Town square not really needed	There is wide support for the provision of a focal point for the centre	None
If the Plan is serious about encouraging people to arrive from Old Oak via Station Road, Harlesden first and foremost needs its traffic problems sorting out. I walk between Tubbs Road and Harlesden Plaza two to four times a day, and the walk is hazardous and deeply unpleasant for pedestrians due to the quantity, sound volume and speed of heavy goods vehicles (Powerday containers, metal recycling skips, car transporters, huge lorries transporting construction materials). If the walk is pleasant, people will come. If Harlesden's town square is centred around the Jubilee Clock, or across the Royal Oak crossroads, and the traffic is forced to reroute around the periphery, the entire area would be fit to become an attractive commercial and recreational area. As long as the traffic persists, any plan is doomed to fail as the roads will not ever feel hospitable - this is the current problem, and it needs to be addressed first. Situating a town square on Harlesden Plaza may or may not work - the site does not feel as if it is at the heart of Harlesden, but somehow to the side of it. As such, it risks becoming a slightly deserted space, and focus for undesirable activity (dealing, alcoholism, dangerous dogs...). To have the square focused around the Jubilee Clock builds on a natural meeting point and historic feature, which would provide an instantly attractive environment for visitors arriving in Harlesden from Station Road. It feels safe, open and public, and right at the heart of Harlesden life.	It is agreed that there continues to be traffic problems in Harlesden and without the support and collaboration of Brent Council or the GLA / TfL / OPDC it is very difficult to address this through the Neighbourhood Plan. The Forum will continue to press these statutory bodies to both improve the link along Station Road and help make Harlesden's centre an attractive location for visitors. The inclusion of a square at Harlesden Plaza should be one element only of the process of improvement. It is expected that development around the new square will help draw more people to the centre and make it an attractive location which it is not currently.	Policy for Harlesden Plaza amended to help ensure that development is not overbearing and reflects Harlesden's existing character.
I think the High Street should be the town centre, esp. the stretch from Blue mountain peak to the library could provide an excellent and lively town centre. Not sure if creating a new town centre in front of the Argos will create enough of an attraction to make this work.	The proposed town square is not a new town centre but a focal point and meeting place in the centre. The main focus for shoppers will continue to be the High Street.	None

Comment	Response	Changes to the Plan
<p>Yes to town square, but the traffic is a real problem and pollution levels are extremely high around that area, especially in John Keeble school and the parking space.</p>	<p>It is agreed that there continues to be traffic problems in Harlesden and without the support and collaboration of Brent Council or the GLA / TfL / OPDC it is very difficult to address this through the Neighbourhood Plan. The Forum will continue to press these statutory bodies to both improve the link along Station Road and help make Harlesden's centre an attractive location for visitors. The inclusion of a square at Harlesden Plaza should be an element only of the process of improvement.</p>	<p>None</p>
<p>The suggested location for the town square is in the middle of a car park, with views of a supermarket and discount store on one side, some dilapidated buildings and main road full of traffic jams to the other side, and the rear of some buildings in very poor condition as well as a Burger King drive-thru on yet another side. I don't think this is quite the right location for a square which I imagine is meant to be a peaceful and scenic spot in the town. I think the plans for Harlesden Plaza are unambitious. There is so much space behind Tesco and Poundstretcher "The Croft", and apart from the frontages of the Iceland store and the buildings that curve round by the Jubilee clock, *nothing* in the area that is bounded by Manor Park Road to the west, Tavistock Road to the north, or the High Street to the east and south. Why not redevelop this whole expanse of land to incorporate a retail, leisure, community and residential space which could offer parking and delivery access underground, and which could open out onto the High Street to the east, revitalising not only the High Street, but the whole of the town centre, creating a focal point, and offering the opportunity of a town square alongside the high street, in a much better location.</p>	<p>The proposal is that the town square be laid out on redevelopment of the whole site as identified in the Site Allocation for Harlesden Plaza. The site boundary can be extended to the south, but including too many different ownerships can make development more complex and could lead to a need for compulsory purchase, the powers for which the Forum does not have. Development is reliant on a private developer coming forward to produce a scheme. If they wish to include adjacent property then this may be acceptable. Initial urban design work suggests that underground car parking is the only option.</p>	<p>Policy for Harlesden Plaza to be amended to help ensure that development is not overbearing and reflects Harlesden's existing character. Site allocation boundary to be extended to the south.</p>
<p>I don't think the current plans go far enough to really benefit from this position.</p>	<p>The proposal is that the town square be laid out on redevelopment of the whole site as identified in the Site Allocation for Harlesden Plaza. A larger redevelopment site could be possible but would be difficult to implement because of the multiplicity of ownerships.</p>	<p>See response above</p>

On draft policy E6: Planning applications for developments at gateways should have a focus on quality

CIL funding should be used towards public realm improvements at the main gateways

Comment	Response	Changes to the Plan
This should focus on wayfinding and accessibility. Also there should be a quality standard for all new developments.	It is accepted that there is a need for some guidance on design quality. Wayfinding and accessibility is also considered to be important to make a new town square a success.	Add further guidance on design quality.

On draft policy E7: Public art should be provided on developments of key, large sites in the town centre, particularly in any designs for new on-site open space

Comment	Response	Changes to the Plan
No. A waste of space	There is substantial support for the provision of new public space that can provide a focal point for the centre and help attract new visitors.	None
Yes. It lifts people's spirits.	Support welcome.	None
Only if it is nice, not some eyesore rubbish.	The intention is to bring more people to the centre therefore it has to be attractive.	None
This should not replace the need for attractive building design	This would be in addition to meeting quality design standards for the building.	None
Disagree. Most modern art is expensive and ugly.	It may be possible to ensure general public approval of any public artworks prior to commissioning and installation.	None
The youth are mad men - vandalism central	It is acknowledged that vandalism is an issue but it should not be allowed to frustrate the vast majority of local people's wishes to enjoy the public realm.	None
I believe the art would be destroyed as it has been in the past, given the state of the street at night - I think that there are unfortunately many people in Harlesden who will not respect the art/sculptures	Unfortunately, vandalism continues to be a problem in many places but it should not completely undermine efforts to improve the public realm	None
Art is subjective. Unless consensus is reached by then residents on the doorstep of said art, you shouldn't waste money on it.	It may be possible to ensure general public approval of any public artworks prior to commissioning and installation.	None

Comment	Response	Changes to the Plan
No. Last time it didn't work. Public art should reflect the context not be an alien in it.	It's not clear what is meant by 'last time'. It may be possible to ensure general public approval of any public artworks prior to commissioning and installation.	None
In many areas public art is an excuse not to do things, I am afraid. The finances should support good design. Examples of MUF or WEMADETHAT are using design and simple ways to improve.	Good design should be a first requirement and public art an occasional addition.	None

Local Economy

On draft policy LE1: Local Employment sites can be developed for alternative use as long as developers show they have worked to find suitable relocation sites or replacement sites, first within Harlesden, then within the wider area

Comment	Response	Changes to the Plan
Yes. If it means it will be expanded and provide more jobs	Support welcome.	None
It is just a sop to people, widely ignored or altered as plans go on. Developers promise things to local communities, then change their minds later with no consequences.	Developers will have to demonstrate that local businesses have been successfully relocated, or commit to such, before planning consent is given. If they are in breach of this requirement then action can be taken.	None
This policy doesn't protect the independent business/ public service or employee enough	Redevelopment of employment sites will be acceptable only if certain requirements are met. It would be inappropriate to prevent alternative development, for example, if the employment use wasn't viable.	None
I disagree because most of the employment opportunities can be found elsewhere.	There are, nevertheless, existing businesses in the area that provide jobs for local people.	None
Support. Because it is not necessarily causing them harm as they can relocate	Support welcome.	None
I don't trust developers to do this effectively or responsibly.	Local Plans and Neighbourhood Plans are to ensure that developers comply with requirements in the Plan. It does require, of course, local planning	None

Comment	Response	Changes to the Plan
	authorities to determine planning applications in accordance with the Plan.	
Employment should be kept accessible to the community	Agreed. However, if there is no longer demand for the use of sites for business purposes then alternative use may be appropriate.	None
Given that the Old Oak regeneration project will be providing copious amounts of useful new housing a few hundred metres down the road, green lighting major new housing developments in Harlesden risks becoming a pretext for property developers to cash in, at the expense of the area's character - which once gone, can never be reclaimed. Harlesden's architectural integrity is one of its strongest features and it should be protected and enhanced - any development that involves demolishing low rise buildings with some history (of which the PO depot is one) should be opposed. The balance/ratio should also be carefully monitored - it is clear from the example of other areas of London that when an area hits a certain density of residential buildings unbroken by commercial, recreational, cultural or public service buildings, the area feels dead and deserted. The impact of such developments on the existing traffic problems, which are huge, should also be fully considered. The humane solution to overcrowding isn't necessarily to build up and pack more people into the same space - but it can be to spread out and provide new options in nearby locations. The Old Oak development has the potential to do this naturally without the need for developments which might make current problems worse.	In all proposals developers will have to have regard to the requirements of the Neighbourhood Plan as well as Brent and the OPDC's Local Plans and the London Plan. Developers are required to have regard to local character and the identification of certain buildings, including the Postal Delivery Office, as non-designated heritage assets strengthens the ability of the local planning authority to do that. Every significant proposal will be required to submit a Transport assessment and will be refused if there are harmful impact and these are not to be mitigated.	There will be a reduction in the number of sites proposed as site allocations. Policy for Harlesden Plaza will be substantially amended to help ensure that development is not overbearing and reflects Harlesden's existing character
The current local businesses in Harlesden area are not suitable to me or my family's needs.	The Plan cannot address the suitability of current local businesses.	None
We need mixed use. It is not healthy to have only housing. Housing needs to be mixed with child care, elderly care, co working, education, office space and maker spaces.	The largest proposals as Site Allocations in the Plan are mixed use. The Community Infrastructure Levy (CIL) requires contributions to be made towards the provision of supporting services and infrastructure and it is the role of the relevant local authorities to plan for these.	None

On draft policy LE3: New floorspace for retail or other town centre uses in Harlesden town centre and connecting into Old Oak High Street should be developed

Comment	Response	Changes to the Plan
I think we have enough shops but I understand about opening up Station road as shops	Support welcome. It is considered that there is a need to strengthen the core of the town centre as well as linking to Old Oak so some modest additional floorspace is proposed for the Harlesden Plaza site.	None
Providing it does not impinge on quieter residential streets and supports local businesses	Any new retail floorspace would be confined to the existing town centre and not in residential streets.	None
Not enough detail has been given on the nature of the retail uses in question. Harlesden has plenty of shops already. It doesn't need to become the next exploited outlet for characterless high street chains. If low rates were offered to encourage independent retailers (small designers/second hand bookshops) that have been driven out of most areas in London or incentives given for the implantation of cultural/creative industries (Harlesden already has a centre of excellence in carnival costume making, for example), this would be more in keeping with Harlesden's flamboyant, vibrant atmosphere. This strategy has been used to good effect in some of the poorest arrondissements in Paris, which retain economic vitality and cultural interest despite their problems.	It is not possible for the Plan to specify the specific nature of retail development. National planning policy considers it a matter for commercial competition. The issue of rate levels needs to be dealt with either by Brent Council or national Government.	It may be possible for the Forum to raise the issue of business rate reductions with the relevant authorities.
We do not only need retail spaces. Why not create more life on the high street and have maker spaces, education, childcare mixed? More retail will just mean more estate agents and phone shops. We need community driven malls/high street.	Although a worthy aspiration it is not clear how this can be achieved through the Neighbourhood Plan.	This can be a matter for discussion in the Forum, which is seeking to build an identity for Harlesden and to promote particular activities.

Transport and access

On draft policy T2: On any development of the car park site at Tavistock Road / Manor Park Road ('Tesco' car park), a minimum of 60 spaces should be retained as a public car park for the town centre

Comment	Response	Changes to the Plan
They should be for people with mobility problems and those with many young children.	Any redevelopment of Willesden Junction station would be required by London Plan and OPDC Local Plan policy to ensure access for all.	None
But should not be central on the site - this policy should state where it would be - maybe under ground?	It is not possible for the Neighbourhood Plan to specify an access point in detail without a technical study. The policy seeks improved access for those travelling from and visiting Harlesden.	None
60 spaces are not enough, it will just cause more congestion.	Surveys of the car park reveal that it is substantially under-used currently and the generation of additional traffic, with its associated pollution, should not be encouraged.	None
Yes. Minimise traffic and pollution	Support welcome.	None
Yes. There is already a problem with parking	Support welcome.	None
Yes. People will still need parking after the redevelopment	Support welcome.	None
Yes. But there is limited parking in Harlesden - more than 60	Support welcome. Surveys show that the car park is currently underused.	None
Yes. This is the main parking place in this area where there are a lot of cars	Support welcome.	None
Leave the car park alone. If lost it will kill the Town Centre over night.	Surveys of the car park reveal that it is substantially under-used currently.	None
Agree. Though encouraging car use can increase congestion, especially given local public transport provision. Maybe encourage underground parking to enhance pedestrian experience at Harlesden Plaza.	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket. Initial urban design work suggests that underground car parking is the only option	None
There are better supermarkets with no parking, improve the shops, get rid of the parking. Honestly, who drives to Harlesden to shop?	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket.	None

Comment	Response	Changes to the Plan
The car park is always empty.	The level of car park usage has been assessed and it is clearly underused. However, at peak times it is shown to include 75 parked cars. To maintain car borne trade, for a supermarket especially, some parking provision needs to be retained.	None
I do not agree with the idea of a car park when the town is already so dense with cars. The high street is extremely congested.	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket.	None
The car park should remain as it is. Harlesden attracts shoppers from all over many of whom travel by car	The level of car park usage has been surveyed and the evidence is that it is significantly underused. Generally, under half of the spaces are occupied.	None
This is the main parking place in this area where there are a lot of cars	The level of car park usage has been surveyed and the evidence is that it is significantly underused. Generally, under half of the spaces are occupied.	None
Londoners mainly move around on public transport. Why encourage the use of cars in an area which suffers from terrible traffic congestion? Most vibrant economic areas in London do not have car parks - people come by tube/bus etc. Harlesden has excellent public transport links that are about to get better.	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket as it could damage trade.	None
Car park at the centre of a town never works. Maybe a pickup point for shopping but no fully set up car park. Why not have a green space instead? It will lower the temperature, provide oxygen, make people happy. Cars just make people aggressive.	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket. The proposed new town square of the site would provide some space with trees	None
More parking means more cars. We need to create a car free city, with more public transport or, if there is carpark, then it could be underground car parking.	The Plan is seeking to reduce the number of car parking spaces available in the centre of Harlesden and promote the use of alternative means of travel. However, it would be impractical to remove all car parking adjacent to a supermarket. Initial urban design work suggests that underground car parking is the only option.	None
See earlier notes on ambition of development at Harlesden Plaza	See earlier response. Underground car parking seems to be the only option.	None

Comment	Response	Changes to the Plan
I think as much space as is possible should be retained for the town square and as many car spaces as possible be moved to surrounding areas.	Accepted that there needs to be an appropriate balance between provision of a town square and car parking, although it would be impractical to remove all car parking adjacent to a supermarket. Underground car parking is an appropriate solution with a reduced number of parking spaces.	Harlesden Plaza site boundary to be extended to the south.

On draft policy T3: There should be a new cycling route from Willesden Junction station along Station Road to the High Street together with cycle parking facilities in the town centre

Comment	Response	Changes to the Plan
It depends as long as the cycle route doesn't take too much space on the road. Because some of Harlesden's road are already quite narrow and big buses pass by etc	New cycle provision would have to be acceptable in terms of space and safety in line with statutory requirements.	None
Yes. Safer for cyclists	Support welcome.	None
No. It would be nice but money could be better spent	Encouraging sustainable modes of travel is considered to be money well spent.	None
Yes. People will be encouraged to cycle around	Support welcome.	None
Yes. Healthy people	Support welcome.	None
Yes. It would encourage more people to cycle and reduce pollution	Support welcome.	None
Support. It would help to reduce accidents with cyclists	Support welcome.	None
Support. It would encourage more people to cycle and reduce pollution	Support welcome.	None
Cycle routes need to be everywhere. London needs to look up at its competitors Paris/Berlin/Washington/New York.	Agreed that more safe, cycle routes should be provided. The Plan is focusing on immediate priorities.	None
Station Road can be dangerous for cyclists - too many HGVs. The pavements are all cracked from vehicles mounting the pavement and this would be dangerous for cyclists.	Agreed that a safe cycle route should be provided.	None

Appendix F – Stage 3a: Pre-submission consultation schedule of Statutory body and Stakeholder comments

Brent Council

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	Welcomes the Plan's focus on securing affordable housing, supporting the high street and local economy. These objectives accord with the strategic objectives in the Brent Local Plan. They are also reflective of feedback and issues raised through the Harlesden Hub, where housing and employment are key themes.	Support welcomed	None
1.5	The OPDC are due to publish their Local Plan for comment imminently, whilst Brent Council has commenced initial evidence gathering work on a new Local Plan. It would be helpful for this to be acknowledged in the introduction, and for the forum to commit to continue to engage with both the OPDC and Brent Council as their Local Plans are taken forward. In addition, it would be advisable for the forum to consider reviewing their Plan in advance of 15 years time, to ensure it remains up to date, particularly in light of the updated evidence base which will emerge alongside the Brent Local Plan.	Progress with the OPDC's Local Plan will be recognised and the draft Plan will be updated accordingly. The Forum will continue to engage with both Brent Council and the OPDC and will review the Plan when appropriate.	Update Plan to reflect progress with statutory plans of the OPDC and Brent Council.
1.10	The ambition for a referendum in early 2018 is acknowledged. This will be dependent on a number of factors and further discussions are needed with both the council and OPDC following this consultation.	Noted	None
2.9-2.16	It would be beneficial to acknowledge a new Brent Local Plan is being developed here.	Accepted	Include the words "Brent has started a review of its Local Plan and is currently undertaking initial evidence gathering work."
4.19	Some of the recommendations of the Harlesden Housing Needs Assessment undertaken by AECOM seem questionable. The recommendation that the Plan should give strong explicit support for PRS and shared ownership for those who can't afford market housing seems at	Agreed.	Amend text.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	odds with the recommendation for affordable units to be mainly social, rather than intermediate. In addition, although the study acknowledges the levels of overcrowding it recommends a higher level of 2 bedroom apartments and small houses. This conflicts with the finding of the Brent and OPDC SHMAs, both of which identify the need for 3 bed+ homes to be in excess of 60%. As the study is based on both SHMAs it is unclear why a different conclusion has been reached.		
4.33	The council strongly supports the forum's proposal to explore the potential of a Community Land Trust for Harlesden. The council has received considerable interest in self and custom build housing, and there is a clear appetite for this form of development in the borough. In discussion with landowners, consideration could be given as to whether any of the site allocations in the Plan would be suitable for self and custom build.	Support welcomed	Speak (or write) to land owners.
4.35	Text can now be updated to reflect that the Development Management Policies have been adopted.	Accepted	Update text
CF1/5.10-5.11	<p>The Plan seeks new community space as part of the redevelopment of Harlesden Plaza. If the site does not come forward the Plan states Neighbourhood CIL (NCIL) will be targeted at the provision of new community space or improving existing. Feedback the council has received through engagement in the Harlesden Hub supports the need for community meeting space in Harlesden. However, it should be noted that with current levels of development within Harlesden only relatively modest levels of NCIL have been collected.</p> <p>Another option put forward is to nominate Challenge House as an Asset of Community Value (ACV). The Localism Act introduced a right for residents to nominate certain local public or privately owned buildings as being ACV. If an application is successful, should a building be sold then a community group has six months to put together a bid to buy the asset at market value. Should in the future a decision be made for the council to dispose of Challenge House, and the forum wished to go down this route they would need to identify significant resources both to purchase the premises and for on-going revenue funding to support its operation. There are challenges and risks in all options proposed, and as such there will be a need for flexibility and joint working. Rather than the forum seeking to purchase and operate space in isolation through the ACV route, the council would encourage the forum to continue to work jointly with us and Crisis Skylight Brent, to find a sustainable long-term solution to the need</p>	<p>It is acknowledged that only modest levels of NCIL have been collected to date. The hope and expectation is that further NCIL will become available as some of the Site Allocations are implemented, especially in the Old Oak area around Willesden Junction.</p> <p>It is agreed that there is a need for flexibility and joint working to further the aims of the Plan in regard to community facilities</p>	Include a statement that the Forum will continue to engage with the council and Crisis Skylight Brent as key partners to explore options for securing community space.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	for community meeting space in Harlesden. The council hopes that this could be as a development of the current hub model, which the Forum and Crisis Skylight Brent are key partners in. It is recommended the Plan should instead identify the action to continue to engage with the council and Crisis Skylight as key partners to explore options for securing community space in Harlesden.		
5.12	Guidance on the ACV nomination process is available here: https://www.brent.gov.uk/your-community/voluntary-sector-advice/nominate-a-community-asset	Noted	None
E3	The Plan states play areas are to be directed to locations which are deficient in open space. This covers a large extent of the neighbourhood area. It would be beneficial to highlight if the forum have identified any potential locations.	At present no specific locations for play facilities have been formally identified, although the Plan includes an aspiration to bring forward safer streets schemes where play facilities can be made available. It is intended that the Forum will progress this once the Plan is finalised.	None
6.12	Reference to the UDP can now be removed.	Agreed	Remove references to UDP
E4	Manor Park Works is worthy of identification as a non-designated heritage asset. This would not prohibit the aspiration for the works to be redeveloped, as set out in the site allocation, but acknowledges the significance of the building and promotes high quality design.	Many in the local community consider that the current state of the building is something of an eyesore. It may be possible to identify it in the future once the planning situation has been resolved	None
7.11	To be updated to reflect adoption of Development Management Policies.	Agreed	Update
LE1	Recommended change to policy wording: 'Redevelopment of Local Employment sites for alternative use will be acceptable in accordance with DMP 14 although, for occupied sites, it should be demonstrated how applicants have worked to find suitable relocation sites or replacement premises, in the first instance, within the Harlesden area, then within the wider	Accepted	Amend policy wording

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	area.' Change to make it clear redevelopment will be subject the employment use not being viable or significant regeneration benefits.		
7.20	Text to be updated to reflect that the amended town centre boundary has been adopted.	Accepted	Update text
7.29	These neighbourhood centres are no longer identified on the policies map. The Plan could identify neighbourhood centres and set boundaries.	Agreed	Identify neighbourhood centres and set boundaries. NB. These need to be shown on a map.
7.30	To be updated to reflect adoption of Development Management Policies.	Accepted	Update text
10.3/ D1	NCIL collected within Harlesden is currently lowest in Brent and likely to be so for a while. This is a risk to delivering the priorities identified. Recommend the forum also seek to identify other funding opportunities.	Agreed	Other funding opportunities to be sought.
Site Allocations	The site allocations could be strengthened with the inclusion of further visuals and design principles. The council's Principal Conservation Officer and Urban Designer would be happy to provide guidance.	Agreed	Visuals and design principles to be included
Harley Road	Typo. The text refers to up to 5 units being provided with amenity space, whilst the indicative development capacity states 15 units.	Accepted that this requires a change.	No longer included as site allocation so number of units not referred to.
Willesden Junction Station	The council welcomes the proposal for development adjacent to or over Willesden Junction Station to include residential, office and town centre uses and create a stronger linkage between Old Oak and Harlesden. For Harlesden to benefit from the regeneration at Old Oak it will be crucial links are improved, and the development potential of the station is optimised.	Agreed and support welcomed.	None

Sasson Soffer & Simon Hikmet

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
Site Allocation 6. Land at Challenge Close and rear of 50-70 Craven Park Road	We have no objection and we are strongly for the land to be designated for the future as residential. Please let us know any future developments in this matter.	Support welcomed	No longer included as a site allocation but referred to as a potential development site. Continue to liaise

Historic England

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	Historic England supports the overall aspirations of this Neighbourhood Plan, and welcomes the inclusion of heritage both within the policies and the overall vision and objectives for the area. However, we are concerned that there are proposals in the plan that do not appear to be supported by robust evidence. This increases the risk of developments coming forward that could undermine the historic environment and local character of Harlesden, contrary to the National Planning Policy Framework (NPPF).	Support welcomed. The specific areas where robust evidence is considered lacking will be identified and references made to evidence where appropriate.	Evidence to support proposals included.
General	Historic England acknowledges the challenges identified in the Neighbourhood Plan and the positive aspirations in relation to heritage. In our view these will contribute to the development of a positive heritage strategy in this part of Brent. We note that heritage assets tend to be seen somewhat in isolation, and would encourage the Forum to also consider the particular historic character of Harlesden as a place, and how that character contributes to its sense of identity and could be a catalyst for	Accepted that the Plan can include more about the historic character of Harlesden Links to other areas are considered important and the Plan includes general and specific policy on improving links.	Section included on historic character of Harlesden.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	future developments. We would also encourage you to consider the links to surrounding neighbourhoods, some of which, like Kensal Green, contain high concentrations of heritage assets.		
Policy H1 and the proposed site allocations	We are concerned that the sites identified for new homes have not all been subject to sufficiently rigorous testing to ensure that developments at the densities suggested will not harm the local historic environment. This risks impeding the ability of decision makers to comply with the statutory duties set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. We would encourage the neighbourhood forum to show its methodology for selecting sites, and for assessing their capacity.	Any development is subject to detailed policy included in Brent's Local Plan, as well as the London Plan. The densities identified are indicative, based on the London Plan matrix, and development is subject to other considerations. Concerns have been expressed elsewhere that the indicative densities shown are too low. Design policy and policy for tall buildings to be strengthened. More detailed design guidance for the key Harlesden Plaza site will also be included.	Amend design policies and those for Harlesden Plaza. New maps included.
	We note that site 4 seems to allow for the loss of some attractive Edwardian parts of the Post Office building, which would be regrettable in our view. Similarly, it is unclear from the information provided for site 6 whether the nineteenth century buildings fronting the street are included in the proposed site allocation. We would encourage all of the maps to be clarified, notably by being produced at a larger scale, and any buildings that are considered to contribute positively to local character to be clearly identified to help promote their retention during the redevelopment of the wider sites.	Royal Mail have objected to both the inclusion of the Delivery depot as a site allocation as well as to its proposed inclusion as a non-designated heritage asset. It will be removed as a site allocation. Clearer mapping for the site allocations will be provided.	Royal Mail delivery office site allocation to be removed. New maps to be included.
Site Allocation 8	We note that there are buildings on site 8 that have been identified in the OPDC Heritage Strategy as potential candidates for their Local List. It is unclear if the Neighbourhood Forum has considered the significance of these buildings.	The buildings of heritage interest identified by the OPDC lie outside the site allocation boundary.	Amend policy to include positive wording proposed by Historic England.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<p>As the policies on housing will be read in conjunction with the policy on Tall Buildings E9 in some cases, it is important that the environmental impacts of the policies are considered at this stage of the plan making process. This is all the more relevant given that the Council have previously identified Harlesden as inappropriate for tall buildings. The testing and development of such evidence will allow the forum to ensure that the policies can be worded in such a way as to promote realistic developments and avoid any potential harm.</p> <p>We also note with regard to policy E9 the surprisingly low bar that tall buildings are being expected to pass in order to be acceptable: “will not have an unacceptable harmful impact on their surroundings”. This is disappointing in our view.</p> <p>Furthermore it does not align with the aspiration to promote the highest quality of design for new development (p.12), if the definition of good design is to comply with that in the NPPF. Historic England recommends that a positive policy requiring any proposed tall buildings in the area to enhance local character, by responding to existing local architectural and urban design characteristics, reflecting the identity of local surroundings and materials, in line with the NPPF, would be a better way of meeting the aspirations at the beginning of the Neighbourhood Plan.</p>	<p>The Plan currently directs tall buildings to Willesden Junction station where policy in the OPDC Local Plan for determining planning applications will also apply.</p> <p>However, it is agreed that the positive policy wording proposed by Historic England relating to policy E9 on taller buildings can be included</p>	
Policy E4	<p>We note that Roundwood Park is a Grade II registered Historic Park. We strongly recommend that paragraph 6.2 is amended to take note of this national heritage designation. More details of The Historic England 'Register of Historic Parks and Gardens of special historic interest in England' can be found on our website: https://historicengland.org.uk/listing/what-is-designation/registered-parks-and-gardens/.</p>	<p>Accept that paragraph 6.2 can be amended. Reference can be made in paragraph 6.13 to the Brent Council draft report which proposed the non-designated heritage assets.</p>	Amend para 6.13

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<p>We would also encourage you to set out in more detail in paragraph 6.13 the methodology that has been used to select the ten buildings you wish to see identified as non-designated heritage assets. Is this the same method as that used by the Council for their Local List? Likewise, does it accord with our advice on locally listed heritage assets:</p> <p>https://historicengland.org.uk/advice/hpg/has/locallylistedhas/</p> <p>If you have applied a rigorous methodology when selecting these buildings, providing more details of your approach likely to help ensure this policy is robust when it comes to be tested by planning applications for the demolition or alteration to these buildings.</p>		
Policy LE2	<p>While we endorse the aspiration of policy on shopfronts LE2, we recommend that you identify which shopfronts are being referred to and explain how this policy goes further than the Council's borough wide goals. Illustrating this policy with good examples in Harlesden will help developers and decision makers interpret the Forum's aspirations (it is unclear if you consider the example on p.39 is a good or not). We also consider that this policy could be helpfully extended to cover advertising, which would further enhance the amenity of Harlesden. In relation to paragraph 7.23 you may be interested in exploring Historic England's Partnership Scheme in Conservation Areas (PSiCA) grant scheme which target funding for the preservation and enhancement of conservation areas including through works to shopfronts (https://historicengland.org.uk/services-skills/grants/our-grant-schemes/partnership-schemes-in-conservation-areas/)</p>	<p>Accept that there needs to a focus on where shop front improvements will be sought, and expressed in policy.</p> <p>Extending policy to advertising considered unnecessary because detailed policy in Brent's Local Plan and the London Plan applies.</p> <p>The Forum will explore Historic England's Partnership scheme in Conservation Areas.</p>	<p>Policy amended to identify Conservation Area and along Station Road as a focus for shop front improvements.</p>
SEA screening opinion	<p>On the basis of the information provided Historic England does not agree with the local authorities' conclusion that SEA would not be required for this Neighbourhood Plan. This is in part</p>	<p>The Plan is not proposing tall buildings but merely identifies one site where it is considered that taller elements may be acceptable subject</p>	<p>Policy E9 on Tall Buildings to be expressed in a more</p>

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<p>because the draft Plan seeks to identify new sites for development, and also because some of the policies, notably that for Tall Buildings, have a clear potential to have wider environmental effects that would, in our view, benefit from being tested through the SEA process.</p> <p>We would welcome the opportunity of discussing this with the local planning authorities. We would also encourage you to consult our Advice Note 8 covers Strategic Environmental Assessment, which refers directly to Neighbourhood Plans and provides some helpful reference points. This can be found on our website: https://content.historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/heag036-sustainability-appraisal-strategic-environmental-assessment.pdf/</p>	<p>to appropriate safeguards in policy. It is accepted that policy can be expressed in a more positive way though, as suggested by Historic England. Policy for key sites to include</p> <p>There will also be fewer sites included as Site Allocations in the Plan.</p>	<p>positive way Also more detailed Policy for the key site allocation at Harlesden Plaza to include more detailed guidance about the design of development.</p>

Old Oak and Park Royal Development Corporation (OPDC)

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	Figures should be numbered throughout the plan for ease of reference	Accepted	Figs to be numbered.
1.1	Reference to 'Old Oak and Park Royal Mayoral Development Corporation' should be corrected to state 'Old Oak and Park Royal Development Corporation'.	Accepted	References to be amended.
2.18 to 2.20	An overview of the content of relevant policies within the draft OPDC Local Plan should be provided. OPDC will be publishing the Regulation 19 draft of the Local Plan in late June. A current draft presented to OPDC Planning Committee is available here .	Agreed.	Overview of relevant OPDC policy to be included.
Policy H2	Amend as follows: Density at Willesden Junction will be determined by OPDC's Local Plan.	Accepted	To be amended as shown.
4.14 to 4.17	OPDC's SHMA has now been finalised, as presented to Planning Committee above. This includes an overall need for 99,000 homes from 2018 to 2038 including a 45% affordable housing need of 44,400.	Noted	Add reference to OPDC's SHMA
4.20	It is not clear that Brent or OPDC planned delivery will not need to overall housing need identified in the Neighbourhood Plan. Projecting forward, the total need identified across the whole of the OPDC SHMA area (99,000) is likely to be met by a combination of the delivery capacity of 22,200 homes identified in OPDC's phasing plan plus the London Boroughs of Brent, Ealing and Hammersmith & Fulham meeting their respective London Plan (2016) housing monitoring delivery targets over the next 20 years.	On the basis of delivery trends over the last few years it is considered 'unlikely' that total need will be met. It is the Forum's view that there is a local need that should be met locally and there is insufficient capacity in terms of available sites to do this currently. However, it is recognised that currently the text refers to a wider area so it will be amended.	Amend text to clarify.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
4.21 (Statement of intent)	The plan should not specify that additional homes provided by OPDC will be available for households in housing need in Harlesden. This will be determined through further discussions regarding housing allocations with stakeholders including Brent Council and any approach to nomination rights within the OPDC area would have to be approved by OPDC Board.	The Plan does not specify that “additional homes will be available for household need in Harlesden”. It merely states that the NF will seek to ensure that homes are available. However, the wording can be amended.	Amend wording as follows: Para 4.21, 3 rd sentence “The regeneration of Old Oak, depending on how quickly development can be brought forward and how much of it will be affordable, can meet <i>has the potential to meet</i> some of the need. In the box below: “The Neighbourhood Forum will seek to ensure through <i>continue to liaise with</i> the OPDC to try to secure that a proportion of the affordable homes delivered at Old Oak are made available to for those in need in the Harlesden area.
4.27	The Plan should recognise that the PTAL levels are likely to improve in future with the planned upgrades to Willesden Junction station and the potential for new bus routes and greater frequency along existing routes, helping to serve the development in Old Oak.	Accept	Add sentence to reflect this.
4.28	This should consider reflecting the Mayor’s position for delivering 50% affordable housing as set out in the draft Homes for Londoner’s Affordable Housing & Viability SPG.	Accept	Add Mayor’s position to paragraph 4.28
Policy H2	In accordance with paragraphs 7.5.7 and 7.5.8 in the Mayor’s Housing SPG, supporting text to this Policy should recognise that as land within an Opportunity Area, the Willesden Junction site may have the potential to exceed the relevant density ranges in Table 3.2, subject to development achieving the highest standards in terms of residential and environmental quality.	Accept	Add recognition of density exception for OA’s as set out in Mayor’s SPG

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
4.30 to 4.34	OPDC will be publishing the Regulation 19 draft of the Local Plan in late June including housing policies (a current draft is available here). Paragraphs 4.30 to 4.34 should be updated making reference to OPDC's housing policies.	Accept	Update paras 4.30 to 4.34
4.31	This should consider reflecting the Mayor's position for delivering 50% affordable housing as set out in the draft Homes for Londoner's Affordable Housing & Viability SPG.	Agree that 50% target appropriate but unnecessary to refer to the SPG as paragraph 4.30 now refers to revised OPDC Local Plan and the 50% target	None
4.36	The Government has abandoned the mandatory requirement for Starter Homes on all new sites as set out in the Housing and Planning Act 2016. Rather, the Government intends to amend the NPPF to introduce a policy expectation that housing sites deliver a minimum of 10% affordable home ownership units, including: Starter Homes, Shared Ownership and other forms of discount market sale homes aimed at households who would otherwise struggle to purchase standard market homes.	Noted	Reflect change in para 4.36
6.3	The figure in para 6.3 should also show areas of deficiency outside of Brent. It should be possible to obtain this information from OPDC and Hammersmith and Fulham Council.	Accept. Clearly the part of the OPDC area to the south of the Brent borough boundary is also deficient in public open space (NB this includes the bus garage in LB of Ealing as well as Willesden Junction station).	Amend paragraph 6.5 by adding after first sentence (<i>this includes the area to the south of the Brent borough boundary not shown as hatched on the diagram above</i>).
6.5 and Policy E1	OPDC will be publishing the Regulation 19 draft of the Local Plan in late June including open space policies (a current draft is available here). This will seek to deliver a minimum of 30% of developable area of a site as publicly accessible open space. The draft Local Plan seeks to deliver a new Willesden Junction Station Square alongside a range of publicly accessible open spaces within the place of Willesden Junction. To support the delivery of the new station square, paragraph 6.5 should make reference to	It is not clear why open space contributions to help to deliver a range of open spaces within Willesden Junction should be referred to here.	None

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	its provision. Clarification should be provided in Policy E1 regarding whether the provision of new public open space sought to be provided within the area deficient in local open space will be on-site. If not, paragraph 6.6 should refer to the potential for open space contributions to help to deliver a range of open spaces within Willesden Junction, including Willesden Junction Station Square.		
6.19 (6th bullet point)	<p>It should be noted that, subject to continued functioning and provision of bus services as set out in TfL's bus strategy, due to be published as a supporting document to the Local Plan, an option may be for the eastern portion of the Harlesden Bus Depot to be developed for employment uses with active frontages on to Station Road.</p> <p>OPDC supports the concerns raised by TfL regarding the impact on bus operations if the depot were to be relocated. An alternative bus depot location would need to be sought and approved by TfL before this could be considered.</p>	<p>It has always been the view of the Forum that an alternative site for the bus depot, acceptable to TfL, would have to be secured before any re-location was to be pursued. Nevertheless, the current bus depot does have an environmental impact upon Harlesden and its residents as well as making the link between Willesden Junction (and therefore Old Oak) and Harlesden town centre less attractive. It is expected that these impacts would continue if the frontage, of which part is currently shop units in any case, were to be developed. The provision of employment uses on this frontage would render it even less attractive as a link and would do nothing to mitigate the severance resulting from the main access to the site.</p>	None
7.8 (map)	This image is no longer included within the draft OPDC Local Plan and should be removed or replaced.	The image is there merely to illustrate the bus depot site in relation to the	Add date of draft plan to diagram heading.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
		rest of the Park Royal Strategic Industrial Location and the railway tracks. The date of the draft Plan will be added	
7.9 (Statement of Intent)	<p>This intention could potentially conflict with the overall objectives set earlier in the Plan i.e. support for de-designation of SIL and re-location of bus depot and objectives to protect existing jobs and improve public transport access.</p> <p>Seeking to exclude the Metroline Bus Depot from Park Royal Strategic Industrial Location (SIL) is not consistent with emerging policy within London Plan policy 2.17 and OPDC's Regulation 19 Local Plan (Policies SP5 and P8(b)). As such this statement should be removed from the plan or amended to recognise the potential for retaining the functions of the bus depot while delivering a more intensive light industrial SIL compliant development with a good street presence.</p> <p>OPDC supports the concerns raised by TfL regarding the impact on bus operations if the depot were to be relocated.</p>	<p>The intention clearly indicates that it is subject to the depot being acceptably relocated, therefore, it is not considered that this conflicts with the objective of protecting jobs nor with improving public transport.</p> <p>It remains the view of the Forum that it is not appropriate to designate this land as SIL because of its location, isolated from the main part of Park Royal, and its environmental impact. However, the statement in the box under paragraph 7.8 will be amended to remove reference to the Forum lobbying for the exclusion of the bus depot site from designated SIL.</p> <p>If the depot were to be satisfactorily relocated nearby it would not have a harmful impact on bus operations.</p>	Text of paragraph and box to be amended.
Policy T1	Policy T1 should be amended to enable potential improvements and new pedestrian and cycling access both from Station Road and from Harrow Road. Proposed wording is as follows:	Accept	Amend as shown

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	Development at Willesden Junction station should include improvements to and/or new pedestrian and cycling access both from Station Road and from Harrow Road.		
8.7	It would be helpful to note that OPDC is developing a Construction Logistics Strategy to mitigate impacts of construction.	Noted	None
8.9 (Statement of Intent)	<p>OPDC supports the aspiration to reduce traffic in Harlesden. To support OPDC's intentions to deliver a high quality built environment, measures to prioritise bus movement, provide segregated facilities for cyclists and create pedestrianised areas will be supported within the Regulation 19 draft of OPDC's Local Plan. The Local Plan also identifies that new through routes created as part of proposed development to be used by general vehicular traffic should be designed to discourage through traffic.</p> <p>As such, the delivery of a through traffic route set out in the Statement of Intent is not considered to be in general conformity with OPDC's emerging planning policy and should be amended accordingly.</p>	It is accepted that new through routes in Old Oak should be designed to discourage through traffic.	<p>Amend box in para 8.9 as follows: The Forum will liaise with the OPDC and TfL to seek the provision of a through traffic route from Scrubs Lane to Old Oak Common Lane on mitigation of increased traffic levels that may be generated in Harlesden as a result of redevelopment at Old Oak. Other measures to reduce traffic in Harlesden will be sought as well as funding for mitigation measures in streets that may suffer from increased through traffic as a result of the regeneration</p>
Policies T3 and T4	OPDC will be publishing the Regulation 19 draft of the Local Plan in late June including policies for the proposed movement network (a current draft is available here). This will seek to deliver new and improved walking and cycling routes from Willesden Junction Station to Station Road along Station Approach and from the Station to Harrow Road along Old Oak High Street. These proposals are supported by OPDC's Public Realm, Walking and Cycling Strategy. As such, policies T3 and T4 should reflect OPDC's Local Plan policies for walking and cycling	The delivery of new and improved walking and cycling routes from Willesden Junction to Harlesden will be welcomed. However the priority for the Forum remains the route via Station Road as it is considered critical for the future of Harlesden town centre for physical and functional linkages to be improved. The link via Station Road to the core of the town	None

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	routes from both sides of the station to ensure general conformity.	centre is about half of the distance to that via Harrow Road.	
Site proposal 8	OPDC will be publishing the Regulation 19 draft of the Local Plan in late June including a new place policy for Willesden Junction (Policy P11) (a current draft is available here). Paragraph 9.25 and proposals should be amended to reflect the content of this policy.	Accepted	Amend to reflect new Place policy P11
Site allocation 8 and paragraph 9.3	<p>The approach to identify housing capacity based on average of density ranges set out in table 3.2 of the London Plan, taking account of public transport accessibility and location, does not reflect the Willesden Junction Station site allocation's location within the London Plan's Old Oak Common Opportunity Area. For this site, the approach does not accord with London Plan policy 2.13(B) which requires development proposals to exceed minimum guidelines for housing, tested as appropriately through Local Plans.</p> <p>OPDC will be publishing its Development Capacity Study which fulfils the NPPF requirement to carry out a Housing and Economic Land Availability Assessment. It will also be publishing the Willesden Junction Station Feasibility Study. These documents set out the potential housing development capacity for development sites within Willesden Junction. This figure has informed the minimum housing target of 600 units for net additional homes for the whole place of Willesden Junction (Policy P11).</p> <p>OPDC considers that the development capacity of the area should be provided at a 'place scale' to provide sufficient flexibility to respond to the complexity of development sites and transport infrastructure within the Willesden Junction place.</p>	Accept.	<p>Indicative housing capacity figure to be removed and replaced with:</p> <p>"Housing capacity information for Willesden Junction Station is provided through OPDC's Local Plan and defined by OPDC's Development Capacity Study."</p>

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<p>As such, to ensure general conformity with London Plan Policy 2.13(B) and OPDC's draft Regulation 19 Local Plan Policy P11(a), the indicative housing capacity figure should be removed and replaced with:</p> <p>"Housing capacity information for Willesden Junction Station is provided through OPDC's Local Plan and defined by OPDC's Development Capacity Study."</p>		

Greater London Authority (GLA)

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	The draft Plan's positive approach to development and regeneration for the Harlesden Area is welcomed. However there are a couple of matters that merit comment.	Support for the positive approach welcome.	None
Housing	The Mayor recently consulted on his Affordable Housing and Viability Supplementary Guidance (SPG) and it might be useful to make reference to this and its approach.	Agreed	Reference to be made to SPG.
7.8	The proposed release of the bus depot on Station Road/Harley Road that forms part of the Park Royal SIL is contrary to London Plan Policy 2.17. TfL have provided detailed comments on this issue and they are supported. In particular, the strategic role of the depot, the cost of re-providing the facility and the lack of any suitable site being put forward by the draft Plan are of concern.	The Plan does not propose the release of the bus depot but, rather, highlights the environmental problems associated with the site (as indicated by the OPDC's Industrial Land Study), expresses the view that it is not appropriate to designate the site as SIL and suggests that alternative use would be the best option if the depot can be adequately re-located. There is no suggestion that the depot not be safeguarded until a suitable alternative can be identified. The OPDC is in a position and has the power to	Text of paragraph 7.8 and box underneath to be amended.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
		<p>identify a long term alternative if it were so minded to do so. For example the Forum is of the opinion that a part of the former Freight Liner terminal site, to be used by HS2 during construction phase, would be an ideal alternative site for the bus depot when it is available after construction.</p> <p>The development of Old Oak and the overseeing of this by the OPDC provides an ideal opportunity to resolve the issues associated with the operation of the bus depot in its current location. Unless the opportunity is taken now then the environmental conflicts are likely to continue in perpetuity.</p>	
4.24 – 4.27	<p>The draft Plan makes reference to Table 3.2 in the London Plan and proposes that new housing should be developed at a density at the upper end of the range. However it is felt that the numbers of units proposed for some of the site allocations are conservative and they could support higher densities than suggested in the draft Plan. For example, the Royal Mail delivery office site could accommodate more than the 15 units proposed. The site on Harley Road has conflicting information – both 5 units and 15 units are suggested and there is no explanation given for the two storey height limit.</p>	<p>Royal Mail delivery office site is to be deleted as a Site Allocation.</p> <p>Harley Road site to be include as a site with development potential only.</p> <p>OPDC suggested revised wording for density at Willesden Junction also accepted.</p> <p>Otherwise, unless the density matrix in the London Plan is amended then it seems appropriate to continue with the indicative densities for the retained site allocations.</p>	Amend

Transport for London

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
6.19, 7.8 – 7.9	<p>Although TfL is pleased to note that the bus garage site is not being taken forward in the list of housing sites in policy H1, continued references to seeking the redevelopment and relocation of the bus garage on Station Road/Harley Road, together with the removal of the current Strategic Industrial Land (SIL) designation raise serious concerns for Transport for London (TfL) and we would object strongly to any attempt to exclude the bus garage site from SIL.</p> <p>There are two interrelated issues raised – whether the bus garage site should be improved or redeveloped and whether the Strategic Industrial Land (SIL) designation should be changed. As recognised by the amended wording any alterations to SIL could only be progressed through the Local Plan process and could not be promoted by a Neighbourhood Plan. The London Plan provides protection for existing land used for transport or transport support functions in policy 6.2 requiring their identification and safeguarding through Development Plan Documents (DPDs). The Mayor’s Land for Industry and Transport SPG provides further detail relevant to bus garages and states that: ‘The loss of any bus garage through redevelopment should be resisted unless a suitable alternative site that results in no overall loss of garage capacity can be found in the immediately adjacent area, or TfL agrees formally that the particular garage is no longer required.’</p> <p>Although bus garages are mostly owned or leased by individual bus operators, TfL in its role as the strategic transport authority needs to ensure that there are sufficient and appropriately located bus garages to enable services to be provided efficiently. It is important to minimise the need for empty running from distant bus garages which adds to costs, congestion and emissions. The identification and protection provided for bus garages through DPDs, coupled with the designation of</p>	<p>The Plan does not propose the release of the bus depot but, rather, highlights the environmental problems associated with the site (as indicated by the OPDC’s Industrial Land Study), expresses the view that it is not appropriate to designate the site as SIL and suggests that alternative use would be the best option if the depot can be adequately re-located. The safeguarding of land for Transport is “unless alternative facilities are provided”.</p> <p>The OPDC is in a position, and has the power, to identify a long term alternative if it were so minded to do so. For example the Forum is of the opinion that a part of the former Freight Liner terminal site, to be used by HS2 during construction phase, would be an ideal alternative site for the bus depot when it is available after construction.</p> <p>The development of Old Oak and the overseeing of this by the OPDC provides an ideal opportunity to resolve the issues associated with the operation of the bus depot in its current location. Unless the opportunity is taken now then the environmental conflicts are likely to continue in perpetuity</p>	Text of paragraph 7.8 and box underneath to be amended.

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<p>land used for a bus garage as SIL provide important safeguards against the loss of bus garages through redevelopment. The closure of any bus garage will have a negative impact on the bus network and competition in that area. Strategically this garage is well located and given its capacity for around 125 vehicles, Metroline operates 6 routes from here. The garage also supports employment in the Harlesden area and directly employs more than 450 staff (with an additional 20-30 contract roles). The garage is also the location of Metroline's Recruitment & Training Centre, covering their entire operation in London and providing facilities for all staff to gain access to further training and qualifications such as BTECs, NVQs and Driver CPCs. Recruitment of new drivers and supervisors also takes place here, as well as the site providing an Authorised Testing Facility which undertakes MOTs, following the closure of the DVSA testing station at Yeading.</p> <p>The draft Neighbourhood Plan doesn't identify an alternative location for the garage if it were to be relocated. Bus garages are extremely location sensitive, and even a slight relocation of a few hundred metres can significantly increase operating costs and emissions. It is not easy to find suitably located and configured land for bus garages, particularly where there is pressure for higher value development as in Old Oak and Park Royal. TfL will require evidence of early engagement with relevant parties including the operator (Metroline) to explore alternative options for the future improvement or redevelopment of the site. This should include retention of the bus garage as part of an enhancement or intensification of the existing operation rather than its wholesale relocation. It is important to note that the garage is currently leased from a third party rather than being owned by Metroline. If the operator were to consider a future relocation the following criteria for a replacement depot would need to be taken into account:</p>		

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	<ul style="list-style-type: none"> The replacement garage can operate successfully in order to protect bus operations in this part of London The replacement garage will need to accommodate the existing fleet and the forecast one required to serve the area The location and design of the replacement garage within a fully mixed use development needs careful consideration in terms of the interaction of buses with pedestrians and cyclists entering the site <p>The process of exploring options for improvement or redevelopment of the existing site and any consideration of alternative sites will require liaison with all the relevant local planning and transport authorities as well as TfL.</p>		
Public Transport 8.3 – 8.4	Proposals to improve access to Willesden Junction station from Harlesden would be supported by TfL, provided that the core station operations are not affected. We would also support the introduction of a direct bus route from Harlesden and along the proposed High Street to the Old Oak HS2 / Crossrail station and are looking at the infrastructure requirements to deliver this in more detail.	Support welcomed.	None
Roads and Traffic 8.9	It is noted that the Forum is in favour of a through route for traffic from Scrubs Lane to Old Oak Common Lane as part of redevelopment proposals in Old Oak. Whilst it is accepted that such a route would have beneficial impacts for traffic in Harlesden, traffic modelling undertaken to date by TfL has identified that it may cause issues elsewhere on the highway network, in particular on Old Oak Common Lane and Scrubs Lane.	It is accepted that new through routes in Old Oak should be designed to discourage through traffic.	Amend box in para 8.9 as follows: The Forum will liaise with the OPDC and TfL to seek the provision of a through traffic route from Scrubs Lane to Old Oak Common Lane on mitigation of increased traffic levels that may be generated in Harlesden as a result of redevelopment at Old

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
			Oak. Other measures to reduce traffic in Harlesden will be sought as well as funding for mitigation measures in streets that may suffer from increased through traffic as a result of the regeneration
Car Parking, 8.13	It is noted that policy T2 requires the provision of at least 60 town centre car parking spaces as part of any redevelopment of the Tavistock Road / Manor Park Road. This is however inconsistent with the site allocation at paragraph 9.5 which requires 50 spaces. Whilst TfL would support the proposed reduction in the amount of town centre car parking in order to promote access by more sustainable modes, we would be interested to understand the justification behind the amount of car parking that any policy would require.	The figure for retained parking spaces should be 60 and the site allocation figure will be amended. The figure is based upon a survey of car park usage which showed that occupation even at peak time was substantially below the car park's total capacity.	The site allocation figure will be amended to 60 and an explanation of how it was arrived at included.
General	Any specific policies or proposals in the submission version of the Neighbourhood Plan affecting transport assets, infrastructure or services that are owned or provided by TfL should be the subject of prior consultation. In particular any proposals for sites adjacent to or over rail tracks, stations or depots used by London Underground or Overground will need to demonstrate that there will be no adverse impact on transport operations.	Noted.	None

Queens Park Rangers

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	We note that the Draft Neighbourhood Plan includes the area around Willesden Junction Station, which lies within the boundary of the Old Oak and Park Royal Development Corporation (OPDC). If this area continues to be included, the Neighbourhood Plan should be updated to reflect current and emerging policy, which includes the Regulation 19 Consultation Draft OPDC Local Plan. This is important to ensure conformity and consistency with the planning policies for the area.	Accepted.	To be updated to be consistent with OPDC Local Plan.
Chapter 8 - Transport	We note the support that this chapter gives to the enhancement of connectivity between Harlesden, Willesden Junction Station and the Old Oak Regeneration Area. We agree that there should be a new bridge link between the Old Oak Regeneration Area and Willesden Junction Station as referred to in Chapter 8 of the Draft Neighbourhood Plan to provide a new pedestrian, cycle and vehicular route, which could then provide enhanced connection to Harlesden. The Plan should continue to press for this link. We would support the provision of new or improved pedestrian, cycle and road traffic routes into the area and from Scrubs Lane to Old Oak Common Lane as also set out in Chapter 8 of the Draft Plan.	Support welcomed.	None
Site Allocation 4 – Royal Mail Delivery Office and Yard, Station Road	We note the proposal to redevelop this site for mixed and residential use. However, the indicative housing capacity of 15 units is set too low considering that the site is adjacent to the Willesden Junction Station site which the OPDC foresee being an area for high density residential development. The Draft Neighbourhood Plan should make the best of the opportunity to regenerate the area around Willesden Junction Station and not seek to overly constrain development.	Site allocation is to be deleted.	Site Allocation to be removed from Plan.
Site Allocation 8 – Willesden Junction Station	We note the inclusion of Willesden Junction Station in the Neighbourhood Plan development site allocations and the support given for the development of residential, office, and town centre uses. This also reiterates the importance of the enhanced connections referred to above. However, the indicative housing capacity of 275 units given at paragraph 9.28 is too low, both in terms of the OPDC and other stakeholder's long-term aspirations for the area and in terms of emerging OPDC planning policy. Policy H2 of the Draft Neighbourhood Plan acknowledges that the appropriate density for development at Willesden Junction will be determined by the OPDC Local Plan. Therefore, we consider it is unnecessary for the Neighbourhood Plan to seek to suggest an indicative housing capacity at this time.	Accepted.	Indicative housing capacity to be replaced by proposed OPDC wording on capacity.

	The infrastructure that the Draft Neighbourhood Plan acknowledges as being key for linking the Old Oak Regeneration Area with Willesden Junction and Harlesden will come at a significant cost. It is therefore essential that the Draft Plan seeks to ensure that the very best use is made of all development sites, particularly those within the OPDC area such as at Willesden Junction, to optimise the levels of development achieved to help fund this infrastructure.		
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Royal Mail Group

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
Site Allocation 4. Royal Mail delivery office and yard, Station Road	The Delivery Office is within Royal Mail's freehold ownership with no plans to relocate in the near future. The Delivery Office is of strategic importance to Royal Mail in ensuring it is able to continue to fulfil its statutory duty for mail collection and delivery. The purpose of this representation is to ensure that the London Borough of Brent Council is aware of Royal Mail's operations at this location and the need to robustly protect their assets.	Accepted	Site Allocation to be removed from Plan.
Policy H1	The draft Plan allocates land at the Royal Mail Building, for sensitive redevelopment to include predominately residential uses with commercial uses above. Royal Mail objects to the allocation of the Delivery Office as a possible redevelopment site in the Plan and requests that this site is omitted from consideration. The Delivery Office is an established operation serving the district and its retention in this area is vital to ensure that it continues to comply with the statutory duty to maintain a 'universal service' for the UK pursuant to the Postal Services Act 2011.	Accepted.	Delete allocation from Plan
Policy E4	Brent Council has identified a number of buildings and features in its Local List, described as non-designated heritage assets which are supported by Harlesden Neighbourhood Forum. The Forum has considered a further number of additional buildings/features worthy for identification as non-designated heritage assets.	Listing as a non-designated heritage asset would not necessarily restrict necessary repair/development work. On development it would be an issue that is	None

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	The Delivery Office is one of those assets identified. Royal Mail objects as this would unduly restrict any necessary repair/development works in the future, given the nature of the functions carried out at the premises on an operational site.	considered in determining a planning application.	

Thames Water

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
General	<p>DELIVERY OF INFRASTRUCTURE</p> <p>It is essential that the development within the Neighbourhood Plan area is delivered alongside any infrastructure necessary to support the development including water and wastewater infrastructure. In line with Policy DMP1 and Section 2.7 of the Development Management Policies DPD development will be expected to provide any associated infrastructure required to make it acceptable including water and sewerage infrastructure. Developers should be required to demonstrate how any necessary upgrades to water and/or wastewater infrastructure required to support their developments will be delivered ahead of the occupation of development. Developers are advised to contact Thames Water as early as possible to discuss the water and wastewater infrastructure requirements for their developments to establish the following:</p> <ul style="list-style-type: none"> ☐ The developments demand for water supply infrastructure both on and off site and can it be met; ☐ The developments demand for wastewater infrastructure both on and off site and can it be met; and ☐ The surface water drainage requirements and flood risk of the development both on and off site and can it be met. <p>To avoid potential delays developers are advised to contact Thames Water as early as possible to discuss water and drainage requirements associated with any development to ensure that any development proposals are aligned with infrastructure requirements.</p>	Infrastructure requirements on developers will be sought by Brent Council when determining planning applications.	None

Chapter / Paragraph / Policy	Comment	Response	Recommended Action
	Contact can be made with Thames Water Developer Services by post at: Thames Water Developer Services, Reading Mailroom, Rose Kiln Court, Rose Kiln Lane, Reading RG2 0BY; by telephone on: 0845 850 2777; or by email at: developer.services@thameswater.co.uk		
Site Allocations	Thames Water have undertaken an initial high level review of the proposed allocations in the Neighbourhood Plan. Comments on infrastructure issues regarding these sites are appended. [NB see separate table for comments on water supply and waste water for each site]	Thames Water will be consulted by the relevant local Planning authority when development proposals are brought forward as planning applications. Requirements set out for individual sites can be included in the Plan.	Add requirements for each site allocation.

Appendix G – Stage 3b: Harlesden Town Centre character, and urban design workshop survey and worksheets

Harlesden Neighbourhood Forum Workshop September 2017

Feedback Form

Section 1. Proposed layout & uses of Harlesden Plaza

Section 2. Building Heights

Note that there will be time allocated to complete this form during the workshop.

Please complete the section below before returning.

Name _____

Postcode* _____

Has this workshop been useful?

SECTION 1: Feedback on suggested layout of new Harlesden Plaza. Please think about the workshop discussions and answer the following questions

(Please write clearly!)

1. Please rate from 1-5 (5 = very well) how much the proposed uses of the space would meet the needs of Harlesden's community (housing, community building, public space, retail/business space) and state why...

1 2 3 4 5 Why?

2. Please rate from 1-5 how much the suggested layout would meet the needs of the Harlesden community and state why...

1 2 3 4 5 Why?

3. What are the strengths of the proposed layout:

4. What are the weaknesses:

5. How could it be improved? (feel free to mark the map) ->

Suggested layout & uses



SECTION 2: Your thoughts on building heights and taller buildings in Harlesden

Background: The Neighbourhood Plan lays out that there is a high need for specific types of new homes in the Harlesden area. HNF welcomes investment and development to help boost the area, providing it is sensitive to Harlesden's needs and character and works for the community. There are other existing local planning policies which help regulate tall buildings. Also exact heights of proposed development need detailed and transparent consultation with developers on case-by-case bases. However in the Neighbourhood Plan we want to be clear about our additional criteria. Please answer the questions below to help us.
(Please write clearly!)

1. What are the negative impacts of 'tall buildings' to you?
2. What are the positives?
3. With workshop discussions in mind: if a building was developed that was taller than surrounding existing buildings, what would be your criteria and why?
4. What about criteria for size and positioning?
5. What would you define as being 'too tall' – thinking of standard storey heights?
6. Is there any site in Harlesden which could accommodate a new taller structure(s)?

**ACTIVITY 1: HARLESDEN TOWN CENTRE
CHARACTER, SPIRIT & ENVIRONMENTAL QUALITIES**

**Q1. Based on the group's description of
Harlesden town centre's character/ spirit...**

**LIST THE CURRENT ENVIRONMENTAL
QUALITIES THAT GIVE HARLESDEN IT'S
CHARACTER**

Discuss as a group and write in space under
headings a, b, c and d

PLEASE WRITE CLEARLY!

a) Layout / Landscape

b) Scale / Views

c) How the space is used

d) What you sense
i.e. noise, smells, textures, lighting

Q2: Thinking about a new Harlesden Plaza, pick 10-15 qualities written above that should be utilised to enhance/ celebrate Harlesden's Character. Discuss and write them here...

Q3: In addition to the existing qualities, what else would make the new Harlesden Plaza a great community space and place to be? Discuss and write ideas here...

ACTIVITY 2: HTC STYLE - DESIGN & FEATURES

Based on the group's description of Harlesden town centre's style...

**WRITE DOWN OR STICK IMAGES OF
DESIGN ELEMENTS WHICH SHOULD BE
USED IN THE NEW HARLESDEN PLAZA**

(Think about type of materials, traditional & modern, distinctiveness or conformity, shape & form, windows, entrances etc, motifs & patterns, natural features, furniture etc)

Discuss as a group and list under the headings a & b

PLEASE WRITE CLEARLY!

**a) Elements and features of
buildings** you'd like to see in
the new Harlesden Plaza
Make sure you explain why!

**b) Elements and features of
open space** you'd like to see in
the new Harlesden Plaza
Make sure you explain why!

Appendix H – Stage 3b: Harlesden Town Centre character, and urban design workshop: summary of responses – September 2017

The workshop covered 4 key subject areas, with the purpose of developing and defining content for the emerging Neighbourhood Plan. This document presents a summary of key points and emerging solutions about Harlesden's character and built environment. These have been collated from written responses and discussion notes recorded by workshop attendees and Forum committee-member facilitators.

Item 1: Harlesden's general character

a) Positive characteristics

Primary qualities:

- Sociable and tolerant
- Culture
- Diverse

Key contributory assets:

- Central town centre
- Busy – many people around
- Architecturally appealing/ Period buildings
- Human scale of buildings
- Sights, sounds and smells of diverse cultural products
- Sociable nature of Afro-Caribbean community

b) Negative characteristics

Primary issues:

- Unbalanced usage (domination of specific users, products/services on offer and travel types)
- Neglected space
- Anti-social behaviour

Key general needs to improve character:

- Rebalance of users (develop spatial ownership and feeling of safety for locally marginalised groups & enhancement of family centric design – this is noted to be especially important for after-dark hours)
- Rebalance of products & services on offer
- Prioritise non-motorised traffic (pedestrian)
- Good management and maintenance
- Designed-in safety
- Uniform landscaping
- Restoration of architectural assets

- Welcoming signage and frontages
- Sense of respect and ownership of space

Item 2: Built environment (architecture and landscaping)

- a) Current positive features of Harlesden's built environment
 - Attractiveness of older architecture
 - Uniqueness and variation
 - The specific historic buildings (such as Shawl building)
 - Use of space and light given by traditional street design
- b) Current negative features of Harlesden's built environment
 - Neglect (management and maintenance)
 - Newer structures lacking cohesion
 - Motor-vehicle and road centric
 - Street clutter and waste management
- c) New Harlesden Plaza requirements: Features and elements of buildings
 - Quality and durability
 - Green / natural detail
 - Shape, form and materials reflecting surrounding historic styles combined with modern technique and fresh look
 - Brickwork, stone work and detail in keeping with existing surrounding architecture
 - Design incorporates distinctive style, art or motifs
 - Units that can host diverse uses
 - Car parking incorporated above buildings or below ground
 - Active frontages adjoining open accessible space
- d) New Harlesden Plaza requirements: Features and elements of open space
 - Facilities safely hosting children and young people – active, educational, healthy and positive
 - A central feature or common motif to bring identity (art / water feature)
 - Essential facilities (toilets, signage, accessible landscaping)
 - Flexible and accessible (free/cheap) open space to host markets or community events
 - Sociable and sheltered seating
 - Green and soft landscaping element, natural materials

Appendix I – Stage 3b: Indicative Harlesden Plaza layout survey: Summary of responses – September 2017

Summary:

Strengths of the suggested layout and uses

- Opportunity for a better Town Centre offer
- The central location and type of space (town-square style)
- Mix of uses
- Inclusion of open space
- Inclusion of space for community to get together (for a wide variety of different activities)
- The heights
- The layout for natural surveillance

Weaknesses / concerns about the suggested layout and uses

- The narrow entrances from High Street (south and west access)
- The viability/cost of underground car parking
- It will encourage ASB and not be safe for children

Suggestions for improving the layout and uses proposal (*see Items 1 and 2, on Character and built environment, for notes on other elements to include*)

- Ensure the square will be easily accessible and mixed-use public space
- Include a mix of other uses such as facilities, workspace and entertainment to diversify the space, usage times and users
- Include small business/ market space
- Include sheltered outdoor space

Appendix J – Stage 3b: Building heights and tall buildings in Harlesden survey - Summary of responses, September 2017

Primary concerns about tall buildings

- Environmental impacts – on views, overlooking, wind, unsympathetic and overbearing design
- Social impacts – isolation, safety

Primary benefits of tall buildings

- Housing provision

Criteria for taller buildings in Harlesden (taller = higher than surrounding structures)

- Character & style – Complement & enhance surrounding styles, Have quality and durability
- Design – Focus on safety and security, Eco-friendly/ incorporate greenery
- Size & form – Variation in surfaces and roof height, Reduce bulk
- Uses – Mix of uses, Mix of housing types and tenures
- Location – Out of central area, Distance from low-rise buildings

Suggestion for where higher buildings would be acceptable

- Willesden Junction station area

Local definition of 'tall' building

- More than 3-10 standard storeys