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Chapter 00: Introduction

Introduction

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Chapter 01: Borough Profile, Spatial Vision and Objectives

Borough Profile

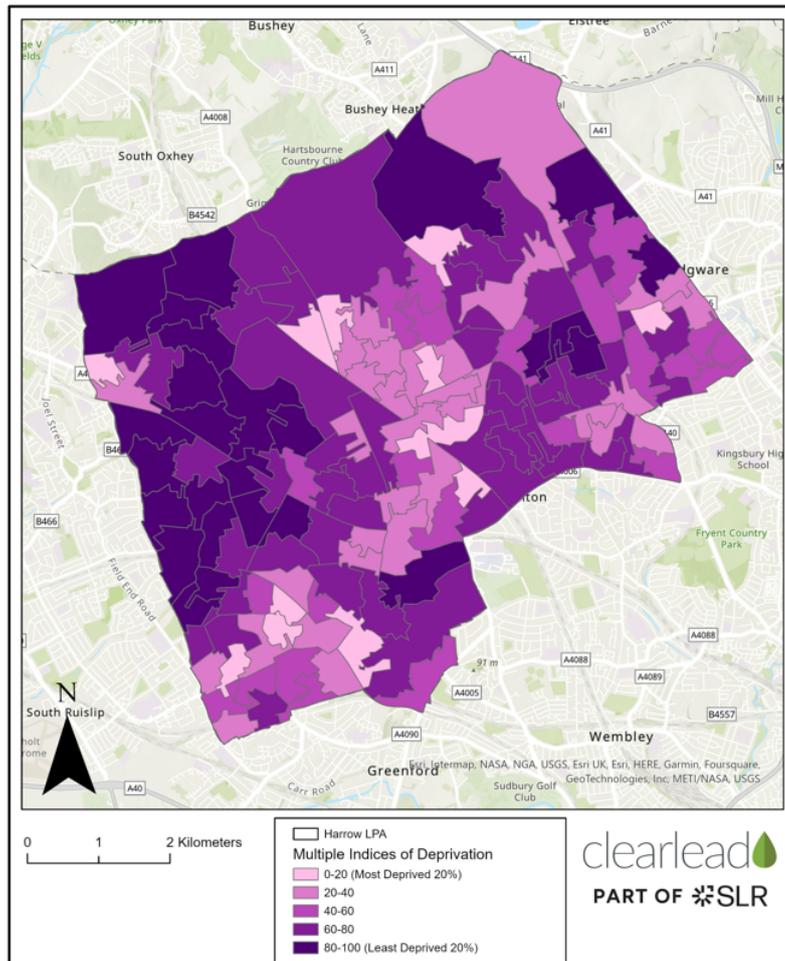
People (Census data 2021)	
Population	Harrow has a resident population of approximately 261,200. In the ten years between 2011 and 2021 the borough saw a 9.3% increase in population compared to the London average of 7.7%.
Age profile	Harrow has fewer people in the 20-35 year age brackets than the London average. Harrow has slightly more younger people (<19 years) and more older people (60+) than the London average.
Marital Status	Harrow has a higher proportion of people married or in a civil partnership compared to the London average.
Country of Birth	There are a significantly higher proportion of Harrow residents born outside the UK compared with London averages, highlighting higher than average levels of diversity.
Ethnic Background	There are a significantly higher proportion of Asian, Asian British or Asian Welsh residents in the borough compared with London averages.
Ethnic Background	Harrow is one of the most culturally diverse local authorities in the UK, with over 60% of residents being Black, Asian, Multi-ethnic or Other ethnic group.
Religion	Of Harrow's resident population 83.5% identify as having some form of religion. The most prominent religion is Christianity (33.9%), followed by Hinduism (25.8%), Islam (15.9%), Judaism (2.8%), and Buddhism (1.1%). Over a tenth of the borough identify as having no religion.
Health	Harrow is a generally healthy borough considering the age profile of residents, many of whom are quite elderly. It should be noted that the 2021 Census was undertaken during the Covid-19 Pandemic which may have influenced how people perceived and rated their health.
Disability	According to Census data, there are slightly lower levels of disability in Harrow compared with London averages.
Proficiency in English	Harrow residents have lower levels of English spoken as a main language, which is likely to be reflective of the ethnic diversity in the borough. As noted in the Harrow Economic Strategy, Black, Asian and Multi-ethnic residents are more likely to experience barriers to employment due to lack of English language, functional and digital skills.
LGBTQIA+	2.03% of Harrow residents aged 16 years and over identify as being part of the LGBTQIA+ community.
Homes (Census Data 2021)	
Household Size	Harrow has significantly larger households than the London average. 32.5% of households have 4 or more people compared to the London average of 24.1%.

Household Size	Harrow has a significantly lower proportion of lone person households (12.1%) than the London average (20.1%).
Accommodation Type	Harrow is a lower density housing borough. There are a significantly greater proportion of whole house or bungalow homes in the borough than the London Average, this is reflective of a more suburban outer London Borough.
Accommodation Type	There are significantly lower proportion of flats in the borough than the London average.
Occupancy rating for bedrooms	Harrow has slightly fewer spare bedrooms in houses than London averages, and more 2+ occupancy bedrooms in the borough than the London average.
Household Tenure	Harrow is a high home ownership borough. There are higher rates of outright ownership of houses compared to London averages, and higher rates of ownership with a mortgage or loan than the London average.
Household Tenure	There are significantly lower rates of social rented housing in Harrow compared to the London average.
Infrastructure (Census Data 2021)	
Car Ownership	Harrow has significantly higher rates of car ownership (75.2%) compared to the London average (57.9%).
Working from Home	Harrow has lower rates of residents working predominantly from home compared with London averages. It should be noted that this census data is from 2021 during the Covid-19 Pandemic, during which time a higher proportion of people were working from home.
Distance to work	Harrow workers travel further to get to work, having higher rates of residents travelling 10-30km to get to work than the London average.
Method of travel to work	Harrow has significantly higher rates of car use to get to work compared with the London average, and lower levels of bus and non-underground train usage as a method of transport to work. Harrow has significantly lower rates of cycling and walking as a method of travel to work compared with the London average.
Sustainable Travel (Living Harrow: The London Borough of Harrow's Climate and Nature Strategy 2023-2030)	Over the 3-year period from 2017/18 to 2019/20, 23.5% of journeys in Harrow were made by public transport, 28.7% by walking and 0.8% by cycling, to give an overall number of journeys by sustainable means of 53%. This compares to an outer London average of 55.1% and 64.8% for London as a whole.
Waste Management (Living Harrow: The London Borough of	Harrow has the highest residual waste levels in West London, with an average of 619kg of residual waste produced by each household in Harrow. The borough's recycling rates of 35.70% are better than the London average of 32.7%

Harrow's Climate and Nature Strategy 2023-2030)	
Economy (Harrow Economic Strategy 2023)	
Unemployment	Unemployment in Harrow has almost doubled since the pandemic. In June 2019, 1.8% of working age residents aged 16 to 64 were out of work, this had risen to 3.6% in February 2023
Qualifications	17.4% of Harrow residents have no qualifications and are furthest away from the job market. More support is required for entry level qualifications.
Job Density	Job density measures the number of jobs per working age resident and in 2021 the figure for Harrow was 0.509. This is significantly lower than neighbouring boroughs and is the lowest in the West London Alliance (WLA) region.
Resident Earnings (2022 ONS annual survey of hours and earnings - resident analysis)	Average full-time weekly earnings in 2022 for Harrow residents (£798.8) were higher than the averages in neighbouring boroughs Brent and Ealing, as well as London.
Resident Earnings Wage Gap (2022 ONS annual survey of hours and earnings - resident analysis)	There is a significant gender wage gap in Harrow. Average full-time weekly earnings for men (£882.6) were significantly higher than those recorded for women (£695.0).
Wages in Harrow	Wages paid by Harrow's businesses are below the London average, with all those that are employed in the borough having gross weekly earnings of £514.20, which is 37% less than the London average of £815.90.

Deprivation
(English Indices
of Deprivation
2019)

Harrow is ranked 207th most deprived local authority in England, out of 317, (1 being most deprived and 317 being least deprived).
Harrow is the seventh least deprived London Borough in the Index, although it should be noted that this data was recorded pre-pandemic and unemployment in Harrow has nearly doubled since.
While resident earnings are generally high in comparison to neighbouring boroughs, there are still pockets of deprivation in the borough, these are highlighted in the map below.



Businesses

There has been a decline in the number of Harrow businesses surviving beyond five years which fell from 44% in 2020 to 40.9% in 2021. This is likely reflective of a business base dominated by micro-businesses who are likely to have struggled to stay open after the pandemic and face barriers to accessing finance.

<p>Environment Living Harrow: The London Borough of Harrow’s Climate and Nature Strategy 2023-2030</p>	
<p>Open Space</p>	<p>Approximately 20% of the borough’s land by area is identified as open space. These open spaces comprise more than 80 areas, including parks, allotments, nature reserves and cemeteries.</p>
<p>Biodiversity</p>	<p>Harrow has 44 designated Sites of Importance for Nature Conservation (SINCs), which includes Bentley Priory Nature Reserve, the borough’s only Site of Special Scientific Interest (SSSI).</p>

Spatial Vision and Strategy, and Strategic Objectives

Spatial Vision

In the year 2041 Harrow will continue to be a thriving outer London Borough, helping London to grow sustainably while maintaining its own identity. There will be a resounding sense of pride in Harrow, it is a place that people want to live, work and visit.

Development will respect the character of the borough and its capacity to evolve over time.

The diverse Harrow community will benefit from an ever-improving quality of life, having a well-connected borough that provides excellent local access to a range of facilities, services, housing, employment, and nature.

Harrow will be a clean and safe borough where residents can settle in homes that suit the needs of their household and lifestyle.

Residents and businesses will benefit from the creation of sustainable neighbourhoods where housing, local services, employment, and facilities are within walking and cycling distance. Residents will be healthier and happier due to localised provision of goods and services.

Town centres will be revitalised through innovative measures adapting to their changing roles as places of leisure, arts and culture, in addition to work and retail hubs. Town centres will be exciting places for people to live should they choose.

The borough has continued to respond to the climate emergency and realising the benefits of taking early action to improve our environment. New developments have been energy efficient and carbon neutral. Retrofit of older building stock has been encouraged and facilitated to minimise emissions and ensure residents benefit from clean energy and reduced energy consumption.

Air quality will have significantly improved through shifts to sustainable transport and electric cars. Active transport and EV infrastructure has been bolstered to facilitate the transition. Recycling rates will be some of the best in London.

The borough will see increased rates of biodiversity through the protection and enhancement of existing green spaces, and the provision of additional spaces alongside development. The green belt and metropolitan open land will continue to be the lungs of the borough through enhancement projects.

Spatial Strategy: (note, quantum of development subject to ongoing evidence base work)

By 2041, new development and economic growth will provide a minimum 16,040 (net) new low-carbon homes, create over 1,000 additional new jobs and fund significant local infrastructure improvements that benefit Harrow's diverse community.

The high-quality carbon neutral design of new development will contribute to local distinctiveness, creating clean, green and healthy spaces that foster community pride, whilst also delivering on the council's climate and nature objectives.

Comprehensive and coordinated regeneration activity will continue to positively transform the Harrow & Wealdstone Opportunity Area, delivering a minimum of 7,500 additional new homes, and 1,000 additional new jobs.

Harrow town centre will continue to be a vibrant and attractive Metropolitan Centre having benefited from additional arts, leisure, and culture facilities. Adaptable mixed-use and residential development will ensure that there is continued vibrancy in the centre. Employment uses will be bolstered attracting and retaining an array of adaptable businesses and workers to the area. The centre will be the primary location for central public services ensuring high-quality services and facilities are accessible to all. The town centre will benefit from increased connectivity with other parts of the borough, and beyond through sustainable transport linkages.

Wealdstone will strive to become a vibrant centre, with its own distinctive identity. The centre will be a vibrant hub supported by local residents and a strong business community, whose presence has been transformed by the intensification of employment and carefully managed redevelopment of surrounding industrial estates.

The Station Road corridor will have benefited from redevelopment and environmental improvement linking the Wealdstone and Harrow town centres together.

Harrow-on-the-Hill Station, Harrow Bus Station and Harrow & Wealdstone Station will be accessible major public transport nodes with step free access. Harrow-on-the-Hill station and surrounding area will benefit from a comprehensive redevelopment providing a new focal point for the Harrow Town Centre comprising retail, leisure, office and residential uses. This redevelopment will have contributed to a vibrant new character achieving high standards of sustainability, public realm and residential quality.

Improved pedestrian connectivity and wayfinding between Harrow town centre and Harrow-on-the-Hill will increase legibility in both locations.

The borough's other town centres will accommodate development opportunities commensurate to their character, role, and function.

The Borough's Metropolitan Open Land, Green Belt and other open space will be maintained and enhanced as an interconnected network of green infrastructure and open watercourses supporting biodiversity and healthy lifestyles. Access to green infrastructure will be enhanced.

The quality and accessibility of open space will be maintained, and better provision for children's and teenagers' accessible recreation and play space will have been made.

Harrow's identified heritage assets and historic environment -will continue to be valued, conserved, enhanced and celebrated. Areas of special character and architectural significance will be protected.

North Harrow District Centre will be restored as a vibrant local shopping and service centre meeting the needs of residents and supporting local business.

The vitality and character of Pinner High Street will have been preserved and enhanced.

In Stanmore, mixed use retail and residential development will have strengthened its function as a District Centre, access to natural green space will be maintained and accessible to residents and visitors.

Partnership working with the neighbouring boroughs of Barnet and Brent will have secured co-ordinated public realm enhancements to Edgware, Burnt Oak, Kingsbury and Kenton centres, and will have provided improved connectivity between Kenton Station and Northwick Park Station.

Appropriate development will occur on small, brownfield sites in sustainable locations close to town centres, and train and underground stations.

The leafy, suburban character of the Borough's residential Metroland areas, outside sustainable locations, will have been safeguarded as areas of low density, family housing.

Optimising development opportunities on sites across the Borough will provide high quality housing to suit the needs of a range of residents, while respecting the appearance of residential character areas.

Employment land will be directed to appropriate locations remaining flexible and adaptable to meet current and future needs. A sufficient supply of industrial land will be provided and maintained to meet current and future needs.

Harrow will maintain or increase its market share of retail expenditure to secure the vitality and viability of the Borough's town centre network and meet local needs.

Reasonable Alternatives

Retain existing spatial strategy – the proposed spatial strategy is considered an evolution of the existing strategy in that it directs the majority of growth to the Harrow and Wealdstone Opportunity Area. It is however considered that the current strategy needs updating to respond to increased housing targets in the London Plan and changes in the economy and broader society since the current the Core Strategy was adopted in 2012. It also needs to respond to environmental issues such as climate change and biodiversity.

Seek to go beyond the level of development identified in the proposed strategy – such an approach would go beyond the minimum housing targets set for Harrow in the London Plan, and beyond the objectively assessed need for employment, retail and cultural / leisure floorspace. Such an approach would meet a greater proportion of the Borough's Objectively Assessed Housing Need (as calculated by the Government's Standard Methodology) for housing. To do so however would require developing green field / Green Belt / Metropolitan Open Land sites, employment land, sites in less sustainable locations within the boroughs, or at densities and heights significantly above the predominantly suburban nature of most of the borough. Such an approach would risk being contrary to the evidence base informing the Local Plan (such as the need to retain open space and employment land, the Characterisation study of the borough, or NPPF / London Plan requirements relating to Green Belt / Metropolitan Open Land). It would however contribute to closing the gap between minimum London Plan housing targets for the borough and actual objectively assessed need and is considered a reasonable alternative, but not the Council's preferred option when the NPPF and London Plan are considered in their entirety.

Other options / alternatives relating to level of housing and non-housing development are covered in their respective Chapters / strategic policies.

Strategic Objectives:

Our Local Identity	<p>Retain, reinvigorate and reinforce the local distinctive character of Harrow's communities by ensuring new development responds positively to the special attributes of its local context.</p> <p>Respecting the cultural, historic, built and natural environments</p> <p>Ensuring new development is designed, constructed and maintained to a high standard.</p> <p>Conserve and enhance the historic and cultural environment, promoting understanding and appreciation of it. Working with stakeholders to sustain the value of local heritage assets including the international value of Harrow School.</p>
Infrastructure	<p>Harrow's infrastructure will continue to meet current and future demand through high quality and timely provision. Development contributions will be used to ensure that the community continue to enjoy access to all forms of social and physical infrastructure, including education, health care, recreation and cultural facilities.</p>
Transport	<p>Sustainable transport infrastructure will be delivered to ensure there are healthy and safe alternatives to private vehicles. The council will facilitate modal shift away from fossil fuel car use.</p>
Air quality	<p>Air quality improvements will continue to be made through high quality design, spatial planning and sustainable infrastructure improvements.</p>
Open Space	<p>The quality of existing open space will be improved, and new open space provision will be facilitated. Public access to open space will be increased.</p>
Biodiversity	<p>The borough's biodiversity will be protected and enhanced, with greenbelt and MOL land becoming a thriving example of biodiversity uplift.</p>
Climate Emergency	<p>Harrow will reduce its contribution to climate change through facilitating net zero development where possible, minimising our reliance on fossil fuels, promoting retrofitting and energy efficiency, and utilising sustainable design methods. Harrow will improve its resilience to climate change through adaptation.</p>
Waste and Recycling	<p>Harrow will continue to minimise waste and increase recycling rates in line with circular economy principles.</p>

Housing	Harrow will facilitate the delivery of new housing from a range of sources to meet the diverse range of housing needs of a growing population and demographic changes. This will be located within the most sustainable locations of the Borough such as the opportunity area, town centres and sustainable locations to protect, enhance and positively evolve the character of the suburbs.
Affordable Housing	Maximise delivery of genuinely affordable housing to meet the needs of residents.
Mixed and Inclusive Communities	Promote inclusive, mixed sustainable communities, through ensuring high standards in new housing and opportunities to build social interaction, to create cohesive, healthy communities enabling the older population to remain independent and active for longer, as well as providing specialised housing options to meet the needs of vulnerable residents.
Housing Types	Promote a range of well-designed housing types and sizes, to cater for the needs of an ageing population, younger households with children, and multigenerational families.
Local Economy	<p>Harrow will continue to play an important role in the wider London economy, including cultural, creative and digital industries.</p> <p>Employment opportunities will be retained and promoted in appropriate employment locations.</p>
Town Centres	Town centres (including Metropolitan, District and Local centres) will continue to be attractive, vibrant hubs for investment containing appropriate town centre uses, including thriving evening and night-time economies.

Chapter 02: High Quality Growth

Strategic Policy 01: High Quality Growth

Linkages:

NPPF Chapter 11: Making effective use of land

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter: Planning London's Future – Good Growth

London Plan Chapter 3: Design

London Plan Chapter 7: Heritage and Culture

Strategic Policy 01: High Quality Growth

Development in Harrow must be of a high quality to ensure proposals relate well to the existing character of the Borough, whilst ensuring new development makes effective use of land and provides necessary uses for Harrow residents.

- A.a Harrow has a range of unique character areas. The Harrow & Wealdstone Opportunity Area can accommodate growth and higher density development due to its existing character, whilst the smaller centres and the strong suburban Metroland character areas are much more sensitive to change. The Council will support design-led developments which respond positively to the character and context of the location within which they are proposed. By following a design-led approach, development will make optimal use of land in accordance with the requirements of the development plan. The Council will support contemporary architecture where appropriate, providing it does not harm or detract from an existing context or architectural character. This is particularly important in relation to heritage assets across the borough.
- b. New development and growth will predominantly be directed into the Harrow & Wealdstone Opportunity Area. New development within the Opportunity Area will by its nature be more intensive than elsewhere in the borough, due to the character of the area and its proximity to public transport and infrastructure. The Opportunity Area contains the two town centres of Harrow (Metropolitan) and Wealdstone (District). The design of development and uses in these areas must be appropriate, improving the vitality and vibrancy of the centres and ensuring development remains at a human scale.
- c. As set out in the London Plan (2021) tall buildings can play a role in the delivery of growth within the borough, particularly to assist in meeting the required housing target. The Council will support appropriate tall building developments that are located within designated tall building zones, and are of a high-quality design, appropriate height, and that provide for a mix of homes or employment opportunities for Harrow residents. Proposals should demonstrate compliance with Policy GR4 (Tall Buildings) of the Local Plan.
- d. Suburban Harrow has a strong character predominantly made up of 2 to 3 storey properties. Whilst it is acknowledged that character will evolve over time, new development within the suburban areas should respond positively to the existing character, ensuring that the Metroland and Village characteristics are respected and retained. Larger scale development opportunities may arise within the suburban area, but must respect the

suburban context, and tie in satisfactorily to the wider character context and fabric.

- e. Across the Borough there are areas of special character, which provide strategic landscapes and distinctiveness to the Borough. The Council will manage development within these locations to ensure that they are not harmed.
- f. The Council will allocate sites and set out design parameters to assist applicants in understanding the intended scale of development to ensure a site is fully optimised whilst respecting the character of the area it is located in.
- g. Development proposals should demonstrate a level of effective public engagement commensurate to the scale of development.
- h. The design of new development must consider wider policy objectives as set out within the development plan.

Supporting Text:

Land is a finite resource and therefore development must optimise land to ensure that the spatial strategy is achieved. To meet the ambitious targets set by the London Plan and local evidence base requirements, new development must be delivered to accommodate these growth requirements. Design-led schemes will result in land being used optimally, whilst ensuring that the prevailing pattern of development of the area is safeguarded. Whilst the character of an area will evolve over time, a comprehensive design led development, that follows relevant guidance, will ensure that changes are gradual and sensitive to the prevailing pattern of development. High quality development should not appear at odds with the character and context of the site and surrounds, and must ensure the build quality allows it to remain a good example of design for the lifetime of the development.

Much of Harrow is comprised of suburban residential areas which were formed by the expansion of the railways north out of London. A strong suburban character still exists, with marginally taller town centres punctuated across the borough. The Harrow Metropolitan Town Centre and Wealdstone District Centre form part of the Harrow & Wealdstone Opportunity Area (as defined in the London Plan (2021)), which provides a notable difference in character. Over the previous Local Plan period, the Harrow & Wealdstone Intensification Area (later renamed the Opportunity Area) has been the focus for development in the borough, given the town centre locations and highly sustainable nature of the defined area. A number of allocated sites within the Opportunity Area have been delivered, delivering a higher quantum of development than initially envisioned through larger scale height and density.

Across the plan period, the Harrow & Wealdstone Opportunity Area will remain a focal point for development. New development must respond to the different character areas within it, which comprise suburban residential, large scale development opportunities and town centre locations.

Outside of the Harrow & Wealdstone Opportunity Area there is a noticeable suburban character predominately made of 2 to 3 storey buildings.

Almost two-thirds of Harrow's housing stock dates from the inter-war period. Significant neighbourhoods of semi-detached and short terraces appeared rapidly as fields became homes, gardens, streets, parades and recreation grounds. This 'Metroland' housing continues to be one of the principal characteristics of Harrow's suburbs, particularly to the southeast and southwest of the borough. The characteristics of the developments that shaped Harrow over that time, are still prevalent across suburban Harrow today. New development therefore should be brought forward in a manner that ensures the unique characteristics of Metroland are maintained across suburban Harrow, and not eroded overtime by inappropriate development. To assist with new development in the suburban areas of Harrow, developments should take consideration of the guidance set out within the Harrow Tall Buildings (Building Heights) Supplementary Planning Document (2023) and the wider development plan policies.

The Harrow Characterisation and Tall Building Study (2021) provides a borough wide analysis of the character of Harrow. It sets out general building heights, plot sizes, building typologies, land uses, and identifies the distinction between the urban, suburban and semi-rural parts of the Borough. It forms a useful starting for proposals to assist in understanding the character and context in which a development seeks to occur, and therefore how a proposal is able to evolve to ensure a high-quality design appropriate for its context is achieved. This study should be the starting point for any design led development. New development proposals should address this evidence base document as a starting point, then provide a more localised context analysis to support any application.

New development must consider the policies of the wider development plan, ensuring that proposals deliver on all relevant requirements for a successful development. The delivery of high-quality design is not limited solely to the external appearance of a building, as the wider site and context must also be addressed. Where public realm is required to be delivered, this must be of a high-quality finish and address secure by design principles and be supported by appropriate infrastructure. High quality design also includes ensuring that where a residential use is proposed, the amenity, space and access requirements, of future occupiers meet the policy requirements set out in the development plan.

New development will result in change to an area, and the potential impacts will vary depending on the scale of development and the context within which development is located within. The impacts of such development are felt by communities that live in these areas, and they should have an influence on the final development scheme that is submitted for planning permission. Major applications should ensure that early and effective engagement has been undertaken with the local community. They should demonstrate the level of engagement and how feedback has been positively incorporated into the final submission to the Council.

The Council recommend that applicants take advantage of the pre-application service prior to submission of any planning application. This service provides applicants the opportunity to ensure proposals are able to be brought forward with the best opportunity to be policy compliant and therefore receive a positive outcome. Major applications and those that are contentious are also able to take advantage of Planning Performance Agreements to provide continual dialogue between applicants and the Council to look to address multiple issues over what can be a lengthy design evolution process. As part of this, applicants should engage with the Council's design

review process. This process engages external professionals who can review and provide advice to applicants to assist in evolving a scheme to ensure it meets the exemplary design that best optimises the site and achieves a scheme that is appropriate for its context.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR1: Achieving a High Standard of Development

Linkages:

NPPF Chapter 11: Making effective use of land

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

Policy GR1: Achieving a High Standard of Development Design and Layout Considerations

- A. All development proposals must achieve a high standard of design and layout that respects the character and context of the locality that it is proposed in. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.
- B. To ensure the most efficient and optimal use of land, proposals must take a design led approach by:
 - a. Responding appropriately to the local context in terms of building height, bulk, massing, footprint, building line, scale and existing design characteristics;
 - b. Incorporating durable high-quality materials that reflect local character and ensure a high-quality appearance is maintained over the lifetime of the development;
 - c. Providing high quality (hard & soft) landscaping, amenity space and play space to support the overall quality of a successful development. Proposals should seek to retain or enhance existing landscaping, biodiversity or other natural features of merit;
 - d. Include appropriate sustainability measures and contribute where feasible to the circular economy;
 - e. Residential development must comply with National Prescribed Space Standards & London Plan Minimum Internal Space Standards for New Dwellings;
 - f. Ensuring designs are human in scale at ground floor;
 - g. Secure by Design principles should be considered at an early design stage, including ensuring that development (including proposals for redevelopment, refurbishment or change of use) deters and is resilient to terrorism and emergencies. This includes development relating to the public realm; and
 - h. Ensure that development complies with the standards set out in the London Plan, and this Local Plan.

Residential Amenity

- C. Proposals should ensure amenity for existing and future occupiers would be safeguarded, in relation to:
 - a. Adequate daylight, sunlight, privacy and outlook for adjoining and future occupiers and users within its context;

- b. The adequacy of the internal layout of buildings in relation to the needs of future occupiers and any impact on neighbouring occupiers;
 - c. Appropriate levels of amenity space in terms of both quantum and quality for future occupiers;
 - d. Applying the Council's 45-degree code where relevant to ensure appropriate relationship between buildings, primary facing windows to habitable rooms and outdoor private amenity space; and
 - e. The impact of the proposed use and activity on noise, including hours of operation, vibration, dust, air quality and light pollution on future and existing occupiers.
- D. Proposals that conflict with B and C above will be resisted.
- E. In addition to B and C above, proposals seeking to extend homes and / or convert into multiple homes should address further guidance published by the Council on such matters.
- F. Development which would prejudice the future development of other parts of a site, adjoining land, or which would impede the delivery of adopted plans and allocated sites, will be resisted.

Supporting Text:

The spatial strategy / vision sets out the overarching strategy for ensuring new developments are of a high-quality design and do not impact on residents' amenity.

This Policy provides details on the key elements of good design, layout and amenity that need to be considered for all scales of development ranging from major development schemes to residential extensions and conversions. New development and changes of use proposals offer the potential to strengthen the valuable components of the Borough's existing built environment whilst realising the opportunity of previously developed land to meet future housing and economic needs without loss of open space.

The massing, bulk, scale and height of buildings are significant components of an area's character, and help to convey the distinction between urban, suburban and semi-rural parts of the Borough.

Quality of execution is key to the realisation of design success, and in this regard the materials, colour, entrance and window details, external services and telecommunications equipment can significantly detract from a building's finished appearance, particularly in mixed use and multi-occupancy developments.

The design of the spaces between buildings, both private and public, are key to the quality of the environment and the experience of those who use them. This includes hard and soft landscaping, natural features, boundary treatments, waste and cycling enclosures. The provision of appropriate space around buildings will frequently be informed by the character and pattern of development in the area, which will in turn be relevant to the appropriate gaps and distances needed to safeguard the privacy and amenity of neighbouring occupiers. Space around buildings is important not only as a setting for the building in its context, but also for reasons of functionality. It enables the implementation and successful growth of landscaping schemes, biodiversity net gain,

provides an outdoor amenity for occupiers and space for refuse storage, car parking etc. It may also be an important element of a site's plan for the sustainable management of flood risk and surface water drainage. Proposals should optimise the use of a site to ensure that there are no 'left over' spaces that are neither functional nor visually beneficial.

Landscaping should be included as an integral part of the overall design of a development proposal, in line with Policy GI4 Urban Greening, Landscaping and Trees. The landscape and buildings need to be considered together from the start of the design process and careful consideration given to the existing character of the site including its typology and existing trees and landscape.

The risk of terrorism and other emergencies is ever present, and the nature of the risk and potential consequences will change during the plan period. In this context, all new development, as well as proposals for redevelopment, refurbishment or change of use, should be resilient to terrorism and other emergencies. It should consider secure by design principles, and design responses should be proportionate to the potential risk commensurate to the proposal and its location. This includes development relating to the public realm. Relevant developments should engage with Metropolitan Police (Counter Terrorism Security Advisors) to ensure appropriate design solutions are incorporated to deter terrorism whilst maintaining a high quality of development.

The prevailing building height in Harrow's suburban areas is two storeys, whilst the Borough's district and local centres have prevailing heights of two and three storeys. Development within these character areas should be considered against the Tall Building (Buildings Heights) Supplementary Planning Document, which provides guidance on context analysis and design.

The standard of privacy and amenity achieved by development will be closely related to the application of design and layout considerations set out above. Protecting privacy and amenity helps to protect the well-being of the Borough's residents. This concerns the need to protect both future occupiers of new development, as well as the living conditions of neighbouring occupiers or (for mixed use development) the viability of business premises.

Sunlight, daylight and outlook are highly valued components of residential quality that need to be considered early within the scheme design, especially where they add to the sustainability and attractiveness of the development. In addition to impacts on neighbouring development, the consideration of satisfactory sunlight, daylight and outlook applies equally to the proposed building(s) on site.

Outdoor spaces provide a valuable amenity for occupiers and should have a configuration and relationship with buildings which secure a high level of functionality and environmental quality. The provision of amenity space should consider access for all and provide children's play space in accordance with Policy S4 (Play and informal recreation) of the London plan (2021).

The Council applies the 45-degree code which is a tool used to help to ensure that visual impacts are appropriately contained, and that reasonable levels of light and outlook are maintained. The Code should not simply be applied on a mechanical basis but as part of an assessment of the site considerations listed above. No part of any new extension should interrupt a 45° splay drawn on plan from the nearest first floor or two storey front or rear corner of any adjacent dwelling, or from a single storey rear

corner if that rear elevation has a 'protected' window. This would include projecting roof eaves, but not shallow fascias or guttering.

Privacy and amenity considerations do not stop at the external relationship of buildings and spaces. Noise transfer between dwellings can be as critical to privacy as overlooking, whilst lack of provision for domestic storage space can lead to the use of features which are meant to provide amenity, such as balconies and garages, for this purpose. Whilst the quality of sound insulation is a matter for Building Regulations, the internal layout of rooms can help to mitigate transfer of unwanted noise between homes. The provision of built-in storage is a requirement as set out within the London Plan (2021), along with other policy requirements to ensure high quality living accommodation is delivered. The Mayor of London's Housing Design Standards LPG (2023) provides further guidance to assist new development achieve address matters in relation privacy and amenity.

The London Plan (2021) has introduced the Agent of Change principle (Policy D13), which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. New residential development must therefore mitigate against nearby lawful noise generating activities, to ensure satisfactory living conditions for residents, whilst ensuring lawful noise generating activities are able to continue to operate without undue pressure from noise sensitive uses.

Major applications will be subject to a greater level of scrutiny where the scale and intensity is likely to have greater impacts on the character of an area and potential harm to residential amenity.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR2: Inclusive Neighbourhoods

Linkages:

NPPF Chapter 8: Promoting healthy and safe communities

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

Policy GR2 Inclusive Neighbourhoods

- A. The location, design and layout of development, and any associated improvements to the public realm, transport and other infrastructure, will be required to contribute to the creation of inclusive neighbourhoods. In particular:
- a. Non-residential development and change of use proposals must be appropriately located to sustain town centres, neighbourhood parades and local employment opportunities;
 - b. Non-residential development and change of use proposals must be accessible to all and with dignity;
 - c. New residential development and conversion proposals must provide accessible homes, ensuring good access to services and facilities, and;
 - d. All proposals must be safe and secure for Harrow's diverse population in line with Secured by Design principles.
- B. Major proposals will be expected to demonstrate how they contribute to the creation of inclusive neighbourhoods within and beyond the site boundary. Where appropriate this must include public realm improvements to enhance permeability and useability for walking & cycling and compliance with Local Plan Policy GR3 (Public realm and connecting places) and Policy M1 (Sustainable Transport).
- C. Major development within town centres including proposals for public buildings, visitor attractions and tourist accommodation, and Green Grid projects, should make appropriate provision for the comfort and convenience of all users, including those with special mobility requirements.
- D. Sensitive adaptations of heritage assets which contribute to the creation of lifetime neighbourhoods will be supported, taking into consideration other relevant development plan policies.

Supporting Text:

A high quality, inclusive and accessible environment benefits the quality of life for visitors and residents alike. It allows everyone to move around more easily and enables residents at all stages of the life cycle to remain in situ as part of the local

community, including families with small children, older people and those with mobility impairment. New development must provide inclusive design in line with London Plan standards, that ensures the creation of neighbourhoods that respond to the diverse population of both Harrow and London.

This policy also applies both to new development and to secure adaptations to existing buildings through changes of use, conversions, alterations to non-residential buildings and proposals for new shopfronts. Recognising that adaptations to existing buildings are often more challenging, this policy does not apply to householder applications where it might be disproportionate, but it can be followed voluntarily where substantial extensions are proposed.

The design and layout of all proposals can help reduce crime through providing for increased activity, natural surveillance, access control and creating a sense of ownership. New development should consider Secure by Design principles at an early design stage, including early liaison with the Metropolitan Police to identify site (and wider) issues that currently exist¹.

While the design and layout of all development should achieve full integration into the area within which the site is located, major development proposals provide an opportunity to extend inclusive design principles beyond the site boundary to achieve, for example: enhancements to the pedestrian environment and cycle routes between the site and local destinations; the creation of an accessible and integrated public transport network and public realm; and the implementation of appropriate Green Grid projects. All new public realm should be in accordance with Policy GR3 (Public Realm and connecting places).

Likewise, inclusive access to publicly accessible historic buildings and environments will enable residents and visitors to appreciate the Borough's rich heritage irrespective of personal mobility. By placing people at the heart of the design process, and ensuring new development and its wider context are inclusive to all, this will enhance the quality of the place and the spaces within it, ensuring their continued relevance and minimising the need for awkward, often costly and unsightly alterations in the future.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

¹ <http://www.securedbydesign.com/>

Policy GR3: Public Realm and Connecting Places

Linkages:

NPPF Chapter 8: Promoting healthy and safe communities

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

Policy GR3 Public Realm and Connecting Places

- A. New public realm development will be supported where appropriate. It should:
 - a. Respond to the context in which it is proposed to be located within;
 - b. Be designed to achieve the Mayor's Healthy Streets for London indicators to promote non-vehicular travel in a safe, effective, and efficient manner;
 - c. Incorporate careful implementation of electric car charging points, wayfinding signs and infrastructure for cyclists and walking, where these do not add to street clutter. Wayfinding must be done in a consistent manner;
 - d. Demonstrate flexibility to adapt to its locality during both daytime and night-time;
 - e. Provide an appropriate balance of high quality soft and hard landscaping, to enable areas of rest including seating, shade, and shelter;
 - f. Where appropriate, provide for free drinking water and public art; and
 - g. Where appropriate, be adaptable for performance / cultural uses.
- B. Public realm developments will be resisted where they do not comply with the above.
- C. Where development delivers new public realm, or joins existing public realm, it must be designed in accordance with (A.) above, and demonstrate how it could be tied into existing public realm satisfactorily and relate to the new built environment successfully.
- D. Where appropriate, public realm improvement and its future maintenance and management will be secured through the use of Planning Obligations.
- E. The Council will seek to produce a masterplan for the Harrow Metropolitan Town Centre. New and enhanced public realm must be delivered where it is consistent with the design principles in the Masterplan.

Supporting Text:

Public realm constitutes all areas of a development or area that are available for the public to visit, such as a neighbourhood or town centre. The quality of public realm plays a significant role in how people feel about an area, and their willingness to engage with it. It is important that the public realm is designed to be accessible to all within the community, where people are able to feel safe passing through as part of a journey or choosing to rest or dwell.

The design of the public realm cannot be a one size fits all approach, it must provide a high-quality space suitable for the surrounding area and its users. All new or enhanced public realm should be based on the guidance as set out Historic England's Streets for All – London (2018), and the Mayor's Healthy Streets Approach.

Following this guidance, public realm should ensure that there is not an over reliance on the private motor vehicle. The layout and wayfinding of public spaces should be intuitive and allow people to confidently walk or cycle through the space as part of a wider journey. This approach activates the space, allows for pedestrian priority and positively impacts air quality.

Sustainable infrastructure will be encouraged, facilities such as electric vehicle charging points will be supported where these are located in optimal locations across the borough.

The public realm must be carefully designed to account for different conditions. Specifically, it must be successful during the daytime and also must ensure that during dark hours, the security and safety of users is considered. Appropriate lighting should be provided, whilst ensuring that light and glare does not become a nuisance to nearby residential occupiers or harmful to biodiversity in line with Policy GR7 (External Lighting). Appropriate hard and soft landscaping, and street furniture ensures that areas across the public realm afford opportunities for areas to rest, specifically to provide shade during the heat of the day, or shelter in wetter weather. Landscaping should take the opportunity to install sustainable urban drainage systems to reduce surface water run-off in line with Policy CN4 (Sustainable Drainage).

Where appropriate, free potable water should be made available to reduce single use plastic.

Groups of people congregating can lead to health, safety, and antisocial behaviour concerns. To mitigate this, new public realm should be designed in a manner that allows safe access and exit for a high volume of people across a short period of time. Applicants should utilise the Secured by Design Resilient Design Tool.

Where development does not enhance the public realm (due to site constraints), a financial contribution to enhancing the nearby public realm may be sought.

A Harrow Town Centre Masterplan is proposed to guide development across the Metropolitan Centre, setting out the Councils vision for this area and giving confidence to residents and developers as to what the expectations for development are. New development within this area must follow the guidance set out in the Masterplan. Whilst the Harrow Town Centre Master Plan provides detailed guidance for the area, the policies within the local plan and wider development plan will take precedence.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR4: Building Heights

Linkages:

NPPF Chapter 11: Making effective use of land

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 1: Planning for London's Future – Good Growth

London Plan Chapter 3: Design

Policy GR4 Building heights

- A. Tall buildings are directed to designated tall building zones within the Harrow & Wealdstone Opportunity Area. Within the Opportunity Area, a tall building is any building that is 7 storeys or 21m from the ground level to the highest point of the building (excluding necessary plant and roof infrastructure).
- B. Proposals shall not exceed the maximum appropriate heights as set out within the designated tall buildings zones shown within the Policies Maps.
- C. The Council will restrict proposals for tall buildings outside the identified tall building zones.
- D. Outside of the Harrow & Wealdstone Opportunity Area, there are no designated tall building zones. A tall building is any building that is 7 storeys or 21m from the ground level to the highest point of the building.

Design Considerations

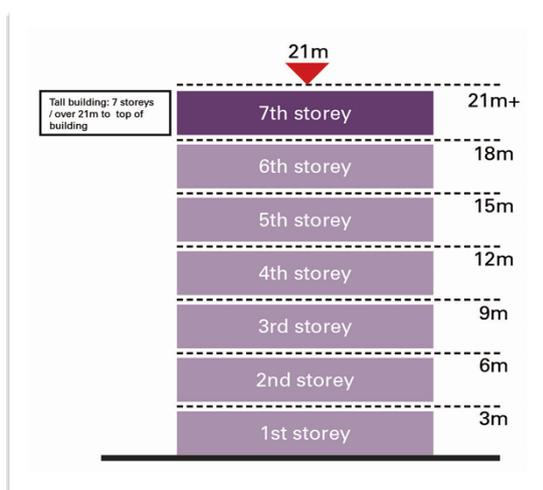
- E. Developments must demonstrate compliance with the design criteria in relation to visual, functional, environmental and cumulative impacts as set out in Policy D9C (Tall buildings) of the London Plan (2021), and shall also address how the proposal:
 - a. Would be appropriate for both the application site and the wider context, especially where a proposal may impact areas of significantly lower density and height;
 - b. The protection and preservation of local heritage views, vistas and landmarks, having regard to Policy GR5 (Views Management), and RAF Northolt Safeguarding Zones (set out on Policies Maps); and
 - c. Address matters in relation to the safety of occupiers and any mitigation required.
- F. Proposals that do not meet the definition of a tall building as set out under Part A will not automatically be considered acceptable, and compliance with the remainder of the development plan is still required.

Supporting Text:

Land is a finite resource and therefore it is paramount to ensure its use is as efficient as possible. Tall buildings provide the opportunity to make efficient use of land, and deliver against the requirements for a growing population, in terms of new homes, places to work and places for leisure and community. However, it is recognised that tall buildings can be divisive by their very nature, and can significantly impact an area and the people who visit, live and work in them. The London Plan (2021) through Policy D9 (Tall buildings) requires boroughs to identify locations that are appropriate for tall buildings, and to outline what would constitute maximum appropriate heights within those designated zones. These should be delineated on planning policy maps.

The Harrow Characterisation & Tall Building Study (2021) informs the Harrow Local Plan, by providing a detailed contextual analysis of the character of the borough. This has been supplemented by a Tall Building Study (2024) for the Harrow & Wealdstone Opportunity Area, which is the most sustainable location within the borough, and the location able to accommodate the most growth and change. By applying a suitability and sensitivity sifting process, the Tall Building Study (2024) has identified zones within the Harrow & Wealdstone Opportunity Area where tall buildings may be appropriate, and what maximum appropriate heights would be within these zones. Within designated zones, care must be taken to arrange elements of height appropriately, as not all parts of a designated zone will be appropriate for height. Where a new development does not meet the height threshold of a tall building as set out within this policy, this does not automatically make it acceptable. All new development must be considered against the relevant policies of the development plan.

Across the Harrow & Wealdstone Opportunity Area / Borough, a tall building is one that is equal to or greater than 7 storeys or 21 meters from the ground level to the top of the building. Necessary paraphernalia such as plant and machinery typically located on the roof of a building is not included as part of this definition. The provision of such rooftop paraphernalia will be assessed within the context of relevant criteria within this policy and relevant policies within the development plan.



The Tall Building Study (2024) has undertaken a suitability and sensitivity analysis across the Harrow & Wealdstone Opportunity Area, which has enabled designated tall buildings zones to be identified, along with maximum appropriate building heights. These are set out on the Policies Maps. Whilst a maximum appropriate height has

been identified within designated buildings zones, this does not mean that the entire or all parts of the designated area are appropriate for buildings of this height. Proposals for tall buildings within designated areas will need to demonstrate how they are appropriate to both the site and the wider context. Whilst the Harrow & Wealdstone Opportunity Area is an area capable of accommodating tall buildings (within the designated tall building zones), it is adjacent to low-rise suburban areas and this proximity is often abrupt. By reason of this, care needs to be taken to ensure that even within designated tall building zones, stitching into the wider and often much less dense / tall character areas must be satisfactorily demonstrated.

Within the remainder of the Harrow & Wealdstone Opportunity Area that is not designated as a tall building zone, there is no presumption in favour of tall building development, by reason of the greater sensitivity within these areas.

Outside of the Harrow & Wealdstone Opportunity Area, Harrow as a borough is comprised largely of a suburban character, which consists of generally two-storey residential buildings. Interspersed are predominantly local or district centres, which are also characterised with modest heights. The Harrow Characterisation & Tall Building Study (2021) clearly sets out that much of the character is comprised of residential areas of two storeys in height, and identifies that buildings that would meet the tall building thresholds as set out in the London Plan are unlikely to be acceptable across much of suburban Harrow.

Notwithstanding this, developments that propose further height within suburban Harrow, but is less than the London Plan definition, can still cause harm to the character of the suburban context. Development within the suburban context of Harrow should refer to the Tall Buildings ('Building Heights') Supplementary Planning Document (2023). This does not provide an alternative tall building definition, rather it seeks to provide guidance for applicants to understand what a contextually tall building across different parts of suburban Harrow would be.

Tall Building Design Considerations

All new development that meets the tall building threshold within this policy, must be of an exemplary design. Proposals should address all parts of Policy D9 of the London Plan (2021), specifically the design considerations set out under Policy D9C.

Proposals should refer to the current evidence base suitability / sensitivity criteria to assist in developing tall buildings, and to determine their successful arrangement across a site. When considering the height of buildings within a development, it is assumed that the floor to ceiling height is 3.0m from floor to ceiling.

Whilst from a townscape perspective, areas have been identified as appropriate for tall buildings, new development must consider all relevant policies and constraints for a site and beyond. Particular to LB Harrow, constraints such as protected viewing corridors such as to St Mary's Church may impact on the height arrangement across a site. Policy GR5 (View Management) provides further detail and protected viewing corridors are published on the planning policies map.

Located to the west of LB Harrow is RAF Northolt, whose operations rely on aircraft flying over Harrow Town Centre. As part of operations, safeguarding zones cover the borough and provide a threshold or circumstances as to when to consult with the

Ministry of Defence (statutory consultee). The safeguarding thresholds are available on the Council's website.

Tall buildings by their very nature can result in a density of living that can mean that a significant number of people occupy a single building. Means of escape from events such as fire must be factored into the early design stages of development, to ensure the protection of human life, a fundamental design and duty of care consideration. In addressing means of escape for fire, this must include two staircases and be of a capacity to ensure users, including maximum occupiers at anyone time of a communal area, are able to evacuate in a safe manner. A fire safety assessment must support any tall building application. This will be assessed by an independent / suitably qualified fire assessor at the applicants' expense.

New development that proposes tall buildings as set out within this policy, are expected to progress through a relevant Design Review Panel, managed by the Local Planning Authority. This should be undertaken to assist in pre-application discussions and to gain independent, expert insight and engagement. Applicants are strongly advised to take advantage of this paid-for service to ensure robust design scrutiny of a new development is undertaken, which will assist in ensuring a high-quality development is delivered.

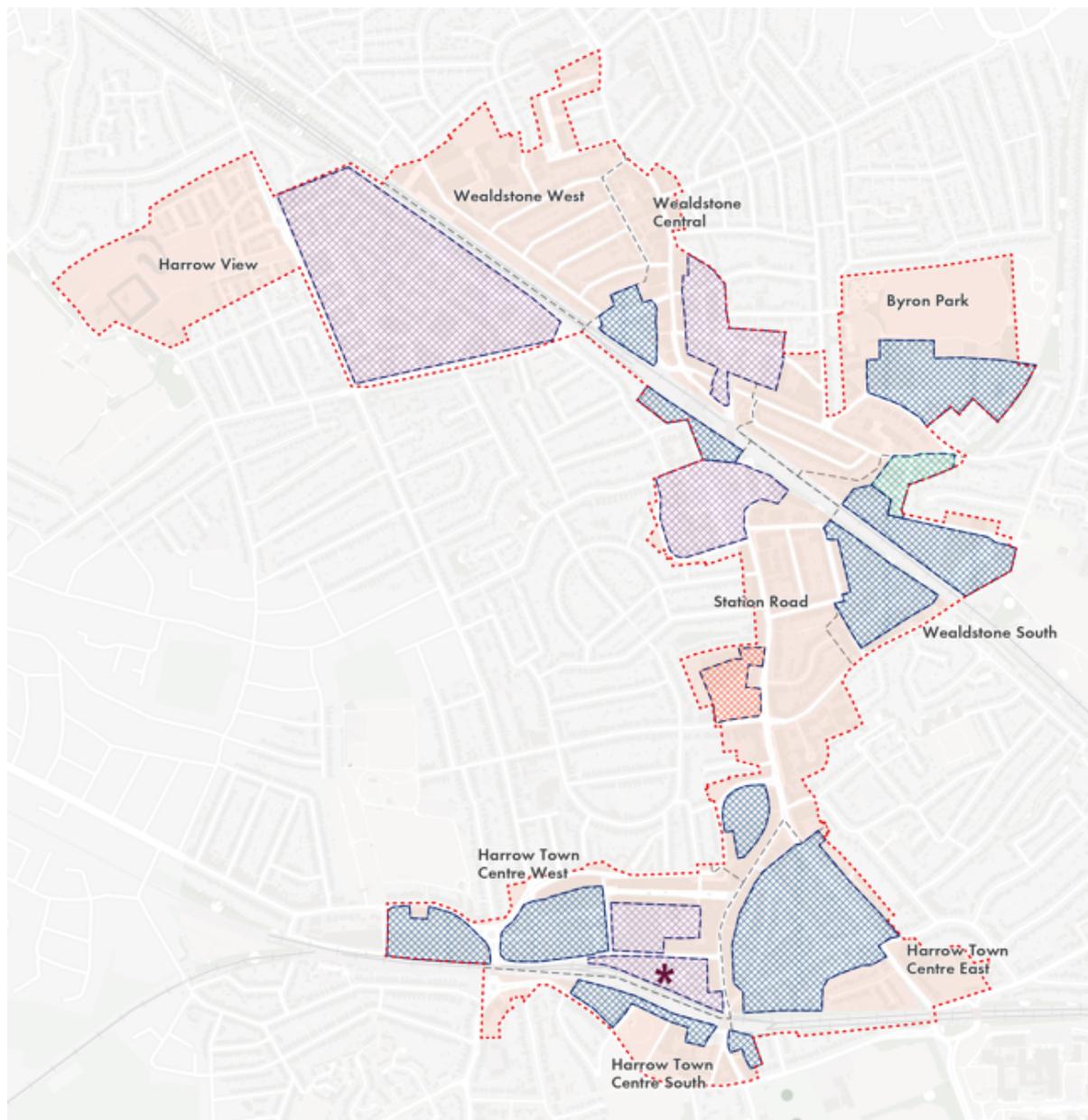
The Council uses the digital 3D modelling platform VU.CITY in the planning process for assessing the design of major applications, including tall building proposals. In preparing an application for a tall building(s), the use of digital 3D modelling should be utilised. This is an essential step in delivering good growth and high-quality design across the borough and is required for all major applications. Assessing digital models of proposals allows for a better understanding of the impact of new development on the local context. It also helps to assess the massing, scale and design of development and its impacts, both in terms of existing and consented developments.

Reasonable Alternative:

It is considered that there are no reasonable alternatives to this policy. London Plan requires a Local Plan policy and for this to include three elements (definition, locations, appropriate heights), so no policy is not a reasonable alternative as it would not be in general conformity with the London Plan.

The definition, locations and appropriate heights in the draft policy have been informed by the evidence base informing the Local Plan and as the Local Plan needs to be justified (by evidence) in order to be considered 'sound' under the NPPF, alternative definitions / locations / heights are not reasonable.

Designated Tall Building Zones Map [Provisional]



Harrow and Wealdstone OA

Areas appropriate for tall buildings

Maximum appropriate heights for tall buildings

up to 8 storeys*

up to 12 storeys*

up to 15 storeys*

up to 18 storeys*

20 storeys (already in situ/as built)

**Some, but not all, buildings could be tall in these areas. Of these tall buildings, only a minority should reach the maximum appropriate height. All new development will be subject to consideration against the wider development plan.*

Areas not appropriate for tall buildings

Policy GR5: View Management

Linkages:

NPPF Chapter 12: Achieving well-designed and beautiful places

NPPF Chapter 16: Conserving and enhancing the historic environment.

London Plan Chapter 3: Design

London Plan Chapter 7: Heritage and Culture

Policy GR5 View Management

- A. The protected views identified in Appendix 3 will be safeguarded in accordance with the Harrow Views Assessment (2012) and Policy HC4 (London Views Management Framework) of the London Plan (2021).
- B. Where there is a protected view:
 - a. Development within a Protected Views Restricted Corridor (shown in red) that exceeds the specified threshold height will be refused; and
 - b. Development in the Protected Views Setting Corridor (shown in yellow) should form an attractive element in its own right and preserve or enhance the viewers' ability to recognise and to appreciate the landmark.
- C. Development should not harm and, where possible, should make a positive contribution to the characteristics and composition of the protected views and their landmark elements. It should also preserve or enhance viewers' ability to recognise and to appreciate important landmarks, in particular St. Mary's Church and Harrow on the Hill, and the Harrow Weald Ridge as seen from designated viewing locations.
- D. Development in the foreground and middle ground of a protected view should not be overly intrusive or unsightly to the detriment of the view, or detract from the prominence of the landmark.
- E. Development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole.
- F. Viewing places should be accessible and managed so that they enhance people's experience of the view.
- G. Opportunities to create new local views and vistas should be exploited through the design and layout of new development.

Developments outside of the Opportunity Area, but within a designated landmark viewing corridor (or wider setting consultation corridor) must take into consideration the guidance in the Harrow Tall Building (Building Heights) Supplementary Planning Document (2023).

Supporting Text:

The landscape backdrop provided by the Green Belt, to the north of the Borough, and the profile of Harrow Hill with St. Mary's Church to the south of the Borough, are significant components of local identity and sense of place. The topography of the Borough and the prevailing building heights across Harrow's suburban districts are such that views and glimpses of these features can be enjoyed as part of the experience of moving through, or living within, the Borough. Views towards the Green Belt are a reminder of the proximity of Harrow's suburbs to the countryside, and appreciation of the changing seasons, whilst views towards Harrow on the Hill and St. Mary's Church reinforce the historical and cultural importance of that place.

The Council has commissioned a views assessment to assess the 11 local views and vistas within the Harrow Development Management Policies Local Plan (2013), to consider if over the previous plan period these views continue to warrant protection across the new plan period. Findings and outcomes of this evidence base work will be published as part of the Formal Regulation 19 consultation process.

Poorly located and designed buildings, and those of inappropriate height, could significantly detract from these views. However, visibility should not be conflated with harm. A truly outstanding design that is well located and designed to inspire the viewer may enhance a protected views setting corridor. Viewpoints should be maintained, and where possible enhanced. Harrow's attractive skyline ridges and landscape features can be enjoyed from vantage points throughout the Borough. New development may provide opportunities to open up new local views and vistas, or to create new landmarks in the townscape; where such opportunities exist, they should be fully exploited through the design and layout of buildings and spaces.

Proposals that are located within a Protected Views Setting Corridor and breach the height thresholds, must utilise appropriate 3D modelling software to accurately demonstrate how a new development would respond to its immediate context and to its wider character setting. Following preparation of appropriate plans (including 3D modelling), applicants are required to engage with the Harrow Design Review process. Meaningful engagement with this process will assist in ensuring new development achieves exemplary design as required by the policy, and mitigating harm to the assets sought to be protected by the protected viewing corridors.

Reasonable Alternative:

This policy has been drafted to be in general conformity with the London Plan. It is considered there are no reasonable alternatives under the London Plan, with respect to the inclusion of a policy and its approach.

The current local plan (Policy DM3: Protected Views & Vistas) sets out 11 protected views across the Borough. The London Plan (2021) requires boroughs to review their protected views, to ensure that they are still worthy of being protected. The Council is in the process of undertaking this work, and any views confirmed worthy of being protected, must be to ensure general conformity with the London Plan (2021). This updated evidence base may result in changes in the views that are protected. Once complete, further consideration will be given as to whether the outcomes of the study mean that there are reasonable alternatives to the preferred policy and continuation of the currently identified 11 protected views.

Policy GR6: Areas of Special Character

Linkages:

NPPF Chapter 11: Making effective use of land

NPPF Chapter 12: Achieving well-designed and beautiful places

NPPF Chapter 16: Conserving and enhancing the historic environment

London Plan Chapter 3: Design

Policy GR6 Areas of Special Character

- A. Proposals affecting an area of special character will be assessed regarding:
 - a. The impact of the proposal upon the strategic value of the area of special character;
 - b. The desirability of preserving or enhancing the environmental, architectural, historic and landscape features that contribute to the area of special character; and
 - c. The protected views to and from areas of special character.
- B. Proposals that would realise sustainable opportunities for increased appreciation of, or public access to, areas of special character will be supported.
- C. Proposals that would substantially harm an area of special character, or its setting, will be refused.

Supporting Text:

Rising above the predominantly two storey, suburban development of the central lowland areas, Harrow's areas of high ground are of strategic importance to the character and distinctiveness of the Borough. Pinner Hill and Harrow Weald Ridge provide an elevated horizon of tree cover and open countryside which spans across the north of the Borough and acts as a visual reminder that Harrow is an outer-London borough, a transition between the highly urbanised characteristics of central & inner London and the more rural character of the counties beyond. Harrow Hill is a topographical feature with an identifiable profile to the south of the Borough, forming the verdant 'shoulders' upon which sits St. Mary's Church and supplemented by a substantial body of open space around the Hill's lower slopes. Harrow Weald Ridge, Pinner Hill and Harrow on the Hill contain a significant number of the Borough's heritage assets. Harrow on the Hill is also of cultural importance as the Borough's principal historic settlement and as the location of Harrow School.

Reflecting the strategic importance of these parts of the Borough, the Local Plan retains their designation as areas of special character and undertakes to manage development to maintain their special character. The extent of the areas of special character is delineated on the Harrow adopted Policies Map.

The strategic value of the Harrow Weald Ridge and Pinner Hill area of special character is as a significant landscape backdrop that comprises extensive tree cover, including the cumulative contribution of small groups and individual trees, and major open areas.

The strategic value of the Harrow on the Hill area of special character is the prominence that the Hill provides to the historic hilltop settlement, particularly St. Mary's Church and historic Harrow School buildings, and the setting created by the major open areas, including the cumulative contribution of groups and individual trees. The boundaries of the Harrow on the Hill area of special character take in playing fields and other spaces which form Metropolitan Open Land around the hilltop settlement.

As described above, parts of Harrow Weald Ridge, Pinner Hill and Harrow on the Hill provide substantial tree cover and extensive tracts of open and natural land. These areas make a positive contribution to the borough through their relatively low light, air and noise pollution, as well as places for undisturbed habitat formation and wildlife movement.

Heritage assets feature in each of the areas of special character. The townscape of Harrow on the Hill is a crucial component of its heritage as the principal, historic settlement in the modern Borough. At Pinner Hill and Harrow Weald Ridge historic farm complexes, cottages, villas and lodges, among other heritage assets, are valuable components of the areas' countryside and rural character.

The value of protecting the Borough's areas of special character, and their features, is diminished if they cannot be seen and appreciated from within the urban and suburban environment.

There are already many opportunities for residents and visitors to access and enjoy areas of special character. The London Loop strategic walking route passes through Pinner Hill and Harrow Weald Ridge, whilst the Capital Ring is routed through Harrow on the Hill. Bentley Priory Open Space, Stanmore Country Park and Stanmore Common all provide opportunities for the appreciation of the natural environment in Harrow Weald. The extension to Stanmore Country Park, known as Wood Farm, has been delivered over the previous plan period. This asset both increases public access to land within the Harrow Weald area of special character and provides a new, public viewpoint towards Harrow on the Hill and central London.

Policy HE1 (Heritage Assets) includes requirements relating to Local Areas of Special Character. These are distinct from Areas of Special Character by virtue of their scale and character. Areas of Special Character reflect the overall structure of the borough with respect to the distinction between suburban / urban built up areas and the elevated, more rural and / or historic landscapes and the views they offer to and from them. Local Areas of Special Character on the other hand are more modest in scale, being areas of heritage, architectural, townscape and landscape value at a local, more internalised level.

Reasonable Alternative:

No Policy Option: The draft policy seeks to protect the contribution that the elevated parts of the borough make to the distinctive local character of the borough. There is however no formal obligation under the NPPF nor the London Plan to include such a policy nor designate such areas on the Policies Map. It would therefore be a reasonable alternative not to include a policy / designation. Such an alternative would however impact on the Council's ability to set out expectations for development and protect the areas that have been identified within the borough as having special character, and by reason of their elevated nature, harm by new development is likely to be exacerbated over a wider area. Such an option is therefore not the Council's preferred option.

Policy GR7: External Lighting

Linkages:

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

London Plan Chapter 5: Social infrastructure

Policy GR7 External Lighting

- A. New development should incorporate appropriate external lighting and be designed to mitigate wider harm. Lighting should be:
 - a. Appropriate for its purpose and its setting;
 - b. demonstrated to minimise the level of illumination required, glare, angle and light trespass, particularly to mitigate any harm to sensitive receptors such as residential properties, natural habitats and biodiversity; and
 - c. Assists in achieving a high standard of secure by design.

- B. Proposals for floodlighting will be supported where it would enhance sporting facilities and would not be detrimental to the character of the open land, the amenity of neighbouring occupiers nor harmful to biodiversity.

Supporting Text:

External lighting can be an important element of new development, depending on its scale and purpose. However, poorly thought out, designed and managed external lighting can result in light nuisance. A lighting strategy for new development should be prepared, which details the requirements of the proposed use and any impacts on the wider area. External lighting that utilises illumination that is significantly brighter than need be for its use, in conjunction with height and angle can lead to light trespass and nuisance to adjoining properties. Specifically, sensitive receiving environments such as residential properties can have their amenity harmed by light trespass due to insufficient cowling or poor angling of lights.

Biodiversity and natural habitats can often be sensitive to external lighting where it is poorly designed, in terms of its illumination, siting and angle of lighting. New development must consider any impacts on existing biodiversity within the site, and specifically to lighting, biodiversity that is located adjacent and nearby to the site.

The council will consider the use of appropriate conditions post permission to restrict additional lighting to developments, where this is considered appropriate and necessary to protect amenity and biodiversity.

External lighting plays a crucial role in ensuring Secure by Design for new developments, specifically where large-scale developments are delivered with larger areas of public realm. Appropriate levels of external lighting, in conjunction with high quality design, assist in ensuring that people feel safe. Appropriate lighting strategies will ensure that developments are satisfactorily lit to provide clear lines of sight and that there are no darkened locations which may give rise to safety concerns.

Policy S5 Sports and recreation facilities of the London Plan provides support for floodlighting within reasonable hours, where there is an identified need for sport facilities, and lighting is required to increase their potential usage, unless it would give rise to demonstrable harm to the local community or biodiversity. Proposals within or close proximity to Green Belt, Metropolitan Open Land, and Open space must consider these as areas of less light source, and that proposals would not harm this context or areas of biodiversity interest.

In determining the appropriateness of external lighting, the Council's Environmental Health Department will appraise lighting strategies submitted with planning applications to determine their appropriateness. Applicants should refer to the Institution of Lighting Professionals; Guidance Note 01/21 (The Reduction of Obtrusive Light) or any subsequent iteration.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR8: Shopfronts & Forecourts

Linkages:

NPPF Chapter 7: Ensuring the vitality of town centres

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

Policy GR8 Shopfronts & Forecourts

- A. Proposals for shopfronts including blinds, canopies, front extensions and development on forecourts will be supported where:
- a. They provide an active frontage and are of a scale and proportion appropriate to the host building, architectural character and the wider character of the area in which it is located;
 - b. They do not obstruct or adversely affect pedestrian or highway safety, particularly for users with visual impairment or impaired mobility;
 - c. They would preserve or enhance heritage assets;
 - d. The shopfront would provide all-abilities inclusive access;
 - e. The illumination of shopfronts and forecourts would not detrimentally affect the amenity of neighbouring occupiers, or the character or appearance of a conservation area;
 - f. The proposal involves the installation of a new or replacement shopfront, the use of toughened glass will be required; and
 - g. Awnings or canopies are retractable and fold away discreetly when not required outside of operational hours.
- B. Where security shutters are proposed they should be of an open mesh design and, wherever possible, should be located internally.
- C. Tables, chairs and other ancillary paraphernalia on forecourts will be considered on a case-by-case basis and must:
- a. Ensure the frontage does not appear cluttered within the streetscene;
 - b. Ensure the pedestrian thoroughfare is not obstructed, allowing for the free flow of pedestrians, including those with disabilities.
 - c. Ensure that highway safety is not compromised; and
 - d. Only be used during hours that are appropriate for the centre within which they are located.

Supporting Text:

For many pedestrians and shoppers, the ground floor frontages of buildings provide the principal perception of the quality of the built environment in town centres and neighbourhood parades. Well designed, practical shopfronts can make a positive contribution to the townscape and success of the Borough's shopping areas.

Both individually and cumulatively, minor development such as shopfronts, security shutters and canopies can influence perceptions of the accessibility and security of an area and visually impact the street scene. A proliferation of solid security shutters create a fortress-like atmosphere in town centres and neighbourhood parades when premises are closed, perpetuating fear of crime and personal safety. Shutters with a transparent 'open mesh' design help to maintain visual interest and, along with a mix of appropriate town centre uses, help to enliven town centres during the evening.

Outdoor dining provides an opportunity for small businesses to increase their turnover and assists in enlivening a streetscene whether in a town centre or a small parade.

The installation of new shopfronts, including those that replace existing shopfronts, provides the opportunity not only to improve the appearance of the streetscene but to design-in safety and security features including toughened glass in preference to shutters to improve the safety and security of ground floor units.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR9: Outdoor Advertisements, digital displays and hoardings

Linkages:

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

London Plan Chapter 10: Transport

Policy GR9 Outdoor Advertisements, digital displays and hoardings

- A. Proposals for advertisements on buildings and freestanding units will be supported where:
- a. They do not adversely affect the visual amenity of the area;
 - b. They do not adversely affect the amenity of residential occupiers by reason of siting, illumination or noise;
 - c. They are appropriate in scale and illumination to the location and, in the case of advertisements on buildings, the host building;
 - d. They contribute to rationalising street clutter and help to achieve an inclusive, legible environment;
 - e. They contribute to the safety of the environment for pedestrians, cyclists and drivers;
 - f. They do not impede any existing or proposed surveillance equipment, and contribute positively to public perceptions of security;
 - g. They do not adversely affect the amenity of any residential or sensitive area;
 - h. Advertisements associated with Wifi or telecommunication infrastructure must be proportionate to the overall structure, and must not lead to an over proliferation within the locality;
 - i. Advertisements associated with electric car charging stations must be proportionate to the to the overall structure, and should only relate to the charging station service provider. Where advertisements vary from the service provider, proposals must comply with a - g above.
- B. Advertisement hoardings will be appropriate in non-residential areas where they screen vacant or derelict sites, or sites where development is imminent.
- C. Proposals for advertisement resulting in a cluster of hoardings will be resisted where there would be a cumulative impact upon amenity.
- D. Proposals for advertisements that advertise temporary events and markets in centres will be supported.

Supporting Text:

Well designed and considerately located, commercial advertisements add to the interest and vibrancy of town centres and other commercial areas. Advertisements can also be used to identify uses and occupiers within a building or area and can contribute positively to the legibility of the urban environment. However, over-sized, insensitively sited and inappropriately illuminated advertisements can be unsightly, detract from the character of an area and run counter to the creation of safe, accessible environments. Applicants should consider guidance set out by the Advertising Standards Authority in the context of the imagery or text that they wish to advertise.

Advertisements within residential areas or at the interface of commercial and residential areas can adversely affect the amenity of the residential area. Advertisements which are illuminated or emit noise, such as those which provide a moving display, have considerable potential to cause nuisance to residential occupiers. In the more commercial context of town centres, illuminated and moving display units are to be expected, but can nevertheless adversely impact residential premises above ground level.

In determining the appropriateness of any illumination, the Council's Environmental Health Department will appraise lighting strategies submitted with planning applications to determine their appropriateness. Applicants should refer to the Institution of Lighting Professionals; Guidance Note 01/21 (The Reduction of Obtrusive Light) or any subsequent iteration.

Freestanding advertisements frequently add to street clutter and obstructions in the public realm. The Council's preference is for such advertisements to be integrated with the provision of required street furniture, like bus stops or telephone boxes. Free standing Wifi and USB charging docking may be located in town centres and parades. These developments often appear secondary to the internally illuminated advertisement component associated with them, and can appear as incongruous additions to the locality. Care must be taken to ensure an appropriate balance between the primary infrastructure and the ancillary advertisement element. Furthermore, there should not be an over proliferation of such developments, specifically in the context of all other street furniture, which can lead to excessive street clutter.

Electric vehicle charging stations are becoming more frequent in the public realm. Care must be taken to ensure that the opportunity to use individual charging stations to host advertisements, does not lead to an over proliferation of advertising. Proposals for advertisements should be proportionate to the charging station and advertise the service provider only.

Areas that are sensitive to advertisements include the Green Belt, Metropolitan Open Land, other open space, Areas of Special Character, conservation areas, and local areas of special character. Listed buildings (including locally listed buildings) are also sensitive to advertisements, and the act of fixing the advertisement may require listed building consent.

Occasional street markets and other temporary events help to enliven and support the Borough's town centres. By their nature, such activities require local advertising to raise awareness of the time, location and nature of the market or event, and therefore to ensure that they are successful. Certain forms of advertising for temporary events benefit from 'deemed consent' as defined in the Town and Country Planning (Control

of Advertisements) (England) Regulations (2007) and do not, therefore, require an application for advertisement consent.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GR10: Infill and backland sites, back gardens and amenity areas

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

NPPF Chapter 12: Achieving well-designed and beautiful places

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy GR10 Infill and backland sites, back gardens and amenity areas

General

- A. Proposals on Infill, backland sites, [non-designated] open space, garden land and garage sites will only be acceptable where;
- a. The proposal would be a high-quality design of a scale and intensity appropriate within the context it is located in;
 - b. Proposals assist in the delivery of homes as demonstrably needed [Strategic Housing Policy 03].
 - c. Neighbouring amenity is protected in terms of access to daylight, sunlight and actual or perceived privacy, in accordance with Policy GR1
 - d. Ensure a satisfactory quantum and quality of landscaping to provide for amenity space and biodiversity enhancements.
 - e. Appropriate levels of car parking is provided commensurate to the scale of development, with servicing and refuse collection adequately addressed.
 - f. The proposal is accessible to all; and
 - g. Addresses any relevant supplementary guidance.

Infill Sites

- B. Proposals for gap sites located in an established street scene will be supported where they:
- a. Demonstrate compliance with A (a-g) above;
 - b. Ensure sufficient private garden / amenity space is provided for both the proposal site and any donor property; and
 - c. Satisfactory servicing, waste and cycle storage is provided.

Backland Development

- C. Proposals that are located on backland sites will be supported where they;
- a. Demonstrate compliance with A (a-g) above;
 - b. Provide satisfactory access to the development;
 - c. Ensure appropriate waste servicing can be provided; and
 - d. Ensure secure by design measures have been addressed.

Non-designated open space

- D. Proposals for new housing on non-designated open space will be supported where they;
- a. Demonstrate compliance with A (a-g) above;
 - b. Ensure highway safety is maintained; and
 - c. Address any relevant supplementary guidance.

Garden land

- E. Proposals for new housing on rear gardens will be resisted unless they;
- a. Demonstrate compliance with A (a-g) above; and
 - b. Form part of the comprehensive development of a number of plots.

E.1 Housing on individual rear gardens will not be supported.

Garage sites

- F. Proposals that seek to redevelop garage sites within a development will be supported where they:
- a. Demonstrate compliance with A (a-g) above; and
 - b. Satisfactorily demonstrate the loss of garages will not cause or exacerbate parking pressure within the surrounding network.

Supporting Text:

Across outer London there are numerous opportunities to deliver appropriate small site housing developments, which are able to contribute to delivering housing needs for the borough. Development opportunities can exist on sites that constitute infill, back land sites, [non-designated] open space, garden land and garage sites. Much of the suburban area in Harrow is made up of 2-storey residential homes with rear gardens that provide amenity space for residents and biodiversity habitat.

Residential gardens are a strong element of suburban character and are an important component of the quality of life enjoyed by many Harrow residents. Development in these areas requires careful management to ensure this character is respected. However, character across the borough will continue to evolve over time, which will include the gentle densification of suburbia. Furthermore, the borough will continue to face pressure to deliver against its housing target set for it in the London Plan, but also to deliver the right type of homes that Harrow residents need.

The National Planning Policy Framework (2023) (paragraph 70) states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and such developments are able to often be built-out relatively quickly. The London Plan (2021) Policy H2 (Small sites) sets out that boroughs should recognise that character evolves over time, and that small sites can provide a valuable contribution to meeting housing targets. The Plan sets a small site housing target of 375 homes per year for Harrow; this forms a component of the overall target of 802 homes per year.

The Council will seek to encourage appropriate opportunities to achieve the requirements as set out in Policy H2 (Small sites) of the London Plan (2021) which encourages development in locations well serviced by public transport and amenities. Small sites development must comply with policy H03 (Optimising the use of small housing sites) of the Local Plan.

Small site development outside of the sustainable areas identified in policy HO3, will be less acceptable.

The prevalence of detached, semi-detached and terrace style housing provides a character of family homes across the borough from both a visual and use perspective. This character must be considered in any development application. Local Plan Policy GR1 (Delivering high quality design in Harrow) must also be addressed as any new development.

Infill, back land sites, [non-designated] open space, garden land and garage sites are often constrained sites and in close proximity to existing residential properties. Proposals must be creatively designed to ensure that whilst new development respects the character of a location's context, is also ensures that window placements protect the amenity of existing and future occupiers. New development should also ensure that new homes and their respective amenity outdoor amenity space is accessible for a range of users. Amenity space must be useable and functional appropriate for future occupiers.

Local Plan Policy GR1 (Achieving a High Standard of Development Design and Layout Considerations) must also be addressed as any new development.

Infill sites are often represented by a gap within a strong pattern of development, where housing fronting a road appears very uniform. However, within a uniform street scene, vacant sites within the row can appear as an anomaly. These gap sites may occur where houses were never built, or the street was impacted by historical bomb damage. Other gaps may arise from irregular plot shapes or very large gardens. These sites represent an opportunity to infill a logical gap within the streetscene.

Backland sites are generally vacant plots of land that are located between rear property boundaries or properties facing away from each other onto opposing street frontages. These sites are often accessed through a single access lane running down the flank elevation of two properties facing onto a street, which can cause access issues for construction, servicing and private vehicles. Applications must set out how access and servicing will be undertaken in a satisfactory manner, ensuring secure by design and pedestrian accessibility is also safeguarded.

Residential properties with individual rear gardens are a predominant characteristic, where any built development is of a single storey and ancillary in use to the main residential dwelling on the site. Individually, new development that exceeds this height and / or is independent use of the principal residential use of the site, has a detrimental impact on the use of the property and the character of the area. The Council discourages ad hoc planning applications to individual rear gardens, which can lead to incremental erosion of suburban character.

Where site assembly has been secured and a number of rear gardens propose a comprehensive development, subject to compliance with any subsequent Small Sites Design Code / SPD and this policy, they may be supported. What constitutes a

comprehensive development in terms of the number of sites, will be determined on a case-by-case basis. This will be assessed by the scale of development (number of units) and the overall site size, as this will determine the impact that a development is likely to have on the wider area and the planning benefits it would have.

Numerous housing estates and flatted departments have communal garages within their wider site. These sites are often dated with garage sites no longer fit for purpose. In many circumstances, garages are now used for general storage for the residential properties. Applications for demolition of garage sites and new residential development must satisfactorily demonstrate that the garages are not in use as car parking spaces, and that their loss would not exacerbate parking pressures in the area. Numerous garage sites within housing starts, are often set within designated open space, for which there is presumption against any net loss. New development within housing estates where the open space is designated, should also refer to Local Plan Policy HO5 (Housing estate maintenance, renewal and regeneration).

Non-designated sites are often publicly accessible, and form what appears to be a left-over piece of land at the end of a row of houses, which was never initially built on as part of a development. Such sites are not prevalent across Harrow, but often appear between the end of row and the back kerb of a highway. New development in close proximity to the highway, must demonstrate that highway safety is maintained in terms of access to and from the highway and appropriate site lines are maintained.

Site Typology	Definition
Infill	Derelict sites or unattended sites. The scale of these sites tends to align with the urban grain and surrounding developments. Many of these sites are situated in residential suburban streets.
Backland	Vacant open sites that are located in suburban areas behind regularly arranged residential properties
Garden land	Garden land means any land within the curtilage of a building the principal use of which is residential, in particular to the rear of the site.
Garage	Buildings with a narrow massing which are designed to house vehicles. Typically, these garages are located in residential areas and estates. Many of these garages include hardstanding for turning vehicles.
Non-designated open space	Open pockets of land which are located within residential areas (particularly in estates). Many such spaces consist of underutilised grassed areas serving little or no purpose.

Reasonable Alternative:

No Policy Option: This would impact on the Council's ability to set out expectations for development and protect the character and amenity of the Borough, particularly in the predominately suburban areas that are a key characteristic of the borough. Consequently, this alternative is not the Council's preferred option.

More permissive policy: The Strategic Housing Policy 03 identifies the amount of housing required, and where this is being strategically directed to, which is within the Harrow & Wealdstone Opportunity Area (a minimum of 7,500 dwellings). By

strategically directing growth to the most sustainable location within the borough, there would be less requirement to deliver housing within suburban Harrow which would contribute to retaining its low-density, suburban character. A reasonable alternative would however be to include a more permissive policy. This however is not the Council's preferred option as such a policy could result in an inconsistency with overarching approach to direct growth to the most sustainable location within the borough (the Opportunity Area), and areas capable to accommodate the most change in the borough having regard to matters such as prevailing character and building heights, and site availability). Furthermore, a more permissive policy may result in a level of change that the suburban areas of Harrow are not able to comfortably adapt to a significant amount of change that an overly permissive policy may result in.

Policy GR11: Planning Obligations

Linkages:

NPPF Chapter 4: Decision making

London Plan Chapter 11: Funding the London Plan

Policy GR11 Planning Obligations

- A. Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, and to ensure that all relevant development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
- B. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

Supporting Text:

The Harrow Community Infrastructure Levy (CIL) will ensure that new development helps to fund the cost of new or enhanced strategic infrastructure to support the cumulative impacts of development across the borough. The list of the types of infrastructure to be funded by CIL is set out in the annual infrastructure funding statement available on the Council's website, such as schools, libraries and healthcare.

A proportion of total Harrow CIL receipts is allocated to fund projects that reflect the priorities within the area in which Harrow CIL was received ('Neighbourhood CIL'). The Council will work with relevant stakeholders to identify local priorities for the spending of NCIL.

The Council has produced an Infrastructure Delivery Plan as part of the Local Plan review, and this evolving document will form the basis for infrastructure and funding priorities across the plan period (2021 to 2041).

Where new development requires a bespoke mitigation to make a scheme acceptable in planning terms, the Council may enter into a legal agreement with a developer. A legal agreement would take the form of a S.106 agreement, where an obligation will be secured on a specific matter. However, the nature of site-specific impacts means they vary widely depending on the site, its local context, and the development proposed. Therefore, beyond the requirements for affordable housing, it is not possible to ascribe a set of circumstances under which certain types of obligations will be sought as a norm. Obligations can take the form of monetary contributions or non-monetary contributions (such as those relating to employment and training provision, travel plans, design quality, biodiversity net gain monitoring etc).

The Council will produce guidance to set out how any monetary obligations would be calculated and the form of non-monetary obligations, which will be published on the Council website. This will be updated on a regular basis to reflect up to date charging appropriate for each monetary contribution type. Consistent with the NPPF, the

cumulative impact of planning obligations will be set at a level that does not render development unviable within the borough.

All new development must consider the obligations as set out in the local plan, including relevant policies, CIL and S.106 obligations when developing a scheme. Any financial contributions must be considered at an early stage by developers, and form part of a scheme viability consideration.

Reasonable Alternative:

This policy has been drafted to be consistent with relevant legislation, national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national legislation, national policy or the London Plan.

Chapter 03: Heritage

Strategic Policy 02: Harrow Heritage Assets

Linkages:

NPPF Chapter 16: Conserving and enhancing the historic environment

London Plan Chapter 3: Design

London Plan Chapter 7: Heritage and Culture

Strategic Policy 02: Harrow Heritage Assets

- A. The Council will manage heritage assets to ensure that development proposals preserve or enhance the significance of heritage assets (both designated or non-designated) and other historic environment assets. The Council will ensure that its heritage assets play a role in place making by:
- a. Determining applications in accordance with the National Planning Policy Framework the London Plan, and Local Plan policies HE1 (Heritage Assets) and HE2 (Enabling Development) where proposals affect heritage assets.
 - b. Promoting the significance of the main heritage assets within the borough which provide important wider social, cultural economic and environmental benefits, including assets such as the international value of Harrow School, and other assets such as Headstone Manor, St Mary's Church, and conservation areas.
 - c. Where necessary, support restoration schemes and changes of use where they comply with (a) above, and secure the long-term future of the asset whilst providing an appropriate use and scale of development for the asset and its setting. The Council will work with Historic England and relevant stakeholders to include any assets on the At Risk Register where appropriate.
 - d. Continuing to review undesignated heritage assets for potential formal designation e.g. as listed buildings, conservation areas, historic parks and gardens, and local areas of special character.
 - e. Ensuring that new development within the local strategic views (as set out within the policies map) do not harm views to St Mary's Church spire on Harrow on the Hill and other identified assets.
 - f. Supporting developments that improve access to, and the appreciation of, a heritage asset;
- B. Where evidenced, neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision
- C. Support measures to heritage assets to mitigate and adapt to climate change where appropriate, where these are able to be undertaken sensitively, whilst not harming the significance of the heritage asset.

Supporting Text:

Harrow's built heritage is principally found in clusters around its medieval town centres and historic landscapes. Early settlements such as Edgware, Pinner, Stanmore and Harrow on the Hill are protected by Conservation Areas and with many Statutory Listed Buildings, forming networks of assets along on key routes into and out of central London. Landscape is intrinsic to Harrow's strategic character with protected views to and from St Mary's Church in the south and Harrow Weald in the north. It is also important at the local scale, with the mature landscape of woodland and vegetation shaping a strong sense of place in Hatch End, Clamp Hill and Bentley. 20th century Modernist and Art Deco assets also preserve and enhance local character, often acting as a counterpoint to the typical Metroland vernacular. These are typically civic and leisure uses such as London Underground stations, libraries and cinemas that are nestled into neighbourhoods.

Harrow's identified heritage assets and historic environment will continue to be valued, conserved and enhanced.

New development should consider the unique heritage assets within the London Borough of Harrow, and where appropriate, draw on the contribution of such assets to inform the character of a place and new development within it.

The National Planning Policy Framework and the London Plan (2021) both provide further policy and guidance on heritage assets and the important contribution they make to place and people. Planning applications that have an impact on heritage assets (including designated, non-designated, and archaeological sites) must demonstrate compliance with wider development plan policies.

The Council will support the restoration of heritage assets to ensure a viable use and the securement of the long-term future of the asset. This must be to a use and scale of intensity that is appropriate for the property, and any proposal must also demonstrate.

Heritage assets that fall into disrepair through lack of maintenance can lead to significant degradation of an asset. Where appropriate, the Council will work with partners to list these on the Heritage at Risk Register. Similarly, where appropriate and in the public interest, the Council will pursue enforcement action in relation to the condition of heritage assets. However, the Council will also work to bring these assets back into a viable use, restoring the significance of the asset.

All new development should seek to address climate change. Applications that propose climate change mitigation measures (such as renewable energy technology), should seek to ensure the significance of the asset is preserved. Applications for climate change mitigation measures must provide detailed analysis of the significance of the heritage asset to provide a clear understanding of the significance and any potential harm, an assessment of the proposed measures on the significance of the asset (and any options to mitigate any harm) and what level of efficiency improvements, renewable energy provision or climate adaptation would be delivered.

Enabling development provides an opportunity for alternative uses to be introduced to a site, which may enable a heritage asset to be restored. The Council will support enabling development schemes where the bare minimum of enabling development is delivered to secure the long-term future of the heritage asset and the significance of

the heritage asset would be preserved. Developments seeking to progress an enabling development scheme, must also take into consideration national policy and advice set out by Historic England.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy HE1: Heritage Assets

Linkages:

NPPF Chapter 16: Conserving and enhancing the historic environment

London Plan Chapter 3: Design

London Plan Chapter 7: Heritage and Culture

Policy HE1: Heritage Assets

- A Proposals that secure the preservation, conservation or enhancement of a heritage asset and its setting, or which secure opportunities for sustainable enjoyment of the historic environment, will be supported.
- B Proposals should describe the significance of any heritage assets affected by development including any contribution made by the setting. The impact of proposals on heritage assets will be assessed having regard to:
 - a. Emerging or adopted supplementary planning documents, including character appraisals, management plans or other relevant documents;
 - b. Consideration of design, appearance and character including proportion, scale, height, massing, bulk, alignment, materials, historic fabric, use, features, location, relationship with adjacent assets, setting, layout, plan form and landscaping;
 - c. The proposals ability to conserve and sustain heritage assets, and their setting;
 - d. Sustainable economic benefits;
 - e. Climate change mitigation and adaption; and
 - f. The desirability of increasing understanding and interpretation of heritage assets; and
 - g. The ability to reverse any change.
- C The Council will use planning conditions and planning obligations where necessary to secure the exploitation of opportunities for sustainable public access to the historic environment.

Conservation Areas

- D. In addition to (A) and (B) above, when considering proposals within conservation areas, the Council will:
 - a. Support the redevelopment of sites that detract from the character or appearance of the conservation area; and
 - b. Exploit opportunities to restore lost features or introduce new ones that would enhance the character and appearance of the conservation area.

Listed Buildings (including Locally Listed Buildings)

- E. In addition to (A) and (B) above, when considering proposals affecting listed buildings and their setting, the Council will:

- a. Pay special attention to the building's character and any features of special architectural or historic interest which it possesses, and the role of the building's setting in these regards; and
- b. Exploit all opportunities to secure the future of listed buildings particularly those on the 'heritage at risk' register.

Scheduled Ancient Monuments

- F. In addition to (A) and (B) above, when considering proposals affecting scheduled ancient monuments, the Council will have regard to:
 - a. The relationship of the monument with other archaeology and the wider landscape in which it should be interpreted;
 - b. The condition and management of the monument; and
 - c. The existing and future security of the monument.
- G Major development and change of use proposals affecting a scheduled ancient monument will be required to provide and implement an action plan for the management of the monument.

Archaeology

- H. In addition to (A) and (B) above, when considering proposals affecting an archaeological priority area, the Council will have regard to:
 - a. The known or anticipated significance of the archaeology;
 - b. The likely implications of the proposal upon the archaeology; and
 - c. The need to preserve the archaeology in situ; or
 - d. The adequacy of arrangements for the investigation, recording, archiving and (where appropriate) curation of archaeology not requiring preservation in situ.

Local Areas of Special Character

- I. Proposals within identified Local Areas of Special Character (LASCs) shall:
 - a. Pay particular attention to the areas special character and the role of the area's setting in this regard; and
 - b. Exploit all opportunities to secure the future of the LASC; and
- J. The effect of an application on the significance of the LASC should be taken into account in determining the application. In weighing applications that directly or indirectly affect the LASC, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Supporting Text

Collectively and individually heritage assets are a unique, irreplaceable resource to be sustained for the present and future generations to understand and enjoy. When assessing proposals affecting heritage assets, including non-designated heritage assets, priority over other policies in the Local Plan will be afforded to the conservation of the assets affected and their setting as appropriate to the significance of the assets.

Many aspects of the historic environment, such as listed buildings and conservation areas, are 'living' places and need to be sustained through development, adaptation and active use. Public access to other aspects of the historic environment, such as archaeology or historic parks and gardens, can support tourism, education and the wellbeing of residents. The Council therefore recognises that change within the historic environment need not be at odds with heritage protection objectives.

The National Planning Policy Framework (2023) is clear that justification for substantial harm to (or total loss of) the significance of a designated heritage assets should be exceptional, and wholly exceptional in respect of those of higher grading, and that permission should be refused unless certain criteria are met. Proposals involving less than substantial harm to the significance of a designated heritage assets are required to be weighed against any public benefits, whilst proposals affecting non designated heritage assets should be subject to balanced judgements concerning the scale of harm and the significance of the asset.

Supplementary planning documents (SPDs) together with accompanying character appraisals and management plans have been published for the Borough's conservation areas. English Heritage also produce documents providing guidance on the conservation of heritage assets. The detailed policies and guidance set out in these documents, and further information relating to the significance of these assets such as historic Ordnance Survey maps, can provide further material considerations.

Regard should be given to any relevant guidance in relation to the identification and assessment of impacts of development on heritage assets and their setting².

Design & Character

Issues of design, appearance and character are the main considerations for additions and alterations to heritage assets, and new development affecting heritage assets. Replicating a particular style may be less important, though there are circumstances where it would be appropriate. Design should take account of the significance of nearby assets, topography, general character of the area, diversity or uniformity in style of the building and area, construction, materials, detailing, decoration and period of existing buildings and spaces; urban grain; current and historic uses; landscaping; and views (public and private).

The existing or original location and layout of heritage assets can make a significant contribution to their historical context and meaning. Similarly, the original use of a heritage asset will often be the most compatible with its character and fabric. Securing the appropriate and viable use of a heritage asset that is compatible with its character and fabric in the long term is an important part of its conservation. Proposals for below-ground (subterranean) development and modification of internal layouts can also impact upon the significance of heritage assets.

The survival of heritage assets is usually best achieved by ensuring that they are supported by viable economic uses compatible with the character and fabric of the asset which secure their repair and on-going maintenance needs in the long term.

² See for example, the GLA Practice Note: Heritage Impact Assessments and the Setting of Heritage Assets: <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance>

Appropriate uses can breathe new life into listed buildings and conservation areas, and support opportunities for people to enjoy historic parks and gardens.

Climate Change Mitigation and Adaptation

Proposals involving heritage assets can often provide opportunities to reduce their contribution to climate change and to increase their resilience to the anticipated consequences of climate change. Examples include funding of public realm improvements to encourage walking and cycling; sustainable drainage techniques to reduce flooding; the reuse of heritage assets to retain embodied carbon and to minimise the need for new building materials, energy and generation of construction waste. Where appropriate, heritage assets can also be modified to reduce carbon dioxide emissions for example by allowing greater use of renewable energy and options for insulation. Intrusive interventions, such as external mounting of microgeneration technology, can harm significance. The creative adaptation of heritage assets can dramatically reduce the whole-life energy costs and waste impacts that would result from demolition and replacement.

Development and uses affecting heritage assets may provide opportunities to better reveal the significance of an asset or for people to enjoy it. Investigation of an asset and documentation of the findings may increase understanding of the history and significance of the asset. It is therefore an exercise of public benefit and so recording may be a requirement for a development, using planning obligations or conditions. Accessibility enhancements and the provision of interpretation facilities could improve levels of local appreciation of 'hidden' assets such as below-ground archaeology.

Public Access to Heritage Assets

Policy HC1 of the London Plan encourages boroughs to include policies for improving access to the historic environment and heritage assets and their settings. Permanent public access, such as that at Bentley Priory Museum, Harrow Museum and Headstone Manor, provide opportunities for residents and visitors to value the architectural and historic value of the Borough's heritage assets. Public access agreements or other provisions, as part of Planning Obligations or conditions for proposals associated with significant heritage assets, can provide opportunities to increase participation in such events - particularly where participation would widen appreciation of the Borough's heritage assets within their Greater London context - or secure more permanent public access to the historically or architecturally significant components of the heritage asset.

Redevelopment of Conservation Assets

The redevelopment of some sites within conservation areas may offer the opportunity to remove buildings or other features that detract from the character or appearance of the conservation area. Harrow's Conservation Area Supplementary Planning Documents (and their associated character appraisals and management plans) include provisions for redundant buildings, under-utilised sites and other structures/buildings that detract from the character and appearance of the areas concerned.

Some proposals may offer the opportunity to restore lost layouts, views/vistas, landscaping, boundary treatment or other features of significance to the conservation area. Similarly, opportunities may exist through new development to introduce new

features. Again, Harrow's Conservation Area Supplementary Planning Documents (and their associated character appraisals and management plans) identify specific opportunities to restore specific features and it is recognised that development may bring unforeseen opportunities for the restoration or creation of new features.

Non-Designated Heritage Assets

Across the borough there are areas of notable value, but do not necessarily achieve Conservation Area status. Notwithstanding this, the contribution they make to the local environment warrants recognition and protection. This is due to their heritage significance as well as their townscape /architecture that is of locally cohesive and well-preserved quality and/or landscape that is of locally distinctive and well-preserved quality.

Listed Buildings

There are over 300 statutorily listed buildings and over 700 locally listed buildings in Harrow. In numerical terms, therefore, listed buildings constitute the largest component of the Borough's historic environment. Particular care is needed to ensure that alterations, extensions and any other development affecting listed buildings does not prejudice their architectural or historic integrity, including that associated with their setting.

The Council endeavours to ensure that listed building owners are aware of their responsibilities. Statutory powers allow the Council to step in when listed buildings are seriously neglected. However, positive solutions that provides a viable, long-term future for listed buildings and which prevents them becoming 'at risk' are invariably preferable to the use of legal interventions, particularly in respect of buildings on the heritage at risk register (see paragraph 3.25 below).

Buildings of local interest in Harrow make a special contribution to the architectural and historic identity of the Borough. By inclusion on the Harrow list, the Council is highlighting their local significance to be taken into consideration when making planning decisions which affect them. Within conservation areas, local listing indicates that the building (or group of buildings) is of some significance to the character and appearance of the area. Outside of conservation areas, a building's (or group of buildings') inclusion on the local list demonstrates special local architectural or historical significance meriting retention.

Archaeology

Harrow has a rich archaeological heritage. This reflects the geology and topography of the land which attracted early settlers and the Borough's proximity to London, which has dominated trade and governance in Britain since Roman times. The benign nature of the environment and landscape processes in the area has resulted in a legacy of well-preserved archaeological features. However, the greatest threat to archaeological resource has been, and remains, human activity particularly development.

Scheduled Ancient Monuments are a statutory designation for remains that are recognised as having national importance and are, therefore, safeguarded for their intrinsic value for the benefit of current and future generations. Scheduled Ancient Monuments in Harrow make a significant contribution to the Borough's heritage and are the most important sites of archaeological interest. However, Harrow's archaeological heritage includes some sites of more local significance as well as areas

where insufficient evidence exists to justify formal scheduling. Locations within Harrow which are suspected to contain below ground archaeology, as advised by English Heritage, are designated as Archaeological Priority Areas.

The Council is committed to securing the conservation and understanding of all historic assets including those of archaeological interest. The Borough's Scheduled Ancient Monuments and Archaeological Priority Areas are shown on the Harrow Policies Map and further information about them is available via the Council's website. The desirability of preserving a scheduled ancient monument and its setting is a material consideration in the determination of planning applications. The National Planning Policy Framework (2023) establishes a clear presumption against the loss of, or substantial harm to, a scheduled ancient monument and states that any harm to a designated heritage asset, which is less than substantial, must be weighed against the public benefits of the proposal. London Plan Policy HC.1 provides further planning decisions criteria relating to archaeological assets. Locations within Harrow which are suspected to contain below ground archaeology, upon the advice of English Heritage, are identified on Harrow's proposal map as archaeological priority areas. A number of these are related to features the subject of formal designation as Scheduled Ancient Monuments.

Developments where heritage assets of archaeological interest have been identified may be subject to mitigation measures in order to understand the asset. This might include field investigation or excavation and analysis, dissemination and archiving of results. The Council will also encourage community engagement and involvement in any programme of archaeological work.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy HE2 Enabling Development

Linkages:

NPPF Chapter 16: Conserving and enhancing the historic environment

London Plan Chapter 3: Design

London Plan Chapter 7: Heritage and Culture

Policy HE2 Enabling Development

- A. Enabling development will only be supported where;
 - a. It is the only viable means of securing the long-term future of the heritage assets affected; and
 - b. The enabling development is the minimum necessary, as demonstrated by robust evidence, to secure the long-term future of the heritage assets affected.

Supporting Text

The national context for enabling development is set out at paragraph 214 of the National Planning Policy Framework (2021). By definition, enabling development should be a tool of last resort after all other reasonable avenues that would secure the asset's survival have been exhausted.

There are 15 of the Borough's heritage assets on the English Heritage London Heritage at Risk Register (2012). These comprise 10 buildings/structures, 1 registered park and garden, and 4 scheduled ancient monuments. The Council takes its responsibility to help secure the conservation of heritage assets for future generations' enjoyment seriously, and to this end has been working positively with owners and other partners to ensure the survival of assets on the register and to avoid others being added to the register. In a number of instances, sensitive enabling development has been approved (or agreed in principle) to secure the restoration and conservation of heritage assets.

Where enabling development has been proposed as the last resort to secure a heritage assets survival, applications must be supported with comprehensive evidence to demonstrate that the enabling development is the absolute minimum required.

Proposals should follow the guidance (including required documentation) set out in the Historic England guidance note; Enabling Development and Heritage Assets (Historic Environment Good Practice Advice in Planning Note 4 (and any superseding guidance)).

The Council understands that higher revenue uses (such as residential) may be required to enable the long-term future of a heritage asset to be secured. However, a programme of works to set out when each of the components of a development are expected to be delivered must support any planning applications. The Council will expect the heritage asset to be delivered before the enabling development is fully

occupied. The level of occupancy will vary from scheme to scheme, but will be agreed by the Council and secured through a S.106 legal agreement.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Chapter 04: Housing

Strategic Policy 03: Meeting Harrow's Housing Needs

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Strategic Policy 03: Meeting Harrow's Housing Needs

Housing delivery:

- 1 The Council will optimise opportunities to deliver a minimum of 16,040 (net) homes during the Plan period (2021/22 – 2040/41), of which at least 8,020 new homes (net) will be delivered between 2019 - 2029 (Policy H1, London Plan), to address the future needs within the most sustainable locations of Borough. Based on current estimates of the Borough housing capacity from all sources, the 10-year housing delivery target will be met.
- 2 The London Plan (2021) includes a target to deliver a minimum of 3,750³ (net) homes on small sites (below 0.25ha) across the Borough between 2019 -2029.
- 3 The Council will support the delivery of new housing on a range of suitable sized sites, prioritising previously developed land, within the following locations;
 - A. **Harrow and Wealdstone Opportunity Area:** A minimum of 7,500 will be delivered through extant permissions and on allocated sites within the opportunity area.
 - B. **Rest of the Borough:** A minimum of 2,500 will be delivered through extant permissions and on allocated sites across the rest of the Borough.
 - C. **Small Sites :** A minimum of 4,125 new homes on small sites (below 0.25ha) will be supported on allocated sites within the Plan and windfalls sites, in locations with good public transport accessibility (PTAL 3-6) and on sites within 800m of a tube, rail stations or a Metropolitan, Major, District town centre boundary, providing they are sensitively designed to protect and enhance the character of the Borough, particularly suburban areas.
 - D. **Windfall sites:** Development of new housing on suitable sites (above 0.25ha), not identified within the Local Plan will be supported, provided it does not adversely impact the character of area, the existing and planned capacity of infrastructure and complies with other policies of the development Plan.
- 4 New development will be directed towards the locations where infrastructure has the most capacity to accommodate new homes, whilst respecting their local distinctiveness, local character and protecting the borough's physical, natural, historic environment, as well as recognising the most accessible locations (PTAL 3-6) of the Borough will change over time. Development within suburban areas that have a low public transport accessibility and limited

³ NB This is a component of the London Plan 10-year housing delivery target of 8020 homes and not addition to this.

infrastructure capacity will be of a modest scale and will be required to protect, enhance and re-enforce the unique character of these locations.

Housing Choice

- 5 Development will be expected to provide a choice of housing and deliver inclusive, mixed and sustainable communities to address local and strategic housing needs, across the Borough. This will be achieved through;
- A. **Genuinely Affordable housing:** Over the plan period the Council seek to ensure; at least 50% (8,000) of all new dwellings delivered from all sources of housing supply across the Borough will be affordable to low-income groups. At least 70% of all these will be low cost rented housing and the remainder will be Intermediate products which will be genuinely affordable based on lower quartile/median housing costs and incomes of Harrow residents.
 - B. **Mix of Housing by size:** A strategic target has been set to ensure a minimum 25% (4,000) of all new dwellings delivered are three bed (or more) family sized dwellings across the Borough over the plan period.
 - C. **Specialist older people housing:**
 - a) The housing needs of older people will be met through:
 - i) Prioritising the delivery of new conventional residential accommodation in C3 use class, designed to be adaptable to the varying needs of users over their lifetime, as well as via retrofitting the existing stock.
 - ii) The delivery of specialist older persons accommodation (C3) with different levels of support, and care home accommodation (C2). These should play a supplementary role to conventional C3 housing that are adaptable to the changing needs over time.
 - iii) The delivery of low-cost rented housing within older person accommodation schemes.
 - b) The Council will work positively with providers, to support the delivery of a minimum 980 units of specialist older person accommodation, comprising retirement housing units extra care housing units between 2022- 32, to address the future needs of an ageing population. A total of 200 bed spaces for nursing care will be delivered, to address the needs of the elderly population or those who have serious health issues that require specialist care, between 2022-32.
 - D. **Supported and specialist Accommodation:** The Council will work positively with the relevant authorities such as the NHS and charities, to ensure additional well designed supported and specialist accommodation is delivered, to address the requirements of specific users or groups (particularly marginalised, vulnerable individuals or groups) providing the applicant can demonstrate a need for the proposal. The Council will seek to resist the loss of existing accommodation to other uses, unless the proposal is for re-purposed, enhanced or for re-location of the use and it would comply with other policies in the Plan.
 - E. **Non-self-contained accommodation:** The Council will support the provision of non-self-contained housing such as Houses in multiple occupancy (HMOs), Hostels, Large Scale Purpose-Built Shared Living (LSPBSL) or Purpose-Built Student Accommodation (PBSA). This is providing;

- a. A need is demonstrated for PBSA, LSPBSL products and the proposal is not situated on a site that has extant permission or is allocated for self-contained housing
- b. Proposals make a positive contribution to housing choice and create mixed and balanced communities.
- c. The level of non-self-contained housing provided does not result in an over concentration of such uses, result in harmful amenity impacts and compromise the delivery of additional self-contained housing to meet the future Borough needs and support mixed inclusive communities.

- F. **Self-build and custom build housing:** The Council will support proposals, for self-build and Custom build housing, particularly community led schemes, to diversify sources of housing supply, speed up housing delivery, encourage innovate design and further housing choice to address local needs. Such developments will need to demonstrate compliance with relevant policies of the Development Plan, particularly in relation to the provision of affordable and family sized housing.
- G. **Build to rent:** Built to rent proposals will be supported within the Opportunity Area provided they comply with definition and requirements of London Plan Policy H11 and Strategic Policy 05: Harrow and Wealdstone Opportunity Area.
- H. **Gypsy and Traveller accommodation:** The Council will maintain the existing provision of Gypsy and Traveller pitches. A total of three additional pitches will be delivered between 2016 – 41. The existing identified needs, and if any additional needs arise, will be addressed within an existing site.⁴

Estate regeneration

6. The Council will positively work with local communities, existing residents, and other stakeholders to support opportunities that arise for estate renewal and regeneration during the Plan period. This will play an important role to:
 - a. Increase the provision of the right type., size, tenure of housing to address local needs and meet the strategic targets
 - b. Ensure residents have access to additional high quality affordable and family sized dwellings to adequately address the needs of existing and future residents
 - c. Address the causes and impacts of multiple deprivation within them and wider areas (where relevant to the proposed scheme)
 - d. Ensure neighbourhoods and communities benefit from living within high quality environments, with access to communal and other facilities within the estates (if necessary) or wider area, as well as are well designed, safe, inclusive and promote the health and well- being of communities.
 - e. Ensure existing and new residential units achieve high quality design standards
 - f. Promote social interaction, cohesion between the residents to support mixed and inclusive communities.
 - g. Ensure residential accommodation and other facilities are maintained at a decent high-quality standard throughout their life

⁴ NB. This figure based on the West London Alliance Gypsy and Traveller Needs Assessment (2018). This will be updated based on the findings of the GLA London wide GTANA that is being undertaken. The findings of this are expected to be published during 2024.

7. The Council will work with a range of stakeholders to support the delivery of phases 2 and 3 of the Grange Farm Estate regeneration scheme during the life of the Plan. This will deliver an exemplary mixed tenure community, with new residential accommodation built to high quality design and Development Plan housing standards, with a range of housing types and tenures, sizes to address the needs of existing and future residents, particularly for families and local income households who require social rented housing.

Safeguarding the existing housing stock

8. Existing self-contained C3 housing will be safeguarded in accordance with London Plan policy. Exceptionally, the net loss of self-contained residential accommodation may be acceptable where:
 - A. Sub-standard dwellings would be brought in line with London Plan space standards;
 - B. The proposal is for specialist non-self-contained accommodation (use class C2) to meet an identified local need in accordance with the requirements of Local Plan policy H8;
 - C. De-conversion of flats would create a family size home (3 bed or more)
 - D. Providing social or physical infrastructure to meet an identified local need which could otherwise not be met elsewhere.
 - E. The net loss of existing affordable housing units and floorspace – overall and in terms of social rented housing – will be resisted.
 - F. A change of use from housing to short-stay holiday rental accommodation to be used for more than 90 days a year will be resisted.

Implementation:

9. The Council will monitor the implementation of the Plan against the above targets, including through the use of the housing trajectory (Appendix 6) and the monitoring implementation framework (Appendix 2), to address future housing needs and maintain a five-land supply of deliverable sites.

Supporting Text:

Housing needs and requirement

The Council has undertaken a Draft Local Housing Needs Assessment (LHNA, 2022), to gain an understanding of the number of homes, the type, size and tenure that may be required to address the future needs of the Borough over the Plan period (2021-41). However, it should be noted that the London Plan States “*The housing targets set out for each London Borough are the basis for planning for housing in London. Therefore, boroughs do not need to revisit these figures as part of their Local Plan development unless they have additional evidence that suggests they can achieve delivery of housing above these figures whilst remaining in line with the strategic policies established in this Plan*”. This view is also supported by the National Planning Practice Guidance (para 0.0.21).

The Draft LHNA (2022) utilises two approaches to estimate the minimum number of additional homes that may need to be delivered, the type, size to address the future housing needs of the area, over the life of the Local Plan (15-20 years).

The first approach of the Draft LHNA utilised the ONS 2018 population and household projections to estimate the level of future housing need between 2021-41. This considers factors such as changes to the level of migration, household sizes, fertility and household sizes. This estimates the number of households are expected to increase by 15,200 (2021-41), and takes account of vacant/second homes, older people in C2 homes who were not included in statistics. Further, it indicated an uplift to the need figure is required, by applying a 2001 household formation rate to all those below 45, to account of the issue that household sizes may have unsustainably increased since 2001, as young people were unable to move out /afford suitably sized housing that addressed their needs and delayed forming families until later in life. Therefore, this approach assumed an additional 8400 dwellings are required, to address pent up demand for housing, which results in a total need of 24,266 homes required between 2020-41.

The second approach of the Draft LHNA assumes the London Plan 10-year housing delivery target of 802 per annum (2019-29) is rolled over for another 10 years to cover the life of the Plan. This suggests an overall housing need figure of 16,040 homes between 2021 and 41. The London Plan Policy H1 of the London Plan sets the Borough a ten-year housing delivery target of 8020 units (including 3750 units on small sites) between 2019- 29, which is related to the needs of the Borough and wider London. This figure also reflects the identified capacity for homes of sites that the GLA considered will become available, based on the 2017 SHLAA. The supporting text of the policy states that " *If a target is needed beyond the 10 year period (2019/20 to 2028/29), boroughs should draw on the 2017 SHLAA findings (which cover the plan period to 2041) and any local evidence of identified capacity, in consultation with the GLA, and should take into account any additional capacity that could be delivered as a result of any committed transport infrastructure improvements, and roll forward the housing capacity assumptions applied in the London Plan for small sites.*"

It should be noted that the NPPF requires Local Plans to cover a period of 15 years from the date of adoption. It is good practice to produce a Plan covering more than 10 years, as there can be time lag in the delivery of large strategic sites and their supporting infrastructure due to factors such as gaining planning permission, market conditions, access to finance and viability. Therefore, as the Plan is expected to be adopted in 2025, the Plan is proposed to cover a period between 2021-41 (i.e. 15/16 years upon adoption).

The Council's proposed preferred approach is to adopt a housing requirement/target of 16,040 homes between 2021-41 (being the annualised London Plan target of 802 homes per year over the 20-year plan period), in compliance with the London Plan. The proposed target includes self-contained residential units and non-self-contained residential accommodation, including specialist housing for students and older people in use classes C2, C3 and C4 or sui generis.

Table H1: Indicative Borough housing supply relative to requirement

	Totals
Local Plan Housing requirement (2021-41)	16,040
Housing supply:	
Total capacity of sites under construction (at end of 31/03/23)	3,086
Total capacity of sites with permissions (at end of 31/03/23)	2,043
Estimated indicative capacity of existing unimplemented site allocations (2012/13) and pre-applications	3,874
Capacity of small sites windfall allowance (SSWA) (London Plan H2 target). ⁵	4,125 ⁶
Capacity of housing sites completed between financial years 2021/22 and 2022/23 ⁷	1,180
Surplus housing delivered between financial years 2019/20 and 2020/21 (relative to London Plan target of 1,604)	454 ⁸
Supply Total:	14,762
Indicative shortfall in supply relative to 20-year housing requirement; subject to call for sites and site allocations⁹.	1,278 (shortfall)

The table above shows a snapshot in time (as at 31/03/23) of the potential housing supply and capacity from a range of sources, such as existing permissions, sites under construction, completions (within proposed plan period), and indicative capacity of existing unimplemented site allocations. Additionally, in accordance with the London Plan a small sites windfall allowance (SSWA) is included for Plan period, as such sites / windfalls can contribute to the anticipated future supply of housing to meet future needs. The SSWA of 4,125 (375 *11 years) uses a SSWA of 375 homes per annum is based on the target included within Policy H2 of the London Plan (2021).

The table indicates that currently identified supply totals 14,762 homes for the plan period; this represents a modest shortfall of 1,278 homes compared to the housing requirement of 16,040 homes over the plan period.

In terms of the London Plan ten-year housing target of 8,020 homes (between 2019 and 2029), since 2019, the Council has delivered a total of 3,238 homes during this four-year period at an average of 809 homes per annum. Sites currently under construction or with permission total 5,129 homes (comprising 3,086 and 2,043 respectively). Adding this to the 3,238 homes already completed gives a total of 8,367

⁵ The SSWA is applied from the date the Plan is expected to be adopted (2025) less 5 years (11 years)

⁶ This applies a SSWA of 375 homes per annum (x11 years) based on the target included within the London Plan Policy H2

⁷ Comprising 537 homes and 643 homes that were completed over these two years

⁸ A total of 2,058 homes (1256 and 802 homes respectively) were delivered in the first two years of the London Plan 10 year housing target but before the Local Plan period. The London Plan target for these two years was 1,604, resulting in an overprovision of 454 homes to be carried forward into the Local Plan period.

⁹ Current identified supply is 14,762 dwellings compared to requirement of 16,040, resulting in a shortfall of circa 1,278

dwellings, which is in excess of the London Plan ten-year target (2019-2029) of 8,020 homes.

Furthermore, initial estimates of capacity from existing but unimplemented site allocations and pre-applications discussions suggest an indicative capacity of circa 3,900 homes. Any potential shortfall over the plan is therefore likely to be in the later periods of the Plan. The NPPF (2023, para 22), requires Local Plans to look ahead for 15 years (from the date of adoption), and the requirement for specific, deliverable sites is focused on years 1 to 5 of the plan period. At this stage of the Plan making process, the above table indicates that the Council is making progress towards meeting the proposed housing requirement/target of 16,040 (2021-41), based on current data of capacity from all sources of supply and there may be a modest shortfall homes towards the end of the Plan period. Estimates of future supply (unimplemented site allocations and active pre-applications discussions) are indicative and will be refined as the Council undertakes a formal call for sites process (to identify additional capacity) and progresses detailed site allocations work to firm up indicative capacity numbers used in the table above; this will form part of next version (Regulation 19 version) of the draft Plan. and will be subject to a statutory stakeholder consultation.

The Council will undertake a further review of the evidence base to assess whether capacity from all sources of housing supply will satisfy the future needs of the borough. For example, a formal Call for Sites consultation will be undertaken during the same time as the Draft Local Plan (Regulation 18) consultation to enable stakeholders to submit potential development sites for new housing (and other uses) to the Council to consider for potential allocation in the Plan. This process will assess the availability, suitability, development capacity of site submissions, existing unimplemented allocations and their delivery timescales. A design led capacity assessment will be undertaken to determine the optimum number of homes that may be delivered on the potential allocations, in accordance with the London Plan. The findings of this and other evidence-based studies such as Infrastructure Delivery Plan and Integrated Impact Assessment, the London Plan and national policy will help the Council determine which sites should be taken forward during the next stage of the Plan making process and drafting policies for assessing applications. More details of the proposed housing site allocations, their locations and their potential capacity will be included in the Draft Local Plan that will be produced during the next stage of the Plan making process and will published (Regulations 19) consultation with all stakeholders.

National Policy requires the Council to annually monitor the potential to deliver the housing target and actual delivery against this. The Council is required to demonstrate a five-year supply of deliverable housing sites. Further, the housing delivery test requires the council to monitor actual housing delivery and ensure it does not fall below 75% against the housing target over a three-year period. If the Council fail to meet either of these, this could have potentially significant consequences for the Council, as the presumption in favour of sustainable development included in national policy could apply and local plan policies could have less weight or be overridden by national policy, when determining planning applications. This means that it may be more difficult for the Council to refuse housing applications that may poorly designed, located or the wrong type of housing, via local decision making and appeal process. This could lead to outcomes which neither the Council nor residents/ businesses support. As such the council will endeavour to undertake the necessary actions to ensure that it can achieve the required number of homes, ensure they are deliverable,

including supporting delivery of homes on its own land portfolio and estates if options are identified during the life of the Plan.

The Housing Delivery Test results 2022 indicates the Council achieved a housing delivery rate of 128% against a target of 802 dwellings per annum, covering the period between 2019/20 to 2021/22. Furthermore, the latest housing monitoring data (2022/23), indicates, the Council currently has a supply of deliverable housing sites of more than 6 years (6.9 years) relative to the London Plan target, therefore demonstrating the Council has a solid 5-year housing supply.

Reasonable Alternatives:

Option 1: High housing growth

This would result in the inclusion of a housing requirement of 24,266 dwellings (1213 units per annum) between 2020-41 based on the demographic led approach utilised by the Draft Local Housing Needs Assessment. This is based on 2018 household and population projections and considers factors such as household sizes, mortality, migration, and past suppressed household formation rates of those under 45 years of age.

This approach is not considered the preferred option due to a number of factors. The London Plan (2021) sets a Borough ten-year target of 8,020 homes (2019-29) and indicates a target beyond this period should be based on evidence of capacity. Housing monitoring data indicates a total of 8,410 homes were delivered between 2009/10- 2020/21 (i.e. average of 841), which means it is likely to be difficult for the Borough to increase delivery of housing on previously developed sites to meet this within the existing urban area, beyond the London Plan target. This option is likely to require the release of greenfield sites, including within the Green Belt or Metropolitan Open Land (or the potential loss of employment land) and the Local Plan evidence does not demonstrate that any exceptional circumstances exist to justify this approach. This may impact the Council's ability to maintain a five-year land supply of deliverable sites and meet the housing delivery test. This may result in the national policy of presumption in favour of sustainable development applying when considering applications. This may undermine the plan led system and the promotion of sustainable development of the Borough.

Option 2 Low housing growth: Stepped trajectory over a fifteen-year plan period

This would be based on the London Plan ten-year housing deliver target of 8020 homes (2019-29) and the need beyond this period would be based on the 2017 London SHLAA. This would comprise of the indicative capacity of large sites of 921 homes (phases 4: 2029-34) and 138 homes (phases 5:2034 -41), plus the London Plan small sites allowance of 3750 homes (10 years), all of which would total 4809 homes. Therefore, this approach results in a total housing requirement of 12,829 homes over a 20-year period (2021 -41). This assumes a higher housing requirement/need of 802 homes per annum over the first ten years (2019-29) and a lower need of 481 homes per annum during the final phases of the Plan. It should be noted the NPPF requires Plans to cover a 15-year period from the date of adoption.

At present, this approach is not considered the preferred option as further evidence base is being undertaken to identify additional housing capacity (namely through the call-for-sites process running parallel with the Regulation 18 consultation). The London

Plan (2021) states that any capacity beyond 2029 “should draw on the London 2017 SHLAA findings and any local evidence of identified capacity “. Therefore, the housing requirement/target will need to be based on updated local evidence of the housing capacity of the Borough.

Policy HO1: Dwelling size mix

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO1: Dwelling size mix

A. Dwelling size mix priorities

- 1 All developments for conventional residential must provide a good mix of unit sizes, to adequately address the Borough's housing needs, particularly for families, as well as contribute to and support the creation of inclusive and mixed communities. To achieve this, proposals must apply the following sequential approach to housing priorities:
 - i) Ensure a minimum of 25% of all units within a scheme are family sized dwellings (three bedrooms or more) and a higher proportion will be required on suitable sites;
 - ii) the remaining dwelling size mix will be determined on a case-by-case basis having regard to:
 - a. Need to provide an appropriate mix of dwelling types reflecting the most up to date evidence as set out in the Local Housing Needs Assessment (or successor documents) and local housing register;
 - b. Site size and its physical characteristics (including any identified constraints on the preferred housing mix);
 - c. Location of the site, the surrounding context, character (including town centre location) and the Public Transport Accessibility Levels;
 - d. Need to optimise housing output on previously developed land;
 - e. The range of tenures and the extent to which flexibility around the mix of market units could secure the delivery of additional affordable dwellings; and
 - f. Potential for custom-build and community led schemes.
- 2 Development that fails to adequately accord with the delivery of the above requirements will be resisted, unless robust evidence demonstrates it would be unsuitable due to site/design considerations or be financially unviable.
- 3 The smallest 2-bedroom dwellings for both market and affordable homes provide a minimum of 4 bed spaces in accordance with the minimum internal space standards for new dwellings set out in London Plan Policy D6, to ensure flexibility to the changing circumstances of households and avoid overcrowding.

B. Flatted developments

- 4 Flatted developments will be required to give the highest priority to the provision of accommodation for families, on the lower floors of the scheme, with direct access to a private garden or communal amenity space. These should be well designed to address the needs of family

members who may be disabled and elderly. Proposals that fail to meet this requirement will be resisted, unless it can be demonstrated that the scheme would result in a poor-quality living environment for families; based on the above criteria.

C. Housing schemes solely comprising of smaller units

- 5 Development proposals comprising solely of studios and/or 1 bedroom, 1 person units, or those that will result in an overconcentration of 1- or 2-bedroom units on an individual site, will be resisted unless it can be suitably demonstrated that the housing provision:
 - a. Is in an area with higher Public Transport Access Levels (i.e. PTAL 3-6); and
 - b. Forms part of a larger development, or is located within an area for which a masterplan has been adopted or endorsed by the Council, which includes provision for a mix of unit sizes, including a reasonable number of family-sized dwellings (3+ bedrooms); or
 - c. Provides for a balance in the mix of unit sizes in the area; or
 - d. Is the only housing format deliverable by reason of site size, site configuration or other development constraints, and where a studio unit is proposed.
- 6 An exception to the above (5) will apply to proposals for older person accommodation/other types of occupants with specific needs and it can be demonstrated 1-bedroom units is the most appropriate form of accommodation.

D. Monitoring

- 7 The Council's dwelling size priorities will be subject to periodic review and updated when new assessments of housing need are commissioned. Through the Annual Monitoring Report (AMR) the Council will set out progress on delivering these priorities and building the right homes for the next generation. The AMR will assist in informing the Council's consideration of dwelling mix on a site-by-site basis.

Supporting Text:

Development proposals for new housing will need to demonstrate the proposed size and mix of housing will meet the diverse needs of existing and future households, as well as contribute to and support inclusive and mixed communities. This policy seeks to increase the delivery of new housing through optimising the capacity of previously developed sites, whilst ensuring the right size, tenure and type of housing is delivered in the most appropriate locations. This will help address the needs of the anticipated increase in the population, households and the corresponding demographic changes during the plan period (2021-41). The strategic priority of the Local Plan is to increase the delivery of family accommodation to adequately address local needs. The London Plan (2021) defines family housing as “a dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally having three, four, five or more bedrooms”.

The key challenge for the Plan is to increase the delivery of family housing that generally tends to be developed at a lower density, whilst balancing this with the requirement to meet London Plan housing targets where a significant proportion of dwellings are assumed to be smaller dwellings. In terms of smaller sized units, the priority is to provide a higher proportion of two bed units, capable of accommodating four bed spaces, to provide more affordable housing options for other households (e.g. young and retired couples, families with young children and smaller sized households) that are more flexible to their changing circumstances within the most accessible locations of the Borough. These will also help reduce overcrowding issues within the existing stock of one bed units and help release under occupied family housing.

The 2021 census indicates the number of households increased by 6.3% (circa 5332) to a total of 89,600 units between 2011-21. During this period, larger sized households of 4 or more persons (i.e. 40% of total increase), families with children (58% of total increase) experienced significant growth and other households (including multi generation) increased by 10%. Further, 7 person (52%/430) and 8 person households (156%/912) experienced a significant level of growth, which means there has been a rise in multi generation households residing in a single unit or over-crowded housing (i.e. 14.4% of households) due to affordability of housing or the lack of availability of suitable family sized accommodation. In contrast, the Census indicates that the stock of terraced, detached and semi-detached housing declined by 3% (1541 units) between 2011-21, whilst purpose-built flats (including bedsits) increased by 17% (4495 units). Due to this, the number of one bed and two bed units have significantly increased (i.e. 17%, 6% or 1727, 1259 units, retrospectively) and three bed dwellings have declined by 7% (2631) units. Therefore, there is currently an imbalance between the demand/need and the supply for family sized housing (3 bedrooms or more).

The Mayor's Strategic Housing Market Assessment (2017) highlights that one bed units are the largest requirement for market and affordable housing in London (i.e. third of need between 2016-41), based on a model that assumed that any single person or couple aged over 25 years who wish to occupy their own property will do so, irrespective of whether they can afford to do so or not (Draft LHNA, 2022). In contrast, the Council has undertaken a Draft Local Housing Needs Assessment (LHNA, 2022) to gain an understanding of the required future housing and tenure mix to meet future needs. The key findings are; families with children are expected to experience the greatest increase from all household types and account for circa 25% (3600) of the growth in households between 2021-41. Other households which include multi person households are expected to increase by 36% (2800), which is largely driven by multi generation households with older persons living with their family. Couples without children are likely to see significant growth (31%, 9300), but this is largely driven by older (55-64 age group +24% of increase, 2270) and the retirement age (65-85. Age group, +7400), whilst the working age groups (25-54) will see an overall net decline of 400 people. Whilst single person households between the 15-64 age groups are expected to see an overall decline of 23% (2000) and the only groups in this category that experience an increase 75-84 and 85+ retirement ages households.

The LHNA estimated the future housing size mix by tenure to address future needs, which will be updated periodically when new LHNA's are commissioned. This will be used to inform a residential development's size mix particularly in terms of affordable homes provision. Where developments are providing affordable housing however, the

council encourages early engagement as there may be specific needs in that area that are a greater priority to address. The LHNA indicates there is a significant level of need to increase the delivery of family sized housing (i.e. 3 bed or more), as part of any housing mix. For market housing, there is a high priority to increase the delivery of family sized housing, medium priority to delivery two bed units and a lower priority to deliver smaller sized units (1 bed or studio units).

The LHNA indicates the future need for the size mix for affordable housing is more varied (than market housing) to ensure this addresses the needs and remains affordable for households with a range of incomes. Within social rented and London living rented housing there is a lack of need for one bed units due to the significant over-crowding in the existing stock, a high priority to deliver 3 bed social rented and a medium priority to deliver two bed housing as they provide more flexibility to changing circumstances of households. Within Affordable home ownership accommodation, there is a high level of priority to deliver two bed units, followed by one bed units and a low priority to deliver larger three bed or more units due to affordability constraints of households. Although the priority is to increase the delivery of affordable family housing, a range of factors will be considered to determine an appropriate size mix of affordable housing products on a site-by-site basis. This includes; the site size, location, character of the area the need to maximise the delivery of affordable housing on site, viability as well as level of local need for specific sized housing based on the housing register.

Given the significant need for family housing in the affordable and market tenures, the policy requires developers to ensure 25% of all dwellings delivered on site are three bed (or more) units and a higher proportion than this are delivered on suitable sites, to address the housing needs of families. The dwelling size mix of the remaining units within the scheme will be determined on a case-by-case basis, based on consideration of a range of factors such as the site size, physical characteristics, location, the need to optimise housing output and deliver affordable housing. Proposals that fail to comply with the requirements of this policy in relation to delivering an appropriate dwelling size mix will be resisted, unless this supported by robust evidence.

The above approach will help ensure an appropriate balance is achieved between a competing set of factors, such as; increasing the delivery of housing to fully address the future housing needs of the area (particularly families) by optimising the housing output of sites, the need to take account of the site size, constraints, location, character of the area and viability. In addition, there is a low priority to deliver one bed and two bed market housing because the number of single person households of working age are expected to decline, couple households without are not expected to increase and the overcrowding of the existing stock.

To help secure inclusive and mixed communities, there is a need to promote a more varied size mix in future housing developments, to avoid the oversupply and concentration of smaller housing units, overcrowded housing, increasing flexibility of housing for the changing circumstances of households, as well as increase the potential to deliver three bed or more units on suitable sites and locations. The key measures that are proposed to help achieve this are outlined below.

The Council will resist development proposals that comprise solely of studios and 1 bedroom, 1 person units or developments that will result in an overconcentration of 1- or 2-bedroom units on a site or local area. London Plan policy H10 (Housing size mix)

makes clear that developments with a higher proportion of 1- and 2-bedroom units are generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity. This policy is considered to provide sufficient flexibility to respond to individual site circumstances. For example, in situations where there are site development constraints or where proposals for such provision would demonstrably enhance the mix and balance of housing unit types within a larger development site or local area. In addition, it acknowledges that there may be instances where 1 bedroom unit schemes may be required to address the needs for older people. Studio units and 1 bed/1 person units intended for single person occupation are not considered to provide a long-term, sustainable solution to meeting local housing need.

The Council will require well designed two-bedroom properties to be capable of accommodating 4 bedspaces (in line with the London Plan Internal Space standards), to ensure flexibility to changing circumstances of households, reduce overcrowding and help address the needs of families who are unable to access or afford suitable three bed units. Further, applicants will be required to demonstrate the proposed design, layout and sizes of rooms ensures flexibility to the changing circumstances of households, particularly for families. Therefore, proposals will be required to ensure the living area for a two-bedroom property can potentially be used for a third bedroom and the kitchen area for both preparing food and a living /lounging room area, if household circumstances change, in line with the internal space standards of the London Plan. The benefits of this are; it will reduce the risk of overcrowded housing and the demand pressure on the existing stock of family housing, encourage the efficient use of resources, reduce waste, promote the circular economy and help achieve the net zero carbon target.

Flatted schemes will be required to provide family accommodation on the lower floors, with access to private gardens or communal outdoor amenity space. In addition, these should be well designed for the use of family members who may be elderly or have a physical disability, sensory health issues (i.e. light, noise) or suffer from autism.

Reasonable Alternatives:

Option 1: Continue with existing policy DM 24 Housing mix

This is highly permissive. It seeks to ensure mixed and inclusive communities. The size mix is determined by target mix for affordable housing, the need to increase delivery of affordable housing, site location, character of surroundings and the need to optimise housing output on previously developed land site. This policy provides no specific requirements for the size of units required for market housing that will form a significant proportion of future housing delivery and would reduce the scope of the Council to secure a higher proportion of larger dwellings or medium sized accommodation that are suitable for addressing the needs of families. This policy is not considered the preferred option, as it is likely to result in the delivery of a larger level of smaller units that will not assist in delivering against the evidenced needs of the borough as set out in the Draft LHNA.

Option 2: Do not include a target to that seeks to ensure 25% of housing delivered on a scheme are family sized dwellings (i.e. three bed or more)

This approach is not considered the preferred option, as it is likely to reduce the level of family sized dwellings delivered. Key reasons are, it would reduce Council's scope to require a higher proportion of family or medium sized dwellings that are suitable for families, as well require applicants to provide evidence they have considered this. This is likely to encourage developers to build at higher densities and increase the number of smaller units, to maximise development value. Further, this would be contrary to the good planning practice of assessing the effectiveness of policy via the plan, monitor and manage approach.

Option 3: include a target in excess of 25% for the proportion of housing on a scheme that should be for family housing

The Draft LHNA indicates there is a significant need to increase the delivery of family housing. This indicates 70% of all future housing delivered should be three bed (or more) family dwellings, based on a requirement/target of 16,040 homes during the Plan period. This approach to set a target to deliver family housing in excess of 25% is not considered the preferred option, as there is need to achieve a balance between a set of competing factors such as; the type of sites that are likely to come forward for development, their locations; the need to optimise output of sites to increase the delivery of housing to meet future needs; as well as ensure the deliverability of sites. The preferred policy expresses the 25% target as a minimum, which provides scope for more than 25% of housing to be family housing to be secured on a site specific basis.

Option 4: Do not apply 25% family housing target to minor development

This approach is not considered the preferred option, as the London Plan anticipates that 47% of the Borough's future housing supply will come forward from small sites (below 0.25h). Therefore, this will reduce the Council's scope to increase provision of family housing from all the sites that come forward for development and address local needs.

Policy HO2: Conversion and redevelopment of dwellings

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO2: Conversion and redevelopment of larger dwellings

1. To effectively manage housing growth and ensure that residential conversions into multiple homes do not have a detrimental impact on the character, stock of family sized housing and amenity of local areas; permission will only be granted for proposals for the conversion of family sized homes into smaller self-contained residential units (C3) where the criteria below are met:
 - a. The internal floor area of the existing dwelling should exceed 130m² (as originally built) or could be accepted to be extended to this size; where 2 self-contained residential units or more are proposed.
 - b. The conversion should provide at least one family sized home with a gross internal floor area of at least 74 m² and be capable of providing a 3-bedroom, 4-person dwelling on the ground floor or if this is not possible on the upper floor(s); with access to a dedicated rear garden of the converted home.
 - c. The site is within an area of PTAL 3-6.
2. Proposals will be required to;
 - a. Comply with the minimum internal space standards of the London Plan
 - b. Ensure the converted flat on the ground floor is well designed to adequately meet the needs of a range of future residents, particularly older persons and those with physical disabilities.
 - c. Achieve configurations that are practical and fit for purpose, having regard to circulation, storage space, room size and shape and relationship with other homes;
 - e. Ensure homes are dual aspect and that all habitable rooms have a satisfactory environment in terms of privacy, daylight, sunlight, outlook and exposure to external noise;
 - f. Make adequate arrangements for the provision of amenity space for future occupiers of the development; via the subdivision of this, to enable satisfactory access to a private space for each unit. In exceptional circumstances, the provision of high quality well designed communal amenity space may be acceptable, if it is demonstrated; (i) the subdivision of amenity space would be unsuitable due to site constraints; (ii) there will be adequate privacy safeguards for ground floor occupants and (ii) robust arrangements for long term their management and maintenance.
 - g. Make adequate arrangements for the storage and collection of waste and recycling material generated by future occupiers of the development

- which does not give rise to harm to; the character, amenity of the area; and for future and neighbouring occupiers;
- h. Ensure that the design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retain a single door to the front elevation of dwellings in residential areas;
 - i. Demonstrate adequate measures are taken to increase the level of and enhance soft landscaping on the forecourt (including forecourts that are already substantially hard surfaced) and limit the need for hard landscaping areas, to ensure proposals do not detract from the appearance of the property or the street scene, as well as support urban greening and net gains in biodiversity;
 - j. Make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access;
 - k. Make sufficient provision for well-designed cycle storage, within a safe, accessible location. This should not result in the visual clutter of the frontage of the property or street scene and an adverse impact on the areas character
 - l. Ensure that levels of external activity would not be detrimental to residential amenity and character.
 - m. Demonstrates compliance with any relevant supporting guidance
3. Proposals for extensions and alterations to converted houses and other residential premises will be supported having regard to the above criteria.
 4. Proposals that would lead to an over intensive conversion, redevelopment or which would compromise any component of this policy, will be refused.
 5. The Council will also apply the above criteria to any proposals for the demolition and redevelopment of a home to provide 2 flats and the housing mix policy will apply to proposals will result in three (or more) residential units

Supporting Text:

The Draft Local Housing needs assessment indicates there is a high priority to increase the provision of family housing (3 bedroom or more) to address the needs of existing and future households in the area (i.e. families with children, multi generation families), reduce overcrowding, and provide housing options that are affordable and suitable for younger families and lower income households. Further, the area is anticipated to experience an ageing population and this policy will help address the potential increase in the under occupation of existing dwellings, as well as enable families to live within proximity to one another and take care of elderly or younger members. A significant proportion of proposed housing growth is anticipated to be accommodated within the Harrow & Wealdstone Opportunity Area and close to/within town centres, stations which may impact the scope to deliver additional family sized dwellings and replace the loss of the existing stock. In addition, it is also important policies encourage the delivery of high quality and well-designed dwellings.

This policy sets out an approach to determine proposals to convert large family housing into multiple flats and seeks to restrict the loss of them via the re-provision of a minimum three bed flats. It sets the considerations for assessing proposals and aims

to address the multiple issues facing the area (noted above), whilst achieving a balance between the need to maintain the existing stock of family dwellings, increase the delivery of additional housing to meet future needs and affordable housing options via new flats. It also must balance this with concerns from existing residents in relation to the potential issues that can arise from a high concentration of flats from conversion of housing; such as the potential detrimental impact on the character and amenity of a neighbourhood.

To manage the existing stock of family size homes better, the Council seeks to require the conversion of family accommodation into smaller self-contained dwellings to re-provide at least one family size dwelling. On this basis a threshold of above 130m² gross internal floor area (as originally built) has been set as the smallest floorspace allowance that could successfully incorporate two self-contained units respectively. This can consider its potential to extend not yet implemented, or potential extensions which will be consistent with the Councils Residential Design Guide SPD (2010) or its subsequent replacement. A key added advantage of maintaining a stock of smaller family housing (below 130m²) is that this will provide a form of starter units for those on lower income, younger households who experience affordability issues accessing housing in the open market. To mitigate the further erosion of family accommodation the policy requires that a family sized home (of at least 74m² gross internal floor area providing 3 bedrooms) is included within any proposed conversion of a house to self-contained flats. The re-provided family sized flat should preferably be on located on the ground floor (or if this is not possible on upper floors), with direct and inclusive access to a rear garden. Further, this policy will also apply to the demolition and redevelopment of dwellings into two flats to ensure there is no net loss in stock of family housing. The housing mix policy will apply to demolition proposals that will result in three (or more) residential dwellings, to ensure an appropriate housing size range is provided and avoid a large number of schemes being permitted with a 3-bed dwelling and 2 or more smaller 1 bed units. This approach is considered consistent with the London Plan (2021) that states *“Where existing houses are redeveloped or subdivided, boroughs may require the provision of family-sized units (3 bed + units) providing sufficient design flexibility is provided to allow the existing footprint of a house to be enlarged in order to meet this requirement”*. (para 4.2.8)

The term ‘as originally built’ refers to the floor area of the property prior to any extensions being carried out. Extensions carried out pre-1948 can be included in the original floor area. Parts of the dwelling that were not originally habitable rooms (for example lofts and cellars) would not be included for the purposes of calculating original floor area.

Nevertheless experience shows that, working within the fabric of buildings designed to provide traditional family housing and (typically) constructed in the inter-war period or earlier, conversion proposals pose challenges in respect of internal layout, external appearance, the resulting relationship with neighbouring property and the potential to adversely impact upon the character of residential areas. Within the context of Policy GR1, which seeks to achieve a high standard of design, layout, privacy and amenity, this conversion policy provides bespoke criteria for conversions to ensure that these challenges are addressed in a manner that results in development with a high quality of design of a standard and residential amenity that is consistent with policy objectives for new build residential development. Further guidance is provided in the Council’s Residential Design Guide supplementary planning document.

Over-intensive conversions of existing dwellings and other residential premises, such as maisonettes above shops, lead to poor living conditions for future occupiers of the development, excessive internal noise transference and external activity for neighbouring occupiers, and frequently to a poor external environment that detracts from the appearance of the property and the character of the area. Appropriate application of design, layout, privacy and amenity considerations to conversion proposals, including the London Plan minimum space standards, Part M of the building regulations (i.e. accessible, adaptable and wheelchair dwellings), will assist in ensuring new homes will provide a satisfactory standard of accommodation that are appropriate within the existing character of the area.

The open, green quality of the suburban environment is part of Harrow's historical appeal. This has been impacted by hard landscaping to mainly accommodate cars in front gardens and to a lesser extent to manage/store waste, as part of the intensification of existing premises. This has reduced the level of incidental green infrastructure, which has affected the visual quality of the environment, biodiversity and surface water run-off. Therefore, the design of proposals should seek to increase and enhance the level of soft landscaping on forecourts (including those that include hard landscaping) and seek to limit the need for hard landscaping areas. This will ensure proposals do not detract the appearance of the property or the street scene, as well as support urban greening and net gains in biodiversity, reduce surface water run-off.

As with new-build residential development, the Council expects conversion and redevelopment proposals to make adequate amenity space provision for future occupiers of the dwellings being created. Amenity space must be useable and functionable for future occupiers in terms of layout, size and access to sunlight. Where an existing garden is available, proposals must make this available for all future occupiers of the development, preferably through subdivision to form private amenity spaces for each home and accessible within the site boundary. Where, exceptionally, amenity space is to be provided communally, the Council will wish to be satisfied that there would be adequate privacy safeguards for the ground floor occupiers and that there will be robust, sustainable arrangements in place for managing the on-going maintenance responsibilities.

As part of the subdivision of rear gardens to form private amenity spaces for future occupiers, proposals must make provision for bin storage within those amenity areas and a suitable access for them to be wheeled to the forecourt for collection. Existing and new homes in the Borough are supplied with separate bins for general waste, recycling and composting, which allows the segregation of waste by residents and recycling of it. However conversions increase the number of bins to be accommodated within the curtilage of an existing dwelling, and where left on the forecourt they can be unsightly and cause obstruction. The accommodation of bins within the site therefore requires careful attention as part of design and layout of conversion proposals. The provision of bins within private amenity spaces with suitable access for them to be wheeled to the forecourt for collection, usually offers the best solution in terms of householder responsibility for use, maintenance and waste segregation, and helps to avoid the excessive accumulation of bins on forecourts. Where such storage cannot be achieved (for example, terraced houses) there must be adequate space on the forecourt to accommodate the bins and provide suitable storage (if necessary) and screening in conjunction with other forecourt uses. Applicants should also review the

Councils future Waste Strategy and ensure compliance with the requirements of this, particularly in relation to ensuring waste vehicles can access the property and the waste area being kept clean and clear.

Cycle storage should be well designed, located within a safe, accessible location. This should not be provided within the forecourts/front gardens of properties and be provided within rear of gardens (or side of properties), to reduce visual clutter and harmful impacts on the street scene and character of the area. In exceptional circumstances, cycle storage may on forecourts/front gardens, providing it is well designed in terms of its location, materials and includes an appropriate level of soft landscaping to adequately screen it.

Reasonable Alternatives:

Option 1: Continue with the approach of the existing development management policy DM26 (i.e. no locational, minimum size requirements or replacement family-size dwelling requirements).

The existing policy generally permits proposals for the conversion of houses to multiple flats, provided they are well designed. The advantages of this are; it may increase the delivery of housing and help meet both the London Plan small sites and Local Plan housing target, as well as help demonstrate a five-year land supply of deliverable sites. Further, the potential impact on the character of the Borough is uncertain, as it could potentially spread them across the area or result in impacts being concentrated to a specific area. However to date this has not been identified as a significant problem.

The disadvantages of this approach are; it may result in the continued loss of family housing, which are required to address the future housing needs of the Borough. It is more difficult to re-provide any family housing that is lost via conversions through new development elsewhere than to retain existing family housing, as new residential developments may consist of high-density schemes close to/within town centres/stations. Further disadvantages are it may result in the loss of smaller sized, housing (i.e. below 130 sqm) that are more affordable and may result in the delivery of poorly designed flats. This approach is not considered the preferred option.

Option 2: Policy should not include a minimum 130m² size threshold for the conversion/redevelopment of homes into flats.

The advantages of this are; it may increase the delivery of a higher level of residential units, to help meet housing targets (including small sites) and ensure a five-year land supply of deliverable housing sites.

The disadvantages are; it may result in; a higher level of loss of family homes, specifically smaller, more affordable stock poorly designed homes, if smaller units below 130m² are converted. It may result in the delivery of a higher level of smaller 1/2 bed flats, even though there is a higher need to deliver family housing of 3 beds or more. It may potentially have a greater negative impact on the character of the area In terms of smaller original homes not being able to accommodate all the ancillary infrastructure (bins / cycle etc). This approach is not considered the preferred option.

Option 3: Policy should not require the re-provision of a family sized flat with a ground/upper floor area of 74m² capable of providing a three-bed unit

The potential effects of this policy may be similar to option 1. This approach is not considered the preferred option.

Option 4: Policy should not include any reference to locations with a Public Transport Accessibility Level of 3-6

The potential advantages of this are; it has the potential of increasing the amount of housing units delivered on, to meet the housing target and demonstrate a deliverable supply of housing sites to meet the five-year land supply.

The potential disadvantages of this are; it may result in the increased loss of family housing (i.e. policy not only apply in PTAL 3-6) and as it may result in conversions in more locations of the Borough. This may have an uncertain impact on the character of the Borough, depending on whether more conversions are implemented within certain locations or not. This approach is not considered the preferred option.

Option 5: The proposed housing conversions policy should not apply to demolitions of a larger family sized home.

The points raised for option 2 above apply to this option. Overall, this is likely to result in the net loss of family housing. This approach is not considered the preferred option.

Option 6: Restrict the application of the conversions policy to certain areas and exclude it from others, via defining the boundaries of these on a map

The potential positive impacts of this approach are; it could provide clarity for all stakeholders in relation to which areas of the Borough are appropriate for housing conversions to flats; identify, assess the potential adverse impacts and sets out policy measures to address these.

The potential negative impacts of this are; it may be difficult to clearly identify, assess the areas where the conversion policy should apply (or not) and formulating evidence to support this may be a time-consuming exercise. There is a risk that this approach may be contrary to the London Plan Small Sites Policy that supports the incremental intensification of existing residential areas of existing residential areas. This approach is not considered the preferred option.

Policy HO3: Optimising the use of small housing sites

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO3: Optimising the use of small housing sites

1. Small housing developments (any site below 0.25 hectares) delivering a net addition of self-contained dwellings through the optimal and efficient use of land, and in accordance with other relevant the Development Plan Policies, will be supported where located in the following areas:
 - a. Sites with good public transport accessibility (PTAL 3-6)
 - b. Sites within 800m of tube or rail stations
 - c. Sites within 800m of a Metropolitan, Major and District Town Centre boundary
2. Any incremental change in character arising from the development of small sites in locations set out under Part 1 should reflect the opportunities identified in the Harrow Characterisation Study and Tall Building (2021) or subsequent versions.
3. Proposals on small sites (including those outside of the locations set out under Part 1) shall: shall:
 - a. Demonstrate a character- and design-led approach by setting out how the proposed development considers the existing context, assessing the site and surrounds for the sensitivity to change,
 - b. Ensure compliance with the requirements of Policy GR1 in terms of its design and layout, residential amenity and hard/soft landscaping, etc
 - c. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening;
 - d. Ensure sufficient parking is provided on site to avoid the risk of harm to safe operation of the surrounding highway network and safety of other road users.
 - e. Sites involving residential conversions must be consistent with Policy HO2: Conversion and redevelopment of dwellings.
4. Developments that fail to optimise potential housing delivery on a site or prejudice more comprehensive development, particularly that of a site allocation, will be refused.
5. The Council will monitor the effectiveness this policy through the Annual Monitoring Report. Contingency measures may be undertaken (if necessary). to address any under delivery during the plan period or through a future review of the Local Plan

Supporting Text:

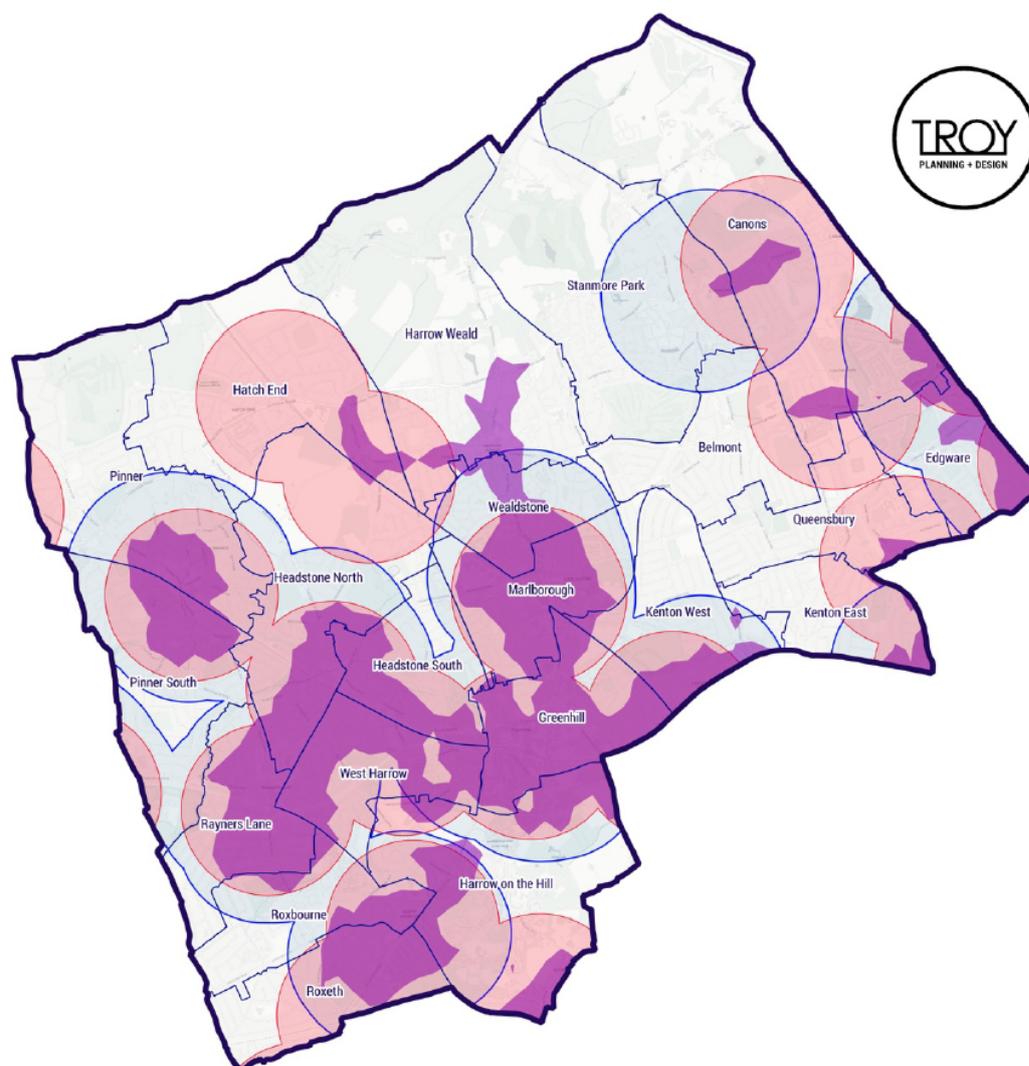
The London Plan (Policy H2: Small Sites) sets a strategic priority to increase the rate of housing delivery from small sites (below 0.25ha in size), particularly within outer London. For Harrow it sets small sites target of delivering 3750 additional homes (or 375 units per annum) over a ten year (2019/20 – 2028/29), which is a component of the overall housing target. This figure comprises circa 47% of the London Plan ten-year housing delivery target of 8020 for Harrow. The London Plan and NPPF (2021), require Local Plans to include measures to boost the supply of housing on small and medium sized sites to diversify the sources of housing supply and increase the delivery of housing to address local needs.

The London Plan expects the incremental intensification of existing residential areas within PTALs 3-6 or within 800m distance of a station (tube or rail) or town centre boundary¹⁰, to play an important role in contributing towards the housing targets for small sites. Within these geographical areas incremental intensification is facilitated by Policy H2, providing a design and character led approach is taken, in line with the criteria above, to deliver additional high-quality homes. Proposals outside of these locations are less likely to be considered as sustainable and have more potential to cause harm within such locations. However, proposals may still be found acceptable provided they are sensitively designed to protect, enhance and reflect the character of the area and result in no unacceptable impact(s) identified when assessed criteria above and against other policies in this Plan. Specifically, care must be taken to protect the often much lower density suburban form and potential impact to carparking provision required for a site or the wider highway network.

This type of intensification can take a number of forms (as identified in the supporting text to Policy H2), such as: new build, infill development, conversions, redevelopment or extension of existing buildings, including non-residential buildings and residential garages, where this results in net additional housing provision. Proposals will need demonstrate consideration of Policy GR10: Infill and Backland sites, back gardens and amenity areas and ensure compliance with requirements of this. Specifically in relation to residential conversion, policy HO2 Conversion and redevelopment of larger dwellings will apply, which is an approach considered consistent with para 4.2.8 of the London Plan (2021). A map of the locations that meet the criteria of the small sites policy are shown in the diagram¹¹ below.

¹⁰ Metropolitan, Major and district centres

¹¹ NB: This diagram is based on the old ward boundaries and will be showing the new boundaries in the future Draft Local Plan



KEY

-  LB Harrow Ward Boundaries
-  PTAL 3-6
-  Areas within 800m of a Railway Station
-  Areas within 800m of a Town Centre

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The supply of new homes from large and medium sites can fluctuate and increase in some years due to longer lead in and built out rates, associated with gaining planning permission and completing more complex strategic sites. This policy seeks to encourage the development of small sites, to provide a range of different sized housing sites in different locations, diversify the sources of housing supply and ensure a steadier supply of housing of sites to address local needs, as well as maintain a five-year supply of deliverable sites. It also seeks to facilitate a wider range of development companies active within Harrow so that development is not contingent on a small number of larger companies progressing a limited number of small sites.

The London Plan expects this Plan to recognise that local character evolves over time. Small sites provide the opportunity for communities to grow organically while maintaining their original character or evolving it incrementally based on a consensual approach. The Harrow Characterisation and Tall building Study (2021) has assessed the potential for growth across the borough, considering the sensitivity to change, to understand the potential development capacity of individual character areas across the borough to both tall and mid-rise buildings and small sites. This provides design guidance for small site developments concerning the context, massing, materials, heritage, frontage, and detailing. This is alongside specific design guidance for each character area, which sets out the relevant strategy, an analysis of existing features and where there are opportunities to improve character. Whilst each individual proposal will be assessed on its merits, the study provides a framework for understanding the character of the borough and its capacity for change.

The open, green quality of the suburban environment was part of Harrow's historical appeal. Over time, intensification of building coverage and hard landscaping, principally to accommodate cars, has reduced incidental green infrastructure. This has not only affected the visual quality of the environment, but has also biodiversity, urban temperatures, air quality, and the volume and speed of surface water run-off, together with water quality. Small site development without some form of safeguards could well intensify these matters. Therefore, the design of proposals should consider urban greening to protect and enhance biodiversity, in line with Policy GI3

Proposals should seek to optimise the housing output on small sites, to address local needs, whilst ensuring compliance with other development plan policies relating to high quality design, the protection and enhancement of the local character, minimising any potential amenity impacts on the surrounding area, etc. Further, proposals should ensure the design, layout of their site does not prejudice the comprehensive delivery of adjacent sites or wider area.

The London Plan (2021) indicates the small site target can be considered as a reliable source of windfall housing sites and can contribute towards anticipated future housing supply towards meeting the Local Plan housing requirement/target, as well as demonstrating a five-year land supply of deliverable housing sites. Whilst the NPPF 2021 (para 71), emphasises this approach should be supported by compelling evidence to demonstrate that a windfall allowance is a reliable source of housing supply.

The Draft Small Sites Capacity Study (2021) indicates an average of 298 homes per annum were delivered on small sites between 2010-19 within the Borough. This study sought to identify potential development sites below 0.25ha, assess their suitability, availability and their potential capacity for providing new housing, to meet the small sites target. The study concluded the small sites identified as suitable may have a potential capacity to provide between 380 (design led capacity work) and 478 (London Plan Density matrix) additional homes per annum.

Strategic Policy 3 set outs the level of housing anticipated from various sources of supply during the plan period, including a small sites windfall allowance (SSWA) of 375 homes per annum (based on the London Plan small sites target), to assess whether the housing capacity of all sources of potential sources of supply will meet the proposed housing requirement/target.

This policy presents a new strategic approach to meeting housing need locally. We will monitor progress towards the small site housing target through the Annual Monitoring Report and consider this policy's effectiveness through the Local Plan review process. Monitoring will also provide the Council with information to understand the spatial distribution of new small housing development and consider whether interventions are necessary. For example, to ensure those areas where this type of development is concentrated are appropriately supported by community facilities and other strategic infrastructure.

Reasonable Alternatives:

No alternative approach due to requirements of NPPF/London Plan

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy HO4: Genuinely Affordable Housing

Linkages:

NPPF: Chapter 4: Decision-making

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO4: Genuinely Affordable housing

Targets

- A. Affordable housing will be required to be delivered on site (except for LSPBSL), to promote mixed and inclusive communities, unless exceptional circumstances can be demonstrated (refer to (E) below).
- B. Proposals for major residential and mixed-use development (10 units or more gross units) must demonstrate they have sought to optimise the housing output on a site and apply the threshold approach included within Policy H5 of the London Plan, to increase the delivery of genuinely affordable housing, as well as demonstrate all options have been explored to achieve the Boroughwide target of 50% affordable housing, based on habitable rooms or floor space. Public sector land, Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites will all be required to deliver the threshold level of at least 50 per cent affordable housing on each site.
- C. The following will be considered when assessing the maximum level of genuinely affordable housing that could be delivered: Review mechanisms will be utilised to maximise the delivery of affordable housing on major developments.
 - a. The contribution to the Borough's strategic affordable housing target, subject to viability and application of the threshold approach.
 - b. The need to make the most efficient use of land to facilitate and optimise the delivery of affordable housing.
 - c. The proposed tenure mix of the scheme and the need to prioritise the delivery of social rented and affordable family housing, in line with the table below.
- D. Development proposals will carry greater planning benefit, where they demonstrably deliver the maximum viable amount of genuinely affordable housing whilst meeting the minimum threshold level of affordable housing without public subsidy, (Policy H5 of the London Plan),
- E. Applicants will then be expected to make all reasonable efforts to secure grant funding to deliver an increase in affordable housing beyond the level that would otherwise be achievable. The Council will work positively with development industry partners to help identify opportunities to secure grant funding to deliver more genuinely affordable housing in Harrow.
- F. The affordable housing requirements for major developments will apply in circumstances where development has already been permitted (or is under

construction) and 10 or more gross dwellings will be delivered taking into account of the following:

- a. New residential units that are proposed which would result in an uplift in the overall number of units on the site;
- b. Development that is proposed on an adjacent site which by virtue of its layout, design and use is functionally related to the extant permission and would result in an uplift in the overall number of units across the sites; and
- c. Exception to the above applies, if the applicant demonstrates ownership has changed and no relations with the original landowner/developer.

Tenure mix (see tenure products definitions in Appendix 1)

- G. Major residential development will be required to provide a tenure split of 70 per cent low cost rented homes (social rent or as per London Plan Policy H6) and 30 per cent intermediate product homes (London Living Rent or shared ownership), in line with the Local Housing Needs Assessment (or any subsequent updated evidence). The intermediate products should meet the definition of genuinely affordable housing. These must be for households within the most up to date income caps identified in the range for different local income brackets/dwellings within the London Plan Annual Monitoring Report.

Table XXY: Identified needs by affordable housing tenure

Tenure of housing	% required
Low cost rented (Social rented or as per London Plan)	70%
Intermediate: Affordable home ownership and / or London Living Rent	30%
Total	100%

- H. The Council will prioritise the delivery of social rented housing over other affordable housing products as these are most appropriate to address local needs, when negotiating the tenure mix of schemes. The factors below will be considered, when assessing an appropriate tenure mix:
 - a. The need to prioritise the delivery of a higher proportion of social rented housing in the mix of affordable housing;
 - b. Evidence to demonstrate that the proposed tenure mix will deliver mixed inclusive communities within the locality;
 - c. Compliance with the requirements of Policy HO1: Dwelling size mix. Proposals should ensure they meet the full range of housing needs, particularly those of low-income households who require family housing;
 - d. Evidence of meaningful discussions with Registered Providers which have informed a different tenure, size of units and design to address local priorities and explored funding opportunities and informed the capital value of the affordable housing; and
 - e. Evidence to demonstrate a different tenure mix will lead to a higher quantity of affordable housing and provide products that are genuinely affordable for a range of household incomes to address local needs.

- I. The affordable housing provision within Build to Rent developments will be expected to be 100 per cent at Discounted Market Rents at an equivalent rent to London Living Rent or lower. The applicant will need to demonstrate the rents are set at a genuinely affordable rent levels and allocated to those on the waiting list in accordance with a local eligibility criteria.
- J. The affordable housing Community-led housing scheme products within community-led housing schemes, may be provided in a different tenure (via prior discussions with the Council), providing it is genuinely affordable and meets identified housing needs.

Viability tested route

- K. Site-specific viability information will need to be justified by the applicant and the Council will determine the weight that should be given to this in decisions, taking account of any exceptional circumstances . Any proposals where site-specific viability evidence is justified must provide the maximum amount of affordable housing. This should be based on the methodology and assumptions set out London Plan, and the Affordable Housing and Viability LPG. The cost of any independent review must be covered by the applicant.
- L. To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal, the use of ‘review mechanisms’ will be required, where appropriate, and implemented; in accordance with the London Plan and any associated guidance.

Offsite contributions

- M. To promote inclusive and mixed communities all new affordable housing provision should be delivered on-site. Off-site provision or payment in lieu for major development proposals will only be considered in exceptional circumstances, where it can be demonstrated to the satisfaction of the Council that:
 - a. It is not practical or feasible to provide affordable housing on-site due to site development constraints; and
 - b. where off-site provision is proposed:
 - i. A higher level of affordable housing can be secured through provision on an alternative site;
 - ii. Off-site provision is necessary to better meet priority housing need, such as for affordable family housing; and
 - iii. The provision will better support inclusive and mixed communities.

Vacant building Credit

- N. The application of the Vacant Building Credit (VBC) is not appropriate in Harrow. The use of VBC will only be considered in limited circumstances, where applicants address the criteria below :
 - a. The building is not in use at the time the application is submitted;
 - b. The building is not covered by an extant or recently expired permission;
 - c. The site is not protected for an alternative land use; and
 - d. The building has not been made vacant for the sole purpose of redevelopment, as demonstrated by evidence showing that the building

has been vacant for a minimum continuous period of five years and has been actively marketed for at least two years therein, at realistic local area prices.

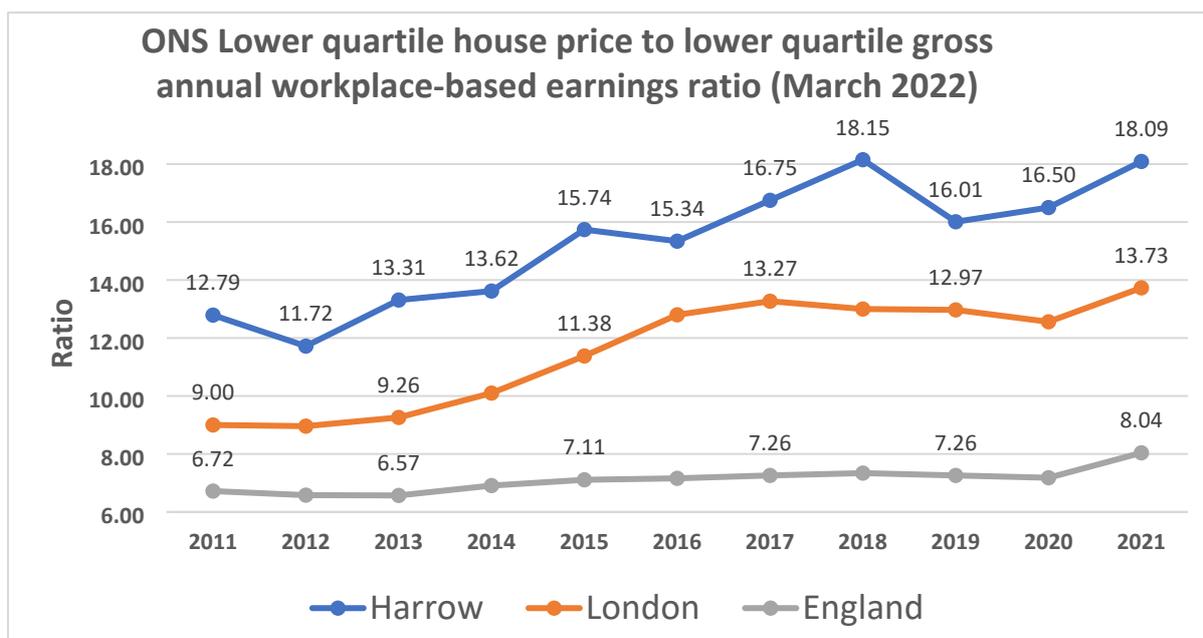
- O. The affordable housing policy will apply to any net increase in the floor space of the vacant building.

Mixed and inclusive communities.

- P. To secure inclusive and mixed neighbourhoods and communities the Council may seek to alter the tenure and/or mix of affordable housing provision on a case-by-case basis. In establishing the most appropriate level of provision for a site, development proposals will be considered having regard to the existing levels of housing tenure and mix in the area (including extant permissions).
- Q. All new affordable housing developments must be of a high-quality design having regard to other Local Plan policies. The design of the units should be 'tenure neutral' in line with the National Design Guide, so that affordable units are indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity. Where mixed tenure schemes are proposed these must ensure all residents of the development have access to amenities and communal spaces including play spaces.

Supporting Text:

Similar to the rest of London and England, the housing crisis is having a significant negative social and economic effects on t Harrow resident's standard of living and wellbeing, particularly for the low-income younger households and families. This is demonstrated by the affordability issues households face to buy and rent suitable housing to adequately address their needs. For example, ONS data indicates lower quartile house prices increased from £230k to £427.5k between 2011 – 21 (86 %) and the annual lower quartile work placed earnings increased from £17,888 - £23,635 (32%) in Harrow. Due to this the lower quartile house prices to annual earnings ratio, which is an important indicator for housing affordability, increased from 12.79 to 18.09 (41%) during this period. This means housing affordability has worsened as lower income groups typically spend 18 times their work based annual earnings on purchasing a home.



In contrast, the lower quartile weekly rents thresholds for; a room increased by 22.5% from £400 to £490, one bedroom home increased by 33% from £750 to £1000, two bedrooms increased by 34% from £930 to £1,250, three bedrooms increased by 29% from £1,200 to £1550, four bedrooms (or more) by 20% from £1500 – £1800 between 2011/12 – 2021/22 (fig 17 , Draft LHNA). Hence, the cost of renting a home is largely unaffordable to lower quartile earning residents, particularly family housing (3b+) within the Borough, without housing benefit, more than on earner or reliance on renting a bedroom within a house or HMO property and availability of affordable housing.

The Draft Local Housing Needs Assessment (LHNA 2022) utilised a model to assess the future number of households who will not be able afford to own *or* rent suitable market housing, the quantity of affordable housing, size, tenure of affordable housing; that may be required to address their needs. This indicates an overall housing need to deliver a total of 7,714 affordable homes (or 386 dwelling per annum) between 2021 – 41, which is equivalent of circa 50% of the future Borough housing requirement/target (16,040). This is made of 6549 (85%) homes for those households who are unable to afford to rent or own market housing and 1164 (15%) homes needed for those who aspire to home ownership but cannot afford it. A further breakdown is provided of the tenure products (6549) that may be required to address the future affordable housing needs. This indicates 66% of affordable housing should be social rented (i.e. 3728 +1386), 2% affordable rented housing (164), 16% London Living Rent (1272) and 15% (1164) low-cost home ownership products. In line with London Plan Policy H6 , this means circa 70% of affordable housing should be low cost rented products (i.e. social rented/ affordable rented products) and the remainder 30% intermediate housing products.

This LHNA includes an analysis of the weekly housing cost of different 1-4 bed affordable housing products. This indicated that the weekly cost of social rented (e.g. 2b = £126 pw) and affordable rented housing (e.g. 2b = £207) was significantly less than First Homes (e.g.2b = £271) and shared ownership (e.g. 2b = £305) products for all sized units. Further, it included an analysis of the potential income required for 1-4 bed affordable housing products. This indicated a lower income was required for socially rented housing (e.g. 2b = less than £36k) and London living rented housing

(e.g. 2b = £36k - £68k) than shared ownership (e.g. £68k -£90k) and First Homes (£53-90k) products for all sized units. This demonstrates social rented housing and London Living rented housing is genuinely more affordable based on local incomes and costs, compared to First homes and shared ownership products. Proposals will need to demonstrate that intermediate housing products are genuinely affordable to local residents based on an assessment of lower quartiles/median incomes and cost of owning/renting dwellings in the Borough.

A significant number of homes are needed to meet Harrow's affordable housing needs of the Borough. The needs outweigh the number of genuinely affordable homes within the necessary tenures (predominantly social rent) that can realistically be delivered over the lifetime of the Plan. This is the case when taking into account both the planning enabling and affordable housing provider funding mechanisms available. National policy requires the council to set affordable housing targets that are realistic, particularly in relation to development viability.

London Plan Policy H5 sets a threshold approach to affordable housing provision to remove the need for viability assessment. The affordable target is set and assessed on the basis of the percentage of the development's habitable rooms, or if there is a disparity between affordable and private room sizes, the habitable floorspace. Applications that exceed (or meet) the thresholds level of affordable housing on gross units within the scheme will follow the fast-track route and those that fall below this will follow the viability tested route, as set out within Policy H5. To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal the use of 'review mechanisms' will be required, where appropriate, and implemented in line with the Mayor's Affordable Housing and Viability SPG. To ensure applicants fully intends to build out the planning consent an early-stage review will be triggered for fast-track schemes if an agreed level of progress is not made within 24 months of gaining permission (or any other period agreed as part of the planning application). Whilst schemes under the viability tested route will be subject to an early-stage review and late-stage review triggered at the point that 75% of homes are sold, or at a point agreed by the Council. In addition, one or more mid-term reviews may be required for larger schemes.

Policy H6 sets out the Mayor's minimum requirements in terms of tenure for 60% of the affordable housing sought. It then requires borough local plans to provide further detail on what the remaining 40% should comprise. Harrow's needs are predominantly for social rent/ London Affordable Rent levels. These are more difficult to deliver as they require the highest amounts of subsidy, either from the public purse or via cross subsidy from market homes for sale/ rent.

The Council is very supportive of the Mayor's long term 50% affordable housing target and the fast-track approach as set out in policy H5 as a tool towards achieving the 50% on all sites in the longer term. The council recognises that its historic target set out in the previous Local Plan of 40% of all news homes being affordable with a 60% social rent/ 40% intermediate tenure split was challenging to achieve. The Draft London Affordable housing Supplementary Planning Guidance (2023) indicates the Mayors strong preference is for the delivery of Social Rent homes, which are best placed to address current housing needs and are eligible for grant funding under the London Affordable Homes Programme (AHP) 2021-26. In relation to its local element of the London Plan tenure split over which it has discretion, the Council will seek to maximise the amount of social rented units that can be delivered on site in non-build

to rent schemes. The Council will undertake a Local Plan Viability Assessment, to provide an indication of the amount, size, tenure of affordable housing that may be achievable on different scale and types of residential or mixed-use schemes and the locations. It should be noted the actual level of affordable housing contributions from schemes will be determined on a site-by-site basis, by applying the Threshold approach of London Plan Policy H6.

Consistent with London Plan policy H6, any deviation from the minimum affordable percentage of habitable rooms not consistent with the required tenure mix and other policy requirements consistent with the fast-track approach will need to be fully justified through a policy compliant viability assessment.

Where viability impacts are so great that a reduction in percentage of affordable housing that can be achieved on site is below that required for the fast-track approach, the council will seek to pursue the preferred tenure split set out in policy. It views the delivery of more affordable tenures that would meet needs (social rent and London Affordable Rent) as a greater priority than achieving a potentially higher percentage of affordable housing on site that places greater emphasis on intermediate tenures. Some developers nevertheless seek to increase the overall headline affordable homes percentage delivered on their site above the London Plan threshold levels through the provision of more intermediate tenure dwellings. In these cases, the council will seek a scheme which greater prioritises genuinely affordable rents, even if this results in the overall headline percentage of affordable justifiably reducing.

London Plan Policy H11 sets out a requirement for 30% of the affordable dwellings within a build to rent scheme to be at London Living Rent levels. The other 70% is for boroughs to identify, taking account of needs and viability. The Council will seek to achieve 100% London Living Rent equivalents, or lower. Similar to affordable housing delivered from qualifying mainstream housing developments, it will prioritise affordable housing that meets priority needs (cheaper forms of rent) where the fast-track approach is not being pursued. For schemes where affordable is below threshold levels it will as a minimum seek 70% of the affordable provided as London Living Rent equivalent. The Local Plan Viability Study will be undertaken to assess the achievability of this approach.

In relation to intermediate housing tenures, the Council would welcome affordable solutions, such as community led housing or self-build/custom build housing, which can offer a genuine alternative mechanism for delivering new affordable homes. Where these types of solutions however potentially undermine the delivery of its preferred tenure mix, it should not automatically be assumed that this will be acceptable. Promoters of such schemes should seek to engage early on with the Council.

In accordance with national policy and London Plan Policy H4, on major residential developments affordable housing should be provided on site, as part of the emphasis on creating mixed and balanced communities. Nevertheless, it might be that in exceptional circumstances financial contributions in lieu of provision of affordable housing on site will be acceptable. More detail on when contributions in lieu of on-site provision will be acceptable and how they are calculated is set out in the Mayor's Housing SPG. The acceptability of contributions in lieu will be determined on a case-by-case basis in early discussion with the Council.

Reasonable Alternatives:

Option 1: To put a greater emphasis on intermediate products. The current split seeks to meet priority affordable needs as identified in the Draft Local Housing Needs Assessment (LHNA), but also allows for mixed communities by encouraging the provision of some intermediate products. The LHNA shows that intermediate products are essentially the least affordable of all the affordable housing tenures to address the housing needs of local residents. Intermediate products are more likely to be occupied by people who have a choice within the market for alternative accommodation, e.g. market rent. Given the number of people who are homeless/ in temporary accommodation, living in overcrowded housing, an increase in intermediate proportions is not considered the preferred option.

Policy HO5: Housing estate renewal and regeneration

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO5: Housing estate renewal and regeneration

1. Development proposals involving the renewal and regeneration of the Borough's Housing Estates, including any enabling market housing, must be carried out in consultation with existing residents, the local community and other relevant key stakeholders, in line with the London Mayor's Good Practice Guide to Estate Regeneration. Proposals must ensure;
 - A. There is no net loss of affordable housing floorspace, and
 - a) replaces like for like tenure and size; or
 - b) meets the needs of returning residents (subject to a decant strategy); or
 - c) complies with the Council's latest housing needs assessment; and
 - d) the demolition, replacement of affordable housing follows the viability tested route and seeks to provide an uplift in additional affordable housing, in accordance with Policy H8 of the London Plan
 - e) where developments seek to introduce market sale housing to enable the estate regeneration, any further uplift in genuinely affordable housing provision should be made. This should be delivered in accordance with Policy HO4: Genuinely Affordable Housing and Policy H5: Threshold Approach of the London Plan.
 - B. Any affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as low cost rented homes (social rent or as per London Plan Policy H6).
 - C. The tenure of additional affordable housing (other than the replacement provision) should comply with Policy HO4: Genuinely: Affordable housing; prioritising the need to deliver additional social rented housing.
 - D. The size of both market and affordable accommodation provided through estate regeneration schemes should be based on the particular needs of both the existing, and prospective future residents. It must consider the requirements of Policy HO1: Dwelling size mix that prioritises the delivery of additional family sized housing.
 - E. All affordable housing products are integrated into the development to ensure mixed, balanced and inclusive communities.
 - F. Ensure a design led approach is undertaken; to achieve the most optimal and efficient use of land.

- G. A satisfactory quantum of accessible hard and soft landscaping is provided in line with other policies within the Development Plan.
 - H. Where a net loss of external amenity space is proposed, on a case by case basis, consideration will be given in relation to;
 - a) The existing quantum/quality of external amenity space
 - b) Proposed quantum/quality of external amenity space
 - c) Other planning benefits arising as a result of the loss of external amenity space
 - d) A sufficient level of play and informal recreation space is provided in line with the approach set out in London Plan policy S4 and Local Plan policies
 - I. Estate regeneration schemes increase permeability and integration into the existing urban built form; improve safety and access for walking, cycling and public transport use to local amenities for residents; improve the public realm within the estate; and create new walking and cycling routes through estates as appropriate.
 - J. Spaces and facilities are provided to enhance opportunities for social interaction, integration to support strong and inclusive communities that encourage physical activity and healthy living
 - K. Compliance with parking standards set out in Policy M2 should apply, unless exceptional local circumstances are demonstrated
2. Proposals for estate renewal, regeneration schemes should be supported by a statement setting out its overall social, economic, environmental, health benefits.
 3. Estate regeneration proposals should form comprehensive development schemes, rather than piecemeal proposals. Where only part of an estate is brought forward, it must form part of a wider masterplan.
 4. The Council will consider the use of Compulsory Purchase Order powers to facilitate the delivery of a comprehensive regeneration scheme, where appropriate.
 5. The Council will support proposals for Estate Renewal and Regeneration that demonstrate compliance with above requirements and Policy SP03, including those relating to undertaking a master plan led approach, identifying and addressing location specific issues, and bringing forward a comprehensive scheme.

Supporting Text:

The Council is committed to ensuring all of Harrow's residents have access to a decent home that is secure and affordable. This will require that significantly more new genuinely affordable housing is made available in the Borough.. In addition, it is vital for the safety and security of residents and the wider community that homes are well integrated into their neighbourhoods, with plentiful opportunities for social interaction, and that high quality living environments benefit the health and well-being of local residents.

Harrow's council homes were mainly built between 1950 and 1970, as the area was a focus of efforts to tackle shortages of good quality housing following the Second World War, and are concentrated in the Harrow Weald, Roxbourne, Pinner and Stanmore Park wards. There are numerous social housing estates across the Borough. This includes the larger estates at Grange Farm, Mill farm, Rayners Lane and the smaller estates at Woodlands, Cottesmore (Stanmore Park Ward), Headstone and Headstone Lane (Hatch End), Vaughan Road/Butler Avenue and the Honeybun (West Harrow ward), Northolt Road Estates (Harrow on the Hill ward) and Pinner Hill.

In line with the previous Core Strategy, the comprehensive renewal and regeneration schemes for Mill farm and Rayners Lane estates has been completed. Whilst the permitted scheme to encourage the regeneration, renewal of the Grange Farm estate is currently being implemented. Grange Farm estate is approximately 4.1ha and consisted of varied housing across the site. However, the predominant housing on site was a known as Restiform housing, which built in the 1990s as temporary accommodation. The building construction typology was of poor quality and was only intended to have a lifespan of 30 years. Through the passage of time, the homes on the site had deteriorated and were extremely inefficient and not fit for purpose. The remainder of the site comprised of a poorly utilised community centre and the designated open space was of poor quality and not used effectively or efficiently.

The Council have commenced the regeneration of the Grange Farm Estate. A hybrid planning application was granted planning permission in 2018, which resulted in approximately 574 new homes being approved on the site, and importantly, affordable homes for the borough including re-providing homes for existing residents of the estate. Works are underway on site currently, with 89 affordable homes in phase 1 being delivered.

Phases 2 and 3 will follow and will deliver more housing including affordable homes. All new homes will meet current guidance and requirements in terms of internal space standards, accessibility and energy efficiency. Along with the delivery of new housing on the site a new, larger, fit for purpose community centre will also be provided, set within a much higher quality open space for the benefit of residents and the wider community.

The indices of Multiple Deprivation (2019), indicate there is high levels of deprivation within the Borough estates, particularly Stanmore Park ward that covers the areas of Woodlands and Cottesmore Estates; followed by the Hatch End Ward that covers the Headstone and Headstone Lane Estates. This is related to factors; such as poor standard of housing (i.e. lack central heating or housing that fails to meet decent homes standards relating health, safety), barriers to accessing housing (i.e. affordability), and services (geographic barriers/physical proximity, overcrowded housing, low incomes effecting children and older people; low levels of employment, health issues (physical/mental) of residents; lack of education attainment/skills,. Other key issues that all or some of the estates may be experiencing are;

- the housing stock has reached the end of its life and is physically decaying
- families are residing within overcrowded housing
- the stock of social housing is being lost via the Government's right to buy scheme, whilst the opportunities to replenish it are limited in contrast to increasing needs for genuinely affordable housing.

- Some of housing stock does not meet decent homes standards,
- The housing stock has poor energy efficiency resulting in higher energy bill and “fuel stress”
- Some of the estate housing stock may be unsuitable for residents with physical disabilities, older residents and wheelchair users
- The estates suffer from poor quality external space and urban planning such large areas of hard standing areas with no natural surveillance , raising safety concerns. There are areas of left over space between development that are an inefficient use of land
- Lack of /fragmented designated and non-designated open space that is poorly used, accessed and maintained.
- Presence of garage courts that are no longer used for their original purpose
- Large areas of hard standing for car parking that are inefficiently used
- Lack of or poor access to community facilities and other facilities (i.e. health) that are important for the wellbeing of residents and supporting healthy, sustainable communities
- Lack of or poor access to public transport (such as buses) serving estates, even though lower income groups are highly dependent on it due to a lack of alternative

The conditions of housing estates and challenges they face varies and the programme required for these will differ. Some of the older estates may have physical constraints that may limit site or area wide enhancements. For example, their layout, design may make it difficult to introduce new access points and through routes, provide more usable open space. Also fragmented/multiple land ownership may be an issue for bringing sites forward. In other circumstances, options may arise to deliver more affordable housing units on estates, either through incremental infill or comprehensive redevelopment. Accordingly, strategic approaches to estate renewal and regeneration may be necessary in certain circumstances.

All development proposals for estate renewal and regeneration must ensure that there is no net loss of affordable housing floorspace , in accordance with other Development Plan policies. Loss of existing affordable housing will only be permitted where it is replaced by equivalent or better-quality accommodation, providing at least an equivalent level of affordable housing floorspace, on an identical or equivalent basis¹². The use of floorspace (i.e. based on habitable rooms) as the measure for replacement provision provides flexibility for the Council and its partners to better address acute housing needs , such as for more family sized social housing, where redevelopment is undertaken. To achieve no net loss, higher density , including the introduction of market housing may be necessary to increase the viability of schemes and achieve a more mixed and balanced community. This approach is consistent with the London Plan.

¹² Affordable housing floorspace must be replaced on an identical basis where a tenant has a right to return. Where there is no right of return affordable housing must be replaced on an identical or equivalent basis, i.e. social rented floorspace may be replaced with social rented floorspace or by general needs rented accommodation with rents at levels based on that which has been lost.

Replacement and additional affordable housing should reflect the housing needs of existing and future tenants of the estate, as well as consider the requirements of Policy HO1: Dwelling size mix that prioritise the delivery of additional family sized housing. Schemes should make provision to re-house existing residents, after which the mix of all additional units should reflect the wider housing needs of the borough in all but exceptional cases where a variation can be robustly justified. Existing residents should be rehoused in advance of occupation of new market housing.

Proposals for the renewal and regeneration of the Borough's estates should provide satisfactory levels of hard and landscaping areas within appropriate locations of the scheme. These should comply with other policies relating to satisfactory provision of external amenity/open space, walking, cycling and parking, as well as include measures to reduce surface water run off issues (via SUDS) and support urban greening and net gains in biodiversity.

The Development Plan sets out the quantity and quality of open space (amenity space) that is required to ensure these are accessible and address the future needs of the Borough. However, it may not be always possible to apply these standards, as there is a deficiency in accessible open space provision in certain parts of the Borough. Many of the Borough's estates include designated open space and any proposals for the renewal and regeneration of these should seek to ensure there is no net loss in open space provision, for which there is a presumption against within this Local Plan.

To justify the potential net loss of open space provision, in exceptional cases, applicants would need to submit a robust assessment of the existing quantity, quality of open space provision in contrast to the proposed provision and the rationale for the proposed net loss of open space, including other overriding planning benefits of the proposal. This should set out an understanding of the function, quality, benefits, and disadvantages of the existing provision, as well as options that were taken to limit any quantitative loss and why these were not appropriate. Any quantitative loss of open space should result in the delivery of a higher quality open space provision with a range of recreational facilities for children, as well as suitable measures for landscaping and urban greening to support biodiversity.

Proposals regeneration, renewal of estate should be bought forward via a master plan led approach covering all of the estate and should be developed in partnership with other stakeholders including other landowners. This will ensure a comprehensive redevelopment proposal comes forward for the estate, rather than piece meal redevelopment. This should investigate, in partnership and effective consultation with other stakeholders (including residents), the considerations below;

- the physical, social, environmental, economic issues facing it, including health, equality issues facing residents, opportunities for addressing these,
- The needs/aspirations of existing/future residents in relation to the type, size, tenure of future housing; the level type of social infrastructure (including private/communal amenity spaces, community facilities, leisure and recreational facilities, parking)
- The assessment of the physical, environmental, heritage and other development constraints and appropriate measures to address these

- Sustainable transport measures including the improvement of pedestrian links, cycle paths, public transport initiatives within the site and linking to surrounding areas
- Measures to promote active lifestyles and healthy living
- Satisfactory access, layout, massing of blocks and design of the schemes
- Appropriate levels of hard/soft landscaping, urban greening to achieve a net gain in biodiversity
- Measures to promote the efficient use of resources, minimise energy usage and explore options for the use of low carbon or renewable energy sources

It should be noted the above list of consideration is not an exhaustive list, as these are likely to vary between different estates and other issues may emerge when proposals come forward or via consultation processes. The Council recognises that proposals permitted for the renewal, regeneration of the estates may need to be implemented in phases in line with its masterplan, whilst seeking to minimise any harmful amenity impacts and inconveniences to existing residents still residing in the estates. Applicants will be required to submit a Decant Strategy that demonstrates; the necessity of moving existing residents to alternative temporary/permanent accommodation, the process is fair and efficient, adequately considers the needs of households (e.g. access to schools, health issues) in order to facilitate the regeneration and redevelopment of all/parts of the estate. It will also be necessary to include measures to minimise any disruptions to the lives of existing residents during construction and the need for relocating them, after they have settled in accommodation within a given location. This should be based on discussions with the relevant Council teams such as housing, adult and social care and education, as well as comply with any relevant regulatory requirements and established good practices.

National Policy requires planning decisions to consider the social, economic and environmental benefits of estate regeneration. In Harrow's view, health benefits are equally important to address the objectives of sustainable development. Applicants for estate regeneration schemes should set out in a supporting statement the overall social, health, economic, environmental benefits of their proposal to enable consideration of these in the decision-making process and promote sustainable development.

During the Plan period, the Council will monitor the issues, challenges facing the Borough's Estates and those who reside within them, as well as potential public funding for estate renewal, regeneration and proposals that come forward via planning processes. Based on this, the Council may decide whether any direct intervention such as the use of Compulsory Purchase Powers is required (if appropriate), or indirectly with Registered Social landlords, site owners, to implement a comprehensive regeneration, renewal or maintenance scheme for the Boroughs estates, either via Planning processes or other mechanisms.

Reasonable Alternatives:

Option 1: Alternative approach would be no policy

The NPPF / London Plan is silent on the some or all of the matters covered by the proposed Local Plan policy, meaning there would be limited guidance to determine

planning applications against, impacting upon the effectiveness of the Plan. This approach is not considered the preferred option.

Option 2: Require proposals to re-provide of external open space (amenity space) at an equivalent quantity of the original space (i.e. no net loss).

There is a deficiency in accessible open space (external amenity space) within certain parts of the Borough. Many of the Borough estates include designated open space and proposals should seek to ensure, there is no net loss in existing open space provision and where possible seek to meet any standards in relation to the quantity and quality of provisions. But the potential policy option of ensuring no net loss in existing open space provision (i.e. no flexibility based on compliance with a criteria) may have adverse impact on the delivery of a higher quality provision, with a range of recreational facilities and the delivery of other planning benefits (e.g. addressing priority housing needs, community needs), as well as may have some impact on the design quality of the scheme and in rare instances the potential deliverability of schemes (e.g. lower housing output). Due to these factors, option 2 was not considered the preferred option.

Policy HO6: Accommodation for older people

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO6: Accommodation for older people

1. Proposals for specialist C3 and non-C3 older peoples residential accommodation such as care homes and extra care facilities will only be suitable where:
 - a) It is demonstrated they would meet an identified local need, particularly to enable older people to live independently
 - b) It would deliver specialist older people accommodation that would contribute to meeting the Local Plan strategic target for specialist older person accommodation
 - c) Affordable housing is provided in line with Policy HO5
 - d) it has adequately considered and addressed all design issues in Part 3 or Part 4 to ensure the accommodation is suitable for the intended occupiers;
 - e) it provides the necessary level of supervision, management and care/support for the intended occupants, which will be secured in a legal agreement;
 - f) it is easily accessible to public transport (PTAL 3-6), shops, services, community facilities (including health) appropriate to the needs of the intended occupiers
 - g) it contributes to mixed and balanced communities.
 - h) Proposals consider and respond positively to the objectives, priorities of the Councils housing and commissioning strategies

2. Extra care proposals will be usually classed as a C3 use. Such proposals must demonstrate that the following design issues have been considered and addressed to ensure the accommodation is suitable for the intended occupiers:
 - a) The proposal is for provision of self-contained units which address requirements for private internal space;
 - b) There should be an appropriate balance between private residential accommodation and communal space for ancillary uses to the primary use of the site.
 - c) Good quality guest and/or staff accommodation (where appropriate) is provided in line with minimum space standards, with sufficient storage space and facilities for visitors and staff;
 - d) There is appropriate privacy of internal spaces in the building for relevant groups, namely residents and any staff accommodation/rooms;
 - e) Appropriate bathrooms, kitchen/laundry facilities and appropriate rooms for activities/therapy/community use are provided;
 - f) Appropriate wheelchair accessibility is provided. At least 10 per cent of dwellings meet Building Regulation requirement to 'Wheelchair Adaptable Category M4(3)(2)(a)' standard or, where Harrow Council are responsible for allocating or nominating a person to live in that dwelling, Wheelchair Accessible Category

- M4(3)(2)(b) as set out in the Approved Document M of the Building Regulations. All other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'
- g) Proposals make provisions for a sufficient level, type of private, communal and public amenity spaces and facilities.
 - h) The layout and design of communal spaces/facilities should be designed to encourage incidental meeting, interaction and to develop a sense of community
 - i) Demonstrate how the range of type of units and their design will address the needs of people with dementia and other long-term health conditions, and be informed by discussions with providers and demonstrate accordance with the Council's commissioning and housing strategies
 - j) Adequate access, parking and servicing access arrangements are demonstrated, with a safe drop off point within 50m of the main entrance in line with policy M2. This must be appropriate for emergency vehicles
 - k) Provision of suitable charging points for mobility scooters is included on-site – with a minimum standard of secure scooter storage and charging facilities equivalent to 25% of dwellings¹³
3. Care homes must demonstrate the following design issues have been considered and addressed to ensure the accommodation is suitable for the intended occupiers:
- a) There is an appropriate balance of private residential space and ancillary space associated with the care required for the use
 - b) There is appropriate privacy of internal spaces in the building for relevant groups, namely residents and staff;
 - c) 100% of all habitable rooms are wheelchair accessible;
 - d) Accommodation is provided in line with relevant design guidance and best practice standards; such as set out by the Care Quality Commission;
 - e) Adequate access, parking and servicing access arrangements are demonstrated, with a safe drop off within 50m of the main entrance. This must be appropriate for ambulance/mini bus drop-off;
 - f) Provision of accessible communal outdoor space for use by residents, staff and visitors which is well designed – in terms of its function, layout within development proposals – to ensure a good level of amenity with regard to daylight and sunlight, noise, enclosure, overlooking, privacy and security.
 - g) Adequate level and range of care facilities and support, communal areas/facilities (i.e. dining areas, lounging area, kitchen meal preparation) offered to address the individuals needs of residents on site
4. The Council will resist development proposals which involves the loss of floorspace in specialist older peoples and care home accommodation unless:
- a) It can robustly demonstrate that there is a surplus over a long-term of this housing type in Harrow.; or
 - b) adequate replacement on-site accommodation will be provided that satisfies Part 3 or Part 4 or
 - c) adequate replacement accommodation is provided elsewhere in the borough that satisfies Part 3 or Part 4; or

¹³ [Accessible design features in specialist older persons housing \(london.gov.uk\)](https://www.london.gov.uk/infrastructure/transport/accessible-design-features-in-specialist-older-persons-housing)

- d) It can be demonstrated the existing accommodation is unsatisfactory for modern standards or cannot be adopted to meet these to re-provide the use and/or is not fit purpose

Supporting Text:

Harrow is expected to experience an ageing population with a significant growth in the older population during the Plan period. The Draft Local Housing Needs Assessment (2022) indicates that households aged 65 + plus are expected to increase by 28% and households aged 75+ are expected by 64% between 2021-41 (table 8). Whilst the ONS 2018 households' projections indicate that the Boroughs, 65+ household population is expected to increase by 21% and 75+ household population 25% between 2022-23. However, it should be emphasised the growth in the older population will not necessarily increase the need for accommodation that is suitable for older people, as most older people will most likely continue to remain within their house throughout their lives, whilst others may down/right size and it common cultural practice for multigeneration households to reside and care for one another in a single dwelling, particularly amongst the ethnic minority groups that form a large part of the Borough population. The Plan seeks to ensure a wide range of high quality and affordable housing options are available to older people. This includes accommodation for those seeking to remain in their homes, downsize from larger homes whilst remaining in the area, or people requiring more tailored, specialist accommodation with elements of support or care.

Local needs for older persons accommodation should be met principally through conventional housing. Where this is a good level of this type of provision available in the Borough there will be less reliance on specialist forms of accommodation (with varying levels of care). All new residential development in the C3 Use Class must therefore be designed to be adaptable to the varying needs of users at all stages of life, in accordance with Local Plan policies The Council will also encourage the retrofitting of existing residential buildings and units to better suit the day-to-day needs of older people, including by making them wheelchair adaptable or accessible. All proposals for retrofitting (via internal external alterations) must ensure compliance with other Local Plan policies such as those that relate to the protection of the historic environment, heritage assets and character of an area.

Specialist older person housing is a term used to describe a range of types of housing (i.e. use class C3) that suit and meet the needs of older people and does not apply to residential and nursing care homes. This provides housing that enables an older person to live independently in their self-contained living space, with communal facilities and varying levels of support (if needed). This can include age restricted housing for people aged 55 years or above, such as key products like retirement living or sheltered housing for older people aged 60 and above (usually with on-site support and some communal facilities), extra care housing (with on-site care services) and care villages or continuing care retirement communities (with higher levels of care). it should be noted the market for older people accommodation is diverse and evolving and other products may fall within the definition of specialist housing¹⁴. The benefits

¹⁴ ¹⁴ See Appendix X: glossary for a definition of the different types of older people accommodation.

of specialist housing are; they enable older people to live independently for longer, with positive health and wellbeing outcomes, whilst allowing access to care staff (if needed). They can result in savings for the NHS (i.e. reduce admissions and long stays) and adult social care, prevent/delay more costly moves into care homes; provide dementia-friendly accommodation; free up under-occupied homes (often with gardens) to meet the needs for family sized housing.

Further, residential or nursing care homes address the accommodation needs (i.e. use class C2), usually of those who are aged 75+ or have serious health issues or needs that requires specialist care staff or professional nursing staff. These are non-self-contained accommodation, comprising of a residential setting where a number of older people live, usually in single rooms, and have access to on-site care services and other facilities.

The London Plan (2021) Policy H13 sets the Borough an annual benchmark target to provide 165 units per annum (or total of 1980) of accommodation for older people between 2017-29 (12 years). This equivalent of 2300 units older people units over a 15-year period and 3,300 units over 20 years (2021-41). However, the Draft Local Housing Needs Assessment (LHNA) indicates this benchmark figure does not take account of the anticipated lower rate of forecasted increase in the older population, after 2029 and may have been overstated the level of need. The Council will monitor need, supply, pipeline of older people accommodation during the Plan period, and will consider updating the evidence (if necessary).

The Council commissioned Housing Learning Improvement Network (LIN) to undertake an assessment (2022) of the future need, for housing and supported accommodation for older people and adults who have care/support needs, including those eligible for care from Harrow Council adult social care, covering a period between 2022 -32. The aim of this was to inform the Councils future housing planning, investment and delivery programmes. This indicates a total need to provide 980 units of specialist accommodation for older people between 2022-32 (10 years), comprising of circa 660 units of retirement housing; 320 units of extra care housing. In addition, it noted 30 bed spaces for residential care and 200 bed spaces for nursing care are required to address local needs. Therefore, a large proportion of housing needs of older people would be addressed via the delivery of a higher level of specialist older people housing such as extra care, retirement housing and there is small need to deliver nursing care homes and limited/no need for care homes.

The Councils Housing Strategy (2019) seeks to move away from the traditional model of providing care homes (with support staff) toward providing specialist older people housing with an appropriate level of support and ensuring existing/new stock of housing meets accessible and adaptable standards, to enable older people to remain independent within their accommodation. More general levels of accessibility in the wider public realm are also an issue and can also help enable people to remain in their homes for longer; policies which make streets more liveable can help to remedy this. The strategy indicates the overarching need is for affordable extra care housing for rent. It also seeks to increase the supply of extra care housing for older people in Harrow with frailty, mild to moderate dementia, physical disabilities and mild learning disabilities who can continue to live independently with appropriate support in place as an alternative to residential care. Further, it recognises a need to develop specialist housing solutions for people with dementia, through an approach that integrates housing, adult social care and health.

The Council's Adult Social Care Services Team have produced a Market Position Statement¹⁵. This sets out the Council's current commissioning approach and market opportunities for providers. It sets out the current understanding of social care needs, forecasts and demand projections. Further, it sets out Adult Social Care's commissioning intentions for Housing, including Extra Care and Supported Living, as well as areas such as Older People, People with Dementia, Learning Disabilities and Autism, Equipment Services and Assistive Technology etc. This will be updated, when necessary throughout the Plan period.

Applicant will be required to demonstrate how their proposal has considered the findings of the above evidence-based documents (or any subsequent updates to these) and how this has informed the type of product they are proposing. Further, applicants are encouraged to have early discussions with the Council's Housing, Adult Social Care teams and other stakeholders, in relation to ensuring their proposal is addressing a specific local need, consistent with Council strategies, programmes and any design considerations, as part of the application process.

The Council's affordable housing policy will apply to specialist older people housing falling within a C3 use class. In addition, the affordable housing policy may also apply to C2 proposals that include self-contained units with a greater level of support floor space and there may be potential for residents to purchase them and choose their support/care provider. In relation to tenure of affordable housing within a scheme, the Council may accept a different split if robust evidence is provided by the applicant to justify this, as well as may consider a lower contribution if the units are 100% low cost rented products.

Specialist older persons and care home accommodation must be sensitively integrated into neighbourhoods at locations that are well-connected by public transport, and within easy reach of community facilities and services. Residents, carers and visitors should benefit from safe and convenient access to and from the site as well as the surrounding area. Developments should include accessible pathways and gradients to enable residents to move with relative ease whether by walking or with the use of aids, such as wheelchairs or mobility scooters. Accessibility is vital to ensuring the development adequately responds to the mobility needs of occupiers. It is also important to promote independence and facilitate social interaction, which in turn can help to address isolation and loneliness, which is a key public health issue.

There are a range of specialist older housing products that are designed for older people. Supported housing for other vulnerable groups is covered under Policy HO7. The Council will consider which use class a proposal falls into on a case-by-case basis, although extra care facilities will generally be considered to be C3 use unless they include a significant element of care. This will consider the supporting text of London Plan Policy H13 that provides guidance on the factors that should be considered, to clearly distinguish whether a scheme should be classed as specialist older people homes or care home accommodation. Where a development proposal does not meet the attributes of specialist older persons accommodation or care home accommodation set out in the London Plan, then the general housing policies in the London Plan and Local Plan will apply. Regardless of whether extra care facilities are determined to be a C2 or C3 use (or Sui Generis use which could also be justified in principle), relevant

¹⁵ https://www.harrow.gov.uk/downloads/file/31688/MPS_Accessible___New_Logo_130723.pdf

policy requirements including affordable housing will apply. Development proposals must provide details of care aspects (including qualifying age), entry criteria, minimum expected numbers of care hours per week and the proportion of residents expected to need different levels of care; and how the facilities are to be funded and managed.

To ensure high quality accommodation is provided, the design of specialist residential accommodation for older people (including new build, conversions and extensions) must demonstrate it has considered and addressed a number of key design aspects. To ensure appropriate privacy for residents, elements of a building should be ranked on a scale of ascending privacy, with the most public spaces close to either main entrances or centrally located, and the private dwellings the farthest away from the main entrance. There should be separation between areas just for residents, staff and visitors with a distinction between shared spaces. Provision of communal spaces must be proportionate to the scale of the accommodation and not excessive, optimising the accommodation for residents whilst maintaining the usability of the communal spaces.

Suitable bathrooms, storage space for equipment and appropriate rooms for activities must be provided. Providing and retaining storage space is important for mobility scooters, hoists and other equipment both in existing accommodation and new provision. In particular, extra care should provide sufficient charging points for scooters, equivalent to 25% of dwellings. Likewise, conversions involving loss of activity rooms/amenity rooms would also need to be justified.

Developments must also make adequate provision for access, parking and servicing for vehicles, with drop-off points for taxis, mini-buses and ambulances located near the building's principal entrance.

When determining applications for specialist forms of older people's accommodation, the Council may take account of detailed standards and design guidance including (but not limited to) the following documents or any appropriate successor documents:

- The design and build of successful extra care housing – Housing LIN¹⁶
- Building better care homes for adults – Care Inspectorate¹⁷18; and
- Extra Care Housing Development planning, control and management – RTPi Good Practice Note¹⁸

Reasonable Alternatives:

Option 1: Continue existing Local Plan policy approach (DM 29)

The current Local Plan Policy DM29: Sheltered housing, care homes and extra care housing is highly permissive. It supports proposals if they are located within accessible locations and only allows the loss of such uses if there is no demand. Applying this option is not considered the preferred option, as it is open to wide interpretation. This will make it difficult to ensure right type, size, tenure older person accommodation,

¹⁶ [Design principles A4 doc 08_02_11.indd \(housinglin.org.uk\)](#)

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https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjs8H81aWCAxVgWEEAHe7uAYEQFnoECBMQAQ&url=https%3A%2F%2Fwww.careinspectorate.com%2Fimages%2Fdocuments%2F2279%2Fbuilding_better_care_homes-040414.pdf&usq=AOvVaw0rMbCi_MrjtPuHHN6YWbBe&opi=89978449

¹⁸ [GPN8:GPN1 New \(housinglin.org.uk\)](#)

with a sufficient level of care/support, is delivered to address local needs. It will not provide a strong basis to ensure proposals are well designed, located to promote independent living and guidance to distinguish between C2 and C3 use class orders.

Option 2: Support proposals within/edge of town centres (excluding neighbourhood centres)

This approach is not considered the preferred option, as some of the town centres have a low public transport accessibility rating score, particularly those located to the north of the Borough. Therefore, although older residents may be able to access local services facilities, there is a potential risk this option may result in poor access to public transport and result in social isolation of older people from friends, families or experience difficulties accessing essential services like health care.

Option 3: Include a higher target to provide 165 units/total of 1980 of accommodation for older people between 2017-29 (12 years) or 2300 units over a 15-year period

This approach is not considered the preferred option, as the Draft Local Housing Needs Assessment indicates that the rate of older people population growth is likely to reduce after 2029 and Policy H13 indicates Plans should take account of any local needs information, in addition to the indicative benchmark figure for older people accommodation (within C3 use) included within the former policy. Further, the Plan seeks address older people accommodation needs primarily via the delivery of conventional C3 housing that are well designed to meet the changing needs of the occupants throughout the lives. There is a risk that the potential inclusion of a higher target for older people accommodation may undermine the Council's ability to meet other priority housing needs such as family housing and affordable housing.

Policy H07: Supported and Sheltered Housing

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy H07: Supported and Sheltered Housing

1. The Council will support proposals for the provision of specialist and sheltered accommodation for vulnerable, disadvantaged individuals or groups of the population, providing;
 - a. It is demonstrated the scheme will adequately address a specific local need
 - b. it is suitable for the intended occupiers in terms of the standard of facilities and the level of independence,
 - c. It provides the necessary level of supervision, management and care/support, security and community safety (where necessary)
 - d. it is appropriately located in areas that there is easy access to public transport, shops, services and community facilities appropriate to the needs of the intended occupiers
 - e. Regard must be had to any best practice standards that the Council considers relevant, and which are related to the specific type of accommodation and the people/groups it is targeted to
 - f. Proposals must consider and respond positively to the objectives, priorities of the Councils housing and commissioning strategies
 - g. It contributes to creation of balanced, mixed and inclusive communities and would not result in the over concentration of supported and sheltered housing within a neighbourhood that would result in a harmful impact on the amenities of neighbouring properties and surrounding area.
 - h. . It complies with other relevant policies within the Development Plan
2. The Council will resist the loss of supported and sheltered housing unless:
 - (i) adequate replacement accommodation of the same quality and quantity
 - (ii) will be provided for the particular group; or
 - (ii) it can be demonstrated that the accommodation is no longer needed for the particular group or other relevant groups in need of supported/sheltered housing; and
 - (iii) it can be demonstrated that the accommodation is not suitable for the care of the intended occupants (or other relevant occupants of supported/sheltered accommodation) in its current condition and format and/or is incapable of being maintained at an acceptable standard

Supporting Text:

The Council seeks to ensure everyone has access to a decent and secure home. Supported and sheltered accommodation provide an essential place of residence for the most vulnerable and disadvantaged individuals or groups of society, as well as can include a certain level of support or care to address their distinct needs. The overall aim of this type of accommodation is to enable individuals with specific needs to live as independently as possible within the community, with an overall focus of promoting social inclusion.

The provision of a wide range of supported and sheltered housing is likely to be necessary during the Plan period, including permanent, long terms and shorter-term accommodation that meets temporary needs. This can include foyer accommodation¹⁹ for young people, refuges, and long-term accommodation for people with ongoing support needs. The wide range of supported housing types may also include accommodation referred to as hostels (which may or may not have an element of care, but are distinct from visitor accommodation hostels). In planning use class terms, supported housing may be considered Sui Generis, C2 or C3 and would usually be considered exempt from (or be provided instead of) affordable housing requirements.

The Council commissioned Housing LIN to undertake an assessment the future need, over the next ten years (2022 - 32), for adults who have care/support needs, including those eligible for care from Harrow Council adult social care. A summary of the key findings of this are include below

1. **Adults with mental health needs:** This indicates there were a circa total of 400 individuals , aged between 18-64 living with a mental health related need living in Harrow in 2022. A significant proportion of this population lived in mainstream housing (48%), followed by supported housing (26%), residential care (21%) and a smaller amount in nursing care (5%) and shared lives placements (1%). It projects that there will be a 100% increase in the number of adults who have mental health issues by 2032 (increase of 400 individuals) . But in terms of type of future accommodation needs, their research indicates there will be a gradual shift towards supported accommodation (36%) with significant level of support, to enable recovery and independence, a 50% decline in in people living in nursing and residential care homes and half of needs will be accommodated in mainstream housing with a certain level of support if needed.
2. **Adults with learning disability:** This indicates there were a circa total of 644 individuals , aged between 18-64 living with a learning disability living in Harrow in 2022 A significant proportion of this population were living with family/friends or informal carers (33%), followed by mainstream housing with care/support (23%), residential care (23%). Whilst a smaller proportion were living within supported housing/living either self-contained or shared (18%) and nursing care (2%). The number of adults with learning difficulties is expected to increase to 675 (5%) individuals by 2033. Further, in relation to type of accommodation required to address this need, it suggests there will be a higher need for

¹⁹ This is a type of secure accommodation that includes support for the personal development and encourages the independent living of its disadvantaged, vulnerable individuals

supported housing/ living in a self-contained environment (i.e. 25%), a rise in shared lives adult placements (5%), as well as 50% decline in adults living in residential care (11%), a decline in nursing care and a decline in individuals living with family/friends (25%).

3. **Adults with learning difficulties/autism:** It is estimated that there will be an increase in 155 people with leading difficulties/autism by 2032. It suggests this need should be addressed via rented supported housing (120) and shared lives accommodation (

The Council's Housing Strategy 2019 indicates there is a continuing need for supported housing to meet the needs of groups such as people with learning disabilities, people with physical disabilities, individuals and families at risk of or recovering from homelessness and rough sleeping, people recovering from drug or alcohol dependency, people with mental ill health, vulnerable young people (such as care leavers and teenage parents) and people fleeing domestic abuse. The Council will continue to work with a range of stakeholders, partners (e.g. registered providers) to deliver additional supported, sheltered accommodation products to address the future needs.

The Council have developed a Market Position Statement (MPS) for Adult Social Care Services in Harrow, which sets out the current commissioning approach and market opportunities for providers, the current understanding of social care needs, forecasts and demand projections. It will set out Adult Social Care's commissioning intentions for Housing, including Extra Care and Supported Living, as well as areas such as Older People, People with Dementia, Learning Disabilities and Autism, Equipment Services and Assistive Technology etc.

Applications should clearly set out how the development will assist in meeting an identified need for the use proposed. It is vital that the accommodation is appropriate for the use and group(s) for which it is intended, so that the specific type of managed care or supervision required can be delivered effectively. Applicant will be required to set out how their proposal has considered and responded to the finding of the above evidence-based documents (or any subsequent updates to these) and how this has informed the need, type of supported or sheltered housing product they are proposing. Further, applicants are encouraged to have early discussions with the Councils Housing, Adult Social Care teams and other stakeholders when developing their proposals for supported and sheltered housing schemes, in relation to the type of product being proposed and specific level of care / management requirements.

Supported housing may be acceptable as part of a mixed-use development, although where a proposal involves more sensitive types of supported housing, this may not be appropriate.

The Council consider supported housing to be any housing scheme where housing, support and (where relevant) care services are provided (or are capable of being provided) as an integrated package. Some schemes are long-term, designed for people who need ongoing support to live independently. Other, semi-independent living options are designed to help people develop the emotional and practical skills needed to move into more mainstream housing and provide varying levels of support. Support can include help with health needs, including mental health, drug and alcohol use, managing benefits and debt, developing daily living skills and accessing education, training and employment. Supported housing provision may be necessary

for a range of people/groups²⁰. Policy H12 of the London Plan includes a detailed list of groups for whom supported and sheltered accommodation may be suited for. Applicants will be required to submit a satisfactory management plan, detailing the level, type, duration of support/care that will be provided to the intended occupants. Measures required for the security and safety of the user (if necessary) shall be set out within the management plan.

In order to secure mixed and inclusive neighbourhoods and communities, development proposals should not result in a harmful overconcentration of similar uses within an area.

Existing supported housing and sheltered accommodation will be protected where need exists and the accommodation remains suitable, unless it is adequately replaced. The replacement can occur on-site or off-site and will be considered in terms of both the quality and quantity of accommodation replaced, in line with relevant best practice standards and the ability/need to provide continuation of a service. Off-site replacement may be acceptable but will depend on the quality of accommodation as set out within Part 1 of the policy.

Proposals must demonstrate the supported and sheltered accommodation is no longer needed for particular groups, to justify a loss of these. This should be considered at a local level to ensure that varying changes in provision at a wider scale are considered. Changes in service delivery can render accommodation outdated and no longer fit for purpose. Where loss of such accommodation is proposed, this must be evidenced including information which shows that refurbishment is not possible. Accommodation must be proven to be not fit for purpose for the existing specific supported housing and for other relevant types of supported housing which could reasonably occupy the accommodation. In some cases, a replacement development may provide units meeting different supported housing needs which fall within different use classes.

Proposals involving the loss of existing supported housing must take every opportunity to accommodate unmet need(s) for other relevant types of supported housing. There are a range of supported housing need(s) which will need to be considered, with differing design considerations which need to be considered to assess the feasibility of utilising existing provision. Consultation with the Councils Housing department, Adult Social Care department and/or Children's Services department must occur as part of evidencing meeting unmet need.

Reasonable Alternatives:

Option 1: Continue existing Local Plan policy approach (DM 29)

The current Local Plan Policy DM29: Sheltered housing, care homes and extra care housing is highly permissive. It supports proposals if they are located within accessible locations and only allows the loss of such uses if there is no demand. This approach is not considered the preferred option, as it is open to wide interpretation. This will make it difficult to ensure right type, size, accommodation, is delivered to address local needs. It will not provide a strong basis to ensure proposals are well designed, with adequate level of care/support to cater for the needs of vulnerable individuals/groups

²⁰ The relevant policy for accommodation related to older people, which may include housing which could be referred to as supported housing, is Policy HO6 Accommodation for older people

and are well located to promote independent living and guidance to distinguish between C2 and C3 use class orders.

Policy HO8: Purpose-built student accommodation

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO8: Purpose built student accommodation

1. Proposals involving the development, redevelopment and/or intensification of purpose-built student accommodation (PBSA) will be supported providing:
 - a. It is demonstrated there is a local or strategic need for the proposal
 - b. Proposals for PBSA must be appropriately located:
 - i. on well-connected sites that are easy to access by walking, cycling and public transport;
 - ii. Within or at the edge (300m) of town centres, which benefit from good provision of shops, services, leisure and community facilities appropriate to the student population,
 - iii. Priority is given to sites located in proximity to the education facility the development is intended to serve, or other higher education institutions
 - c. The majority of the bedrooms in the accommodation are secured for use by students over the lifetime of the PBSA, via a nomination agreement with one or more specific higher education provider (HEP). This evidence must include confirmation the proposed rental levels for PBSA are supported by the linked HEP(s)
 - d. A range of accommodation types, including cluster flats with shared kitchen and bathroom facilities, unless it is demonstrated this would be inappropriate
 - e. It is well-designed, providing appropriate space standards and facilities and it is sustainable by virtue of being adaptable to alternative residential use or other appropriate town centre uses
 - f. A satisfactory site management and maintenance plan (secured by planning condition) covering the lifetime of the accommodation is agreed by the Council, to demonstrate an acceptable level of amenity and access to facilities for its occupiers and not give rise to unacceptable impacts on the amenities of the occupants of the accommodations and existing residents, neighbouring uses in the surrounding areas.
 - g. The level of PBSA proposals (individually or cumulatively) in a location should not:
 - i) result in the harmful overconcentration of PBSA within a given location and undermine mixed and inclusive neighbourhoods. This will have regard to the character of the area, mix of uses, potential impacts on neighbouring properties and residents within the surrounding area.
 - ii) compromise the delivery of conventional self-contained housing, particularly family and affordable housing to meet the Borough needs, in line with Strategic Policy HO3:
 - h. The maximum level of accommodation is secured as affordable student accommodation on-site in line with London Plan Policy H15.

2. Proposals for any potential ancillary or temporary use of the accommodation during vacation periods should be designed at the outset of the scheme and should ensure;
 - i. There are no adverse impacts or risks to the safety, welfare and amenities of the existing students and staff occupying the student accommodation, in compliance with any FE or Council policy/regulations
 - ii. There are adequate design measures to limit/restrict the movement of occupants of the PBSA, temporary /ancillary uses and distinguish between the permanent use
 - iii. There is not an over concentration of similar uses, which can impact the balance and mix of uses and result in potential harmful amenity impacts
3. The loss of existing PBSA will be resisted unless it is demonstrated:
 - (a) It no longer caters for current or future needs,
 - (b) It is unsuitable and unviable for operating within the existing use;
 - (c) the floorspace is replaced by another form of residential accommodation that meets other priority Local Plan housing requirements
 - (d) Exception to the above is if the scheme is proposing to replace existing accommodation with equivalent floor space that meets modern standards.

Supporting Text:

London's higher education providers make a significant contribution to its economy and labour market. The Harrow campus of Westminster University is located on the southern edge of the borough boundary, within the administrative area of Brent. It is located within the southern edge of the Harrow and Wealdstone Opportunity area (circa 180m), as well as within proximity to Harrow Metropolitan Centre (circa 500m) and Kenton District Centre (circa 500m). There are several further education institutions; such as Harrow College; situated within the Borough which attract students from both within the Borough and the greater London area, who generally tend to commute rather than reside in student accommodation within the Borough.

The London Plan includes a policy (H15) to consider the need for Purpose-built student accommodation (PBSA). This identified an annual need to provide 3,500 bed spaces of PBSA but does not allocate borough benchmarks or targets. The key reasons are; needs will vary with changes in higher education provider' estates, Government policy, and site availability. Further, it clearly emphasises that *"meeting the requirements of PBSA should not undermine policy to secure mixed and inclusive neighbourhoods"*. To date the Council has received a limited level of interest for PBSA, but it is very likely the Borough's student population are residing within the existing stock of rental housing products, such as HMO's, flat/house shares or living with parents or family.

The Draft Local Housing Needs Assessment (LHNA) indicates the Borough does not have a high student population compared to other areas within London and it is common for students to attend a University in one Borough and reside in another. Therefore, the LHNA did not undertake a detailed assessment of the housing need for this group. But the households' projections within this show a limited rise in younger sharing households; no significant increase in single person households and couple households without children; who may be in student age groups (i.e. 15-24 and 25-34) during the Plan period (i.e. 2021-41). The projected rise in other households is

explained by the increase in multi generations households as opposed to sharing households (e.g. HMO, house shares). Although the evidence does not indicate a need for student accommodation, guidance is needed for consideration of applications that may come forward for a HEP located within another borough.

This policy seeks to steer new PBSA within existing town centres (excluding neighbourhood centres) or 300m from the edge of them. These locations are likely to be more; accessible to HEP; conveniently located within proximity to local facilities, services and public transport, including good walking and cycling infrastructure. The key benefits of this are; it will enable students to easily address their daily needs for retail, leisure facilities, local facilities via sustainable modes of transport (without private car use), reduce the cost of living; as well as support the vitality, viability, and the regeneration of the Borough's Town Centres. Further, it will help avoid the risk of the potential adverse impacts of the potential high cluster of various types of student accommodation in residential areas of the Borough that are characterised by dwellings predominately occupied by family housing (i.e. on street car parking, displacement of family households, affordability of housing, amenity issues). Applicants will be required to demonstrate the site selection process has given priority to locations that are within proximity to HEP that the PBSA is intended to serve. PBSA that is intended to meet a need from outside of the Borough should be supported by sufficient justification in relation to the site location, both locally and in the individual site context.

To avoid speculative student accommodation, new PBSA schemes proposed by private providers must be developed and secured (via a nomination agreement) for occupation by students of one or more specific HEP. This ensures proposals will genuinely address an identified need. In line with Policy H15 of the London Plan (2021), applications will only be permitted if they provide evidence of an end user affiliated with a HEP and demonstrate appropriate management arrangements are in place, so that rooms will be rented solely to students over the lifetime of the development, including an identified landlord, agent or management company. Further tenancies should have regard to the likely level of financial support/income of the intended occupiers and the proposals rental levels should be submitted, with evidence the HEP support this.

Site management and maintenance plans are important to delivering successful PBSA schemes, as well as avoiding potential harmful amenity impact on its occupants and the surrounding neighbourhood. These plans will be required for all new PBSA and will normally be secured as a planning condition. The plans will be expected to cover matters like site management and maintenance, on-site wardens, communal facilities, safety and security for occupants and the elimination of potential amenity issues.

Student accommodation can benefit the Borough's neighbourhoods and communities, by attracting a population that can boost the level of expenditure within the Borough's town centres, provide more skilled flexible labour for local businesses and services, addressing the potential impacts of an ageing population, retaining a highly skilled/knowledgeable workforce to make the area attractive for new investment, creating additional jobs and businesses locating within the area. But an overconcentration of student accommodation within a local area can have a harmful impact on the amenity of existing residents and uses, as well as undermine objectives for delivering mixed and balanced communities. Further, this issue can compromise the delivery of conventional housing that is of higher priority to address the Borough's future housing needs and overconcentration of PBSA may not always result in the

optimal use of the land²¹. In instances where there is a potential risk of an over concentration of student accommodation within a given location, the Council will resist proposals.

The Council will expect proposals to consider the specific requirements of HEP and take these into account wherever possible. Schemes will be expected to include a range of accommodation, including clustered study bedrooms with shared facilities, double units, and single and studio units. Cluster flats with shared facilities are likely to be more affordable than en-suite single rooms and self-contained studio units. Student unit sizes and layouts should be varied, particularly to cater to the needs of wheelchair users, mature students with families, students who want to live alone and for groups of students using shared facilities. The provision of a variety of layouts will allow for greater flexibility for conversion to permanent self-contained housing or other appropriate town centre uses if in future the building is no longer needed as student accommodation, thus ensuring its sustainability. If it has been demonstrated that it would be inappropriate to include a range of accommodation within the scheme, applicants will be required to demonstrate they have considered different layouts at the design stage for a scheme, to enable it to easily be converted to a C3 residential use or other appropriate town centre uses (e.g. C1 hotel) in the future if the shared living scheme is unsuccessful. This will help to ensure the sustainable use of scarce resources.

Although most students require accommodation during term time only, some residents may need a permanent home throughout their studies and development therefore should make provision of units for year-round occupation. To help ensure the viability of PBSA, the Council will provide flexibility to allow for the temporary or ancillary use of accommodation during vacation periods or term breaks. Proposals will be considered on a case-by-case basis. Planning conditions or legal agreements will be used to ensure that any temporary or ancillary uses do not result in a material change of use of the building.

The London Plan requires that at least 35% of PBSA should be secured as affordable housing. This is to ensure that students with an income equivalent to that provided to fulltime UK students by state funded sources of financial support for living costs can afford to stay in PBSA. The definition of affordable student accommodation as set in the London Plan and its supplementary guidance will be applied. London Plan Policy H15 (PBSA) sets out the requirements regarding the delivery of affordable student units and should be referred for further information. Affordable rent levels may be subject to periodic review over plan period, considering any significant changes to the Government's student maintenance loan regime.

The Council will seek to prevent the loss of existing student accommodation, to ensure it does not adversely impact on existing capacity or existing residents, whose displacement could create additional pressure on the conventional housing market. However, flexibility will be applied where it can be suitably demonstrated that demand for the provision in question no longer exists. We will encourage the refurbishment of buildings to ensure student accommodation is brought up to an acceptable modern

²¹ e.g. For Monitoring housing purposes the London Plan indicates that 2.5 beds within PBSA = 1 C3 dwelling V C3 self-contained housing = 1 dwelling

standard. Proposals will be supported where there is adequate re-provision of accommodation and compliance with other policies.

Reasonable Alternatives:

Option 1: No Policy. This approach is not considered the preferred option. This would result in a policy void and make the Council highly reliant on national and London Plan policy for determining proposals. This will give the Council less control to promote good design, ensure development is located within the most accessible locations, prevent an over concentration of such uses and minimise their potential harmful amenity impacts. It will also make it difficult for the Council to ensure development is addressing priority housing needs of the area, such as conventional self-contained C3 housing, family and affordable housing.

Option 2: Allow PBSA schemes within accessible locations with PTAL 3-6

This approach is not considered the preferred option, as PBSA tend to be large scale and may adversely impact the character of residential areas. It may result in the loss of family sized housing areas, if clusters of student accommodation occur in areas where PBSA scheme is located/close to it and may result in other harmful amenity impacts on neighbouring properties.

Policy HO9: Large scale purpose built and conversions for shared living

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO9: Large scale purpose built and conversion for shared living

- A. Proposals for large-scale purpose-built shared living (LSPBSL) and the conversion (or change use) of existing buildings for shared living²² will be supported where they comply with London Plan Policy H16 and the following requirements:
- a) Proposals will be required to demonstrate how they are meeting an identified local housing need based on local incomes, rent levels and existing/future demographics of the Borough
 - b) Applicants will be required to demonstrate the affordability of the proposed LSPBSL products within their scheme compared with the alternative products within the Harrow private rental sector,
 - c) Proposals should be located within the boundaries of Harrow Metropolitan Centre and Wealdstone District Centre (with a PTAL of 5-6) that form part of the Opportunity Area
 - d) There must not be two LSPBSL schemes within a 250m walking distance of each other to avoid an over-concentration of similar uses. To justify a departure from this requirement, applicants will be required to demonstrate exceptional circumstances. Robust evidence will be required to demonstrate:
 - i) There is no appropriate alternative town centre use such as offices, and C1 hotels or mixed-use schemes (where relevant) that would be suitable and viable on the application site
 - ii) There is no appropriate alternative use for the site that would be suitable and viable (including C3 residential or a mixed-use scheme), and
 - iii) It would be unviable, unsuitable to have a LSPBSL scheme developed at a lower scale via multiple uses (preferably in two separate blocks of development) that incorporates part of a site/development for LSPBSL the remainder for alternative uses in line with criteria (i) and (ii) above
 - e) The LSPBSL scheme should not have a detrimental impact to;
 - i) Residential amenity of the neighbouring properties and surrounding area
 - ii) The character of the area
 - iii) The need to support and maintain mixed and inclusive communities
 - f) Proposals on sites with extant permission or allocated for self-contained dwellings will not be supported to avoid compromising the delivery of

²² NB: Any references to the acronym LSPBSL within the policy and the supporting text will also apply to proposals for change of use/conversion of a building for large scale shared living

- conventional housing to address future needs and targets, unless adequate evidence is submitted to demonstrate viability issues
- g) The ground floor of the scheme should be designed and located to be active street frontage or public realm. It must include:
 - i) Flexible workspaces,
 - ii) Public amenities (e.g. restaurants, cafes , leisure facilities) that are accessible to the wider public, to integrated it into the surroundings area, as well as develop inclusive and sustainable communities.
 - h) To support a circular economy, proposals must demonstrate a flexible design and layout to allow the LSPBSL scheme to be converted/retrofitted to an C1 hotel or C3 self-contained residential uses, or other town centre uses without the need for demolition and rebuild
 - i) Proposals must demonstrate satisfactory servicing arrangements are in place for deliveries, waste management and emergency vehicles and no adverse impact on the safe operations of the highway network, in line with other Local Plan Policies
 - j) The applicant must provide a management plan, to the satisfaction of the Council, to address the requirements of the Policy H16 of the London Plan and the Mayors London Plan Guidance on LPBSHL. This will be secured by way of a S106 agreement.
- B. The design and layout of LSPBSL schemes in terms of their layout, functional living spaces, level and type of communal facilities must be in compliance with the LSPBSL London planning guidance (LPG)
- C. Affordable housing contributions will be required, in accordance with London Plan Policy H16
- D. The Council will resist any proposals that seek to reduce the quantity, type or restrict access to amenity provisions included within LSPBSL, after permission has been granted.

Supporting Text:

Large-scale purpose-built shared living (LSPBSL) housing is a purpose-built managed rental development, with non-self-contained units comprising of functional private living areas with extensive communal spaces and facilities, under single professional management. They include a wide range of amenities to support a diverse community of residents and their needs. They provide a housing option for households who cannot or choose not to live in self-contained homes, flat shares or HMOs and are often targeted at younger, single, high skilled professional individuals who may use this product on a transition basis until they find suitable long-term housing, as well as for those working within London part of the week or on a temporary basis. They can help add to the stock of rooms available for rent in the borough but are different from other rental products (such as HMO's, hostels) and LSPBLS can be less affordable than the alternatives. But they differ from other products in terms of the general size of rooms, the level/type of communal facilities and the arrangements for management/maintenance of the scheme. They could play some potential role to help free up the stock of other forms of accommodation, particularly family sized housing

(three bed or more) that are highly required to address local housing needs during the Plan period. However, further research is required in this relation to the extent of this relationship, as LSPBSL products are a relatively new product in the private rented sector of the London housing market.

LSPBSL housing is a unique new form of development that seeks to address the demands of a niche subset of the housing market that do not fall within conventional C3 residential use, so policies are required to shape the delivery of these. This helps ensure LSPBSL are well designed, with adequately sized rooms, a sufficient quantity and quality internal/external communal areas and facilities; to enable future residents to fulfil their daily needs, interact with one another; and develop sustainable, cohesive communities, as well as promote their health and well-being. They may provide residents with increased security via a medium – long term tenancy agreement, to enable them to establish themselves, feel more connected to a locality, and be part of a community. Assuming LSPBSL schemes are well managed, maintained, they may avoid generic issues related to HMO properties, hostels, flat shares; such as a lack of/poor quality shared communal facilities and amenity facilities, insufficient parking spaces, lack of long-term tenancy security and transitory living, as well as the poor management/maintenance of properties. Policy can also seek to ensure future schemes are located within the most accessible locations to local facilities, services and avoid the potential loss of residential uses/permissions via speculative applications and an over concentration of LSPBSL and other similar uses.

The London Plan Policy H16 and Policy HO9 will apply to all proposals developments for LSPBSL and the change of use/conversions of buildings for shared living on, schemes that consist of at least 50 non-self-contained units.

The Draft Local Housing Needs Assessment did not identify any requirement to provide LPBSL accommodation to address any specific local housing needs, as a younger population (aged 25-44) and single households are not projected to increase during the Plan period and the Borough lacks a significant student population. Further, a significant level of future housing need is for larger family sized dwellings (three bed or more) or medium sized units that could potentially be occupied by families, as well as providing accommodation that is suitable for an ageing population. Further it states *“Whilst LSPBSL provides an additional housing option for some people, due to the unique offer of this type of accommodation, it does not meet minimum housing standards and is not therefore considered to meet the ongoing needs of most single person households in London”*.

Therefore, applicants will need to demonstrate their LSPBSL proposals will address local housing needs. This should include an assessment of the local rental rates, incomes of residents who are likely to reside within LSPBSL, current/future demographic trends, and any other relevant market factors (if necessary). Further, applicants will be required to demonstrate how the affordability of their proposed LSPBSL products compares with alternative products within the private rental sector of the housing market. This evidence will enable the Council to determine if there is a local need for LSPBSL product and if these products are the most appropriate way to address this need, as well as meeting other policies / objectives in the Local Plan, such as the retention of family size housing rather than these being converted to HMOs. Further, it is important for policy to ensure LSPBSL does not compromise the delivery of conventional housing (i.e. sites with extant permission, allocations,) to

address future housing needs and meet targets²³. This approach prioritises the delivery of conventional self-contained housing to address the needs of families and low-income groups who require affordable housing, as well as avoids any potential harmful effects of any over concentration of LSPBSL on residential amenity or the mix of uses and balance of population in a neighbourhood.

In compliance with the London Plan, proposals for LSPBSL will be supported within the boundaries of the Harrow Metropolitan Town Centre and Wealdstone District Centre, which have a high public transport accessibility rating (5 -6 in line with Policy T6.1 of the London Plan). These centres form part of the Harrow & Wealdstone Opportunity Area and are considered the most sustainable locations for accessing public transport, local services, facilities and pursuing employment opportunities. The Plan anticipates the Harrow & Wealdstone Opportunity Area will accommodate a significant level of housing and employment growth. The town centres are the most suitable locations for accommodating 50 or more units LSPBSL schemes and the supporting communal facilities required to deliver functional living spaces, whilst minimising any potential harmful effects on the character areas of the Borough and ensuring viability. It should be emphasised that LSPBSL schemes tend to be built at high densities and are likely to require 4 or more storeys development. In contrast, the predominate character of the Borough is two -three storeys in suburban locations and three to four storeys with the town centres and near transport hubs. This means such schemes are unlikely to be suitable or viable in locations outside of the above town centres, as developers would need to deliver a higher level of units to benefit from economies of scale required in order to fund the cost of providing/servicing communal facilities and managing the development to a satisfactory level.

This policy requires that two or more LSPBSL schemes should not be located within a 250m distance of each other (i.e. existing permissions, constructions, completions) in order to avoid an over-concentration of such uses that could have a detrimental impact on residential amenities, the character of the surrounding area, the diversity and mix of uses as well as the objective of promoting mixed and inclusive communities. Further, the potential over-delivery of LSPBSL products will compromise the delivery of conventional self-contained residential accommodation which would fully address local housing needs, particularly for increasing the delivery of family sized and affordable housing. However, the policy includes some flexibility for this requirement, to enable the Council to consider applications that may be contrary to this. Applicants must submit robust evidence to demonstrate that no alternative uses would be suitable and viable on their site (e.g. town centre uses, mixed uses). This evidence should also consider whether the scheme could include a LSPBSL use at a lower scale and include multiple uses on the remaining site/development, preferably in separate blocks; as it can sometimes be difficult to distinguish/limit uses (after permission is implemented) and its potential impacts in a single block via planning processes. This also helps avoid a potential oversupply of LSPBSL accommodation that could have adverse economic and social impacts for the Borough, and allows the Council to monitor the locations and potential impacts of this new product during the Plan period.

Applicants will be required to submit a satisfactory Management Plan in line with Policy H16 of the London Plan and the Mayor London Planning guidance, which will be secured via a S106 agreement. This will cover matters such as the need to

²³ .e.g. 1.8 beds of non-self-contained housing such as LSPBSL= 1 C3 unit for monitoring purposes

demonstrate adequate operational arrangements, how spaces will be maintained, and how the scheme will function as a high quality LSPBSL, as well as measures to mitigate any potential harm to the amenities of future residents and neighbouring properties.

Applicants must refer to and ensure consistency with the London Plan Guidance for LSPBSL in relation to the design and space requirements, rooms sizes (including accessible units), the level/type of communal areas/facilities required and layouts. The private rooms must provide a satisfactory personal functional living space and environment for the health and well-being of residents. Each personal room should include a window with an adequate level of natural sunlight and ventilation. The units within the scheme should not be used or be capable of being used as self-contained residential accommodation.

Proposals must ensure a sufficient level and type of internal communal space is provided for the number of private units proposed within a LSPBSL scheme, given the relatively small size of private space and potentially a high number of residents residing and using these. An adequate quantity of kitchen facilities, dining and lounge areas are an important component of shared living. These should be well designed and highly accessible, to meet the needs of all users. They should enable residents to fulfil their day to day needs, interact, socialise with their neighbours, develop healthy relationships and build a diverse, inclusive and cohesive community. Communal spaces should provide a range of amenities that facilitate health and wellbeing, supporting a diverse community and address their daily needs. Applicants must provide evidence to demonstrate how communal areas/facilities are designed to enable incidental meetings, socialising and interaction between residents, fostering positive friendships, relationships and a sense of community.

Applicants will be required to provide some flexible workspace within the ground floor a scheme, as the opportunity to provide commercial floor space are limited due to the constrained nature of the Borough. This will provide some workspace for the internal and external residents, particularly for SME's, as well as help to create commercial networks, attract investment, create additional jobs, boost economic growth and help achieve the Borough's economic objectives. Further, public amenities (i.e. café, restaurant and leisure facilities such as a gym) should be provided that are accessible to the wider public with active frontages on the ground floor of the scheme, to avoid creating closed communities and integrate the scheme into the wider area.

LSPBSL schemes fall within a sui generis non-self-contained market housing use. Both the functional private living areas and communal areas/facilities should be designed and planned to be used integrally by future residents at the outset. These schemes should not be used to provide a mass quantity of poor-quality mini self-contained living units as an alternative to providing well designed, high quality C3 residential dwellings. Any applications for change of use to convert these schemes to C3 residential use at a later date can be very challenging. To effectively achieve this, applicants will be required to demonstrate they have considered different layouts at the design stage for a scheme, to enable it to easily be converted to conversion to a C1 hotel or C3 residential use (or an appropriate town centre use) in the future, if any unforeseen adverse market conditions arise (.e.g. lack of demand for the product, development viability), as well as help encourage the efficient use of resources, reduce waste, promote the circular economy and work towards the achievement of net zero carbon target, in line with Local Plan Policies 08 and CN10.

Reasonable Alternatives:

Option 1: No Policy. This approach is not considered the preferred option. This would result in a policy void and make the Council highly reliant on national and London Plan policies for determining proposals. This will give the Council less control to promote development within the most accessible locations, prevent an over concentration of such uses and minimise their potential harmful amenity impacts. It will also make it difficult for the Council to ensure development is addressing priority housing needs of the area, such as conventional self-contained C3 housing, family and affordable housing.

Option 2: Do not require applicants to demonstrate a need for LSPBSL

Although this approach may provide developers with more scope to determine the type of housing products that should be provided on their site to address a perceived demand in the local housing market, it will provide less of an incentive to ensure a local housing need is being addressed. Conversely, it will make it more difficult for the Council to require developers to ensure their scheme is addressing the priority needs of the area, which are conventional self-contained C3 housing, particularly affordable housing and family sized dwellings. Further, LSPBSL products tend to be less affordable than other products in the private rental sector and there is uncertainty on the extent to which it may help other issues such as overcrowded housing, under-occupation and freeing up the stock of family sized housing (e.g. properties in HMOs). The NPPF requires Plans to boost the supply of housing of the right, types, size, tenure in order to address the needs of groups with specific housing requirements (para 60, 62). This approach is not considered the preferred option.

Option 3: Allow LSPBSL within Metropolitan and Major Town Centres and all areas of PTAL 5 – 6 (car free developments) in line with Policy T6 of the London Plan or PTAL 3-6

This approach is not considered the preferred option, even though there are small parts of other town centres within the Borough fall within PTAL 5-6 and Edgware is a Major Town centre. The key reasons are LSPBSL schemes need to be built at a high density, with more than four to five storey height, in order to provide a sufficient quantity of communal facilities, manage/maintain the property at a satisfactory level and maintain viability of it. However, the character of the Borough comprises of two-three storeys in suburban locations and three to four storeys with the town centres and near transport hubs. This means significant parts of the Borough are unlikely to be suitable for LSPBSL schemes due to the potential impact on the character of the area and the need for economies of scale to apply to ensure viability.

Option 4: Do not include distance test for assessing over concentration of LSPBSL

This approach is not considered the preferred option, as it will make it more difficult to assess, prevent the potential over-concentration of the LSPBSL schemes within a given locality, as well as minimise any potential related impacts on residential amenities, the diversity and mixed of uses and the objective of promoting mixed and inclusive communities. A related issue is that this option may undermine the delivery of conventional self-contained residential accommodation that addresses the priority local housing needs (i.e. family sized dwellings, affordable housing). However, the

policy includes some flexibility to consider proposals that may be contrary to this requirement in exceptional circumstances.

Policy HO10: Housing with shared facilities (Houses in Multiple Occupation)

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO10: Housing with shared facilities (Houses in Multiple Occupation)

Development proposal for Houses in Multiple Occupation (HMO)^{24/} and Hostels with shared facilities in the Sui Generis Use Class will only be permitted, providing they comply with the criteria below:

- (1) It is located within an area that has a PTAL rating of 4-6 with good access to public transport, local services and facilities.
- (2) It does not result in the loss housing suitable for accommodation by families based on following:
 - a): Internal floor area should exceed 130m² (as originally built) and
 - b): It should not be located within a residential street or area that is characterised by family housing
- (3) There should be no harmful impact on the amenity of occupiers of neighbouring properties and the character of the area.
- (4) Adequate arrangements are made for the provision of amenity space for future occupiers in terms of access to gardens and communal facilities and areas.
- (5) It is well-designed, high quality accommodation with rooms of an adequate size for their purpose, having regard to internal space standards (set out in the London Plan and supporting guidance) with adequate functional living spaces and layout.
- (6) Ensure an adequate level and type of ancillary facilities such as kitchen areas, WC's, storage space and communal areas for lounging, dining are provided to address the daily needs for the proposed number of occupants
- (7) Adequate arrangements are made for the storage and collection of waste and recycling material generated by future occupiers of the development, which does not give rise to nuisance to future occupiers and neighbouring properties or a detrimental impact upon the streetscape.
- (8) It should ensure all habitable rooms have a satisfactory environment in terms of privacy, daylight, sunlight, outlook and exposure to external noise.
- (9) It ensures a balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard surfaced) that does not detract from the appearance of the property or the street scene.
- (10) Adequate provision is made for car parking and safe access to property and does not result in a harmful cumulative increase on street parking (in compliance with policy M2 Parking) or the safety of other road users.

²⁴ NB: This Policy will also apply land use class C4 (and any subsequent updates to use class orders), if the Council introduce an article 4 during the Plan period (.i.e. a small HMO housing 3-6 people)

- (11) It contributes to creating an inclusive community and would not result in the over concentration of HMOs/Hostels within a neighbourhood that would harm the mix, balance and well-being of communities. For HMOs, an over concentration is defined as an instance where three or more of the nearest ten properties are HMOs, (i.e. 5 on each side of an application site, on the same side of the highway).
- (12) The Council will resist proposals that result in the loss of good quality hostel accommodation that address a specific local need for vulnerable members of the community, unless
- a. It is demonstrated there is no local need for the type of accommodation.
 - b. it is for a replacement provision at an equivalent or better standard
 - c. It is demonstrated to be unviable or unsuitable for addressing the needs of its users.
 - d. The replacement provision is addressing a more acute local need (e.g. affordable housing)

Large Purpose-built HMO developments

- (13) The Council will resist proposals for new large purpose-built HMO developments, as these are not considered the most appropriate approach to meeting housing needs in the borough and can result in a poor-quality living environment for the occupants and potentially significant harmful amenity impacts on the surrounding area. On sites where the Council considers that large purpose-built HMO developments may be an acceptable form of housing in principle, proposals must:
- a) Be located within an accessible location to local facilities, services, transport in accordance with criteria 1
 - b) Not result in the loss of housing that is suitable for accommodation by families, in accordance with criteria 2 above.
 - c) Prevent any harmful amenity impact(s) on the surrounding neighbourhood and the character of the area (in accordance with criteria 3). Sufficient evidence – including a detailed management plan – must be provided demonstrate this.
 - d) Result in a well-designed and satisfactory living environment for its occupants in line with criteria 4-10 above
 - e) A sufficient level and type, of communal facilities and spaces should be provided to adequately address the needs of the expected number of occupants. Communal facilities and spaces should not be located in too few locations, should be conveniently accessed and be designed to encourage incidental meetings, socialising, lounging and recreation between residents to foster friendships and a sense of community.
 - f) Not result in an over concentration of similar uses and the achievement of mixed, inclusive communities in line with criteria 11

Supporting Text:

A house in multiple occupation (HMO) is a form of residential accommodation that is occupied by unrelated persons who share amenities such a kitchen, bathroom, etc and form two or more households. A household is generally a family (or people with

relationships similar to a family), including single persons and co-habiting couples. There are two main planning use classes for housing with shared facilities: a Use Class C4 HMO that is a 'small' HMO used by 3 to 6 unrelated people, and a 'large' HMO shared by more than 6 unrelated people is a Sui Generis use²⁵ (i.e. does not have a specific use class). For the purposes of this policy a hostel includes a building providing temporary non-self-contained residential accommodation with an element of supervision, but with no significant degree of care. Hostels are a sui generis use.

A permitted development right exists to convert/change the use of residential accommodation (C3 use) into a 'small' HMO (use class C4). In contrast, planning permission is required for the use/development of land and buildings for large HMOs in a Sui Generis use. This allows the council to consider issues such as access, design, parking, location and impacts on the character and amenity of surrounding area and neighbouring properties. All HMOs require a mandatory licence from the Council, which is outside of planning controls. This ensures HMOs are built and maintained / operated to a certain standard (e.g. room sizes, number/type of communal facilities, health and safety) and well managed but mandatory licencing does not allow the Council to assess potential amenity impacts on the neighbouring properties and surrounding area, as well as location factors.

HMOs can provide a valued source of affordable accommodation in the stock of housing providing they are of high-quality design and provide good quality living standards and adequate space for people to live in. They are particularly important addressing the housing needs of:

- (1). young and transient groups of the population, who have not reached a stage where they can or want to buy;
- (2) Vulnerable people and those on lower incomes who are unable to gain access to other forms of housing (e.g. self-contained accommodation)
- (3) People who would otherwise be homeless without bedsit types of accommodation, as they cannot afford to rent or buy a property as a single household.

The London Plan (2021) acknowledges the role that HMOs play as a strategically important part of the Capital's housing offer, with a provision that helps to meet distinct needs and reduces pressure on other elements of the housing stock.

The Draft Local Housing Needs Assessment (2022) indicates that the size of the private rented sector has significantly increased since 1991 and HMOs have been particularly important for addressing the needs of the younger population due to the increased pressure on the stock of social housing and rising levels of rents. Further, it indicates that the number of sharing households aged between 25-44 years and single person households are not projected to experience any significant growth during the Plan period. Despite this, large-scale purpose-built shared living (LSPBSL) (see Policy HO9) may have the potential to play a role in reducing the pressure for family size housing to be converted to HMOs (subject to further evidence). The policy above reflects these two factors by seeking to resist the conversion of family-size housing to

²⁵ The above provides a summary of HMOs and the full legal definitions should be referred as appropriate, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). There are separate definitions in respect of the legal licencing of HMOs as set out in the Housing Act 2004 and related secondary legislation.

HMOs. It however also recognises that HMOs offer a more affordable form of shared living for those who cannot afford any other alternative and are unlikely to be offered accommodation in affordable housing (i.e. single persons).

There are concerns that a high concentration of HMOs can have a cumulative harmful impact on neighbouring properties and the surrounding area. The key reasons include the potential negative impact of the potential loss of family housing and the increased number of families having to reside in unsuitable accommodation (i.e. smaller overcrowded dwelling with a lack of satisfactory amenities, poor location), a transient population replacing settled family occupants, reduction in environmental quality, loss of character, waste management, overcrowding, increased anti-social behaviour and noise/disturbances, changes in supporting infrastructure such as shops, pressure on parking, and sustaining balanced, mixed and inclusive communities. HMOs can also push up rents or inflate the price of properties for sale that would otherwise accommodate families. Therefore, it is important for future policy to seek to address and minimise these potential harmful impacts.

In general accordance with the London Plan (2021), this policy seeks to facilitate HMO conversions, which intensify the use of existing premises, within the most appropriate locations that have good access to public transport, local services and facilities (i.e. PTAL 4-6). This in turn promotes the use of sustainable modes of transport, reduces the need to travel by private car. It also reduces the potential risks of harmful effects such as the need for higher levels of hard standing areas for car parking that can result in the loss of biodiversity/soft landscaping in front gardens and increased surface water run-off. Managing the locations of HMO's also assists in mitigating negative impacts on the character of the Borough and the potential loss of larger housing in areas that are characterised by family housing.

To ensure that HMOs are built, maintained and managed at an acceptable standard, the Council operates mandatory and additional licencing schemes, in accordance with housing legislation. Through this regime the Council has published the Harrow Standards for Licensable HMOs²⁶. All development proposals for HMOs must be well designed in terms of their layout and functional living areas. An adequate level of rooms must be provided of appropriate sizes in line with the internal space standards included within the London Plan. A sufficient level ancillary facilities (W/C, kitchen and storage areas) facility; as well as a range/level of communal areas/facilities; should be provided in order to address the needs of the proposed number of occupants. Applicants should also consider any standards and requirements of the Council licencing regime.

As the other sections of the Plan (e.g. housing size mix, conversion policies) have emphasised, the Draft LHNA indicates there is a high priority to increase the delivery of family sized housing to address the future local housing need. The Local Plan evidence indicates that the potential scope to achieve this may be constrained by the size, type and location of sites that may come forward during the Plan period. These factors have resulted in housing affordability issues for young and low-income households. Therefore, this policy seeks to protect smaller sized family housing (below 130m²) as conversion of this housing to HMOs is likely to result in poorly designed accommodation and living environment for HMO tenants and the loss of the lower cost

²⁶ Applicant should refer to the HMO standards in the link below or any subsequent equivalents to this.
<https://www.harrow.gov.uk/downloads/file/23800/hmo-standards-and-regulations.pdf>

family housing stock. This policy will allow the potential conversion of dwellings into HMOs providing the applicants demonstrate the location of the application site is not characterised by family housing. In relation to this, a recent legal judgement for a challenge to a decision clarifies that the assessment of whether a location/street is characterised by family housing should not be limited to the physical appearance of the built environment/premises and can also consider factors like occupancy and uses.

The open, green quality of the suburban environment is part of Harrow's historical appeal. This has been impacted by hard landscaping to mainly accommodate cars in front gardens and to a lesser extent manage and store waste. This has reduced the level of incidental green infrastructure, which has affected the visual quality of the environment, biodiversity and surface water run-off. Therefore, the design of proposals should consider appropriate levels of well-designed soft landscaping and urban greening to protect and enhance biodiversity, in line with Local Plan policies. In addition, the accommodation of bins within the site requires careful attention. The provision of bins within private amenity spaces usually offers the best solution in terms of householder responsibility for use, maintenance and waste segregation, and helps to avoid the excessive accumulation of bins on forecourts. Any alternative solution may be acceptable in exceptional circumstances such as a storage shed on the forecourt/front garden of a property, providing it is well designed in terms of its location and materials and includes an appropriate level of soft landscaping to adequately screen it from the street and protect the character of the area. Applicants should also review the Council's future Waste Strategy and ensure compliance with the requirements of this, particularly in relation to ensuring waste vehicles can access the property and the waste area being kept clean and clear.

Applicants will be required to demonstrate adequate consideration of design, layout, privacy and amenity issues, to ensure a satisfactory living environment for the occupants and minimise risks of any harmful effects on neighbouring properties. Proposals must ensure all occupants have an obstruction free, convenient access to communal amenity areas and facilities; such as kitchens, bathrooms, WC's and gardens. In relation to addressing issues such as waste management, car parking and hard/soft landscaping proposals must ensure measures to address these issues do not result in any harmful impacts on the occupants of the premises, neighbouring properties and the character of the area.

New HMOs should contribute positively to their local area and an appropriate distribution of different types of housing provision across the Borough, along with the protection of the character and amenity of immediate and neighbouring properties. To assess the potential for over-concentration HMOs within a location, a simple policy approach will be applied that seeks to allow no further HMOs where three already exist in the ten nearest adjacent properties to the application property. This is measured taking the nearest front entrances when walking from the front door of the application property on the same side of the highway (i.e. 5 properties on either side of application site). Landlords will be expected to register properties in conformity with the council's licensing scheme.

Certain types of hostels providing accommodation are important and necessary uses for increasing housing choice and to meet specific forms of housing need. Therefore, the policy seeks to prevent the unnecessary loss of these hostels to other uses, unless proposals comply with the criteria.

The Council will resist proposals for large purpose-built HMO developments, as the Local Housing Needs Assessment did not indicate any significant growth in the younger population (25-44) or single households, and the priority is to increase the delivery of conventional self-contained C3 family sized housing and affordable housing. Large purpose-built HMO developments can result in a poor-quality living environment with inadequately sized rooms; insufficient quantity and type of communal facilities; and a lack of secure tenancy, which can have a negative effect on the health and well-being of residents. They also encourage a transient population and the poor maintenance and management of the scheme, along with a potential over concentration of HMO's within a given locality, can have significant harmful impact on HMO occupants and residents in the wider neighbourhood.

Large purpose-built HMO developments may be acceptable if they do not result in the loss of accommodation suitable for families, there are no harmful amenity impacts on the neighbouring properties and they can demonstrate compliance with the criteria included in the above and other relevant policies. A sufficient level of evidence – including a detailed management plan - must be provided to demonstrate adequate operational arrangements, how spaces will be maintained, and that the scheme will function as a high-quality development, as well as the measures to mitigate any potential harm to the amenities of future residents and neighbouring properties.

During the plan period the Council will monitor the locations where new HMO properties are delivered (via the licenced and application route), the potential impacts of these on specific locations of the Borough and their implications for addressing local housing needs. Depending on the outcome of this, the Council may consider whether an Article 4 direction should be introduced to remove the permitted development right that allows residential dwellings to be converted to small HMO uses without the submission of a planning application. It should be emphasised that National Policy has strengthened the test for introducing an article 4 direction and limits its geographic scope. It indicates this should “*be limited to situations where an Article 4 direction is necessary to protect local amenity or the well-being of the area; be based on robust evidence, and apply to the smallest geographical area possible*” (Para 52, NPPF 2023).

Reasonable Alternatives:

Option 1: Continue to apply existing policy (DM30)

The adopted Local Plan Development Management (2013) Policy DM 30 is considered highly permissive for HMO/hostel proposals. It includes a generic criterion requiring proposals to demonstrate good accessibility to local facilities, compliance with accessible homes standards and satisfactory living conditions, and no adverse amenity impacts. Although this option may help in providing a relatively affordable stock of accommodation the continued use of this is considered inappropriate. The key reasons are that it is open to wide interpretation by all stakeholders and does not reflect the most up to date evidence of need. Further, the use of this will make it difficult for the Council to prevent the overconcentration of HMOs and the potential harmful amenity impacts of these, encourage well designed living environments for residents, prevent the loss of family housing and ensure HMOs are located within the most accessible locations. This approach is not considered the preferred option.

Option 2: Allow conversion of family houses to HMOs (i.e. no consideration of the houses internal floor area (130m²) and the character of the area)

This approach is not considered the preferred option, as it will result in the potential loss of housing that is suitable for families, including the stock of smaller housing that may be more affordable for low income or younger households. It is difficult to replace the loss of family sized housing due to the type, location of sites that are likely to come forward for development. Further, the change of use of smaller housing (below 130m²) may result in a poorly designed living environment for HMO occupants.

Option 3: Allow HMOS within accessible locations with a PTAL 3-6

This approach is not considered the preferred option, as it may have an adverse impact on the character of and harm the amenity of areas characterised by family housing, as well as increase the potential loss of family housing.

Option 4: Do not include a specific measure to assess the over concentration of HMO's

This approach is not considered the preferred option, as it would not allow the Council to assess or prevent the potential over-concentration of HMO schemes within an area, minimise any potential cumulative related impacts on residential amenities, or achieve mixed and inclusive communities. A related issue is that this may reduce the stock of family sized housing accommodation, which is difficult to provide via new development, which tends to be high density due to location of previously developed sites (i.e. close to town centres) and their high land values. This may result in families residing in unsuitable, overcrowded accommodation or in poor locations that are at a distance from their social networks and local services/facilities (i.e. schools).

Policy HO11: Self-build and Custom build housing

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO11: Self-build and Custom build housing

1. The Council will keep a register of those seeking to acquire serviced plots in the Borough for their own self-build and custom-build house building. It will also work with stakeholders to explore potential options to identify and bring forward suitable serviced plots to help meet the needs of self-build and custom-build housing, particularly where this will help increase the delivery of affordable housing and family housing.

2. Development proposals for self-build or custom-build housing will only be supported, providing:

- a) It meets an identified need for self-build or custom housebuilding as identified on the Harrow self-build and custom housebuilding register
- b) The size mix of units should consider Policy HO1 Dwelling size mix and the high priority for increasing the delivery of family sized housing (three beds or more) to address local needs
- c) The scale of proposed development and locations on a site below 0.25ha must comply with the small sites policy (HO3)
- d) It is in accordance with policies relating to matters such as optimising housing output, high quality design, amenity space, car parking, affordable housing and other relevant Development Plan Policies

3. Proposals for community-led housing will be supported, (via the self-build and custom build housing or other delivery models), in appropriate locations where:

- a) A local need for this type of provision is clearly established;
- b) Optimal use is made of the site, contributing to the delivery of the strategic housing target (including in relation to the mix of unit sizes), with a development density that is appropriate to the site and character of the area, having regard to other policies in the plan;
- c) Provision is made for affordable housing; and
- d) The scheme is designed to a high standard (including sustainable design principles), integrates adequate amenity space, and makes a positive contribution to the local neighbourhood.

Supporting Text:

Self-build and custom-build housing is built or commissioned by individuals, or associations of individuals, for their own occupation. This type of development can provide a more affordable route to home ownership than other options available, such

as 'built for sale' market housing. Self-build generally refers to people who apply their own skills in the design and construction process or hire professionals for this purpose and manage this. Custom-build involves the outsourcing of industry professionals, often for bespoke or innovative schemes. For a scheme to be categorised as a self-build or custom build housing, the Council must be satisfied that the initial owner(s) of the home has had primary input into its final design, the layout of the house and that the completed house will be occupied by the initial owner. Self-build and custom-build housing units provide an additional source of supply of conventional housing and further housing choice and will therefore be considered as housing in the C3 Use Class for policy implementation.

The Council has a duty under the Self-Build and Custom Housebuilding Act 2015 and Custom Housebuilding (Register) Regulations 2016 to keep a register of those seeking to acquire plots for self-build and custom-build housing in the Borough and to have regard to this register in its planning and housing functions. The register forms part of the Local Plan evidence base. It provides an indication of the demand for serviced plots from individuals or groups who meet specific eligibility criteria. Harrow's self-build and custom housebuilding register is divided into two parts:

- Part 1 keeps track of local demand for self-build and custom housebuilding (i.e. those who meet the local connection test) which must be met via the grant of sufficient development permissions for serviced plots of land over a given period.
- Part 2 keeps track of general demand for self-build and custom build, with no requirement to grant sufficient development permissions for serviced plots of land to meet this demand.

Recent amendments to the Self-build and Custom Housebuilding Act 2015 indicates that Local planning authorities must give sufficient permissions for self-build and custom housebuilding on serviced plots to meet the demand for such development in their area over a given period. This means planning permissions only qualify towards meeting demand for self-build and custom build housing, if it was designed for this purpose.

Identifying suitable sites for self-build and custom-build housing in Harrow will remain a challenge as a result of the limited (and often constrained) supply of land to meet the needs of a growing population. To date, there has been limited interest for self-build and custom build housing plots in terms of the number of individuals or association of individuals who have registered an interest in these types of housing delivery. The CIL relief claims data indicates 64 units of self-build housing units were completed between 2016 -24 and no serviced plots for self-build/custom build housing have come forward for development. Key reasons are that the Borough is a high land value area with a high level of demand from other house builders, which makes it more difficult to secure funding and less viable to build at lower densities to provide small plots for housing. Further, a large proportion of past supply of new housing has been derived from high density flatted development from the redevelopment of previously developed sites within close proximity to town centres or stations, rather than low density housing plots that are more suitable for serviced plots for self-build/custom building housing schemes. As self and custom build homes are regarded by mortgage lenders as non-standard homes, obtaining a mortgage for these can be challenging and therefore this type of development is more reliant on self-financing.

Development proposals for self-build and custom-build housing must use the designed approach to ensure high quality development that responds positively to the locality, optimises the capacity of sites, and supports the delivery of the spatial strategy for the Borough. Applicants should clearly identify whether any elements of the design may require adaptation or alterations, based on owners' input. This will help the Council to work with applicants to respond to the unique challenges facing self-builders and to ensure schemes are policy compliant. Provision for affordable housing will be required for major development (i.e. 10 or above units) in line with other Local Plan policies.

Community led housing is a growing trend in London, both being driven by Community Groups supported by the Mayor of London (Community Led Housing Hub) and by the Council that has been working to bring two community led projects forward. Community led housing can take several forms including housing co-operatives, Community Land Trusts (CLTs), cohousing, and self/custom build housing. These approaches are not mutually exclusive, and in many cases a mixture of approaches may be employed in the setup and running of community led homes to suit specific circumstances. This type of development demonstrates our commitment to seek to meet demand within the borough, and we will continue to monitor our register in line with the relevant statutory requirements.

Community led housing can provide a more affordable route to home ownership and has the potential to build more cohesive communities and allow for specific uses to be explored. There is a demonstrable demand in Harrow to go beyond what the market or the council can deliver in terms of housing affordability and typology.

The Council maintains a brownfield register. This helps identify opportunities for self-build and custom build homes and possibly community led housing schemes on previously developed sites. The supply of self and custom build plots is typically very small scale, usually infill between existing dwellings and vacant/underutilised sites such as garage courts and car parks. In other countries however, groups of self-builders come together to deliver larger schemes, or it is common for service plots to be sold in the market. The Council will consider potential sites for self-build and custom build housing if they are submitted through Call for sites consultation. The Council will monitor the delivery of self-build and custom-build housing, as well as will work with stakeholders to bring forward potential sites (if opportunities arise) to increase the delivery of affordable housing and family sized housing in order to address local needs.

Reasonable Alternatives:

No alternative approach due to requirements of London Plan and national policy

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives.

Policy HO12: Gypsy and Traveller Accommodation Needs

Linkages:

NPPF Chapter 5: Delivering a sufficient supply of homes

NPPF Chapter 11: Making effective use of land

London Plan Chapter 3: Design

London Plan Chapter 4: Housing

Policy HO12: Gypsy and Traveller Accommodation Needs

1. The Council seek to retain the existing Gypsy and Traveller site at Watling Farm (0.5ha) to provide three additional pitches, to address future traveller needs, unless evidence shows it is no longer required.
2. The Council will support proposals for Gypsy and Traveller accommodation, including sites and pitches, providing they are of a high-quality layout and design and contribute to meeting identified local needs, and there is no capacity at the existing site at Watling Farm.
3. Proposals for new and replacement accommodation must make adequate provision for:
 - a) A suitable and safe access to and from the site, with sufficient space for the manoeuvring of vehicles
 - b) Satisfactory access, parking and servicing arrangements for all vehicles likely to use the site, including emergency services
 - c) Basic amenities, including running water, sewerage/ drainage and waste management
 - d) A site location that is well-integrated into the locality with reasonable access to local shops, services and community facilities including education, health and public transport
 - e) Facilities to serve occupiers of the development, including where appropriate pitches, hardstanding, amenity blocks, and amenity space and play areas
 - f) Appropriate landscaping and planting to address impacts on amenity and enable integration of the site with the surrounding environment.
 - g) Measures to minimise any potential impacts on the local environment, including any relevant policy designations within proximity to the site that would restrict its use for any type of housing (including but not limited to: Green Belt, Metropolitan Open Land and Sites of Nature Conservation Importance) and the character of the area including visual and amenity considerations
4. Applicants must take account of any potential flood risk and the impacts of climate change when assessing the suitability of a site
5. Development proposals for Gypsy and Traveller accommodation must not pose a risk to public health and safety, and not adversely impact the amenity of site occupants and neighbouring properties

Supporting Text:

The National Planning Policy for Traveller Sites (2015), which sits alongside the NPPF, sets out the Government's aim to ensure fair and equal treatment for travellers in a way that facilitates their traditional and nomadic way of life, whilst respecting the interests of the settled community.

The Harrow Core Strategy included a target to deliver three additional Gypsy and Traveller (G & T) pitches by the end of 2017/18. Three pitches were allocated on the Council Owned site at Watling Farm (2013), but this has permission for 15 pitches (1974). There are two pitches on this site, and it is licenced to a single family and there are also ancillary uses on it (e.g. stables).

London Plan (2021) Policy H14: Gypsy and Traveller Accommodation includes a target to provide 8 Gypsy and Traveller pitches for Harrow but notes that boroughs that have undertaken an updated needs assessment (since 2008) can use the figures from this for preparing their Plan.

The Council's most recent evidence base, the West London Alliance Gypsy, Traveller and Travelling Show-people Accommodation Assessment (GTANA 2018) found no additional need for new pitches based on the National Planning Policy for Travellers Sites (2015) definition of a traveller for planning purposes, which excludes those who have ceased travelling permanently. The use of this definition has been successfully legally challenged based on equality and discrimination grounds (2022), as it excludes travellers who are forced to permanently live in brick/mortar accommodation due to legitimate health or age reasons. In addition, the GTANA indicated a need to provide three additional pitches during the period between 2016 -2033/41 within Harrow based on the London Plan definition for Gypsy and Travellers. This definition includes those households who have permanently ceased to travel. This level of need can be accommodated within the existing allocation. The policy has been drafted based on this broader definition and the associated need figure identified in the West London Alliance GTANA.

The GLA have commissioned external consultants to undertake a London wide GTANA. The final findings of this are expected to be published during 2024.

The Government's Planning Policy for Traveller Sites (PPTS) suggests the use of a criteria-based policy for any unknown households that do provide evidence that they meet the PPTS planning definition. This enables the Council to proactively plan for Gypsy and Travellers' accommodation needs, ensuring that new sites are well designed; well-connected to social infrastructure, health care, education and public transport facilities; and contribute to a wider, inclusive neighbourhood. As noted above, the current site has an historic permission for up to 15 pitches, significantly more than current identified needs; it is not envisaged that an additional site will be required during the plan period unless updated evidence indicates insufficient capacity at the existing site.

Any new proposed Gypsy and Traveller sites will need to provide a safe and acceptable living environment essentially consistent with the characteristics expected of mainstream housing and ideally forming part of a wider balanced and mixed residential community. This includes having good access to social infrastructure to

help address recognised disadvantages in relation to educational attainment and health/life expectancy that members of the Gypsy and Traveller Community have experienced. Nevertheless, there should also be consideration of particular needs such as ability of work vehicles and homes to access the main road network and facilities that support employment. The Council aims to further Harrow's reputation as a place that welcomes diversity. Therefore, the design and layout of Gypsy and Travellers' sites, particularly at their edges, should look to integrate well with its surroundings and promote opportunities for positive interaction with the adjacent townscape and associated communities.

Reasonable Alternatives:

Option 1: Alternative approach would be no policy

This approach is not considered the preferred option, as it would not be regarded as being in general conformity with the London Plan and national Planning Policy for Traveller Sites. This would also mean that the Council would be less able to manage new accommodation as planning applications would be judged against national planning policy rather than locally specific policy criteria.

Option 2: Include a Policy based on the accommodation need figure identified by utilising the Gypsy and Traveller definition included within the PPTS (2015)

The definition of Gypsy and Travellers (G & T) included within the PPTS (2015) excludes those who have ceased travelling permanently. Based on this definition, the West London Alliance GTANA (2018) identified no need to provide additional pitches during the period between 2016 - 2033/41. The PPTS definition was subsequently successfully legally challenged based on equality and discrimination grounds (2022), as it excludes travellers who are forced to permanently live in brick/mortar accommodation due to legitimate health, age reasons. In this context, identifying needs based on the PPTS definition is not the preferred option, but the Council will monitor any Government response to the successful challenge and adjust the approach to the definition and need figure used in the draft Local Plan policy.

The Council is still awaiting the publications of the GLA London wide GTANA and the findings of this in relation to future G & T pitches need, before determining which definition to utilise and need figure to include in the Plan, to address the accommodation needs of the Traveller community. This may result in additional reasonable alternatives.

Chapter 05: Local Economy

Strategic Policy 04: Local Economy

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 2: Spatial Development Patterns

London Plan Chapter 6: Economy

Strategic Policy 04: Local Economy

- A. The Council will ensure sufficient employment floorspace is provided to enable a strong and flexible economy that is adaptable to changing circumstances whilst positively contributing to the wider London economy.

Town Centres, Offices and Retail Floorspace

- B. The Council will support proposals that demonstrably contribute to the vitality and viability of the local economy by:
- a. Supporting appropriate developments and uses that support the role and function of the hierarchy of town centres;
 - b. Continuing to focus appropriate town centre development in the Harrow Metropolitan Town Centre primary shopping area;
 - c. Assisting in meeting the evidenced floorspace needs for the borough across the plan period;
 - d. Providing for a range of uses appropriate to their locations in both size and use class;
 - e. Supporting proposals that are flexible / adaptable to meet appropriate employment uses, and to make best use of space including temporary meanwhile uses;
 - f. Supporting proposals that seek to intensify employment floorspace; and
 - g. Supporting mixed use developments in appropriate locations or where supported by a masterplan approach.

Industrial Land and Premises

- C. The Council will ensure sufficient provision of industrial floorspace and premises through:
- a. Meeting the identified floorspace need across the borough over the plan period;
 - b. Supporting intensification, modernisation and, where feasible, the environmental performance of industrial floorspace and premises;
 - c. Safeguarding Strategic Industrial Land & Locally Significant Industrial Sites by prioritising Use Class B2, B8 and related Sui Generis Industrial Uses.; and
 - d. Seeking to direct Use Class E(g) (ii) & (iii) activities to appropriate and sustainable locations outside of SIL and LSIS premises.

Local employment and business opportunities

- D. Ensure that where possible, new development benefits local business through local labour and supply chain opportunities.

Supporting Text:

Across Harrow, employment land is predominately located within designated town centres, local neighbourhood parades, and across industrial land (SIL/LSIS/undesigned sites). These established areas remain the appropriate locations for employment and provide opportunities for residents of Harrow to work locally or set up their own business.

Employment floorspace and how it is used has changed dramatically over the last decade, with changes to shopping habits, such as online purchasing and ease of delivery / returns of goods. This has led to a reduction in the need to physically visit many of the traditional shopping outlets, such as high streets and shopping centres. There has been a notable impact on the way in which town centres are used, and what role they now play in terms of being a destination for retail and leisure. Compounding this, the Coronavirus pandemic exacerbated impacts on struggling businesses which relied upon footfall traffic, and in many cases resulted in business closure. The Harrow Economic Needs Study 2023 however sets out that Harrow Metropolitan Town Centre and Harrow's District Centres have not followed this trend, with vacancies below the national average. However, the churn in shops has been positive in Harrow Metropolitan Town Centre, with new shops outnumbering closures, which again is supported by the vacancy rates noted above.

Given the recent changes set out above, it is not yet possible to fully understand if the short-term impact will continue into the medium and longer term. The Council will continue to monitor changes to the economic climate and the floorspace requirements across the Borough.

Harrow Council has undertaken relevant evidence base work to determine the amount of employment floorspace is required to meet the needs of the Borough to cover the Local Plan period to 2041. The West London Economic Land Review 2021/22 provided an update to the West London Employment Land Evidence (WLELE) Study (2019) and sets out an update to the employment projections and resulting land requirements. Specifically, this evidence base relates to industrial employment floorspace, with the projections set out below.

The Harrow Economic Needs Study (ENS) for Town Centres and Offices was completed in December 2023, and provides a quantitative and qualitative assessment of the needs for new retail, leisure and other main town centre uses within the Borough. The report also provides an office market update to the Economic Development Needs Assessment (EDNA) 2017.

The evidence base has set out that over the plan period, the following floorspaces will be required:

- a) Combined retail, food / beverage, leisure and entertainment - 13,900sqm
- b) Industrial – 6,000sqm

Over the plan period the Council will continue to closely monitor and review land supply and demand for all employment floorspace and premises.

HARROW TOWN CENTRES

The Economic Needs Assessment (2023) sets out quantitative and qualitative assessments of the need for new retail, leisure and other main town centre uses within LB Harrow, which will meet the needs across the plan period to 2041. It also provides an office market update to the EDNA (2017), in particular the commercial property market conditions of the office market and employment land availability. This includes an assessment of current office market conditions within Harrow, London and national markets more widely, and a reappraisal of floorspace and land supply to determine an updated demand/supply balance position.

Town centre employment floorspaces can provide opportunities for multiple occupiers over a 24hr period. Some uses that operate during the day, may be in a position to operate as a different use into the evening. Where this is practical, it can contribute to businesses sharing some of the costs associated with running a business. By supporting this, further footfall and dwell time is encouraged into town centres, whereby potentially contributing to the vitality and viability of the centre. Where planning permission is required for any change of use, planning statements supporting any application must set out clearly separate uses within the space and how they would be managed.

In September 2020 the Government made significant changes to the Use Class Order, which resulted in formerly separate use classes being merged into a single class ('E Use Class'). Of specific note, E Use Class now includes uses that were formerly in separate use classes, such as retail, financial & professional services, medical, indoor recreation, office, research & development, and light industrial. This changes how employment land is managed and represents a shift away from traditional retail dominant areas. Notwithstanding this, town centres will remain a focal point for retail and an area where footfall is encouraged with a range of experiences for the local community to visit and spend time in.

The development of experiential retail is likely to be essential to the longer-term sustainability of many town centres. This typology requires visits to a physical space rather than online purchasing and requires more interaction with the town centre. The Local Plan provides a flexible approach to use classes within the town centre locations, setting out that main town centres uses²⁷ are appropriate.

The vacant units across Harrow's town centres are likely to be capable of accommodating floorspace need. The amount of vacant floorspace across the designated town centres equates to approximately 14,000sqm, and with an average vacancy rate of 6% (significantly below the UK average of 14.5%), meaning the projected demand can theoretically be met. In the event that the Borough's shop unit vacancy rate was to reduce to around 4%, this reduction in the shop unit vacancy rate could still theoretically accommodate over 10,000sqm of new uses, exceeding the

²⁷ NPPF (2023) Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

projected combined retail and food/beverage floorspace under-supply up to 2036 (8,500sqm gross).

In Harrow, the demand for office space has continued to decline since the pandemic, while availability of leasable space has risen in tandem.

There has been a significant reduction in office space in the borough, and whilst there is no evidential need for further office space, any further release of office space must be managed to ensure sufficient floorspace is retained. This policy seeks to ensure that whilst there is flexibility and adaptability of floorspace to allow for vitality and vibrancy of town centres, ensuring a mix of uses is also critical, including the provision of office space. To achieve this, policy will provide a sequential approach to office space release. This will ensure that existing office space located within appropriate locations is retained, unless it can be demonstrated as being surplus to requirement and therefore able to be released.

To ensure that new town centre uses are delivered within the right locations, a sequential test will be required for schemes that propose such uses outside of town centres. An Out of Centre Impact Assessment will also be required to support proposals, to ensure that they would not be harmful to the vitality and vibrancy of centres. Paragraph 90 of The National Planning Policy Framework (2023) sets out that out of centre retail (and leisure) should be supported by an Impact Assessment for any schemes of 2,500sqm, where there is no locally set threshold. The Harrow ENS (2023) recommends a threshold of 400sqm for all out of centre retail and leisure uses. The reason for the lower threshold is that the NPPF minimum threshold of 2,500sqm gross may be an inappropriate threshold for LB Harrow because this scale of development would exceed the overall long-term retail/food beverage projections for all zones in the Borough. The lower retail capacity projections and uncertainties about the cost-of-living crisis suggest town centres are now more vulnerable to out-of-centre developments.

INDUSTRIAL LAND

The West London Economic Land Review (2019), and the 2021 update provided West London and Harrow specific evidence for industrial land. The London Borough of Harrow is identified as having the smallest quantum of industrial land in West London and has proportionally lost the most industrial land over the last previous plan period. Between 2000/01 and 2019/20 Harrow has seen a 143,000 sqm decline in industrial floorspace. The emergence of new industrial floorspace demands (such as data centres and distribution hubs to support online retailing) and the greater than anticipated loss of industrial floorspace means that Harrow must retain industrial land; many other parts of London are in a similar position.

Harrow's logistical infrastructure including the highway and rail network is not strategically well linked to inner London, Heathrow or areas outside London. For this reason, it is not an attractive location for large floorplate industrial or logistics operators. Traditionally, industrial floorspace in Harrow has been for small to medium size enterprise, a trend that is likely to continue given the above constraints in relation to access, land holdings and age of stock. Industrial vacancy rates within Harrow have remained low, at around 1.7%, and have done so since 2018. This vacancy rate is much lower than both the England and London average indicating an undersupply of industrial floorspace in the borough.

Going forward, Harrow should seek to protect its existing industrial spaces and seek renewal and the provision of new quality premises where possible.

Uses that are still industrial and fall within Use Class E(g)(ii) and (iii) (research and development, and industrial processes respectively) are capable of being located in close proximity to more sensitive uses, such as residential or town centres, and will be directed towards town centres rather than SIL / LSIS areas. Such uses can reasonably be expected to be located outside of designated industrial areas, where nuisance causing activities are able to lawfully be undertaken, and which are more difficult to locate elsewhere within the borough.

Policy E4 (Land for industry, logistic and services to support London's economic function) of the London Plan (2021) provides a list of appropriate industrial uses that provision should be made for in terms of operational requirements. These should be provided and maintained taking into account strategic and local employment land reviews and industrial land audits. Based on the up-to-date evidence, to meet the evidenced need for industrial land and premises, Harrow is not in a position to release any land from its industrial stock.

The up-to-date evidence base sets out that Harrow has a very modest stock of industrial premises comprising modest sized buildings and land holdings in comparatively small industrial estates. Whilst there are very low vacancy rates, premises are generally poor in quality and with low rent levels. Furthermore, given these challenges and poor strategic highway and rail network links, delivering a meaningful increase of floorspace and premises remains difficult. By reason of this, the Council will seek to ensure that the designated industrial land across the borough (SIL & LSIS) are protected, and their use is primarily for Use Class B2 and B8, and for Sui Generis uses that can be satisfactorily demonstrated as being suitable for these locations.

Whilst Policy E4 (Land for industry, logistic and services to support London's economic function) of the London Plan (2021) sets out that (former) B1c (light industry) use is appropriate within industrial sites, this use is also suitable in principle to be located within more sensitive locations, such as town centres and / or residential areas. With Use Class E(g) (ii) & (iii) being directed outside of SIL and LSIS, this allows more availability of land and premises for the heavier industries that fall within use class B2 and B8 or what can be demonstrated as similar in terms of requirements and impacts.

The Use Class Order sets out that uses that fall within E(g) (ii) & (iii) are able to be carried out in a residential area without detriment to its amenity; such uses can therefore reasonably conclude to be appropriate within town centre locations. Therefore given the specific constraints in relation to industrial floorspace provision in the Borough, use class E(g) (ii) & (iii) are encouraged to such locations rather than designated industrial sites. In exceptional circumstances Use Class E(g) (ii) & (iii) may be appropriate within designated industrial sites, however will need to demonstrate acceptability within the SIL / LSIS and how a use would contribute to the SIL / LSIS and not remove viable Use Class B2 or B8 from the Borough's stock within a protected industrial site.

Where planning permission is required for employment uses, the use of planning conditions will be used to ensure that employment floorspace is retained and not lost through potential permitted development.

New development should support local employment, skills development, apprenticeships and other training initiatives. The Council's Economic Development team provides a programme to support developers to provide opportunities for residents to gain construction employment on major developments. Utilising local suppliers where possible ensure that local business is able to take advantage of the economic benefits of new development, and also ensure that delivery of goods and services are minimised from a transportation perspective. Where appropriate, planning obligations (through S.106 agreements) will be used to secure appropriate contributions.

Reasonable Alternatives:

The NPPF / London Plan requires a policy to be included within the Local Plan; not including a policy would therefore be inconsistent with national policy and / or not in general conformity with the London Plan.

Strategic Policy 05: Harrow & Wealdstone Opportunity Area

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 2: Spatial Development Patterns

London Plan Chapter 6: Economy

Strategic Policy 05: Harrow & Wealdstone Opportunity Area

The Harrow & Wealdstone Opportunity Area comprises three distinct areas: Harrow Metropolitan Town Centre and surrounding area, Station Road, and Wealdstone District Town Centre and surrounding area). Each of these areas have a distinct character and serve different functions. The Council will support new development that responds to the specific characteristics and intended function of each of the areas.

- A. The Council will direct and support development within the Harrow & Wealdstone Opportunity Area, where it assists in the growth and regeneration of the Area, and delivers against the growth potential identified in the London Plan (2021) through:
- a. Supporting the delivery of a minimum of 5000 well-designed homes that achieve the homes needed across the Opportunity Area;
 - b. Supporting the delivery of a minimum of 1000 jobs into the Opportunity Area, supporting employment floorspace to meet the evidenced needs of the borough and wider West London sub-region;
 - c. Supporting the intensification and modernisation of existing employment and industrial floorspace, consistent with policy LE3 Industrial Land;
 - d. Ensuring new development respects heritage assets;
 - e. Working with strategic partners to deliver more sustainable transport modes to serve the Opportunity Area, wider borough and sub-region;
 - f. Working with strategic partners and funding bodies to assist in the delivery of essential infrastructure to support new development across the Opportunity Area.
- B. The Council will seek to support comprehensive development where it meets the policies of the wider development plan, and where relevant, masterplans that have been prepared for each of the sub-areas.
- C. The Council will ensure that development within areas of the Opportunity Area that are not capable of facilitating significant change (such as those outside town centres and allocated sites) remain appropriate to their locations.

Harrow Metropolitan Town Centre

- D. Harrow Town Centre is classified as a Metropolitan Town Centre. The Council will support proposals that strengthen this classification, and where they:
- a. Reinforce the St Ann's Road, Station Road and the St George's and St Ann's primary shopping areas as the focal point for new appropriate town centre development;
 - b. Reinforce the centre as a primary location for office, retail, evening and night-time economy, and leisure use within the borough and prioritise experiential uses to increase footfall and dwell time;
 - c. Provide flexible floorspace / premises that allows for multiple uses that can contribute to both daytime and night-time economies;
 - d. Include mixed use schemes incorporating appropriate ground floor commercial uses with active frontages;
 - e. Improve the pedestrian connectivity and environment throughout the Metropolitan Centre;
 - f. Provide appropriate levels of car parking, including Electric Vehicle charging points; and
 - g. Support improvements to sustainable transport connections to the wider borough;
- E. Proposals that fail to comply with the above will be resisted.
- F. New development must address the principles and objectives within the Harrow Town Centre Masterplan.

Station Road

- G. Development along Station Road linking Wealdstone District Centre and Harrow Metropolitan Town Centre must make a positive contribution to its environment and identity. Proposals should:
- a. Be of a massing, bulk, scale and a high-quality design that optimises land, consistent with the sub-areas inclusion within the broader Opportunity Area (being a designated area suitable for substantial change), whilst ensuring a satisfactory relationship with the surrounding suburban character area which is a much lower density;
 - b. Provide active, viable and serviceable non-residential ground floor frontages; and
 - c. Contribute to planned improvements to the public realm and road junctions, including the creation of a green boulevard, which improves the environment and active transport linkages between the two centres.

Wealdstone District Town Centre

- F. Development with the Wealdstone Town Centre will be required to strengthen the vibrancy and vitality of the district centre and improve the environment and identity of Wealdstone as a location for business, industrial activity and family living. Proposals will be supported where they:

- a. Are of a massing, bulk, scale and a high quality design that optimises land within an area designated suitable for substantial change, whilst ensuring a satisfactory relationship with the surrounding low density suburban character;
- b. Contribute to planned improvements to the public realm. Specifically, this includes improvements to the Harrow & Wealdstone Rail & Underground Station and surrounds to overcome perceptions of crime and poor safety, and to respond to the climate change emergency (including flooding) and for safe and efficient pedestrian and cycle use;
- c. Improve sustainable movement connections from Wealdstone Town Centre to the planned regeneration developments and large scale allocated sites within the vicinity of the town centre;
- d. Provide a design that respects, and reinforces the centre's heritage and character in relation to architecture, streetscape, road layout and its relationship with the wider suburban character area; and
- e. Modernise and intensify Wealdstone Industrial Land and Premises across all levels of the industrial land hierarchy (see Policy LE3 Industrial Land);

Supporting Text

Opportunity Areas are identified under the London Plan as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. The Harrow and Wealdstone Opportunity Area offers significant opportunity for urban renewal and intensification, providing the impetus to regenerate Wealdstone and strengthen Harrow town centre. Capacity exists to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and the intensification of industrial and other business uses within the Wealdstone Area. Under the previous Local Plan, a significant amount of Strategic Industrial Land was released with the closure of the Kodak site. There is scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed-use development on key strategic sites where development is matched by investment in infrastructure and achieves a high standard of design.

The London Plan (2021) requires the Harrow & Wealdstone Opportunity Area to secure a minimum of 5000 homes and 1000 jobs over the plan period. Strategically, the Council will seek to deliver a minimum of 7,500 homes on permitted and allocated sites due to the highly sustainable location and the capacity to accept a higher density of development (see Strategic Policy SP03). The Opportunity Area has a significant proportion of town centre employment floorspace, which will be retained, and where possible new floorspace will be delivered. Retaining or re-providing the existing uses within all industrial sites, especially where heavy industry (B2 / B8 or similar Sui Generis Use) is currently occupying the site is encouraged. This approach will seek to optimise the employment space available within the Opportunity Area and assist in the delivery of a minimum of 1000 jobs within the Opportunity Area. The Council will seek to deliver the minimum homes and jobs required by the London Plan (2021) and will work with strategic partners in conjunction with the use of the Community

Infrastructure Levy to ensure that there are sufficient infrastructure improvements to support the anticipated new development.

The Council will look to deliver Masterplans for town centres and key areas across Harrow where appropriate, and where this applies to the Opportunity Area, new development will be expected to come forward.

Opportunity Area

The Harrow & Wealdstone Opportunity Area is an irregular shape and comprises three distinct areas, the Harrow Metropolitan Town Centre and surrounding area, the Wealdstone District Centre and surrounding area, and the Station Road area which links the two town centres. Immediately abutting the Opportunity Area is suburban Harrow which has a strong two storey residential character. This change in character is very distinct, and care must be taken to ensure that the two-character areas respond appropriately to one another.

Harrow Metropolitan Town Centre is characterised as the most densely developed area in the borough (with scope for further intensification), and is the primary location for retailing, office, leisure and other (non-industrial) employment uses. The built form of the town centre has the highest concentration of taller buildings within the borough, and combined with its highly sustainable location, will remain the key location for new development.

Station Road links Harrow Metropolitan Town Centre with district town centre of Wealdstone and is characterised as a mixed-use corridor between the two centres. This part of the Opportunity Area is a relatively narrow awkward shape characterised by commercial units on the western side of Station Road with some larger sites, whereas the eastern side has some industrial sites and residential units facing onto Station Road.

The character of Wealdstone Town Centre and surrounds is much more varied. This includes the district town centre, Strategic Industrial Land, Local Strategic Industrial Sites (estates), large comprehensive regeneration developments and also well-established Metroland character housing. New development within the Wealdstone Town Centre Area must be cognisant of the variations within the character of the area, ensuring that any interface of character areas is respected.

Not all locations across the Opportunity Area will be capable of accommodating growth equally. The Harrow & Wealdstone Opportunity Area includes three main character areas. Each of these character areas are further comprised of sub areas, which have their own considerations in terms of facilitating new development. The town centre locations within the Opportunity Area will remain the location for higher density development. Outside of these, site allocations will provide guidance for sites where significant development is sought (sites such as Kodak, former Civic Centre, and Byron Park / Harrow Leisure Centre). New development should reflect the Public Transport Accessibility Level (PTAL) across the Opportunity Area, which will vary across each of the areas. Outside of these identified areas, new development must be delivered in accordance with the wider development policies.

Proposals for Built to Rent developments are likely to be acceptable within the boundaries of the Opportunity Area, subject to compliance with other policies of the Development Plan. The Opportunity Area is a highly accessible location for public

transport, local services, facilities and pursuing employment opportunities. This will encourage increased sustainable modes of transport, reduce car use and the risk of increased on-street car parking in the surrounding area. Build to rent schemes accommodate a minimum of 50 units (or more); tend to be built at high density and to require a 4 or more storeys, to benefit from economies of scale and fund the cost of managing and operating the development. Whilst the predominate character of the Borough is two -three storey in suburban locations and three to four storeys with the town centres and near transport hubs. Overall, the proposed policy approach will minimise any potential harmful effects on the character areas of the Borough and ensure viability of potential development proposals.

Harrow Metropolitan Town Centre

Harrow Town Centre is classified as a Metropolitan centre²⁸ in the London Plan and will remain the focal point for new development to strengthen the classification. Harrow Town Centre has excellent Public Transport Accessibility Levels, providing train services into London out along the Chilterns Railway. Buses serve the centre and provide access across the remainder of the borough and beyond. High quality development that introduces appropriate town centre uses and are sizes that are able to contribute to the economy will be supported. In order to strengthen the metropolitan status of Harrow Town Centre, the Council will support site assembly to bring forward comprehensive development where appropriate.

The design and use class of new development must reflect and reinforce the town centre's status in the London context. In addition to the intensity, bulk and scale of development, the design and quality should reinforce the centre's future as a modern, thriving place. Bland and unresponsive design is unlikely to strengthen Harrow town centre's character and appearance, nor contribute to the creation of a distinctive, identifiable place. New floor space must be flexible and adaptive to ensure maximum flexibility within the current economic climate, and any other changes which may present further challenges to the economy.

Through new development and planned public realm improvements, the Council will seek to improve wayfinding and to better define legibility and the centre area within Harrow town centre. Specifically, the St Ann's Road, Station Road and the St George's and St Ann's Shopping Centres will remain the primary focal point for shopping areas, and where new appropriate town centre development will be directed to these locations.

The council will continue to work with Transport for London to improve access to and from the Metropolitan Town Centre across the borough, specifically seeking to deliver sustainable methods of transport for residents and visitors to utilise. Improving sustainable transport will reduce the amount of vehicle movements improving climate change matters and air quality, and also moving towards a less car dominated centre where pedestrians are more comfortable.

Station Road

Station Road lacks a distinctive identity, other than a transportation route linking Harrow Town Centre and Wealdstone Town Centre. However, this link is a poor

²⁸ London Plan (2021): Annex 1 Town Centre Network; Table A1.1 - Town Centre Network

environment for pedestrians due to heavy vehicular traffic. The Station Road section of the Opportunity Area is relatively narrow, with a mixture of character ranging from two-storey dwellings to higher four storeys in places. Beyond the majority of premises fronting Station Road, the character promptly changes into two-storey suburban character. This relationship between the Opportunity Area and the wider suburban character creates constraints and challenges to realising significant change along much of the Station Road element. Some specific sites with larger land holdings do provide opportunities and will be subject to site allocations as identified within the policy maps. All new proposals will need to demonstrate how a site is able to optimise development whilst ensuring that the interface between a more densely developed location and a strong suburban character of lower height and density.

The policy seeks to realise the potential that exists, through redevelopment, to provide an active frontage along both sides of the road, to improve the continuity of building lines, reduce the presence of unsightly and unused forecourts, and to provide a more coherent street scene. A simple, uncomplicated but modern design, exhibiting quality external finishing will achieve a coherence between different developments and existing buildings along the Station Road frontage.

The Council and its partners are committed to improving the public realm of Station Road. Funds raised through the Harrow Community Infrastructure Levy, together with any site-specific requirements made available as a result of Planning Obligations, will be used and co-ordinated to deliver safe, accessible and legible surfaces and the creation of a green, tree-lined boulevard which benefit pedestrians, cyclists and bus users. On sites that create new public realm, a consistent finish will assist in a seamless connection with the planned or delivered improvements along the remainder of Station Road, and again aid in providing much needed continuity.

Wealdstone Town Centre

Wealdstone is classified as a district centre²⁹ within the London Plan (2021), which also notes the centre has having a low commercial growth potential but a high residential growth potential. Wealdstone is primarily served by the Harrow & Wealdstone Train and Underground Station, which provides mainline trains from London Euston northwards out of London, Bakerloo and London overground between London Euston and Watford Junction.

Over the last plan period, significant investment has occurred in the Wealdstone Town Centre. Specifically, new residentially led developments and public realm improvements have been implemented within the area. Wealdstone provides employment space, through both Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS) industrial sites.

New developments have delivered a significant number of homes into the Opportunity Area, with further development potential on several large sites. These developments have and will continue to assist in meeting the housing targets set for the borough. Development within the Wealdstone Town Centre provides for higher density developments that result in more noticeable change within the area. Nearer the edges of this part of the Opportunity Area, and further away from the more densely developed town centre, existing developments such as Kodak and earmarked development at Byron Corner, are adjacent to the strong suburban character of Metroland Harrow.

²⁹ London Plan (2021): Annex 1 Town Centre Network; Table A1.1 - Town Centre Network

Developments in these locations needs to ensure that design responds to the character of the area, and specifically where new development is sought to be brought forward where two distinct character areas adjoin, care needs to be taken to ensure both character areas are respected.

Within the Wealdstone area, both LSIS and non-designated industrial land provide valuable contributions to the remaining industrial stock of the borough, and the retention of these sites, or modernisation where appropriate, will assist in delivering employment opportunities within the locality and borough. Any release of industrial land regardless of protection under the development plan, will be considered against the most up-to-date evidence.

Wealdstone has perceived crime and security issues worsened by the poor-quality public realm. Whilst improvements within Wealdstone Town Centre have been made to the public realm through Transport for London funded projects, further improvements will be supported where they assist in achieving the wider policies of the development plan. With new development the opportunity to improve the public realm presents itself, along with planned infrastructure improvements.

Reasonable Alternatives:

The NPPF / London Plan requires a policy to be included within the Local Plan; not including a policy would therefore be inconsistent with national policy and / or not in general conformity with the London Plan.

Policy LE1 Development Principles & Town Centre Hierarchy

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 2: Spatial Development Patterns

London Plan Chapter 6: Economy

Policy LE1 Development Principles & Town Centre Hierarchy

The council will support developments that ensure an appropriate mix of main town centres uses, or that demonstrably contribute to the vitality and vibrancy of the centre or parade.

- A. The Council will support town centre developments that:
 - a. Demonstrably contribute to the vitality and vibrancy of the town centre or parade;
 - b. Are of a scale and intensity commensurate to the size and role of the centre or parade it is located within;
 - c. Provide an appropriate mix of uses within a shopping area or parade, ensuring an over proliferation of Sui Generis uses does not occur;
 - d. The ground floor would have an accessible and active frontage; and
 - e. Community facilities in town centres are able to be supported by the Council where compliant with Policy C11.
- B. The Council will support mixed-use developments in town centres and parades where:
 - a. The ground floor element complies with A;
 - b. There is a clear and satisfactory delineation of access and servicing arrangements (bin store, cycle storage) between the two uses; and
 - c. There is satisfactory mitigation in accordance with the Agent of Change (Policy D13 of the London Plan (2021)).
- C. Residential uses on the ground floor in any town centres or neighbourhood parades will not be supported.
- D. The loss of appropriate town centre uses, community facilities and infrastructure from town centres will not be supported unless compliance with policy C11 is demonstrated.
- E. Temporary events such as markets and entertainment uses will be supported where:
 - a. They are supported with a management plan agreed by the Council; and
 - b. They do not impact on residential amenity or highway safety.

- F. The Council will resist the loss of any employment, leisure or cultural uses within a neighbourhood parade that provides essential day to day amenities. The loss of such uses will only be accepted where 24 months of satisfactory marketing has been undertaken.
- G. Proposals for new retail and leisure development in out of centre locations will be resisted. Any such out of centre developments must:
- a. Undertake a sequential test to demonstrate that there are no appropriate town centre sites, followed by edge of centre sites;
 - b. Be supported by an Impact Assessment for proposals where the floorspace exceeds 400 square meters to demonstrate no harm to centres within their catchment; and
 - c. Be supported by a Green Travel Plan to enhance sustainable access between the site and the town centre network.
- H. The release of office floorspace will be supported where the sequential approach below has been applied in the following order:
- a. Vacant floorspace outside of designated town centres;
 - b. Vacant floorspace within designated Major, District or Local Town Centres;
 - c. Poor quality floorspace within designated Major, District or Local Town Centres; and
 - d. Floorspace within the Harrow Metropolitan Town Centre.
- H.1 Where the building has been vacant for more than 12 months and there is genuine evidence that all opportunities to re-let the accommodation have been fully explored, including evidence of suitable marketing over a 12-month period for office use or other appropriate employment or community uses.

Supporting Text

Outside of the Harrow & Wealdstone Opportunity Area, the Borough's network of town centres comprises: part of one major centre, eight district centres and five local centres (Appendix 4). Town centres form a central part of the London Plan's spatial strategy for outer London and are at the heart of Harrow's spatial strategy for areas of the Borough beyond the Harrow & Wealdstone Opportunity Area. They give Harrow's districts their sense of individual identity and provide the basis for sustainable urban living, being inextricably connected with the public transport network. As the demographics and retail behaviour of residents has evolved, the character of the Borough's centres has changed and many now have a complimentary rather than principal role in meeting residents' shopping needs. Nevertheless, they still have a role; it therefore remains important to sustain and where possible enhance the vitality and viability of the Borough's town centres.

Harrow's network of town centres and their classifications are well established. Local parades of shops supplement the capacity of town centres by providing small walk-to convenience shops and facilities that serve the neighbourhood in which they are situated. A total of 34 Neighbourhood Parades have been identified within Harrow and are an important part of the Borough's suburban fabric playing an important role in the

day to day living of residents, particularly within the suburban areas of Harrow. These are set in Appendix 4.

The Harrow Economic Needs Study (2023) (ENS (2023)) provides an updated appraisal of town centre economic uses initially set out in the Economic development Needs Assessment (2017), setting out the significant changes that have occurred over this timeframe and the impact that this has had on town centres generally across London, and in Harrow. It has undertaken a quantitative and qualitative assessment of the need for new retail, leisure and other main town centre uses within LB Harrow.

Across the Local Plan period (to 2041), the floorspace projections are as follows;

- 1) Combined retail, food /beverage, leisure and entertainment: 13,900sqm
 - a) Retail (Convenience & Comparison): 800sqm
 - b) Food and Beverage; 13,100sqm

The ENS (2023) did not provide an office floorspace requirement for the borough. However, it did set a trend-based projection, noting that whilst there is still sufficient office floorspace capacity across the borough, there has been significant loss of office floorspace. Given there has been notable losses of floorspace across the borough (predominantly through the Prior Approval Process converting to residential), the Council will continue to closely monitor and review land supply and demand for all employment floorspace and premises.

This policy sets out how the above floorspace requirements for the Borough across the plan period (to 2041) will be achieved, and how the Council will ensure that the vitality and vibrancy of each of the centres and parades.

Town Centres have come under intense pressure to remain relevant and viable. Online shopping, the cost-of-living crisis and Coronavirus have all placed immense pressure on town centre occupiers to remain viable, with many operators shutting down. Managing the use of premises within a town centre has become more challenging with the amendment to the Town and Country Planning (Use Class) order 1987 in September 2020. The amendment introduced the E Use Class which allowed for greater movement between different uses within this class than previously.

The Council will continue to monitor the use of premises within the designated town centres and parades and will explore and seek to implement where considered appropriate the use of Article 4 Directions to ensure the vibrancy and vitality of town centres and parades.

Whilst retail will remain a key use class within a town centre, there has been a clear shift in how town centres are used and how they are experienced. This policy seeks to ensure that new development is located within the right locations and is flexible and adaptive to ensure resilience for town centre uses to adapt to changing economic conditions. All new development must demonstrate how it will positively contribute to the vitality and vibrancy of the centre.

The aim of this policy is to provide clear support for retail, leisure and cultural development or extensions within appropriate town centres. For those centres with multiple functions, the primary shopping area has been defined on the Policies Map and should be the focus for retail development. Sites within the primary shopping areas, as defined on the Policies Map, or those within 300 metres of the primary

shopping area, or those falling anywhere within the boundary of other town centres, represent the sequentially preferable locations for retail, leisure and cultural development or extensions. Where the use and scale of the development is appropriate to the town centre, applications on the sequentially preferable sites need not provide information on site search and selection.

Temporary events and markets provide a point of difference to the experiential offer of a centre or parade and can provide a reason for people to visit a centre or parade positively benefiting the vitality and vibrancy of the wider locality. Temporary events are able to make use of vacant premises, which may be through existing built stock or as part of a new build scheme. Major schemes should set out in an agreed vacancy strategy how space is able to be used for temporary events or meanwhile uses.

Traditionally market events occur outdoors, and the Council will work with market Operators and town centre managers to assist in bringing these forwards in the appropriate locations. Operators will need to ensure that management plans for temporary market uses have been agreed with the Council prior to such events being held. Management plans must demonstrate that events will not be harmful to residential amenity or the highway network. Locating temporary markets in highly sustainable locations is encouraged to ensure ease of transport to and from the event in a sustainable manner.

Neighbourhood parades are located outside of the designated town centres and provide a valuable resource for much of suburban Harrow. Neighbourhood parades have the ability to provide day-to-day amenities contributing to sustainable neighbourhoods and assisting in the modal shift to more sustainable transport modes. The loss of these assets across the borough results in residents needing to travel further to collect day to day convenience goods, which can lead to further use of the private motor vehicle, especially from parts of the borough less connected to public transport. The loss of employment, cultural or leisure uses from such a location will only be supported where there has been 24 months of appropriate marketing, and alternative non-residential uses have been explored. Marketing should reflect the type, use and size of floorspace, seeking replacement operators and then other uses appropriate for town centres or neighbourhood parades.

Residential use is a more permanent use within a site, with the ability to return a premise to a non-residential use is highly unlikely to occur. Residential uses at ground floor within neighbourhood parades will not be supported, as this sends the clearest signal that the parade is in decline and all attempts to revive it have been abandoned.

New out of centre retail, leisure and cultural development or extensions to existing out of centre developments pose the greatest potential threat to the viability and vitality of town centres. These proposals can compete with town centres, particularly where they involve comparable goods retailing, and often reinforce car dependent behaviour. Attention will also be paid to the format and scale of the proposed development to consider whether sufficient flexibility has been exercised in the assessment of how other sequentially more preferable sites could meet any identified need.

Proposals should undertake a comprehensive sequential test of the borough to identify a preferable site, which should include reviewing town centre locations followed by edge of centre locations. Where developments are near an administrative boundary with a neighbouring borough, sites within that borough in sequentially preferable locations may be required as well.

Where a sequential test has been agreed with the Local Planning Authority and an out of centre site has been demonstrated as the only sequentially preferable site, any sites that exceed 400sqm (gross floorspace) require an Impact Assessment. Any such assessment shall be carried out in accordance with the National Planning Policy Framework (2023) (or any superseding framework). This should include assessment of:

- a) The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

The office stock across Harrow has been in steady decline over the previous plan period, much of which has been lost to residential use through the prior approval process. This has resulted in much of the older stock being released. The Harrow ENS (2023) has identified an oversupply of office space, notwithstanding the release over the previous plan period. The Council will continue to monitor and manage the release of office floorspace to ensure that a sufficient supply remains in the event that further office space is likely to be released beyond what has been forecasted.

In managing the release of office floorspace from the Borough's stock, Policy LE 1 (Development Principles & Town Centre Hierarchy) sets out a sequential approach, with office floorspace located outside of designated town centres more sequentially preferable to be released than floorspace released which is located within town centres, specifically the Harrow Metropolitan Town Centre. Development proposals should firstly seek to release office floorspace that is vacant and has been for at least 12 months. Applications must be supported with appropriate marketing to demonstrate that all reasonable efforts have been to let the space. Applications are expected to consider other employment or community uses before release to residential is pursued.

Marketing undertaken as required by this policy must be robust and proportionate and cover a period of no less than 12 months, that accurately reflects market rates suitable for the type use and size of the particular floorspace. In most instances marketing will be tested independently by a suitably qualified professional.

Reasonable Alternatives:

Option 1: Less restrictive policy. An alternative policy for LE1 could be a 'laissez-faire' approach, which would be not seek to control or protect main town centre uses, rather leaving the market to determine the appropriate mix is uses within the town centres. However, failing to manage and ensure appropriate main town centre uses may detrimentally impact on the vitality and vibrancy of town centres, which is one of the key outcomes sought by the Local Plan. Such an approach is therefore not the preferred option.

An alternative that was considered was for Policy LE1 to seek to provide a more restrictive approach to town centre uses (than that proposed), similar to the current local plan policy, requiring a percentage cap of non-retail uses within the town centres / shopping parades. This could also include ensuring that there would not be more

than three non-retail units in a row. However, by reason of the introduction of new Use Class Order (September 2020) and the new E Use Class incorporated a number of previously separate use classes there is a much wider number of uses that are able to be changed from retail, without the need for planning permission (ie; does not constitute development and therefore any restrictive policy would not apply). As such, seeking to control the proportion of specific uses in town centres rather than the preferred approach of focusing on outcomes such as the contribution of a proposal (where permission is required) to vibrancy and vitality would not be deliverable within a local plan policy. This is therefore not a reasonable alternative.

Policy LE2 Night-time and Evening Economy

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 2: Spatial Development Patterns

London Plan Chapter 6: Economy

Policy LE2 Night-time and Evening Economy

- A Within the Harrow Metropolitan Town Centre, proposals which enhance the evening and night-time economy will be supported where:
- a. They make a positive contribution to the vitality and vibrancy of the centre;
 - b. They satisfactorily mitigate any negative parking or traffic implications;
 - c. They appropriately address the agent of change principle as set out in Policy D13 of The London Plan (2021);
 - d. They demonstrate that the evening or night-time use will provide an active frontage during daytime hours; and
 - e. They satisfy the principles set out within the Harrow Metropolitan Town Centre Masterplan.
- B. Proposals which enhance the evening economy of town centres outside of the Metropolitan Town Centre will be supported with regard to:
- a. The role and function of the centre;
 - b. Their positive contribution to the vitality and vibrancy of the centre;
 - c. The satisfactory mitigation of any negative parking or traffic implications; and
 - d. The agent of change principle as set out in Policy D13 of The London Plan (2021).
- B.1 Proposals should demonstrate evening or night-time uses will remain active during daytime hours where possible.
- C. Proposals for the redevelopment of night-time or evening economy use to provide a mixed-use scheme will be supported where:
- a. There is a sufficient re-provision of the existing floorspace;
 - b. Adequate separation of access and servicing between the different uses is achieved;
 - c. The agent of change principle as set out in Policy D13 of The London Plan (2021) has been addressed; and
 - d. Wider policies within the development plan are complied with.
- D. Proposals that would compromise any component of this policy, or would be detrimental to the vitality and viability of town centres, will be refused.

- E. The loss of facilities that contribute to the evening and night-time economy will be resisted unless;
- a. Appropriate marketing of no less than 24 months to demonstrate they are surplus to requirement; or
 - b. There are suitable facilities within the centre that adequately provide for this use.

Supporting Text

The night-time economy is an important element of the overall economy of an area, and specifically relates to activity between the hours of 6pm and 6am. Specifically, this also includes uses that are associated within the evening hours. Night-time economic activities include eating, drinking, entertainment, shopping and spectator sports, as well as hospitality, cleaning, wholesale and distribution, transport and medical services, which employ a large number of night-time workers.

Generally speaking, Harrow does not have a well-developed night-time economy. The primary reason for this is the proximity into central London which provides a greater selection of options for eating, drinking, leisure and cultural activities. However, with a growing population in the Harrow Metropolitan Centre and as the cost of returning to Harrow late in the night can be time consuming and expensive, there is an opportunity to increase the offer for residents and visitors. Within Harrow, the Metropolitan Centre provides the optimal location for opening hours that are more unsociable and associated with late night uses such as clubs and restaurants. Harrow Metropolitan Town Centre has a London Plan (2021) night-time economy classification of NT2, which places it as an area of regional or sub-regional significance.

The Council intends to produce a masterplan for the Metropolitan Town Centre, setting out where land uses, including night-time and evening economy, would be best directed to across the town centre.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy LE3 Industrial Land

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 2: Spatial Development Patterns

London Plan Chapter 6: Economy

Policy LE3 Industrial Land

The Council will support new development of industrial floorspace within appropriate locations, where they accord with other relevant policies within the development plan.

A. Strategic Industrial Locations (SIL)

- a. Proposals to intensify, increase or modernise floorspace and premises within SIL will be supported where the uses fall within the industrial-type activities below;
 - 1) General Industry (B2) and similar Sui Generis uses
 - 2) Storage and logistics/distribution (Use Class B8)
 - 3) Secondary materials, waste management and aggregates
 - 4) Utilities infrastructure (such as energy and water)
 - 5) Land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure
 - 6) Wholesale markets
 - 7) Emerging industrial-related sectors
 - 8) Flexible (B2/B8) hybrid space to accommodate services
 - 9) Low-cost industrial and related space for micro, small and medium-sized enterprises
 - b. New & emerging industrial uses must demonstrate need and operational compatibility with the wider SIL.
 - c. Subdivision of existing industrial floorspace will be supported where it supports appropriate diversification and meets the needs of a specific end user, and does not compromise the existing operators.
 - d. Any net loss of industrial floorspace and premises within a SIL will not be supported.
 - e. Proposals that fall within use classes E(g) (ii) & (iii) will be resisted from being located within SIL, and will only be supported where demonstrated to support an existing Use Class B2 or B8 type use.
- A.1 Co-location of residential within a SIL will not be supported.

B. Locally Significant Industrial Sites (LSIS)

- a. Proposals to intensify, increase or modernise floorspace and premises within LSIS will be supported where the uses fall within the industrial-type activities below;
 - 1) General Industry (B2) and similar Sui Generis uses
 - 2) Storage and logistics/distribution (Use Class B8)
 - 3) Secondary materials, waste management and aggregates
 - 4) Utilities infrastructure (such as energy and water)
 - 5) Land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure
 - 6) Wholesale markets
 - 7) Emerging industrial-related sectors
 - 8) Flexible (B2/B8) hybrid space to accommodate services
 - 9) Low-cost industrial and related space for micro, small and medium-sized enterprises
 - b. New & emerging industrial uses must demonstrate need and operational compatibility with the LSIS.
 - c. Subdivision of existing industrial floorspace will be supported where it supports appropriate diversification and meets the needs of a specific end user, and does not compromise the existing operators.
 - d. Any net loss of industrial floorspace and premises within a LSIS will not be supported.
 - e. Proposals that fall within use classes E(g) (ii) & (iii) will be resisted from being located within LSIS, and will only be supported where demonstrated to support an existing Use Class B2 or B8 type use.
- B.1 Co-location of residential within a LSIS will not be supported.

C. Non-designated Industrial Land

- a. Proposals to intensify, increase or modernise floorspace or premises within non-designated industrial sites will be supported where the uses fall within the industrial-type activities specified within Policy A.a above, and subject to compliance with other relevant policies within the development plan.
- b. Mixed use schemes will be supported where they comply with the criteria set out within Policy E7C of the London Plan 2021.

D. Non-industrial uses on industrial land.

- a. Proposals that seek to introduce non-industrial uses within an industrial site must demonstrate the ancillary nature of the non-industrial use, or satisfactorily demonstrate it is unable to be located elsewhere within the borough with respect to the principle of development.
- b. Non-industrial uses that are not satisfactorily demonstrated as being ancillary to an industrial use or not demonstrated as being able to be located elsewhere within the Borough will not be supported.

Supporting Text

Over recent years the Borough has experienced a trend of continual floorspace losses for industrial land. Numerous small, incremental losses have been supplemented by the loss of some larger sites to residential use including the Kodak Site which was previously designated as Strategic Industrial Land in its entirety but allocated for a comprehensive mixed-use development in the current Local Plan and the Strategic Industrial Land designation consolidated in the process. Such an approach of managed release of industrial land was consistent with the London Plan at the time.

The London Plan (2021) brought forward a step change in how industrial land should be considered across all of London, seeking to ensure there would be a sufficient supply of land and premises to meet the current and future demand for industrial and related functions. To determine this, up-to-date evidence to determine what would constitute a sufficient provision at a borough level is required.

The London Industrial Land Supply Study (March 2023) sets out a comprehensive review and update of the London industrial land supply. For Harrow, it sets out the following supply of industrial land across the different typologies. The amount of industrial land within Harrow makes up 1% of the industrial land and premises of all of London.

Land Designation	Industrial Land Premise (ha)	Non-industrial land within designated sites (ha)	Total (ha)
Strategic Industrial Land	13.1	1.3	14.4
Locally Significant Industrial Sites	18.1	4.6	22.7
Non-Designated Industrial Land	16.7	N/A	16.7
Total	48.4	5.9	54.3

[figures directly from Table 2.7: London Industrial Land Supply Study (March 2023)]

The West London Employment Land Review (2021/22 Update) sets out that the land requirements across the plan period equal an additional 0.6 hectares. This policy seeks to ensure that existing industrial floorspace and premises would be retained, and to seek renewal and provision of new quality premises where possible. Given the modest amount of floorspace that is required to be delivered, the Council will seek to deliver this within the existing industrial sites located across the borough. As at November 2021 the vacancy rate was 1.7% and this is below the Mayor of London's Land for Industry and Transportation Supplementary Planning Guidance (SPG) (2012), which sets out a reasonable average rate of frictional vacancy of 5%. By reason of this, there is limited justification for the release of industrial land in the borough.

Strategic Industrial Lands are a London Plan designation and are the main reservoir of land for industrial, logistics and related uses across London, and are given strategic protection because they are critical to the effective functioning of London's economy. There are two Strategic Industrial Locations in the Borough: the Wealdstone preferred industrial location and the Honey Pot Lane industrial business park; the extent of these

designations is shown on the Proposals Map. Harrow's SIL land forms part of the Park Royal / Heathrow sub-regional industrial property market area.

SIL estates are able to accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses, particularly residential development. It is for this reason that the Council will only support uses in SIL estates that require such space to operate successfully, while encouraging uses that are able to co-locate more easily in areas of the borough without harming the amenity of neighbouring occupiers to do so.

The increase in industrial floorspace requirements across the local plan period to 2041 is relatively minimal, being 3,890 sqm (0.39 ha) of additional floorspace, which at a plot ratio of 0.65 (consistent with the London Plan) equates to 0.6 ha of land. In floorspace terms, this represents an increase of just over 1.5% of current provision. Policy LE 03 (Industrial Land) seeks to actively promote the intensification and modernisation of floorspace within SIL locations, and will direct industry that by reason of its very nature, would not be appropriate in more sensitive locations. Whilst Policy E4 (Land for industry, logistics and services to support London's economic function) of the London Plan (2021) set out conforming uses for industrial land, proposals for new development will only be supported where they are within use class B2 or B8, or where a Sui Generis use can be satisfactorily demonstrated as being of similar impacts to B2 or B8. Use Class E(g)(ii) and (iii) (Formerly B1 b/c) are listed as being appropriate within industrial land as set out in Policy E4 (Land for industry, logistics and services to support London's economic function).

However, by reason of the limited stock of industrial land within Harrow, this policy prioritises uses that are less likely to be able to be provided elsewhere within the borough (outside of designated industrial estates). Industrial uses that would fall within a B2, B8 or a similar scale and intensity Sui Generis use are often unneighbourly through their impacts, and coupled often with long opening hours, require space to be able to operate in such a manner without uncertainty of being restricted by sensitive receiving environments. Use Class E(g)(ii) and (iii) can be carried out in any residential area or town centre (as set out in the Use Class Order 2020) without causing detriment to the amenity of the area, and as such these uses are directed outside of designated industrial estates.

New and emerging industrial uses within SIL and LSIS will be supported where the need for the use can be robustly demonstrated and would serve the local economy positively, and in the event of strategic uses, the wider West London context. Furthermore, any such use must demonstrate compatibility with the wider SIL or LSIS to ensure the safe and ongoing success of the wider estate is not compromised.

Residential use within SIL or LSIS is not appropriate as it leads to a reduction in the provision of industrial floorspace and premises for industrial activities and cannot be justified given the low vacancy rates in Harrow and the modest need for additional floorspace and premises.

The current evidence base for industrial land across Harrow sets out that the Borough is not in a position to release any further floorspace and premises from the borough stocks. The Local Plan is seeking to meet the borough's future housing need and there

is no evidence to justify the release of any industrial land for housing or other uses. By reason of this, the policy does not support the co-location of housing within designated industrial estates.

In order for London to meet its industrial floorspace and premises requirements, protection must also be afforded to industrial sites that are not designated either as SIL or LSIS. During the London Plan (2021) Examination in Public amendments were made in relation to non-designated industrial land and premises, as it was considered for London to have the sufficient provision of industrial floorspace and premises, non-designated industrial and would need to play a stronger role. Accordingly, further protection was provided for its provision. Specifically for Harrow where there is a limited industrial stock, any opportunity to increase industrial floorspace on such sites will be encouraged and supported. Uses must conform with the appropriate uses set out in Policy E4 (Land for industry, logistics and services to support London's economic function) of the London Plan (2021). Thirty percent of Harrow's industrial stock is comprised of non-designated industrial land, and therefore protection of this is critical to ensuring sufficient floorspace is provided.

Co-location of non-designated industrial land may be an acceptable form of development, where it maintains industrial floorspace and delivers housing to assist in meeting wider development plan objectives. Such proposals will be on a case-by-case basis with great weight given to what any loss of industrial use and floorspace would be as part of a development. Proposals that would result in the loss of a use from a site that is unable to be demonstrated to be re-provided within the borough, will not be supported. Developments that are unable to re-provide successful industrial or appropriate employment floorspace, that cannot be re-provided elsewhere result in further loss of industrial floorspace and premises that evidentially cannot be released. Applications that seek to replace one industrial use for another, where the existing use is not easily capable of being relocated, and replaced with a use that could be located in more sensitive areas, will be resisted.

Appropriate Uses

The Council will support non-conforming uses within industrial premises where they are ancillary to the main industrial use on the site or premises, and that the non-conforming use is clearly connected to the successful operation of an established industrial use. Considerations around the fact and degree of the primary industrial use of site or premises and the non-conforming ancillary element will need to be clearly set out and satisfied.

Non-conforming uses within an established industrial site prevent the optimal use of the site, which is to maximise the industrial capacity with uses that are unlikely to be acceptable in other locations. Non-conforming uses will result in less floorspace and premises within such sites, and by their nature are likely to be acceptable in sustainable locations outside of such established industrial sites, such as town centres. Policy E4 Land for industry, logistics and services to support London's economic function of the London Plan (2021) sets out a list of conforming uses for such sites, with Policy (this one) providing more specifics in relation to appropriate uses. The Council recognise that there are and will be emerging industries that will come forward over the life of the plan which are not listed within the policy. Proposals

for emerging industrial uses may be appropriate, and will need to clearly set out how they would be generally consistent with uses within an industrial estate and why such a use would not be appropriate elsewhere.

Reasonable Alternatives:

Option 1 – allow for the full range of appropriate industrial uses: An alternative policy could be to allow for all of the appropriate industrial uses set out under Policy E4A of the London Plan (2021) to occur within Strategic Industrial Land and Local Strategic Industrial Sites. By reason of the limited industrial floorspace within LB Harrow, such an approach is not the preferred option as this would mean uses that could occur elsewhere in the borough without adverse impacts would instead occur on the borough's limited amount of industrial land, at the opportunity cost of industrial uses that are more appropriately located on designated industrial land.

Option 2 – allow for co-location: An alternative policy approach may be to allow for the co-location of housing on Local Strategic Industrial Sites, which is set out as appropriate (subject to process) within the London Plan (2021). By reason of the limited industrial floorspace within LB Harrow, which evidence suggests stock should be maintained to ensure a sufficient amount, and the forecasted ability to meet housing targets without requiring such an option, this is not the preferred option.

Policy LE4 Culture and Creative Industries

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7. Ensuring the vitality of town centres

London Plan Chapter 1: Planning London's Future – Good Growth

London Plan Chapter 5 Social Infrastructure

London Plan Chapter 6 Economy

London Plan Chapter 7 Heritage and Culture

Policy LE4 Culture and Creative Industries

- A. The Council will support proposals for cultural and creative industries where they:
- a. Are in a location that is appropriate for their use;
 - b. Are of a size, layout and form that is suitable for the intended use;
 - c. Do not harm residential amenity or the free flow and safety of the public highway;
 - d. Take the opportunity to utilise vacant premises in appropriate locations for pop ups or meanwhile uses; and
 - e. Address the agent of change principle (Policy D12 of the London Plan (2021)).
- B. The Council will support the modernisation and / or the expansion and enhancement of floorspace that serves existing cultural facilities or creative industries where:
- a. There is a demonstrable need for the extended floorspace; and
 - b. Relevant policies within the wider development plan are taken into consideration.
- C. The loss of existing cultural facilities or creative industry floorspace will be resisted. Proposals that seek to release floorspace or premises will only be supported where:
- a. It can be robustly demonstrated that there is no longer any need for the existing use; or
 - b. The use is able to be provided elsewhere within the borough where:
 - i. The floorspace is of equal or greater quantum / quality; and
 - ii. The alternative location is within an equally or more accessible location.
 - c. Alternative cultural or creative industry uses have been considered

Supporting Text

Cultural facilities are essential infrastructure that make up an important element of any place. Harrow has a wide range of assets that are of cultural importance, many of which are associated with the built environment and natural landscapes. Many of the heritage listed buildings in Harrow, such as St Mary's Church atop Harrow on the Hill, are very prominent with views to it from many parts of the Borough. Many others have a more local connection. To the north-east of the Borough, Harrow Weald provides a vantage point across the Borough. These locations are designated as Areas of Special Character, and provide culturally important assets for the Borough. Proposals that may impact on Area of Special Character must consider Policy HE3 of the Local Plan.

The Harrow Economic Needs Study (2023) suggests there is no clear qualitative or quantitative need for additional theatre, music/nightclub or cultural provision. However, there may be potential to increase LB Harrow's low market share and attract more demand from tourist visitors if provision is improved. The Inclusive Economy, Leisure and Culture division will continue to look for opportunities and work with stakeholders to increase the market share through improved provision.

The Westminster University Film School is located on the Borough boundary (within London Borough of Brent) and among other end users, in conjunction with the relatively affordable workspace, there is an opportunity to support this industry. Storage for set paraphernalia and props for filming are an essential requirement of the industry, and the small to medium sized storage style warehouses across the borough can provide affordable floorspace and premises. Furthermore, short term events such as art gallery or performance events are capable of taking up vacant premises or space within major developments.

The Council recognises the importance of the assets that it has within the borough, both natural and built, which contribute to the attractiveness of the place to live and / or work in or just to visit. For these reasons, the Council will seek to ensure that existing assets are retained, their continued operation and appreciation is protected, and any opportunity to improve them is realised, including improving public access.

The Council will support new cultural floorspace where it is located in appropriate sites across the borough, and will encourage such space into town centres, recognising that such floorspace can't always be located in highly sustainable locations by virtue of availability and affordability of premises and locational and design requirements. Where new floorspace is proposed, applicants will be required to demonstrate how the facility is able to address sustainability matters, and where applicable, set out mitigation measures for facilities not located in sustainable locations.

Creative Industries may be considered acceptable within industrial estates where they can be demonstrated that they are an emerging industry and would not compromise successful operation of the wider estate. Any application must demonstrate the appropriateness of its use in any location.

Where existing facilities are proposed to be modernised or extended, this will be supported where the extra floorspace is required to enable the ongoing success and function of the use that exists on the site. Where the modernisation or expansion of floorspace results in either a larger footprint or a more intensive use of the site, proposals must demonstrate that there would be no harm to the local area, either through residential amenity or impacts on parking and highway matters. The Harrow

Arts Centre is the main centre of culture within the borough, and new development that helps to maintain or enhance this provision, whilst preserving its heritage contribution, will be supported.

Across the borough, vacant premises can provide the opportunity for pop-up or meanwhile uses for a range of uses, including cultural or creative industries. This could include premises that have been vacant for some time, or floorspace within major developments. Whilst premises or floorspace may not be intended to remain vacant across the long term, some pop-up events only seek short term space for an event. Vacant premises or floorspace do not contribute positively to an area, and can also lead to anti-social behaviour issues arising by reason of such spaces being unoccupied and not providing natural surveillance. Where a meanwhile or pop-up use can utilise such space, it enlivens the area whilst providing an opportunity for space to contribute more positively to an area. In particular to creative industries, space can be difficult to obtain and can be expensive for start-up users for arts or creative space. Major developments which provide for non-residential floorspace will be expected to submit (for approval by the Council) a vacancy strategy. This strategy should set out how the non-residential floorspace is able to be let at an affordable cost to temporary users, specifically considering the cultural and creative industries.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy LE5 Tourism and Visitor Accommodation

Linkages:

NPPF Chapter 6: Building a strong, competitive economy

NPPF Chapter 7: Ensuring the vitality of town centres

London Plan Chapter 1 Planning for London's Future – Good Growth:

London Plan Chapter 6 Economy

Policy LE5 Tourism and Visitor Accommodation

- A. Proposals for new hotel development and serviced apartments will be directed towards Harrow Town Centre and the wider Harrow & Wealdstone Opportunity Area. Proposals for new hotel development and serviced apartments outside of the Harrow & Wealdstone Opportunity Area will be directed to sites in accordance with the following sequential order of preference:
- a. town centres;
 - b. edge of centre;
 - c. highly sustainable locations
- B. Subject to compliance with A above, new tourism infrastructure will be supported where:
- a. the size and character of the site or building are suitable for the proposed use;
 - b. the internal layout provides an appropriate balance between guest sleeping areas and ancillary floorspace (such as reception and dining areas, and staff facilities) commensurate to the use to enable its successful operation
 - b. the development will be compatible with the character and appearance of the area;
 - c. the residential amenities of local residents will not be harmed by way of noise, disturbance, loss of light or privacy;
 - d. it provides a choice of accessible accommodation in accordance with Policy E10H (Visitor Infrastructure) of the London Plan (2021);
 - e. it would not result in an over-concentration of the type of accommodation within the locality;
 - f. there will be good access and links or opportunities for good access and links to modes of transport other than the private vehicle; and
 - g. vehicle access to and from the highway will be safe.
 - h. there are adequate access, drop-off/pick-up and servicing arrangements;
- C. The Council will resist the loss of tourist infrastructure. Any loss of tourism infrastructure will only be supported where:
- a. There is no longer a need for that facility; or
 - b. The redevelopment of the site would result in an over-riding public benefit; and
 - c. Any change in use or redevelopment complies with other policy requirements of the development plan.

- D. The use of a residential property for temporary sleeping accommodation (short term let or holiday let) must not exceed 90 nights within a calendar year. Proposals seeking to exceed this will require planning permission and must consider:
- a. The loss of a single-family home
 - b. Car parking
 - c. Residential amenity
- E. To assist with the circular economy, proposals for tourism accommodation should provide a statement to demonstrate how in the future the design of the proposal could allow its conversion into other uses appropriate for its location.

Supporting Text

In addition to the 11th Century St Mary's Church, Harrow boasts tourist attractions that include Bentley Priory Museum, Headquarters to Fighter Command during the Battle of Britain, Harrow-on-the-Hill, West House, and Headstone Manor and Museum celebrating 1200 years of local history and including The Great Barn once owned by Henry VIII.

As an outer London borough, Harrow's tourism economy is still an integral part of the local and wider economy. A strong tourism economy provides opportunities for local residents through jobs and supports local businesses across the borough. The London Plan (2021) estimates that an additional 58,000 bedrooms of serviced accommodation will be needed in London by 2041, where Harrow is set to provide 347 serviced apartments over this same period.

The Borough has excellent links into central London, enables convenient public transport for visits to central London, Wembley Stadium and Wembley Arena and accommodation is often competitively priced. Covid19 has had a significant impact on the tourism infrastructure globally, with London being no exception. There was a sharp fall across the hospitality sectors within West London and Harrow, and most notably in accommodation and food services³⁰. However, following the easing of restrictions imposed in relation to Covid19, the sector saw some of the fastest (temporary) recoveries. Notwithstanding any recovery, it is anticipated that the sector will progress with a lower work force than pre-pandemic.

Notwithstanding the convenient links into central London, tourism accommodation also provides opportunities to visit local attractions. Specifically, Harrow boasts attractions such as Harrow School, and a number of museums including Heath Robinson, Headstone Manor, and Bentley Priory. The Council has invested in a number of attractions within the borough, with the aim to make these more accessible for the visiting public and viable as an attraction.

New hotel and leisure development is directed into the Harrow town centre, reflecting its Metropolitan centre status and in support of the Harrow & Wealdstone Opportunity Area objectives. Throughout the rest of the Borough, the Council will expect proposals for hotel development and other forms of tourism accommodation to locate in town

³⁰ <https://wla.london/wp-content/uploads/2021/04/2021-April-Oxford-Economics-Report-Refresh-how-has-Coronavirus-impacted-the-West-London-economy.pdf>.

centres to avoid impacts on residential amenity and to benefit from good public transport links and local services.

Given the London-wide demand for tourism infrastructure, specifically in relation to a range of tourism accommodation, any loss of such a use would not contribute to meeting the requirements across the plan period. Proposals that seek to reduce tourism infrastructure within the borough will be resisted, unless supported by robust justification. A marketing exercise covering a minimum continuous period of 24 months, including details of commercial agents, advertisements and lease terms offered must support any such application. Submitted evidence will be reviewed by a suitably qualified professional to ensure appropriateness of the marketing. Alternatively, proposals that result in a loss of tourism infrastructure that would form part of a comprehensive development, and which is demonstrated to result in an overriding public benefit, will be supported.

Where the loss of tourism infrastructure is accepted, proposals should first seek to provide employment or community use floorspace where appropriate. Provision of employment space will assist in continuing or increasing the level of footfall, and sustaining the vitality and vibrancy of an area, which in most cases will be a town centre or a highly sustainable location.

Any change in use or redevelopment must comply with other policy requirements of the development plan.

Guest houses and bed & breakfast accommodation help to provide a choice of visitor accommodation. Such uses also provide business opportunities for residents that contribute to local economic activity. However, care is needed, particularly in residential areas, to balance the impacts of guest house and bed & breakfast uses with the amenity of neighbouring occupiers and the character of the area. Over-intensive use of a property is likely to give rise to disturbance to neighbouring occupiers and could generate an excessive level of external activity by visitors' arrival and departure. Even where individual proposals are acceptable, an over concentration of guest houses and bed & breakfast accommodation in a road or locality can lead to unacceptable cumulative effects.

Guest houses and bed & breakfast (short term let or holiday let) must not exceed more than 90 days, this is to ensure the borough's housing stock is maintained. The government is seeking to introduce a new use class, Use Class C5, which will address short term let or holiday let accommodation. Whilst it is noted that such infrastructure can provide an alternative and often cost-effective option, it can be at the detriment of housing stock for Harrow residents.

The Council wishes to encourage tourism that does not harm the environment or residential amenity. New tourist development can widen the cultural and recreational opportunities available to local people for use and employment, making the best use of resources. To support the circular economy, purpose-built tourism infrastructure proposals should be supported by a statement setting how they can be repurposed to change use to other uses that would be appropriate to their locations. Given the sustainable locations of tourism infrastructure, often located in town centres, new builds should be flexible to be capable of multiple end users with minimal intervention. In the event that tourism infrastructure is no longer required (having been demonstrated through compliance with part C of the Policy), retrofitting the shell and core to another use is a much more sustainable option than demolition and rebuild.

Furthermore, the flexibility of buildings, especially in town centre locations, assist in such locations being more able to adapt to changing market conditions.

Reasonable Alternative:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Chapter 06: Community Infrastructure

Strategic Policy 06: Social and Community Infrastructure

Linkages:

NPPF Chapter 8: Promoting Healthy and Safe Communities

London Plan Chapter 5: Social Infrastructure

London Plan Chapter 8: Green Infrastructure and the Natural Environment

London Plan Chapter 9: Sustainable Infrastructure

Strategic Policy 06: Social and Community Infrastructure

- A. Development must contribute to the protection, enhancement and additional provision of community services and facilities; physical, social, green and blue infrastructure, to adequately address the Borough's existing and future needs. This will be achieved through:
- a. Ensuring new development and growth is co-ordinated and phased in tandem with the provision of appropriate physical and social infrastructure;
 - b. Requiring proposals for new development to demonstrate adequate infrastructure capacity exists or will be provided on and off site to serve the development;
 - c. The development or expansion of physical or social infrastructure, where it is needed to serve existing or proposed development, or required to meet projected future requirements;
 - d. Resisting the loss of community facilities unless adequate arrangements are in place for their replacement or the enhancement of other existing facilities;
 - e. Requiring all development to contribute to the delivery of strategic infrastructure identified in the Infrastructure Delivery Plan; and
 - f. Utilising the Community Infrastructure Levy (CIL) or any subsequent mechanisms to fund the maintenance and provision of infrastructure through legal agreements.

Supporting Text:

The infrastructure policies in this chapter have been developed in line with the Infrastructure Delivery Plan (IDP 2024). The IDP assesses the current state of infrastructure in Harrow and identifies where additional provision may be required in line with development and population growth. While development is required to create more capacity in our local infrastructure, strategic work must also be undertaken in line with the IDP to use our infrastructure resources more efficiently.

The Council will work with stakeholders to identify any infrastructure capacity issues and deliver required infrastructure. Applicants will be required to assess the impact of their proposals on infrastructure and include measures to facilitate the delivery of new

or enhanced infrastructure. Development contributions to infrastructure should be considered in the viability assessment of any proposal.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CI1: Safeguarding and Securing Social Infrastructure

Linkages:

NPPF Chapter 8: Promoting Healthy and Safe Communities

London Plan Chapter 5: Social Infrastructure

Policy CI1: Safeguarding and Securing Social Infrastructure

New Social Infrastructure

A. Proposals will be required to make contributions towards the provision of enhanced or new social infrastructure, in locations where there are existing capacity issues or a need is identified, to support new development.

B. Proposals relating to new or enhanced social and community infrastructure facilities, including the consolidation of existing facilities, will be supported where they respond to a demonstrable need and:

- a. Are located in areas easily accessible by public transport, walking and cycling, preferably in town centres or the Harrow and Wealdstone Opportunity Area;
- b. Are located within the community they are intended to serve;
- c. Do not adversely impact residential amenity or highway safety;
- d. Are provided in flexible, adaptable and all abilities accessible buildings, preferably co-located with other social infrastructure uses; and
- e. Must maximise wider community benefit through utilisation of community use agreements.

Existing Social Infrastructure

C. The Council seeks to retain and protect existing social infrastructure and community facilities from loss to alternative uses. Any proposals that result in loss of these uses will be resisted, unless proposals can adequately demonstrate that:

- a. There is no longer a need for the current use (as evidenced by 24 months of effective marketing), and there is no projected future need, or the site is unsuitable for the current use and there is no need for any other suitable community use on the site; and
- b. The loss of social infrastructure would not result in a shortfall in provision of that use; or
- c. A replacement facility is provided that would better meet the specific needs of existing and future users in regard to quantity, quality and location; or
- d. Redevelopment would secure enhanced social infrastructure re-provision (on or off-site) ensuring continued delivery of social infrastructure and related services.

D. Any proposal to redevelop an existing social infrastructure site should prioritise the use of the site for an alternative social infrastructure use.

Supporting text:

Social infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities, as outlined in the London Plan.

Social infrastructure plays an important role in developing strong and inclusive communities. It can provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.

The council will work closely with the community and stakeholders to identify infrastructure needs across the borough, and work to secure timely delivery of high-quality infrastructure and services. The Infrastructure Delivery Plan (IDP) will be used in conjunction with relevant corporate plans and strategies to plan the roll out of new and improved social infrastructure.

Development must be supported by new or enhanced social infrastructure to ensure that quality of life in the borough is improved. Opportunities for the delivery of enhanced or new infrastructure are scarce due to constrained nature of the built-up area and other development pressures. Therefore, existing social and community infrastructure sites will be protected for ongoing community use where possible. The policy seeks to enable the development of new social infrastructure and the protection of existing facilities from redevelopment pressure to competing land uses.

The loss of social infrastructure can have a detrimental effect on communities, therefore it will be avoided unless justified having regard to the overall need for infrastructure in the borough and any site-specific considerations.

Any proposals involving the loss of a community use should be evidenced by 24 months of continuous effective marketing, at a reasonable market rate. Evidence should include various examples of online and local marketing through reputable agents.

The Council is continuing to seek to identify and understand community need relating to burial space within the borough. As different religious groups have differing requirements for burial space this will be examined in detail to ensure there is adequate space going forward. The Council will continue to engage through Duty to Cooperate meetings with other boroughs, highlighting West London burial space needs as a consideration.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CI2: Play and Informal Leisure

Linkages:

NPPF Chapter 8. Promoting healthy and safe communities

London Plan Policy S4: Play and Informal Recreation

Policy CI2: Play and Informal Leisure

Development proposals that are likely to be occupied or used by children and young people must increase opportunities for play and informal recreation.

- A. Development proposals for new housing must incorporate well-designed and high-quality formal play provision of at least 10 square metres per child.
- B. Play space provision should be delivered on-site and made accessible to all children in the development. Where development is to be phased, there should be early implementation of play space. All play space must be designed to:
 - a. Ensure public access is not unreasonably restricted in major developments,
 - b. Provide a safe and stimulating environment for all age groups and abilities represented in the development,
 - c. Provide rest and amenities areas for children and parents (i.e benches, shade, access to water, etc), and
 - d. Incorporate landscaping and permeable surfaces.
- C. Off-site provision of play and recreation space will only be acceptable in exceptional circumstances, where it is demonstrated that:
 - a. On-site provision is not feasible and there is existing play space, or
 - b. New provision will be delivered within proximity to the development and can be accessed safely and easily by residents.
- D. Development proposals resulting in the loss of play space will be refused unless replacement provision of at least an equivalent amount and improved quality will be provided.

Supporting Text:

Development should provide opportunities for high-quality, accessible children's play space to support and encourage active living. Safe and stimulating play spaces have a positive impact on physical and mental wellbeing of both children and parents. Play facilities are an important tool in the fight against childhood obesity and also provide opportunities for social interaction and development in young people.

In line with the London Plan, new residential developments must provide formal play space of at least 10 square metres per child in order to address child occupancy requirements. Provision should be proportionally based on the number of children expected to occupy the development and an assessment of future needs. The GLA's play space calculator can be used to find and evidence the level of play space required.

Play space should be delivered on-site. Off-site provision will only be considered in exceptional circumstances where it is demonstrated; on-site provision is not feasible and there is existing play space, or new provision will be delivered within proximity to the development and can be accessed safely, easily by residents. Applicants will be required to provide evidence to demonstrate that delivery on-site is not feasible, including a design options appraisal, and assurance that the need generated by the development will be adequately met.

All new play space should be delivered through a carefully considered design-led approach with the end user in mind. Play space and other outdoor communal amenity space should be integrated at the street or ground floor level. The siting of provision on rooftops should be avoided where possible as this may impede safe access. Developments should maximise opportunities to integrate nature and 'green' features into play space, including tree planting and landscaping. This provides a pleasant environment that contributes to informal play, climate change mitigation and biodiversity uplift.

Play space should be designed in a way that is accessible to all children and parents regardless of ability. Play England's 'design for play' guide should be used to guide the design of play spaces, particularly with regard to all abilities access.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CI3: Sport and Recreation

Linkages:

NPPF Chapter 8. Promoting healthy and safe communities

London Plan Policy S5 Sports and Recreation Facilities

Policy CI3: Sport and Recreation

- A. Proposals that would increase the capacity and quality of outdoor sport and recreation facilities, and those that would secure community access to private facilities, will be supported provided that:
 - a. There would be no conflict with Green Belt, Metropolitan Open Land or open space policies;
 - b. The proposal would not have a detrimental impact on any heritage or biodiversity assets within or surrounding the site; and
 - c. There would be no adverse impact on residential amenity or highway safety.
- B. Proposals for uses that would support existing or proposed outdoor sport and recreational facilities will be supported where they are:
 - a. Ancillary in terms of size, frequency, use and capacity; and
 - b. Do not displace or prejudice facilities needed for the proper functioning of the principal outdoor sport and recreational uses.
- C. Proposals for floodlighting will be supported where they would:
 - a. Enhance outdoor sport and recreation facilities; and
 - b. Not detrimentally impact the character of open land, the amenity of neighbouring occupiers or biodiversity.
- D. All proposals should facilitate community access to sport and recreation facilities through a community use agreement, unless it can be demonstrated that it is not feasible.
- E. Proposals which would lead to the loss of, or would prejudice the use of a sports or recreation facility will be resisted unless:
 - a. Any loss of facilities would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location in accordance with Policy CI1 (Safeguarding and securing new Social Infrastructure); or
 - b. The development is for alternative sports and recreational provision for which the identified need clearly outweighs the loss of the existing facility.

Supporting text:

The provision of formal and informal sport and recreation facilities encourages physical activity and delivers a range of social, health and wellbeing benefits to communities.

The Harrow Indoor and Outdoor Sports Facilities Strategy (2023 – 2037) assesses existing and future needs for sporting infrastructure provision across the borough. The aim of the document is to ensure the on-going provision of high-quality, accessible playing pitches and built sport facilities to meet the needs and demands of the borough's current and future populations.

The Strategy identifies key objectives and local needs (current and projected to 2037), including:

- The need to replace or improve existing Leisure and recreation facilities;
- Additional pressures arising from a growing, ageing and changing population;
- The need to protect future usage and extend access to facilities where possible;
- The important role the Council plays as an enabler in developing better quality facilities in partnership with Sport England and National Governing Bodies of Sport;
- The role of sport and physical activity to support residents and visitors through recovery from the pandemic and the cost-of-living crisis.

The document provides evidence that Harrow's sporting infrastructure needs to be protected and enhanced in line with population growth, and existing deficits addressed where possible. Sport and recreation facilities are detailed in the Infrastructure Delivery Plan as essential infrastructure. Any development should consider projects identified in the IDP for infrastructure contributions. Any loss of sporting infrastructure resulting from development must be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

New and upgraded sport and leisure facilities should ensure that sustainable transport options are prioritised for users to minimise reliance on cars for access.

Sport and leisure facilities should ensure that all abilities access and amenity is provided on site.

Community use agreements will be secured by the planning authority in the form of a legal agreement with the landowner.

Harrow will continue to work with strategic partners such as Sport England to assess and respond to demand for sporting infrastructure, and seek arrangements to ensure community access to facilities within the borough.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CI4: Digital and Communications Infrastructure

Linkages:

NPPF Chapter 10. Supporting high quality communications

London Plan Policy SI6 Digital Connectivity Infrastructure

Policy CI4: Digital and Communications Infrastructure

- A. Proposals for the installation of telecommunications equipment will be supported where:
 - a. The installation would be on an existing mast or building or, if a new mast is proposed, it has not been possible to find a suitable existing mast or building to meet operational requirements;
 - b. The siting and design of the installation would minimise its impact upon the amenity of neighbouring occupiers, the host building (where relevant), and the appearance and character of the area;
 - c. There would be no unacceptable impact upon areas of designated open space, heritage, landscape and biodiversity value;
- B. Where installation of telecommunications infrastructure is required to support the effective functioning of the emergency services, compliance with A. above may not be feasible. These applications will be determined on a case by case basis, based on evidence submitted by the applicants.
- C. Existing communications infrastructure (i.e masts, cabinets, aerials, etc) and sites must be utilised where possible to minimise over proliferation of equipment. Any grounds for rejecting co-location of infrastructure or sites must be clearly justified.

Supporting Text:

High-speed, reliable digital connectivity is a necessity for businesses, students and individuals, playing an important role in maintaining a competitive local economy, attracting new investment and creating jobs in the Borough. Infrastructure that supports the operation of digital connectivity should be planned for and facilitated by infrastructure providers and the Council.

The pandemic created new cultural shifts for businesses and residents with increased rates of people working from home and utilising video calls. This has created a significant demand and reliance on digital technology and broadband connections.

To meet these needs, the Council will continue to work with private sector providers to roll out required infrastructure. This will ensure Harrow has a high-quality broadband fibre network and mobile phone services for its residents and businesses. Providers and planning agents are encouraged to engage with the council through digital infrastructure pre-application services to establish plans and address any issues early in the planning process.

Rates of full-fibre broadband connectivity are lower in Harrow than the London average. Several key projects have been identified in the Harrow Infrastructure Delivery Plan (IDP) to increase connectivity rates.

Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment areas and town centres. Proposals must address the findings of Harrow's Infrastructure Delivery Plan.

Digital and communications infrastructure should utilise existing sites or equipment where possible to minimise on-street and visual clutter. Evidence that providers have assessed opportunities for sharing of infrastructure needs to be provided as part of any application for new infrastructure. The proliferation of new telecommunications structures should be kept to a minimum, ensuring visual impacts are appropriately mitigated. All digital and communications infrastructure should be neatly and discretely screened to minimise visual clutter.

Advertisements associated with wi-fi or telecommunications infrastructure must be proportionate to the overall structure, and must not lead to an over proliferation within a locality, in line with Policy GR12 (Advertisements, digital displays and hoardings).

Opportunities for the rationalisation or screening of equipment already installed on existing masts, buildings and street cabinets should be explored.

Where new telecommunications provision is crucial to the operations of the emergency services, such provision should be enabled without undue impediment in the interests of the safety of Harrow residents.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Chapter 07: Green Infrastructure

Strategic Policy 07: Green Infrastructure

Linkages:

NPPF Chapter 15. Conserving and enhancing the natural environment

London Plan Chapter G1: Green Infrastructure

Strategic Policy 07: Green Infrastructure

- A. Green infrastructure should be identified, protected, restored, enhanced, and extended. The planning, design, and management of green infrastructure should be integrated, and the context carefully considered to ensure the most appropriate benefits are targeted, maximised and maintained.
- B. Access to green infrastructure will be enhanced where possible.
- C. Green Belt and Metropolitan Open Land (MOL) will be protected from inappropriate development in line with Policy GI1 (Green Belt and MOL).
- D. Development will not be permitted on designated open space, other than for small-scale, ancillary facilities needed to support or enhance the proper functioning of the open space in line with Policy GI2 (Open Space).
- E. There should be no net loss of green space in the borough. Additional green space provision will be supported.
- F. The quality and functionality of green infrastructure will be enhanced.
- G. Biodiversity should be enhanced both retrospectively and in new development, particularly where this will strengthen local ecological networks or address deficits in line with policy GI3 (Biodiversity);
- H. Drainage is considered, and flood risk reduced giving priority to natural SuDS provision in line with Policy CN4 (Sustainable Drainage);
- I. Green spaces should be multifunctional providing a range of ecosystem services and benefits, targeting local need;
- J. Local food growing measures (allotments, urban gardens, stop and grow) will be supported in line with Policy GI5 (Food Growing);
- K. Opportunities for cross-borough collaboration and the consideration of green infrastructure in an integrated way as part of a network will be pursued.

Supporting Text:

The term 'Green Infrastructure' refers to the network of blue and green spaces, parks and gardens, nature reserves, sports pitches and playing fields, allotments, cemeteries, trees and woodlands, green roofs and drainage systems. The type, condition and degree of connectivity of the natural capital features that form part of the borough's green infrastructure assets determines the extent and nature of the ecosystem services they provide in supporting human wellbeing and quality of life. Maximising the value and benefits derived from these assets, requires planning, design, and management.

All development should avoid putting pressure on vulnerable ecosystems and mitigate risk through careful planning of green infrastructure, in line with Paragraph 159 of the NPPF 2023.

Metropolitan Open Land and Green Belt spaces provide some of Harrow's largest green infrastructure assets. These are protected from inappropriate development

through the London Plan and NPPF. Private gardens, green spaces, green corridors, and landscaped areas are also green infrastructure assets requiring protection, enhancement and reconnection, particularly in areas deficient in natural capital.

Green infrastructure and the natural capital it supports will play an increasingly pivotal role in keeping the borough liveable and providing equitable public goods from which everyone should benefit. Green infrastructure plays several important roles, including:

- Cooling our cities and combatting the urban heat island effect,
- Minimising flooding by providing enabling natural drainage,
- Removing pollution from the air and creating oxygen,
- Supporting and providing access to bring about higher levels of biodiversity.

Improvements in green infrastructure provision can facilitate mental and physical health and wellbeing, climate change mitigation and adaptation, water and air quality improvements, active travel (walking and cycling), ecological connectivity and resilience, wildlife conservation and habitat condition and local food growing, as well as traditional aspects such as play, sport and recreation.

While this policy aims to protect and enhance Harrow's environment, there are ongoing examples of front and rear gardens being hard surfaced, and vegetation removal contributing to biodiversity loss and climate risks in the borough. The council will resist proposals that do not contribute to a clean and green borough or impact on ecosystem services.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GI1: Green Belt and Metropolitan Open Land

Linkages:

NPPF Chapter 15. Conserving and enhancing the natural environment

London Plan Policy: G2 London's Green Belt

London Plan Policy: G3 Metropolitan Open Land

Policy GI1: Green Belt and Metropolitan Open Land

- A. Green Belt Land:
 - a. Any proposals for development in the Green Belt will be considered in accordance with the NPPF.
 - b. Development adjacent to Green Belt should not have a significant detrimental effect on the openness of the Green Belt, and must respect the character of its surroundings.

- B. Metropolitan Open Land (MOL):
 - a. In accordance with the London Plan, Metropolitan Open Land is to be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt.

- C. Proposals for the beneficial use of land in the Green Belt and MOL will be supported where the use would not have an inappropriate impact on the openness and permanence of the Green Belt and MOL, having regard to:
 - a. Visual amenity and character;
 - b. Potential to enhance public access as part of the Green Grid;
 - c. Use of land for food growing or community gardening;
 - d. The protection and enhancement of heritage assets;
 - e. Biodiversity improvements;
 - f. Natural capital improvements.

Redevelopment or Infilling of Sites

- D. Proposals for the redevelopment, infilling or partial infilling of previously developed sites in the Green Belt and MOL will only be supported where the proposal would not have a greater impact on the openness and permanence of the Green Belt and MOL, and the purposes of including land within it, than the existing development, having regard to:
 - a. The height of existing buildings on the site;
 - b. Visual amenity and character of the site and surrounds;
 - c. The proportion of the site that is already developed;
 - d. The footprint, distribution and character of existing buildings on the site; and
 - e. The relationship of the proposal to any retained development on the site.

- E. All proposals on Green Belt or MOL land should be put forward in the context of a comprehensive, long term plan(s) for the site as a whole.

Inappropriate and Harmful Development in the Green Belt and Metropolitan Open Land

F. Proposals for inappropriate development, or redevelopment which would harm the essential characteristics or purpose of the Green Belt or Metropolitan Open Land will be refused in the absence of clearly demonstrated very special circumstances.

Supporting Text

Harrow's Green Belt accounts for 21.6% of Harrow's land area, and benefits from a variety of uses that help to maintain its openness and character. As well as a number of farmland and woodland areas, uses of the Borough's Green Belt include sports grounds, public open space, nature reserves and burial space. The Green Belt's purpose is to provide a break between urban areas and rural areas.

Metropolitan Open Land is strategic open land located in the urban area and is specific to London. MOL uses in the Borough include parks, outdoor sports pitches, golf courses and allotments.

Beneficial uses of Green Belt and Metropolitan Open Land help to sustain their openness and usefulness for the current and future generations.

The NPPF and London Plan strongly advocate for the protection of Green Belt and MOL land. The primary aim of the Green Belt is to prevent urban sprawl by keeping land permanently open.

Inappropriate development is, by definition, harmful to the Green Belt and will not be approved except in very special circumstances. Very special circumstances arise when harm resulting from a proposal is clearly outweighed by other considerations.

Harrow's MOL should be protected from inappropriate development in accordance with the same national planning policy tests that apply to the Green Belt. Proposals that enhance community access to MOL or provide additional appropriate benefits for the community will be encouraged. Examples include improved public access, inclusive design, sport and recreation facilities, habitat creation, landscaping improvement and flood mitigation.

A significant strategic redevelopment opportunity exists at the Royal National Orthopaedic Hospital in the Green Belt (Site Allocation XX). The Hospital is a nationally and internationally recognised facility located in the Green Belt at Brockley Hill, Stanmore. The hospital complex is spread over a substantial site area and occupies many outdated, substandard buildings. Redevelopment of the site offers the potential to provide a modern, fit for purpose accommodation that befits the hospital's status, and improves the openness of the site by rationalising the footprint of the buildings. The desirability of providing new accommodation for the hospital is a significant consideration and may constitute very special circumstances for enabling development that would otherwise be inappropriate development in the Green Belt.

Another strategic Green Belt redevelopment opportunity exists at Harrow College (Site Allocation XX). The College is currently spread over two sites, with the principal campus located in Lowlands Road, Harrow Town Centre. Parts of the site are

substantially open in character and should remain so; redevelopment will be confined within the boundary shown in the Policies Map. The original college building on the site is of some local architectural and historic merit and every effort should be made to retain it. However, the wider complex contains many later additions, the potential redevelopment of which could secure rationalisation of built form and enhance the site's contribution to Green Belt openness. Open land to the north of the existing complex of buildings could form an extension to Harrow Weald cemetery.

Biodiversity improvements on MOL of Green Belt land will be encouraged in line with Policy GI4 (Biodiversity) and must be a consideration for all forms of development. Harrow's two Sites of Special Scientific Interest and the majority of the Borough's Sites of Importance for Nature Conservation (SINC) are located in the Green Belt, contributing to the character, openness and biodiversity value of the area. Food growing (allotments) and community gardens will be encouraged on MOL and Green Belt land.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GI2: Open Space

Linkages:

NPPF Chapter 15. Conserving and enhancing the natural environment

London Plan Policy: G4 Open space

Policy GI2: Open Space

- A. Development proposals must:
 - a. Contribute to the provision, protection and enhancement of high quality, multi-functional, publicly accessible open space, particularly in areas of deficiency;
 - b. Not result in the net-loss of open space;
 - c. Improve access to green space where possible, particularly in areas where deficiencies in access have been identified; and
 - d. Enhance biodiversity and improve access to biodiversity and natural capital.

- B. Major development proposals must incorporate new publicly accessible open space unless it can be clearly demonstrated that this is not feasible, in which case off-site contributions will be required.

- C. Existing open space, sports pitches, recreational buildings, and playing fields should not be built on unless:
 - a. An assessment has been undertaken that clearly demonstrates the open space, buildings or land are surplus to requirements; or
 - b. The loss resulting from the proposed development would be replaced by equivalent or better provision, in terms of quantity and quality in a suitable location; or
 - c. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
 - d. The development is required for critical social infrastructure, the positive benefits of which clearly outweigh the loss of the current or former use.

Supporting text:

Open Space is a vital component of London's open space network and, more locally, the West London Green Grid, which contributes significantly to the environmental quality and natural capital of the borough and surrounds. Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.

Much of Harrow is relatively well served by parks and open spaces. However, since the pandemic there has been increased usage and damage to Harrow's open spaces. This is evidenced by Harrow's performance in the Good Parks London rankings, falling

from 11th out of 32 London Boroughs in 2018, to 26th out of 29 London Boroughs in 2022³¹.

Several areas within the borough have a deficiency in access to green space. The south and central areas of the borough have a deficiency in the quantity of open space provision, while deficiencies in accessibility exist in the south-eastern and south-western areas of the borough, as shown by the map below. Work must be undertaken to improve the number and quality of open spaces in these areas in line with the Harrow Open Space PPG17 Study (2011), and the Harrow Sports Facilities Strategy (2023).

Open space should be taken into account in planning for new development and considering proposals that may affect existing open space in the borough. Upgrades have been made to several key sites in recent years, although more work is required to secure a greater number of green spaces, adding to the Harrow Green Grid and improving the quality of the existing spaces in the borough.

Opportunities exist to improve the quality of open spaces including nature sites and the connections between them; protecting and adding to residents' opportunities for access to nature and the benefits this provides. Open spaces that are well-designed and well-managed for people and nature can provide a range of other ecosystem benefits. To realise these, development must support the provision, protection and enhancement of open spaces. Development must maintain and wherever possible enhance access to, and connections between the network of open spaces within and outside the Borough, prioritising measures that encourage walking and cycling.

Development proposals located adjacent to open space must respond positively to the character of the open space as well as protect, and wherever possible enhance, the biodiversity value and visual amenity provided by the space.

This policy applies to both publicly accessible or owned, and private open space, sports pitches, recreational buildings, and playing fields.

Table X.X: Harrow Open Spaces Hierarchy

Type	Number	Land area
District Parks	9	TBC
Local Parks and Open Spaces	11	TBC
Small Open Spaces	5 +1	TBC
Pocket Parks	2*	TBC
Linear Open Spaces	1	TBC

**Pocket Parks – The Weald Village Tenants' and Residents' Association made a successful application for a grant for a pocket park in 2013 but there's no information available about it at present.*

³¹ <https://parksforlondon.org.uk/wp-content/uploads/2022/12/Good-Parks-for-London-2018.pdf>

Reasonable Alternatives:

One reasonable alternative to this policy is proposed. This policy specifies that Open Space could be used for the development of community infrastructure in exceptional circumstances. A reasonable alternative would be to make this policy more restrictive, removing this specification and not allowing development of community infrastructure on Open Space land. This alternative would however potentially impact upon the provision of community infrastructure required to support development and the ability for the LPA to consider the overall planning balance for individual community infrastructure proposals impacting upon open space.

Policy GI3: Biodiversity

Linkages:

NPPF Chapter 15. Conserving and enhancing the natural environment

London Plan Policy: G6 Biodiversity and access to nature

Policy GI3: Biodiversity

Protection of Biodiversity & Natural Capital

- A. Biodiversity and natural capital must be protected and enhanced. Development proposals must be adequately evidenced and follow the Ecological Mitigation Hierarchy.
- B. Development proposals must not result in loss of, or pose direct or indirect negative impacts to:
 - a. Irreplaceable habitats (e.g. ancient woodland) or features (e.g. ancient/veteran trees)
 - b. Sites nationally or internationally designated for nature conservation or geodiversity
 - c. Core areas identified within the Local Nature Recovery Strategies (LNRSs) for London or Hertfordshire
 - d. Other important sites, features or functions where losses or impacts could not be adequately mitigated or compensated for with regard to:
 - i) LNRS areas;
 - ii) Sites of Importance for Nature Conservation/ Regionally Important Geological Sites;
 - iii) Areas of priority habitat;
 - iv) Populations of protected, priority or locally notable species;
 - v) Important features (e.g. historic hedgerows);
 - vi) Green or blue corridors or other functional linkages within the local ecological network; and
 - vii) Ecosystem function or resilience.
- C. Development proposals that would increase deficiencies in access to nature will be resisted.

Biodiversity and nature recovery

- D. Development proposals should:
 - a. Conserve and enhance Harrow's biodiversity;
 - b. Utilise nature-based solutions to manage environmental pressures;
 - c. Strengthen the Borough's natural capital;
 - d. Improve access to nature where practicable; (link to deficiency in access)
- E. All major and minor development proposals must be supported by a proportionate Biodiversity Net-Gain Plan (BGP) which clearly identifies how the development will minimise harm and maximise biodiversity gain. Proposals will be required to demonstrate compliance with the criteria below and provide:
 - a. A minimum of 2 biodiversity units per hectare;

- b. A minimum net uplift in biodiversity unit value of 20%;
- c. A minimum of one wildlife shelter (i.e swift box/bee brick etc.) per residential unit; and
- d. Details surrounding the delivery, monitoring and maintenance of BNG units, whether wholly on-site, or utilising locally strategic off-setting location(s).

Supporting text:

Nationally, the UK has experienced extreme losses of biodiversity over the last 50 years, and is now one of the most nature-depleted countries on earth³². Recently, there has been greater recognition of the value of nature and its role in mitigating climate change. It is now considered imperative that greater efforts are made to better manage land and restore ecosystems.

The Environment Act 2021 sets out the framework for a national Nature Recovery Network which local authorities will support through the preparation of Local Nature Recovery Strategies (LNRS).

Harrow has a wide variety of flora and fauna habitats as identified in the Harrow Biodiversity Action Plan. Threats to Harrow's local biodiversity include increased recreational pressure, air pollution, climate change, development, fragmentation, water use and vandalism. The Local Plan aims to combat or mitigate each of these pressures.

To ensure that biodiversity degradation in Harrow is reversed, the council has set a biodiversity net gain target of a minimum 20% increase in habitat value for wildlife compared with the pre-development baseline. This will be calculated using an appropriate Biodiversity Metric. Biodiversity net gain should be fully integrated into a design-led approach with consideration given to the site context and wider landscape setting.

Development proposals must submit an ecological assessment which identifies biodiversity interests within and surrounding the development site and assess any potential impacts. Proposals should demonstrate how the development will respond positively to identified biodiversity interests. The scale of development will determine the level of detail required in the assessment. The NPPF sets out principles for determining planning applications where there is potential harm to biodiversity, as does the London Plan.

Biodiversity net gain should be secured and maintained for as long as the development exists. Maintenance payments for off-site biodiversity units should cover a minimum of 30 years. Planning conditions and/or legal agreements may be used to secure Management Plans where they are considered necessary to support nature conservation. Where a development is unable to achieve the appropriate level of net gain, an offsite contribution equivalent to the percentage of deficit will be agreed with the Council.

³² State of Nature Report 2023 https://stateofnature.org.uk/wp-content/uploads/2023/09/TP25999-State-of-Nature-main-report_2023_FULL-DOC-v12.pdf

Where adverse impacts to biodiversity cannot be avoided, mitigation measures must be in place to offset the impacts. The hierarchy of mitigation measures is as follows:

1. Avoid damaging the significant ecological features of the site;
2. Minimise the overall spatial impact and mitigate it by substantially improving the quality or management of the rest of the site; and
3. Deliver off-site compensation of higher biodiversity value.

All types of development should aim to incorporate some form of wildlife shelter i.e a swift brick, bee brick or similar. Utilisation of native species and plants of high biodiversity value should be major components of formal landscaping or garden planting.

All proposals should make provision for the eradication of Invasive Non-native Plant species listed on Schedule 9 of the Wildlife and Countryside Act and/or by London Invasive Species Initiative where these occur on site.

Reasonable Alternatives:

One reasonable alternative to this policy is proposed. This policy requires a Biodiversity Net Gain of 20%. A reasonable alternative would be to align with the Environment Act and stipulate that a Biodiversity Net Gain of only 10% is required, this is the status quo for all local authorities. The Biodiversity evidence base shows that a Biodiversity Net Gain of 20% would be achievable for most developments without being too onerous or disproportionately impacting viability.

Policy GI4: Urban Greening, Landscaping and Trees

Linkages:

NPPF Chapter: 15. Conserving and enhancing the natural environment

London Plan Policy G5 Urban Greening & Policy G7 Trees and Woodlands

Policy GI4: Urban Greening, Landscaping and Trees

- A. Development proposals must demonstrate that a design-led approach has been used to maximise opportunities for local greening. Proposals should include the integration of high quality and species diverse landscaping, trees, wildlife habitat, green roofs, green walls and Sustainable Drainage Systems, giving preference to native species where possible.
- B. Major development proposals must increase the overall value of green cover on site to achieve the London Plan recommended Urban Greening Factor (UGF), unless it can be adequately demonstrated that this is not feasible. Predominantly residential development should achieve a UGF score of 0.4. Predominantly commercial development should achieve a score of 0.3. Existing green cover retained on-site will count towards the UGF score. Planning contributions will be sought where the required level is not achieved on-site in order to secure offsite provision.
- C. All new development should retain and integrate existing trees of value into the site layout. Opportunities for additional tree planting and habitat creation should be maximised. There is a presumption in favour of retaining and integrating existing trees, woodlands and hedgerows within development sites.
- D. Trees identified for retention must be protected during the construction phase of development, and replaced where necessary upon completion of the development.
- E. Planning permission will be refused where proposals would result in the loss of or harm to:
 - a. Trees subject to a TPO
 - b. Ancient or Veteran trees, ancient woodlands or hedgerows
 - c. Trees categorised as suitable quality and value (as categorised within BS5837 survey)
- F. Where there is an unavoidable loss of trees onsite, replacement trees will be required to be planted on site where appropriate at a rate of at least two new trees for each tree lost. Where this requirement cannot be met on site, financial contributions will be sought for offsite provision of any shortfall.
- G. Proposals for works to trees in conservation areas and those the subject of tree preservation orders will be permitted where the works are for sound arboricultural reasons and do not risk compromising the long-term health and

appearance of the tree. Proposals for work which are not in accordance with best practice (BS3998:2010) will be refused.

- H. Proposals which would result in the loss of ancient or veteran trees, woodland or hedgerows, will not be permitted under any circumstances.

- I. Development proposals that fail to make appropriate provision for hard and soft landscaping, or fail to contribute to streetside greenery where appropriate, will be refused. Appropriate provision of hard and soft landscaping must:
 - a. Be appropriate to the character of the area;
 - b. Be well laid out in terms of access, car parking and the living conditions of future occupiers and neighbours;
 - c. Achieve a suitable visual setting for the building(s);
 - d. Provide sufficient space for new or existing trees and planting to grow and does not result in post-development pressure, and;
 - e. Support biodiversity.

- J. The Council will undertake and encourage new planting of street trees and shrubs, secured by legal agreement if necessary, and provide, restore and/or maintain grass verges on public and private streets. Where new streets are proposed these should be tree-lined, and provisions for long term maintenance will be required.

- K. Proposals for the provision of hard surfacing of forecourts and front gardens will be resisted. If allowed, in part permeable materials and soft landscaping should be utilised in development proposals.

Supporting Text:

Harrow is largely characterised by extensive tree and shrub cover, with woodland, streetside vegetation and forecourt greenery an essential aspect of its character. The Council will seek to protect, enhance and add to these important features, increasing the borough's natural capital. The Council will seek to protect and enhance these important features.

Urban Greening

The London Plan sets an Urban Greening Factor (UGF) requirement for major developments. The UGF provides a target for the value of green cover that development is expected to provide. The Council will adhere to the recommended UGF factors for major residential and commercial development as set by the London Plan. Existing green cover retained on site as part of a development proposal will count towards the target UGF score.

Major development proposals should meet and seek to exceed the target UGF score. Consideration will be given to proposals that suitably demonstrate that the target cannot be achieved due to technical feasibility or financial viability, in which case

proposals should show that they have been designed to achieve the highest score possible. Guidance in the Urban Greening Factor SPG should be followed.

Development proposals should utilise green roofs and walls, where appropriate, ensuring that they are appropriately designed, installed and maintained. Major development proposals will be expected to demonstrate integration of green walls and roofs has been fully investigated. If the incorporation of green walls and roofs has not been pursued an explanation for this decision must be provided. Minor development proposals are strongly encouraged to incorporate green walls and roofs. All green roof and wall proposals must maximise benefits for biodiversity, sustainable drainage and cooling, complying with the latest industry standards. Design led solutions should be used to ensure that green roofs and walls do not detract from the character of the dwelling or surrounds.

Trees and Landscaping

Landscape design is integral to the design and functioning of the whole site and surrounds. The landscape and buildings need to be considered together from the start of the design process.

Design and Access statements must be supported by a robust, illustrated masterplan and a landscape strategy including management and maintenance proposals to ensure that the development is established and maintained in accordance with the design objectives, and is required for outline planning applications. A combination of hard and soft landscaped spaces should provide attractive and usable amenity areas, avoiding awkward spaces.

The level of detail provided in the landscape plan should be commensurate with the detail provided about the building in a planning application. Planning applications are required to demonstrate that proposed landscaping and other urban greening measures will be appropriate, can be implemented effectively and will be suitably managed over the lifetime of the development. Appropriate management and maintenance programmes will be required to be implemented to protect newly planted trees.

Development proposals must ensure adequate replacement tree planting and maintenance where the retention of trees is not reasonably practical. The Council will require trees identified for retention to be protected during construction, and to be retained or replaced where necessary following the completion of the development. In some instances, it may be more appropriate to include replacement or new tree planting as part of a development's landscaping scheme.

In wholly exceptional circumstances, where protected trees are proposed to be removed, suitable re-provision will require replacement and/or additional planting to re-provide at least equal canopy cover and/or equal environmental amenity and visual value. Where on-site re-provision cannot be provided, a financial contribution of the full cost of appropriate re-provision will be required.

Developer contributions towards trees within the public realm may be required and will be secured by a legal agreement or other relevant mechanism.

When a financial obligation is required for replacement trees the value should be calculated using the Capital Asset Value for Amenity Trees (CAVAT) or a similar suitable methodology. Financial contributions will be expected to include on-going

maintenance costs for a minimum of 30 years where trees are planted in the public realm.

Financial contributions may also be sought to enhance the Harrow Green Grid and connections.

Impermeable Landscaping

Substantial areas of hard surfacing are considered to be any more than 5 square metres, as allowed for in the Town and Country Planning (General Permitted Development Order) 2015 (GPDO) (as amended) or any smaller threshold set out in subsequent GPDO.

Hard landscape surfacing should be minimised in any development or planning application to maximise the efficacy of sustainable drainage systems, mitigate flooding, enhance biodiversity and urban greening. Permeable paving and surfacing options should be utilised in development, and their permeability maintained.

Reasonable alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy GI5: Food Growing

Linkages:

NPPF Chapter 15. Conserving and enhancing the natural environment

London Plan Policy: G8 Food growing

Policy GI5: Food Growing

- A. The Council will resist proposals that result in the loss of allotments, city farms and community gardens in order to support sustainable food growing locally, and to enhance opportunities for biodiversity, leisure, social interaction and education.
- B. The Council will support proposals to enhance, and increase provision of allotments, city farms and community gardens including necessary ancillary facilities in suitable areas, having regard to flood risk, soil quality, access to sunlight and land contamination.
- C. Major development proposals for housing and/or community facilities will be required to demonstrate they have explored options to include the provision of space and/or infrastructure for community gardening and food growing.
- D. Redevelopment proposals on sites with existing food growing assets should retain or re-provided any land and infrastructure, resulting in no net loss of provision.

Supporting Text:

Allotments and community gardens form part of Harrow's green infrastructure network. They are an important local resource for many reasons, including:

- Local food production and minimisation of food miles;
- Increased biodiversity and green space;
- Fostering community through social interaction and reducing loneliness;
- Educational resources for adults and children;
- Leisure and recreation;
- Health and wellbeing.

There are currently 34 statutory allotment sites in the borough which will be protected and enhanced as valuable green infrastructure assets. The provision of additional allotment and community garden sites will be encouraged on a permanent or temporary basis on vacant or under-utilised land, or as a meanwhile use.

Allotments are particularly invaluable to those who do not have access to a private garden, helping to promote inclusivity in the community. For this reason, the inclusion of allotments and community gardens is heavily encouraged in new developments to provide residents with a meeting place to interact.

New residential and community development proposals should incorporate provision for food growing as a design-led consideration early on in the planning process. Provision should be of a high quality that meets the needs of all age groups and abilities. Ancillary facilities should also be provided in the form of water taps, storage facilities and composting bins. Additional guidance for the planning of allotments can be found in the Harrow Allotment Strategy, and the National Allotment Society's guidance for planners and developers³³.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

³³ <https://www.nsalg.org.uk/wp-content/uploads/2023/08/NAS-Development-Brochure-2023-LR.pdf>

Chapter 08: Responding to the Climate and Nature Emergency

Strategic Policy 08: Responding to the Climate and Nature Emergency

Linkages:

NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change

London Plan Chapter 9: Sustainable Infrastructure

London Plan Policies: SI 2 Minimising greenhouse gas emissions, SI 3 Energy infrastructure

Strategic Policy 08: Responding to the Climate and Nature Emergency

A. In compliance with the Council's Climate and Nature Strategy (2023-30), all development in Harrow must be undertaken in accordance with sustainable development practices, and positively manage natural capital for the benefit of current and future generations. Development must contribute to achieving the following objectives:

Clean Energy Used Efficiently

- a. Make the fullest possible contribution to reducing greenhouse gas emissions in both the construction and operational phases of development by maximising energy efficiency and conservation measures, whilst prioritising the use of low carbon heating, renewable energy solutions and local renewable energy generation in line with Policy CN2 (Energy Infrastructure).
- b. Ensuring that all new housing is net zero carbon in line with Policy CN1 (Sustainable Design and Retrofitting).

Green Mobility

- c. Prioritise active and low carbon transport options to include walking, cycling and public transport.
- d. Reduce fossil fuel vehicle journeys, supporting necessary ongoing private vehicular travel needs by facilitating and encouraging car-sharing and electric vehicle usage.

Waste-Free Economy

- e. Minimise the embodied carbon and ecological footprint of new development by ensuring that materials are sustainably sourced, sustainable construction techniques are utilised, and waste is re-used and recycled as part of the circular economy.
- f. Through careful material selection and design, ensure developments are capable of being easily altered and adapted for future needs to ensure the fullest possible utilisation during their lifetime, and are otherwise capable of disassembly and full re-use or recycling of materials at end of life.
- g. Design developments to enable occupiers to apply the waste hierarchy during day-to-day use, and to support the growth of the circular economy by increasing re-use and recycling of materials whilst minimising residual waste.

Healthy Places for us and Nature

- h. Contribute to building a healthier, more resilient and thriving local natural environment that is valued by the people of Harrow. This will include:
1. Making space for Nature and increasing levels of biodiversity, the integrity of ecosystems and the borough's stock of natural capital;
 2. Where possible avoiding or otherwise minimising light and noise pollution, and improving air, water and soil quality;
 3. Protecting people and places from climate impacts and risks through locally distinctive, high quality and sustainable design and multi-functional green infrastructure that increases local resilience, including to drought, overheating, storm and flooding events;
 4. Improving residents' health and wellbeing by affording greater opportunities for direct connection with the natural world locally; and
 5. Protecting and enhancing carbon storage in the local natural environment.

Supporting Text:

The London Borough of Harrow has declared a climate and nature emergency. This acknowledges the far-reaching ecological impacts of human-induced climate change. This declaration recognises that a changing climate will have severe and enduring social, economic, and environmental implications.

In response to the above, the Council has produced a Climate and Nature Strategy 2023-30. This establishes a framework of key actions which the Council, local communities and other stakeholders can prioritise to significantly reduce greenhouse gas emissions in the period to 2030, support the recovery of the natural world and increase local resilience to the impacts of climate change. These measures are reflected in the policies contained within this Local Plan.

In accordance with the NPPF (Paragraph 158) (2023), 'Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.'

The London Plan sets a strategic objective and framework for London to become a net zero-carbon city by 2050. The plan provides an overarching set of aims for mitigation and adaptation to climate change across London.

The Harrow Climate and Nature Strategy 2023-2030 highlights four action areas illustrated in the policy above, and identifies climate change as 'The destabilisation of our climate by the burning of fossil fuels, and the associated weakening and depletion of ecosystems on our planet caused by human activity'.

Locally significant changes will need to be made to the way the borough grows as we attempt to limit global warming and adapt to a changing environment. The Local Plan and the Climate and Nature Strategy will be the foundation of the Borough's response to the climate and nature emergency.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CN1: Sustainable Design and Retrofitting

Linkages:

NPPF Chapter 2. Achieving sustainable development

London Plan Policy GG6 Increasing efficiency and resilience

London Plan Policy SI 2 Minimising greenhouse gas emissions

Policy CN1: Sustainable Design and Retrofitting

New Buildings

- A. All new buildings should be designed and built to be Net Zero Carbon in operation. They should be ultra-low energy buildings, utilise low carbon heat with no fossil fuels burnt on-site, contribute to the generation of renewable energy on-site, and be constructed with low levels of embodied carbon.
- B. All new buildings should meet the following standards:

Space Heating Demand

- a. All dwellings should achieve a space heating demand of less than 15 kWh/m² GIA/yr; and
- b. All non-domestic buildings should achieve a space heating demand of less than 15 kWh/m² GIA/yr;

Energy Use Intensity (EUI)

- c. Domestic buildings - All dwellings should achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m²GIA/yr;
- d. Non-domestic buildings - Non-domestic buildings should achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:

Building Typology	EUI Standard
Student or keyworker accommodation, care homes, extra care homes	35 kWh/m ² GIA/yr
Warehouses and light industrial units	35 kWh/m ² GIA/yr
Schools	65 kWh/m ² GIA/yr
Offices, Retail, HE Teaching facilities, GP surgeries	70 kWh/m ² GIA/yr
Hotels	160 kWh/m ² GIA/yr

Offsetting (as last resort)

- e. Offsetting will only be accepted as a means to achieving planning policy compliance as a last resort if the building is compliant with all other Net Zero Carbon building aspects. In these circumstances, the applicant

should establish the shortfall in renewable energy generation to enable the annual renewable energy generation to match the Energy Use Intensity in kWh. The applicant should pay into the Council's offset fund a sum of money equivalent to the shortfall; this contribution will be secured by way of a planning obligation.

Retrofit of Existing Buildings

- C. The use of sustainable conversion and retrofitting measures will be encouraged and supported to improve the energy efficiency of buildings, as well as the quality of living for their occupants. Retrofitting measures should consider how the building has been constructed, its context, and energy use.
- D. Development proposals for major residential domestic refurbishment must achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme³⁴, or future equivalent, unless it can be demonstrated that it is not feasible.
- E. Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent, unless it can be demonstrated that it is not feasible.
- F. Proposals for retrofit of existing buildings must consider impacts on the historic environment, heritage assets, and amenity of the building's users and neighbours.

Supporting Text:

In accordance with the NPPF, 'Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures'. The Central government, Greater London Assembly (GLA) and the London Borough of Harrow have each declared a climate emergency and committed to minimising greenhouse gas emissions.

In 2022, the residential sector emitted approximately 17% of all carbon emissions in the UK³⁵. The age of a property is the single biggest factor in the energy efficiency of homes, according to the ONS³⁶. This highlights that new homes, and other buildings, are significantly more energy efficient than older building stock, which requires retrofitting to bring them up to appropriate Energy Performance Certificate (EPC) ratings of 'C'. EPCs are required for all buildings when constructed, sold, or rented.

³⁴ (https://tools.breeam.com/filelibrary/BREEAM%20Refurb/KN4613_-_BREEAM_Domestic_Refurbishment.pdf),

³⁵

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/114737/2/2022_Provisional_emissions_statistics_report.pdf).

³⁶ (<https://www.ons.gov.uk/economy/environmentalaccounts/articles/climatechangeinsightsuk/august2022>)

To achieve the Council's carbon reduction aspirations by 2030 all new buildings in Harrow are required to be Net Zero Carbon. Exceptions to this rule exist for residential annexes and extensions, outbuildings, storage buildings, structures that are not buildings (i.e pylons, plant machinery etc.). Minor developments can simplify the process through the use of pro-forma reports to reduce the pre-planning costs associated with predictive energy modelling.

Net Zero Carbon is defined by the London Energy Transformation Initiative (LETI) as 'A building which operates at net-zero carbon does not burn fossil fuels, has ultra-high energy efficiency and is 100% powered by renewable energy³⁷'. Extensive retrofitting of existing building stock will be required to achieve this efficiency, and future proofing of buildings will be required to ensure future works are easily facilitated. Constructing new buildings to be low-carbon from the outset is significantly cheaper than retrofitting and typically delivers more effective outcomes.

High standards of sustainable design are expected of all developments, including new development, retrofit, conversion and refurbishments. All development should aim to make effective use of resources and materials, future proofing for increased efficiency and reuse of materials where possible. Sustainability, including embodied carbon in buildings, should be considered early in the design process in order to maximise energy and carbon savings, and minimise construction and operational costs.

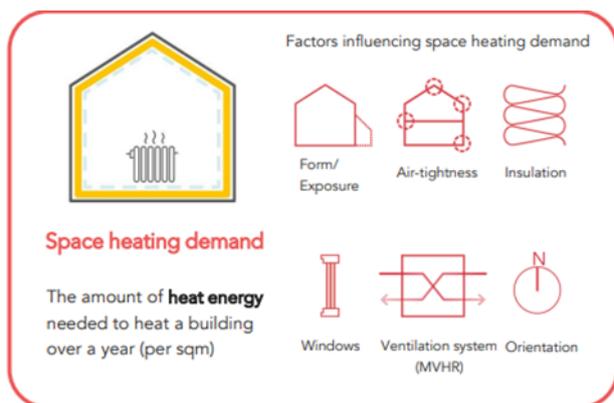
All buildings in England must comply with Part L 2021 of the Building Regulations. They set a minimum level of performance. However, there is currently a significant gap between these buildings standards and the standards required to genuinely become net zero. The average Energy Use Intensity (EUI) required to achieve a net zero carbon balance across UK housing stock is 35 kWh/m²/yr, which is significantly lower than the average that current building standards deliver.

The London Plan imposes higher standards for net zero development; however, it does not fully deliver net zero according to the LETI definition. The London Plan policy does not take unregulated emissions into account, allows for up to 65% of regulated emissions to be offset, and only applies to major development schemes.

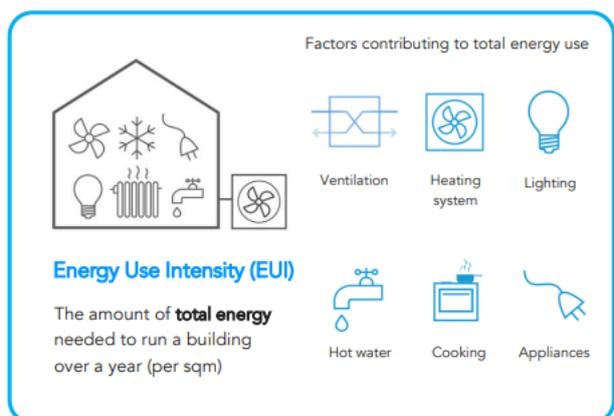
To fully achieve net zero development and ensure climate change resilience, Harrow has set the standards in the policy above considering regulated and unregulated energy use. These are measured through Space Heating Demand and Energy Use Intensity (EUI). The evidence base for this work (Delivering Net Zero 2023) was undertaken in collaboration with 18 London boroughs, all of whom are seeking to achieve net zero development.

Space Heating Demand refers to the amount of heat energy needed to heat a building over the course of a year per square metre. Various design and specification decisions affect space heating demand including building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system.

³⁷ <https://www.levittbernstein.co.uk/site/assets/files/3494/leti-climate-emergency-design-guide.pdf>



Energy Use Intensity (EUI) represents the total amount of energy used by a building divided by its floor area (GIA) and is reported in kWh/m² year. The EUI is a good indicator of the energy efficiency of a home/building and can be calculated at both the design stage and post completion. For buildings heated by an individual heating system, performance monitoring will be simple as it will be the annual ‘energy at the meter’ divided by the floor area.



Developments should be connected to a low or zero carbon district heating network where possible, in accordance with Policy CN2 (Energy Infrastructure).

On-site renewable energy generation will be required in most instances for buildings to be net-zero. There is a preference for low lying roof mounted solar PV, although other forms of generation may be appropriate. Where the use of on-site renewable energy generation to match total energy consumption is not technically feasible or economically viable, renewable energy generation should be maximised as much as possible. Where this is not possible, a contribution to the Harrow carbon offset fund will be required.

Developments should be designed to reduce the extent of heat loss by reducing the number of junctions and optimising elevation design to create passive energy efficiency, as well as optimising orientation and utilising dual aspects. Passivhaus principles should be followed in the design stages of a development, and where possible in retrofitting existing buildings.

Buildings must also comply with the additional requirements of the Building Regulations Part L 2021, including Fabric Energy Efficiency criterion for domestic

buildings and Primary Energy criterion for all buildings and demonstrate compliance at planning stage.

Offsetting

Offsetting will only be allowed where the following conditions are met:

- The proposed building must not use fossil fuels on-site.
- It must have a level of space heating demand and energy use intensity (EUI) compliant with levels set in the Local Plan.
- On-site renewable energy generation (e.g. through PVs) has been maximised and achieves at least 80 kWh/m² building footprint for all building types (and 120 kWh/m² building footprint for industrial buildings).

Development should seek to minimise predicted energy and maximise PV (or other acceptable renewable energy) generation on site. Once officers are satisfied that the building complies with the policy requirements above, energy offsetting may be used to deal with the shortfall between EUI and on-site renewable energy generation. Applicants must work out the difference between the development's EUI and how much renewable energy it will generate. Any shortfall of renewable energy generation will lead to an energy offset payment to the council, this cost is based on the basis of the cost of solar PVs. The evidence base has set the energy offset price at **£1.32/kWh/yr**, this price will be reviewed as necessary.

Reasonable Alternatives:

Two reasonable alternatives have been identified for this policy.

Alternative 1: Development size threshold (not the preferred option)

The policy outlined above applies to all new buildings, with reasonable exclusions for outbuildings. An alternative policy would have an option that just focusses on major applications / development proposals, (i.e 10+ units) or the small site threshold (sites less than 0.25 ha in size). This option has not been pursued as it would likely undermine the strategic intent of the policy for all buildings to meet net zero standards, particularly for smaller housing developments of 9 units or less. If this option were pursued, smaller developments would need to demonstrate that they have aimed to make buildings as close to net zero as possible, within the limits of viability. As Harrow is likely to experience significant incremental development outside of the opportunity area (reflected by the indicative small sites target in the London Plan being a significant proportion of the overarching housing target for Harrow), many buildings in the suburban areas would not be required to be net zero, which would be a missed opportunity to minimise carbon emissions and future proof the borough's buildings.

Alternative 2: Approach to measuring zero carbon – Part L, Building Regulations

Outlined below is an alternative option (referred to as Policy Option 1, with Policy Option 2 being the preferred option set out in the above draft policy CN1) for the

Sustainable Design Policy, based on a continuation of the approach of using Part L of the Building Regulations to define and measure carbon / net zero.

Part L, Building Regulations (not the preferred option):

All developments must achieve Net Zero Carbon according to the Building Regulations framework, i.e. a 100% improvement over Part L 2021 and offset their residual emissions.

On-site carbon reduction

All developments must reduce carbon emissions on-site as much as possible. In terms of regulated emissions, the minimum level of on-site performance required is:

- Domestic buildings: 65% better than Part L 2021
- Office buildings: 25% better than Part L 2021
- School buildings: 35% better than Part L 2021
- Industrial buildings: 45% better than Part L 2021
- Hotel: 10% better than Part L 2021
- Other non-domestic buildings: 35% better than Part L 2021 (tbc)

Buildings must also comply with the other requirements of the Building Regulations Part L 2021, e.g. Fabric Energy Efficiency criterion for domestic buildings and Primary Energy criterion for all buildings and demonstrate compliance at planning stage.

Applicants must undertake Part L 2021 modelling to demonstrate compliance.

Unregulated emissions must also be reduced as much as possible.

Carbon offsetting

On-site carbon reductions should be maximised as far as possible before any remaining emissions are offset. If the Council is satisfied that the development has maximised on-site reductions, but the development is still short of achieving Net Zero Carbon, the developer is expected to make a cash-in-lieu contribution to the Council's carbon offsetting fund at a price of **£880/tCO₂** per year over a period of 30 years in order to offset any remaining carbon emissions and achieve net zero carbon.

Rationale for not being the preferred option

Option 1 reflects the 'standard' energy policy as contained in the London Plan 2021. It focuses on a single metric, the % reduction in regulated carbon emissions using Building Regulations Part L 2021 compliance modelling tools.

Utilising Building Regulations Part L results in a narrow definition of zero carbon, as it only considers 'regulated' carbon emissions (e.g. it does not include equipment and appliances). Option 2 (the preferred option which is set out in the above draft policy

CN1) considers all energy uses in the building and seeks to achieve a balance between energy use and on-site renewable energy generation (i.e., zero carbon), only allowing offsetting to address a potential imbalance.

Option 2 is also considered more robust, as it sets absolute targets (namely absolute energy use) which can be checked and verified against actual (metered) energy usage in the occupied building after completion. Option 1 however sets targets (percentage carbon reduction) relative to the Building Regulations Part L baseline, which is less tangible and hard to verify once a building is complete and in actual usage.

The preferred option is also considered stronger as it covers several metrics to separately measure each of the key attributes needed to achieve Net Zero: space heating demand for energy efficiency, total energy use and renewable energy generation (to offset total energy usage). This is considered more robust than the Part L Building Regulations option, which focuses on a single performance metric (reduction in regulated carbon emissions) so does not fully reflect the energy usage of a building (in operation) and energy production required to offset this.

The Council's evidence base modelled various building typologies to inform the standards set in both options, in order to ensure they are achievable and viable. It also demonstrated the relative strength of the preferred option compared to the continued use of Part L Building Regulations.

Policy CN2: Energy Infrastructure

Linkages:

NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change

London Plan Policy: SI 3 Energy Infrastructure

Policy CN2: Energy Infrastructure

- A. Development proposals must be designed in response to a site-specific assessment of the most effective and efficient energy supply options that are capable of delivering net zero operational carbon, taking into account any local energy master plans where applicable.
- B. Major development proposals must adhere to London Plan requirements with regard to communal low-temperature heating systems, heating hierarchy and future connections to heat networks (London Plan Policy SI3 Energy Infrastructure, parts D and E).
- C. Major development must, and minor development should, maximise onsite renewable energy generation through the provision of rooftop solar photovoltaic (PV) panels, or other suitable renewable energy generation method.
- D. Where car parking is proposed in a development, electric vehicle charging infrastructure must be provided in line with the Harrow Electric Vehicle Strategy, and Policy M3 (Parking).
- E. The council will support standalone renewable energy infrastructure where it meets all other relevant aspects of this Local Plan.

Supporting text:

London currently sources 95% of its energy from outside the GLA boundary. In order to meet the GLA, and Harrow's zero-carbon targets, significant changes are required to the way electricity is generated and used. The West London electricity grid is under pressure from development, a growing population and a high concentration of data centres. There is growing pressure to adopt and deliver on net-zero targets in line with the Mayor of London's Accelerated Green Pathway, which aims for rapid and mass electrification of heating and transport across London.

The identification of suitable areas for renewable and low carbon energy sources is supported by this Local Plan and the Council's Climate and Nature Strategy ('Living Harrow'). The Council will support appropriate community-led initiatives for renewable and low carbon energy, and plan for ongoing reinforcement of the power grid with localised renewable and low carbon energy, in line with Paragraph 160 and 161 of the NPPF (2023)

Development must deliver electricity through local, clean and low-carbon sources, shifting away from fossil fuels and utilising a diverse range of heat sources and

localised electricity generation options. This will ensure that Harrow becomes more self sufficient and resilient with regard to its energy generation, distribution and usage.

To achieve this, major development proposals must engage at an early stage with relevant energy suppliers and bodies to establish future energy and infrastructure requirements to support the development. Minor development proposals must investigate the feasibility of incorporating on-site energy generation and low carbon heating options such as heat networks and heat pumps.

The West London Local Area Energy Plan (WLLAEP) provides context surrounding the current and future energy infrastructure and requirements of nine West London boroughs. The Plan aims to support a change in the energy efficiency of buildings and identify constraints and risks in energy transition, while planning for sustainable reinforcement of the grid. The plan and associated mapping should be a consideration in development across the borough as it relates to energy infrastructure, supply and demand.

Heat Networks

Development proposals should prioritise connections to district heat networks where possible. The London Plan identifies Heat Network Priority Areas that identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers.

Within Harrow and reflecting the spatial strategy of this Local Plan, the Harrow and Wealdstone Opportunity Area is considered to have greater potential for district heat networks, given the quantum of development, its density, existence of communal heat networks capable of connection in the future, and a number of large development sites being in Council / public ownership.

Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source must be selected in accordance with the London Plan heating hierarchy (see Policy SI3 Energy Infrastructure).

Where developments are proposed within Heat Network Priority Areas but are beyond existing heat networks, the heating system should be designed to facilitate cost-effective future connection. This may include, allocating space in plant rooms for heat exchangers and thermal stores, safeguarding suitable routes for pipework from the site boundary and making provision for connections to the future network at the site boundary.

Onsite Renewable Energy Generation

Development proposals should maximise the amount of renewable and secondary energy generated on site. This includes the use of solar photovoltaics (PV), heat pumps and solar thermal, both on buildings and at a larger scale on appropriate sites. There is also potential for wind based renewable energy in some locations. Innovative low-and zero-carbon technologies will be supported. Rooftop PV panels should be low-lying and visually unobtrusive where possible, particularly in Conservation Areas.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CN3: Reducing Flood Risk

Linkages:

NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change

London Plan Policy SI12 Flood Risk Management

Policy CN3: Reducing Flood Risk

- A. Proposals will be required to apply the sequential and exceptions test (where necessary) in line with National Policy.
- B. Proposals that require a Flood Risk Assessment (FRA), in line with National Policy must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. The design and layout of proposals requiring a FRA must:
 - a. Minimise the risk of flooding on site and not increase the risk of flooding elsewhere;
 - b. Wherever possible, reduce flood risk overall;
 - c. Ensure a dry means of escape for occupiers of the development; and
 - d. Achieve appropriate finished floor levels which, for residential development in flood zone 3 (subject to sequential and exceptions tests), should be at least 300mm above the modelled 1 in 100 year plus climate change flood level; and
 - e. flood resilience measures must be fitted to 0.5m above finished floor level.
- C. Proposals that would fail to make appropriate provision for flood risk reduction and mitigation, or which would increase the risk or consequences of flooding, will be refused.
- D. Sites that are mapped as falling within 'Developed' Flood Zone 3B will be treated as having a high probability of flood risk, for the purposes of applying the sequential and (where necessary) exception tests, provided that the development would be safe and would not increase the risk or severity of flooding elsewhere, opportunities will be sought from the redevelopment of sites in 'Developed' Flood Zone 3B to restore the natural function and storage capacity of the floodplain.
- E. Sites that are mapped within 'Greenfield' Flood Zone 3B will be treated as functional floodplain for the purposes of applying the sequential and exception (where necessary) tests. Proposals that involve the loss of undeveloped floodplain or otherwise would constrain its natural function, by impeding flow or reducing storage capacity, will be refused.
- F. Basement development will not be allowed on sites within Flood Zone 3B. Outside of these areas, development that involves the formation of new basements, or the change of use of existing basements, must have regard to flood risk and ensure that it is specifically addressed through the Flood Risk Assessment. The installation of resilience measures to basements will be required. Proposals for the formation of new dwellings or additional habitable accommodation within basements will be refused.
- G. Natural flood management methods should be employed in development proposals.

Supporting Text:

The National Planning Policy Framework demonstrates the Government's commitment to pro-active management of development in relation to flood risk, and to planning for climate change impacts. It also tasks the planning system with preventing new and existing development from contributing to, or being put at unacceptable risk from, environmental water pollution and the remediation of historic pollution where appropriate.

The London boroughs are Lead Local Flood Authorities (LLFAs) and are responsible for local surface water flood risk management and for maintaining a flood risk management assets register. LLFAs are required to produce Flood Risk Management Strategies.

The policies in this chapter respond to the Borough's evidence base, in particular Harrow's Strategic Flood Risk Assessment, Local Flood Risk Management Plan and Strategy, and Surface Water Management Plan. A Hydrological Catchment Strategy is proposed to replace the Surface Water Management Plan 2012 and the Local Flood Risk Management Strategy 2016. This would replace the mapped critical drainage areas with hydrological catchment areas. This amendment to the evidence base may be made in 2024, prior to Regulation 19 consultation of the Local Plan.

Local Authorities are required to meet flood risk mitigation requirements whilst facilitating development needs. Where criterion B (d) of the policy applies, applicants and architects are required to ensure accessibility issues relating to elevated finished floor levels are adequately addressed through a design led approach.

The NPPF and accompanying PPG state that a sequential, risk-based approach to the location of development should be applied, with the aim of avoiding possible flood risk to people and property and taking the impacts of climate change into account. This is reinforced by London Plan Policy SI12.

The West London Strategic Flood Risk Assessments (SFRA)³⁸ / has identified in broad terms areas that are liable to flooding from rivers and ordinary watercourses within the catchments of the Rivers Brent, Colne and Crane, and the associated probability of flooding. It also identifies areas subject to surface water flooding. The strategic assessment informs spatial planning in the Borough and form a principal component of the evidence base that underpins planning policies and site allocations. Applicants should consider the findings of the SFRA when undertaking a site specific SFRA (where necessary) and ensure the requirements of the sequential and exception test are met.

In urban areas surface water is an additional source of flood risk. Rainwater falling onto impermeable surfaces such as buildings and hard surfaces has traditionally been disposed of via Harrow's surface water drainage network. Incremental urbanisation of the Borough and finite drainage network capacity has increased surface water flooding in recent years. Harrow's Surface Water Management Plan (2012) identifies 15 critical

³⁸ <https://westlondonsfra.london>

drainage areas which extend over most of the borough and are susceptible to flooding from surface water and other sources.

Harrow's Local Flood Risk Management Strategy (2016) outlines the priorities for local flood risk management, assesses risk, provides a delivery Action Plan, and identifies roles and responsibilities of authorities.

The Harrow Infrastructure Delivery Plan has identified existing and planned flood alleviation schemes. These schemes aim to mitigate both identified and predicted flood risks, while considering the cumulative impact of development.

Harrow will work with the West London LPA and Strategic Flood Group to adopt a catchment based approach to flood alleviation, and the collection and use of developer contributions to fund mitigation measures.

Proposed site allocations for development will be subjected to sequential and exception tests where necessary as part of the Local Plan process.

Some of the Borough's open spaces contain river corridors and form a part of the functional flood plain. The modelled flood extents illustrated on Harrow's flood maps represent the best available information about the strategic risk of flooding. Consideration must be given to areas within the functional floodplain, which represent the most frequent and serious risk of flooding. The NPPF requires Local Plans to identify Flood Zones (3B). Harrow has made a distinction between Greenfield Zone 3b and Developed Zone 3b. Undeveloped floodplain, defined as Flood Zone 3B within areas designated as Green Belt, Metropolitan Open Land or open space on the Policies Map, is of particularly high value within the urban context. It provides unimpeded space where water is able to flow or be stored during times of flood. However, much of the Borough is already urbanised with many rivers culverted, changing their behaviour in response to rainfall and flooding. Previously developed land within the floodplain, defined as Developed Flood Zone 3B on land not designated as Green Belt, Metropolitan Open Land or open space on the Policies Map, provides opportunity through development to realise flood risk management and reduction objectives outlined in this policy.

All Flood Zone 3B land represents land where water has to flow or be stored in times of flood, therefore it remains essential that development in this zone is designed to be safe and does not displace flood risk to land elsewhere in the borough.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CN4: Sustainable Drainage

Linkages:

NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change

London Plan Policy SI13 Sustainable Drainage

Policy CN4: Sustainable Drainage

- A. All development is required to reduce the risk of surface water flooding, through separation of foul and surface water flows.
- B. Development must incorporate Sustainable Urban Drainage Systems (SuDS) where necessary to control discharge rates to reduce surface and storm water run-off. Greenfield run off rates should be achieved.
- C. The drainage hierarchy identified in London Plan Policy SI13 (Sustainable Drainage) should be applied to all development.
- D. The design and layout of major development proposals will be required to:
 - a. Maximise the use of Sustainable Urban Drainage Systems to control the rate and volume of surface water run-off, and follow the London Plan Drainage Hierarchy (Policy SI13);
 - b. Ensure separation of surface and foul water systems;
 - c. Make reasonable provision for the safe storage and passage of flood water in excessive events; and
 - d. Ensure adequate arrangements are in place to secure the long-term responsibility for the management and maintenance of on-site infrastructure;
- E. Proposals for minor developments, householder development, and conversions should make use of sustainable drainage measures wherever feasible and must ensure separation of surface and foul water systems.
- F. There is a presumption against impermeable hard standing on residential gardens and public open space. No impermeable hard standing will be permitted if it fails to control and reduce surface water runoff.
- G. Proposals that would fail to make adequate provision for the control and reduction of surface water runoff will be refused.

Supporting Text:

Ongoing population growth and development has increased pressure on drainage infrastructure. To alleviate this pressure, development needs to utilise sustainable drainage methods. Increased development and hard surfacing has resulted in additional incidents of overland flows and flooding due to insufficient natural drainage.

Harrow, in partnership with the North-West London Strategic Flood Group will work with providers to identify and undertake work to design and install strategic flood storage and attenuation drainage solutions.

Drainage should be designed and implemented in a partnership manner that promotes multiple benefits including increased water use efficiency, improved water quality, and

enhanced biodiversity, urban greening, amenity and recreation. The London Sustainable Drainage Action Plan addresses and promotes the awareness and retrofitting, of sustainable drainage systems across London, and should be followed as an example of good practice.

Approaches to surface water management that consider flooding, pollution, biodiversity and amenity are referred to as Sustainable Drainage Systems (SuDS). SuDS systems are generally considered the best practice approach to surface water management as they provide flow on effects and replicate natural water catchments and storage systems. SuDS measures aim to manage surface water runoff as close to the source as possible. A strong preference is given to green over grey drainage features. Developments should follow the sustainable drainage hierarchy identified in London Plan Policy SI13 (Sustainable Drainage).

The London Sustainable Drainage Proforma sets the standard for information required in a Sustainable Drainage Strategy and must be utilised by applicants to avoid delays in the planning process.

Thames Water has raised concerns around drainage and sewer network capacity across several proposed development sites identified in their Drainage and Wastewater Management Plan (Drainage and Wastewater Management Plan | Thames Water). For major applications, a Surface Water Drainage Strategy will need to be produced by developers in liaison with Thames Water Develop Services. This is to include a detailed model of the network capacity to determine if mitigation is required. The Drainage Strategy is required to ensure any appropriate mitigation, including network upgrades, are undertaken ahead of occupation of the development, and should detail:

- Pre and post development runoff rates and water quality impacts, ensuring runoff is clean and safe; and
- Ownership, management and maintenance plan arrangements of any Sustainable Urban Drainage System features.

All development must separate foul and surface water flows where relevant and proportionate, having regard to the extent of changes to drainage/sewerage arrangements and the level increase in demand placed on the drainage/sewerage network as a result of the development. The Council's pre-application service should be used to determine the specific requirements for a proposal. It should be noted that in all cases development will also need to comply with the separate requirements of the Building Regulations (Approved Document H: 2015) in relation to the treatment of foul and surface water.

Where greenfield runoff rates cannot be achieved this should be clearly justified by the applicant. The fact that a site is previously developed and has an existing high run-off rate will not constitute justification.

New hardstanding should be made from permeable materials. Development proposals will be expected to utilise permeable surfacing and include an ownership, management and maintenance plan as part of any planning application. The collection of water through tanks is encouraged as it creates resilience to drought and flooding.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CN5: Waterway Management

Linkages:

NPPF Chapter 14: Meeting the challenge of climate change, flooding and coastal change

London Plan Policy SI14 Waterways (Strategic role)

London Plan Policy SI16 Waterways (Use and Enjoyment)

London Plan Policy SI17 Protecting and enhancing London's waterways

Policy CN5: Waterway Management

- A. Development proposals should seek to maximise the multifunctional social, economic and environmental benefits of rivers and waterways.
- B. The design and layout of development on sites where there is a main river or ordinary watercourse within, adjacent to or abutting the site boundary will be required to maintain an undeveloped buffer zone of 8 metres either side of a main river, 5 metres either side of an ordinary watercourse, or an appropriate width as may be agreed by the Environment Agency or Council LLFA.
- C. Applications for major development on sites containing a main river or ordinary watercourse within the site boundary will be required to:
 - a. Have regard to the relevant provisions of the Thames River Basin Flood Risk Management Plan³⁹;
 - b. Investigate and, where necessary, secure the implementation of environmental enhancements to open sections of river or watercourse; and
 - c. Investigate and, where feasible, secure the implementation of a scheme for restoring culverted sections of river or watercourse which must include an adequate buffer for flooding and maintenance purposes.
- D. Where on-site enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant other projects for the enhancement or deculverting of other sections of the river or watercourse.
- E. Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which would fail to secure feasible enhancements or deculverting, will be refused.

Supporting Text:

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

³⁹ (Thames River Basin District Flood Risk Management Plan 2021 to 2027 (publishing.service.gov.uk))

total 93.39 km length of water courses that run through Harrow, 39.65km (just under 43%) is culverted. Today, watercourses are valued as an important resource both for biodiversity and for sustainable flood management. As previously developed sites come forward for redevelopment, these offer the opportunity to maintain and enhance the natural functioning of the watercourse, or where culverted, to restore the watercourse back to a more natural state. All water courses should aim to have a minimum of 'good' status under the Water Framework Directive (<https://www.legislation.gov.uk/ukxi/2017/407/contents/made>).

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 aims to improve the condition inter alia of surface waters including rivers and lakes having regard to biological, physical and chemical qualities. To contribute to the objectives of the Directive any activities or developments within an area of river, watercourse or water body must not cause deterioration and should enhance the condition of the river, watercourse or water body. Specifically, activities and developments should promote sustainable water use, reduce pollution and achieve 'good ecological status or potential'. The Borough's network of main rivers and ordinary watercourses are mapped in the West London Strategic Flood Risk Assessment (2018 Live).

The London Plan (2021) highlights the strategic role of waterways and their multifunctional benefits. As London's waterways cross boundaries, it is important to take an area catchment based approach to waterway management and work closely with other West London Boroughs to ensure a cohesive and multi-beneficial approach.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Chapter 09: Managing Waste and Supporting the Circular Economy

Strategic Policy 09: Managing Waste and Supporting the Circular Economy

Linkages:

NPPF Chapter

London Plan Policy SI7 Managing waste and supporting the circular economy

London Plan Policy SI8 Waste capacity and net-waste self sufficiency

London Plan Policy SI9 Safeguarded waste sites

Strategic Policy 09: Managing Waste and Supporting the Circular Economy

- A. The Council supports sustainable waste management and will:
- a. Aim to reduce the amount of waste produced in the Borough and promote waste self-sufficiency in line with London Plan policy SI8;
 - b. Promote waste as a resource and encourage the increased re-use of materials and recycling in line with Circular Economy principles and London Plan policy SI7;
 - c. Require all new development (excluding householder applications) to address waste management at all stages of a development's life from the design and construction stages through to the end use and activity on site. This will ensure all waste is managed towards the upper end of the waste hierarchy;
 - d. Safeguard existing waste sites in line with the West London Waste Plan 2015 or any subsequent documents;
 - e. Require the provision of additional compensatory land with equal or greater waste management capacity, to replace any loss of a waste management site; and
 - f. Work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management facilities within any replacement to the West London Waste Plan, to provide sufficient capacity to meet the apportionment requirements of the London Plan.
- B. Development proposals for new waste management sites will be assessed using the West London Waste Management Plan, and the London Plan, including impacts of the proposal on the local environment and residential amenity.
- C. Proposals for new waste management facilities, extensions and alterations should be appropriately designed and contribute positively to local character.

Supporting Text:

As the population of Harrow increases, so does its waste collection and management requirements. The London Plan states that waste must be managed sustainably through the minimisation of waste, and the safeguarding and optimisation of waste management sites.

In partnership with the West London Waste Authority, Harrow has collaborated with neighbouring local authorities to proactively plan for our future waste infrastructure needs in line with the West London Waste Strategy and the West London Waste Plan. The strategy is renewed every three years with the shared vision of reducing reliance on landfill and working towards being net self-sufficient. It is proposed that the West London Waste Plan is updated to reflect the new requirements and waste apportionments in the London Plan 2021.

The strategy identifies current capacity, waste management sites for protection and enhancement, and anticipated future demand. Both the strategy and the Waste Plan should be referred to when developing plans for any waste management site.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CE1: Reducing and Managing Waste

Linkages:

NPPF Chapter

London Plan Policy SI7 Reducing waste and supporting the circular economy

London Plan Policy SI8 Waste capacity and net-waste self sufficiency

Policy CE1: Reducing and Managing Waste

- A. All proposals (excluding Householder applications) will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic material for composting. On-site provision must:
 - a. Ensure there is adequate space for temporary storage of waste generated by that site allowing for the separate storage of recyclable materials pending collection;
 - b. Ensure safe access for collectors and, where relevant, collection vehicles; and
 - c. Be located and screened to mitigate amenity impacts (odour, vermin, noise) to occupiers and adverse visual impact.
- B. All proposals for major development should promote circular economy outcomes and aim to be net zero-waste. Applications should include a circular economy statement in accordance with London Plan policy SI 7.
- C. Residential development proposals for new dwellings and conversions should adhere to the guidance in the council's waste management standards, and ensure that:

Flatted development

- a. There is adequate space within each flat/apartment for the temporary storage of waste generated by the dwelling, allowing for the separate storage of recyclable materials;
- b. There is adequate accessible communal storage for waste, including separate recyclables pending its collection;
- c. Storage and collection systems (e.g. dedicated rooms, storage areas, chutes or underground waste collection systems) for waste are of high-quality design and enable adequate, convenient access for all residents and waste collection operatives;
- d. Measures are incorporated to manage amenity impacts to acceptable levels, including odour, noise, vermin and dust;
- e. The on-site treatment of waste has been considered and any system to be incorporated will take into account of the factors listed above; and
- f. Adequate contingency measures are in place to manage any breakdowns of any mechanical equipment that may be required for the movement and storage of waste.

Other residential development

- g. There is adequate space within each dwelling for the temporary storage of waste generated, allowing for the separate storage of recyclable materials; and
 - h. There is adequate external storage space for waste, including separate recyclables, pending its collection.
- D. Proposals for all types of new development should be accompanied by a recycling and waste management strategy that considers the above matters and demonstrates the ability of the new development to meet local authority waste management recycling targets.

Supporting Text:

Recycling rates in London have historically been quite low due to the limited availability of communal and household storage space, and poorly designed buildings.

Evidence shows that recycling rates for communal flat collections are significantly lower than those from individual household kerbside collections. This is due to a complex set of circumstances including the communal nature of collections, inconsistent and often poor collection provision, poor bin storage, and a lack of knowledge, ownership and engagement from residents. This is also the case in some office and commercial buildings. To address this issue, greater consideration must be given to the design of buildings in relation to waste management.

In order to meet the waste management targets set in the London Plan and protect amenity, proposals for new developments should include a detailed waste storage and management strategy. The scope of this strategy should be commensurate to the scale of development and provide detail relating to the management of waste arising from the occupation of the building including plans to indicate how waste will be stored, collected, and managed. Details regarding the storage and reuse of construction materials on site should also be submitted in line with circular economy principles.

Appropriate types of storage and collection systems for waste will depend on the type of development proposed. Examples of development typologies include HMOs, live/work accommodation and residential institutions, including specialist housing for older people, and student accommodation, as well as office and commercial spaces. The Council has adopted a Waste Strategy that provides guidance for flats and HMO dwellings, this guidance should be considered early in the design phase of any development to ensure its efficacy.

All development should respond to waste management guidance set out in the NPPF, London Plan and Re:London guidance.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy CE2: Design to Support the Circular Economy

Linkages:

NPPF Chapter

London Plan London Plan Policy SI7 Managing waste and supporting the circular economy

London Plan Policy SI8 Waste capacity and net-waste self sufficiency

Policy CE2: Design to Support the Circular Economy

- A. Development proposals should apply circular economy principles in order to conserve resources and improve resource efficiency, with reference to London Plan policy SI7 (Reducing waste and supporting the circular economy).
- B. Major development proposals should aim to be net zero-waste. Any development proposals referred to the Mayor of London are required to submit a Circular Economy Statement in compliance with London Plan policy SI7.
- C. Consideration of Circular Economy principles should be given to the construction and operation of all types of development. Demonstration of circular economy considerations will be looked upon favourably in planning applications.

Supporting Text:

A circular economy is achieved by keeping materials in use for as long as possible, delivering the highest value, for as long as they can. The circular economy is the opposite of a linear economy where things are made, used and then thrown away. To achieve the circular economy and minimise embodied carbon in buildings we need to look for new ways to manufacture, select, use and reuse materials, particularly reusing materials on site from old buildings and incorporating them in new buildings.

All development should aim to minimise waste and maximise recycling of materials in new developments.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Chapter 10: Transport and Movement

Strategic Policy 10: Movement

Linkages:

NPPF Chapter: 9 Promoting Sustainable Transport

London Plan Chapter: 10 Transport

London Plan Policy T2 Healthy Streets

London Plan Policy T1 Strategic approach to Transport

Strategic Policy 10: Movement

Travel in Harrow will be designed and integrated around communities to support everyday journeys and drive long-term sustainable growth, minimising private vehicle travel where possible. To achieve this, The London Borough of Harrow is committed to creating more pleasant neighbourhoods and town centres with better air quality, safer streets, improved accessibility and sustainable travel opportunities for all.

Public and active transport travel networks will be enhanced to become attractive alternatives to private vehicles. Those travelling through the borough will be encouraged to shift towards these healthier and greener choices. This will support the borough's mission to decarbonise transport, ensure infrastructure is resilient to climate change, and secure Harrow's long-term status as an attractive location for residents, workers and visitors.

To achieve the above vision:

- A. Development proposals must facilitate improvements to transport infrastructure through active travel, and the public transport network to deliver safe, accessible, inclusive, healthy, walkable and sustainable neighbourhoods.
- B. Development must make effective use of land, improving its connectivity and accessibility to existing and future public transport, walking and cycling routes, and mitigating any adverse impacts on London's transport networks and supporting infrastructure.
- C. The Council will seek to improve access to public transport, particularly in areas of deprivation and for people with a disability, by working with Transport for London (TfL) to promote and improve public transport infrastructure and all abilities access to this.
- D. The Council will apply the Healthy Streets Approach to transport outlined in the Mayor of London's Transport Strategy (2018), and any subsequent Transport Strategy.
- E. The Council will seek to encourage and enable people to choose active transport by improving walking and cycling infrastructure across the borough. Improvements to road safety will be made to facilitate this.

- F. The Council will seek to reduce vehicular emissions through supporting car clubs, and encouraging efficient, low-emission freight and delivery trips.
- G. The Council will actively support and facilitate the transition to Electric Vehicles (EV) by planning for the provision of charging infrastructure in new developments and the public realm.

Supporting Text:**Context**

A decarbonised, integrated, safe and accessible transport system is a vital requirement of the inclusive and healthy borough that the Council is working to create. Transport connects people to jobs, goods to businesses, and provides opportunities for education and leisure so that everyone benefits from sustainable economic growth.

The NPPF requires transport issues to be considered at the earliest stages of plan making and development proposals to address the potential impacts of development on transport networks, and realise opportunities presented by transport infrastructure, active travel, public transport, and climate change mitigation. Careful consideration needs to be given to the design of schemes so that they contribute to the making of high-quality places.

As identified in the Mayor of London's Transport Strategy(footnote), the only realistic way to address some of the transport challenges problems is to reduce dependency on cars in favour of active, efficient and sustainable modes of travel. The Mayor's Strategy has set a target for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The Healthy Streets Approach identified in the Strategy is also central to the development of healthy and sustainable streets across Harrow.

The Harrow Long Term Transport Strategy (LTTS) provides the policy framework for the planning and delivery of improved transport infrastructure and services in Harrow. The Strategy aims to address current barriers that affect the movement of people and goods and respond to the declared climate emergency.

The Harrow Electric Vehicle (EV) Strategy (2023) aims to facilitate the transition to Electric Vehicles across the borough. The Strategy projects that the number of EVs in Harrow will increase from circa 3,500 EV cars and light commercial vehicles in 2022 to nearly 9,500 EVs by 2026 and 68,000 EVs (or over 60% of total registered vehicles) by 2038. The Strategy and accompanying action plan should be considered in all applications relating to EV parking or charging infrastructure.

The Challenge

Harrow, as an outer London Borough, still has higher than average rates of private vehicle use however, there has been a significant uptake in electric vehicle usage in recent years. The Council will support the transition to sustainable transport by enabling the use of electric private vehicles where necessary, and through providing infrastructure to increase rates of active and public transport.

While private car use will continue to have a role in the borough during the Local Plan period, enabling people to make more active travel choices as part of their daily lives will play an important role in improving health and wellbeing, and reducing dependence on private vehicles.

A shift to sustainable travel modes and lower emissions vehicles will also be vital enable Harrow to decarbonise its activities by 2030 and reduce air pollution. To encourage higher levels of public transport usage, additional bus routes with enhanced connectivity will be sought in and through the borough. The Council will work with TfL and other partners to deliver additional bus routes and services.

This chapter aims to ensure that people are able to freely, safely, efficiently and sustainably move around and through the borough. Everyone should have access to sustainable neighbourhoods that provide for day-to-day needs without requiring a private vehicle.

The policies set out in this chapter have cross cutting objectives with most other policies in this Local Plan, in particular those relating to climate change, health, air quality, and good design.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy M1: Sustainable Transport

Linkages:

NPPF Chapter: 9 Promoting Sustainable Transport

London Plan Chapter: 10 Transport

London Plan Policy T2 Healthy Streets

London Plan Policy T4 Assessing and mitigating transport impacts

London Plan Policy T5 Cycling

Policy M1: Sustainable Transport

- A. Development must:
- a. Contribute to the delivery of sustainable neighbourhoods through the enhancement of cycle and pedestrian connections, and other forms of sustainable travel, to local destinations, town centres, transport hubs, schools and amenities;
 - b. Design new development in accordance with the London Plan's Healthy Streets approach, prioritising safe and convenient access routes for pedestrians, cyclists and those with disabilities;
 - c. Protect and enhance any existing publicly accessible cycle and pedestrian routes that cross development sites and maximise opportunities to improve public accessibility by providing new connections through sites;
 - d. Support the delivery of strategic or local cycle networks in and through the borough;
 - e. Provide accessible, secure, and convenient cycle parking for all users, located in prominent locations, which meet or exceed London Plan requirements and London Cycle Design Standards. Facilities should include provision for charging of electric bikes.
 - f. Deliver accessible cycle parking for people using cargo bikes or adapted cycles, and for people who may not be able to lift bikes;
 - g. Provide a development contribution towards publicly accessible cycle parking and dockless cycle and scooter hire schemes where required;
 - h. Provide well-designed, accessible facilities including prominent, accessible and well-located showers, changing rooms and lockers.
- B. Major development proposals must demonstrate through the submission of a Travel Plan and Transport Assessment, (or a Transport Statement for Minor development proposals) that the negative impacts on the transport network have been considered, identified and mitigated, supporting modal shift away from private vehicles.

Supporting Text:

The London Plan aims to enable a boom in active travel with walking and cycling becoming the primary, default choice because it has been made easier and safer. Active travel requires journeys to be made through physically active modes such as walking, cycling, skateboarding, scooters, etc.

Walking and cycling are environmentally friendly, healthy, cheap and reliable forms of transport that provide a realistic alternative to the car for many short trips. Active travel choices are one of the easiest ways to integrate regular exercise into a daily routine, enhancing physical and mental health incidentally. All development must aim to facilitate active travel choices, as good planning can make it easy for people to build activity into their daily lives.

Development can enable active travel through contributing to convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns. Much of this can be facilitated through the masterplanning process of town centres and transport corridors, in which the development of specific sites will contribute via planning obligations, or on-site provision.

At present, car travel is still the dominant mode of transport in Harrow, with a particularly low cycling mode share. The borough has somewhat poor public transport accessibility and low levels of step free access at rail and tube stations. Many opportunities exist to realise the potential Harrow has to create a robust, green and inclusive transport system. These opportunities are planned for in Harrow's Long Term Transport Study (2023), which should be read in conjunction with the Mayor of London's Transport Strategy (2018). These documents should be used to inform future development proposals and decision making around transport in the borough.

Minimising the Impact of Development

Applicants must minimise the adverse impact of development on the surrounding area and ensure that developments are consistent with policy objectives. To achieve this, the likely impact of development needs to be assessed through planning applications. The mitigation of any development should focus on reducing the need for, and impact of, private vehicles and provide increased opportunities for sustainable access through public transport, walking and cycling.

Different types of development will have different impacts on the environment and local surroundings. The impact of the development may be influenced by the following aspects:

- Scale of development
- Proximity to employment, town centres, services (retail / leisure etc) and community infrastructure
- Characteristics of people using / visiting the development
- Construction time
- Servicing facilities
- Proximity to public transport (PTAL Levels)

- Surrounding road network and local service roads
- Building accessibility
- Available car parking
- Available car clubs
- Availability of electric vehicle charging facilities
- Local car ownership
- Local traffic conditions
- Availability of parking permits
- Local parking restrictions
- Walking and cycling ease
- Wayfinding and legibility
- Bike hire facilities
- Cycle path availability

Transport Assessments:

Transport Assessments consider the impact of development on all forms of transport and explain how these impacts will be dealt with. Transport Assessments provide information on transport conditions and transport issues before, during and after completion of the development. Assessments should address impacts to public transport, the highway network, the strategic and local cycle network, and impacts on cyclists and pedestrians.

Transport Assessments need to demonstrate that the development will not have a negative impact on safety, cause congestion or lead to illegal or additional parking near the site of the proposed development. They must also show how the development is going to restrict car dependency, and improve, provide and promote sustainable travel through public transport and active travel.

Where multiple major developments are proposed an area, the Council will encourage developers to cooperate to assess the cumulative impacts of the proposals on the transport network. Transport Assessments should be proportionate to the scale of the development proposal. A transport assessment may still be required for smaller developments where the proposal is likely to have a significant transport impact. This will be agreed with applicants at pre-application stage.

Transport Statements:

Transport Statements are a simplified Transport Assessment prepared as part of a smaller scale development application where the impact on local transport networks is likely to be of a smaller scale.

Applicants should demonstrate that the development proposal satisfies the Council's transport policies through a Transport Statement. The scope of any transport statement should be agreed with the Council at pre-application stage in discussion with Traffic and Highways. A Transport Statement should outline the existing site conditions and the proposed transport aspects of the development design (parking,

site access points, servicing arrangements, access to public transport, cycle parking provision).

Travel Plans:

Travel Plans are an agreed set of measures that reduce reliance on private vehicles and as a result, reduce the impact of travel and transport on the environment (i.e car clubs, bike hire/storage, etc). This contributes to a reduction in fossil fuel use, energy consumption, the need to travel and reduced air pollution.

Travel Plans seek to ensure that once a development is occupied and operational, the management / mitigation measures identified through the transport assessment are implemented and their effectiveness monitored. Travel Plans play an important role in bringing forward initiatives that contribute to the achievement of a modal shift away from car use.

While Travel Plans should be developed as a standalone document, they should aim to address any issues identified within the associated transport assessment through the promotion of sustainable transport.

Travel Plans must be submitted as part of the initial planning application, alongside the Transport Assessment. Travel Plans will be secured by way of a condition on the permission or a S106 planning obligation, which the applicant will need to continue to implement and manage over the lifetime of the development. The Council will require developer contributions by planning obligation for the monitoring and review of Travel Plans.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy M2: Parking

Linkages:

NPPF Chapter: 9 Promoting Sustainable Transport

London Plan Chapter: 10 Transport

London Plan Policy T6 Car Parking

Policy M2: Parking

- A. Proposals that make on-site provision for parking will be supported where:
 - a. The number of vehicle parking spaces (including those with electric vehicle charging points) complies with the maximum London Plan standards;
 - b. There is provision for 1 motorcycle parking space per 20 car parking spaces subject to all developments with more than 10 car parking spaces having a minimum of 1 space; and
 - c. The number of cycle parking spaces would meet or exceed the minimum London Plan standards and comply with London Cycle Design Standards.
- B. Proposals involving parking provision that would not be consistent with the London Plan will be assessed having regard to any exceptional operational requirements and satisfactory mitigation, any special safety considerations and the desirability of achieving modal shift away from private car use.
- C. Proposals that secure the delivery of car club schemes in lieu of parking provision for private vehicles will be encouraged.
- D. The design and layout of parking areas (including those for scooters, motorcycles and bicycles) should be safe, secure and fit for purpose, Access to and from the public highway should maintain and, where necessary, improve safety and give priority to the convenience of pedestrians and cyclists.
- E. Proposals that would result in inappropriate on-site parking provision, having regard to the supporting text in this policy, and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists, will be resisted.
- F. Off-street parking should provide adequate soft landscaping, permeable surfaces and appropriate boundary treatments to offset adverse visual impacts and increases in surface water run-off. Parking on front gardens should provide a minimum 50% coverage of soft landscaping and permeable surfaces. Car park entrances must be of an acceptable width to ensure safe access and visibility.
- G. Development in Town Centres should prioritise walking, cycling and public transport. The public realm will be designed to support modal shift away from car use. London Plan car parking maximums for office, retail and hotel accommodation must be complied with.
- H. Any proposed reduction of car parking (either on-street or off-street) should have regard to the overall parking provision in the centre, and should not adversely impact upon town centre vibrancy and vitality. Proposals to

improve the quality of existing off-street car parking will be supported and encouraged.

Supporting Text:

Parking for new development will be managed to contribute to the delivery of a modal shift from private cars to more sustainable modes, with an emphasis on active travel and public transport. Development should provide parking in accordance with standards set by the London Plan.

Car free developments should be the starting point in areas that are well connected to public transport (PTAL 4-6). Developments in areas with lower public transport connectivity (PTAL0-1) should adhere to both minimum and maximum parking standards as set by the London Plan.

All development must include infrastructure for EV and ultra-low-emissions vehicles in conformity with London Plan Policy T6 (G). Proposals with higher rates of EV charging infrastructure (>50% of overall spaces with active charging points) will be looked upon favourably. Proposals in the public realm should consider the provision of publicly accessible charging points, in line with the Council's EV Strategy. Proposals for office or commercial development should include publicly accessible charging points where possible. The integration of bike and car sharing clubs should be strongly considered.

Households in Harrow continue to exhibit comparatively high levels of car ownership. It is likely that car ownership will continue to be a preference for many residents and that this mode will continue to be a component of economic activity and outer London inter-connectivity for the foreseeable future.

The objective of this policy is to realise the transport benefits of Harrow's spatial strategy by ensuring that proposals contribute to modal shift and meet the transport needs of future occupiers of developments. This will be achieved by focusing new development in areas of high public transport accessibility and where access to services is possible by sustainable transport modes such as walking and cycling.

Transport is a matter of strategic significance to London as a whole and is therefore addressed in the NPPF (2021) and the London Plan (Chapter 10 Policy T6). The London Plan sets standards for car parking of all types, development proposals must comply with these standards.

There is greater demand for car use in outer London given its lower-density, suburban nature and lower levels of public transport accessibility and sustainable transport options. Due to the demand generated by occupiers and users of development in outer London it is anticipated that developers will continue to seek to provide parking as part of their proposals. In many instances some level of vehicle parking is likely to be necessary for operational reasons. On-site provision of vehicle parking often overcomes issues with on-street parking particularly in residential areas where on-street parking can result in congestion and hindrance to traffic flow.

The London Plan specifies maximum general parking standards. Minimum standards are set with respect to disabled parking, cycle parking and the percentage of car parking spaces that must have active provision for electric vehicle charging. London Plan guidance must be followed as it refers to outer London PTAL levels, and space

numbers must not exceed the maximum standard outlined in the London Plan. Minimum parking standards must be provided in areas with a PTAL score of 0-1.

Car free developments are those that make no general on or off-site provision for car parking other than that required to meet the needs of disabled persons. Where located in areas of high public transport accessibility levels (PTAL4-6) and access to services through sustainable transport modes, such schemes are an effective means of delivering a modal shift away from private car use. New development must demonstrate that future occupiers' ability to access their reasonable shopping, service and employment needs would not be disadvantaged, and that visitors and other users of the development (particularly in respect of non-residential uses) would not be severely disadvantaged by the absence of car parking. In Harrow, the Harrow & Wealdstone Opportunity Area and town centres with a PTAL of 4-6 provide the most suitable locations for car-free development. They provide occupiers with direct access to local shops, services and employment opportunities, and are generally served by multiple local bus services and/or a rail station for access to shops, services and employment elsewhere.

Applicants should provide detailed Parking Design and Management plans as part of any application proposing implementation of car parking. The Plans should detail all aspects outlined in the London Plan.

Development in the Harrow & Wealdstone Opportunity Area and Town Centres should prioritise walking, cycling and public transport. Infrastructure to support modal shift away from fossil fuel car use should be prioritised by any development including:

- Safe and secure bike parking (ideally covered with CCTV in operation in accordance with London Cycling Design Standards);
- Rapid electric vehicle charging points;
- Parking spaces for shared electric bikes and scooters;
- Installation of cycle lanes;
- High quality pedestrian thoroughfares.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Policy M3: Deliveries, Servicing and Construction

Linkages:

NPPF Chapter: 9 Promoting Sustainable Transport

London Plan Chapter: 10 Transport

London Plan Policy T7 Deliveries, servicing and construction

Policy M3: Deliveries, Servicing and Construction

All development proposals should seek to minimise the adverse impacts of deliveries, freight and servicing by:

- A. Reducing the number freight, servicing and delivery trips to and from developments at the construction and operational phases;
- B. Demonstrating through the submission of a Construction Management / Logistics Statement, any impacts on the transport network during the construction phase of the development (including road closures and damage to the transport network) will be managed and mitigated to the satisfaction of the Council.,
- C. Demonstrating that the proposal and site layout make adequate provision for emergency services access, deliveries, servicing, refuse collection, and visitor drop-off and pickups.
- D. Arranging construction deliveries outside of peak hours and in the evening or night-time.
- E. Where appropriate, promoting facilities to enable efficient online retailing and minimise additional freight trips arising from missed deliveries, including storage lockers or concierge services.
- F. Facilitating efficient, safe and low-emission delivery and servicing trips in accordance with TfL's latest guidance on Delivery and Servicing Plans.

Supporting Text

Construction Logistics

The construction phase of development can present significant logistic and environmental challenges particularly for large, complex and constrained sites or sites that are located in town centres, residential areas or near schools. Construction typically generates a significant number of vehicle trips, often involving heavy goods vehicles and machinery. These trips should be considered and mitigated to minimise disruption and safety hazards in accordance with TfL's Construction Logistics Plan Guidance. Any damage to road surfaces caused by vehicle movements to, from and around the development site will be repaired at a cost to the applicant. The Construction Logistics Plan should prioritise the maintenance of safe and inclusive access for pedestrians, cyclists and public transport users.

Construction works will need to secure the necessary approvals and licenses from the Council's Highways Department a minimum of 60 days before commencement of works. Financial contributions may be sought to ensure that disruption to roads is minimised, and any damage is repaired.

Deliveries and Servicing

Deliveries and servicing are often thought of late in the design of developments, which can lead to poor outcomes for occupants and disruption to the highway network. To avoid this, the logistics of servicing and deliveries must be considered early in the design of developments.

Since the pandemic there has been an increase in online shopping and home deliveries leading to increase delivery trips, often using heavy goods vehicles. This results in more traffic on the roads, particularly using larger vehicles that stop often for pick-ups and drop-offs. These vehicles can cause congestion and are often required to stop in areas not designated for loading, which can in turn disrupt traffic, cyclists, pedestrians and parking. Ensuring that there is a safe and easily accessible area for goods and servicing vehicles in the early stages of development must be a priority.

Where a development is likely to generate a significant amount goods or delivery vehicles trips, a Delivery and Servicing Plan will be required in accordance with TfL's latest guidance. These plans are required to improve the safety, efficiency and sustainability of delivery and servicing vehicles through interventions including consolidation, low carbon delivery modes and the retiming of movements to avoid peak hours. Consideration should be given to onsite electric charging infrastructure and parking to support low carbon fleets including e-cargo bikes, where appropriate.

Safe servicing access must be provided for recycling and refuse in accordance with Policy CE1 Reducing and Managing Waste.

An accessible, safe and secure postal storage area must be provided for postal servicing, including a secure parcel storage area to minimise parcel theft. Applicants are advised to discuss such elements with the Metropolitan Police (Secure by Design) early in the design of a scheme.

Reasonable Alternatives:

This policy has been drafted to be consistent with national policy and in general conformity with the London Plan. It is considered there are no reasonable alternatives under national policy or the London Plan.

Appendices:

Appendix 1: Glossary

Term	Definition
Affordable housing	Housing for sale or rent for those whose needs are not met by the market. See the NPPF or London Plan Policy H4. See also genuinely affordable housing.
Agent of change principle	The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, as discussed in the London Plan Policy D13.
Amenity	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Amenity space	Outdoor areas or open spaces within a scheme that enhance the quality of life and well-being of residents. These spaces may provide recreational, leisure and social benefits and can be private or communal.
Area of special character	Designated places which are protected from inappropriate development, reflecting the significance of their character and setting including to the borough as a whole.
Article 4 direction	A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.
Backland	Sites that are located to the rear of street frontages not historically in garden use. In suburban areas typically vacant open sites behind regularly arranged residential properties.
Beneficial use (green belt and MOL)	Uses that align with the character of, and/or the public's access to and enjoyment of, the green belt and metropolitan open land.
Biodiversity offsets	Measures to improve existing or create replacement habitat where there are unavoidable impacts on wildlife habitats resulting from development or change of land use.
Biodiversity	This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.
Build to rent	Purpose built housing that is typically 100% rented out, offers long-term tenancies of three years or more, in under single ownership and is professionally managed. Refer to London Plan Policy H11 for further details and criteria.
Car club	A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.
Care home	Homes where older people live in non-self-contained rooms with personal care and accommodation provided together as a package with no clear separation between the two. Residents cannot choose to receive care from another provider. Different types of care homes provide different levels of care, ranging from personal care to nursing care.

Term	Definition
Circular economy	An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.
Community-led housing schemes	Schemes that are genuinely community-led all share three common principles: meaningful community engagement and consent occurs throughout the development process (communities do not necessarily have to initiate the conversation, or build homes themselves); there is a presumption that the community group or organisation will take a long-term formal role in the ownership, stewardship or management of the homes; and the benefits of the scheme to the local area and/or specified community group are clearly defined and legally protected in perpetuity.
Conservation area	An area of special architectural or historic interest whose character or appearance is protected for its heritage significance.
Cultural and creative industries	Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.
Cultural uses/facilities	Facilities that support the operation of creative industries, particularly through performance, exhibition or performance for example galleries, theatres and museums.
Digital/communications infrastructure	Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.
District centres	As defined in Annex 1 of the London Plan, a town centre providing convenience goods, services and social infrastructure focussed on the local community, typically with 5,000 - 50,000 sqm of retail, leisure and service floorspace.
District heating network	A network of pipes carrying hot water or steam, usually underground, that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.
Ecosystem services	Direct and indirect contributions to human wellbeing and quality of life provided by the natural environment and ecosystems.
Edge of centre	For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary.
Employment land	Land supporting employment uses including in town centres, neighbourhood parades and industrial land.
Enabling development	Development that would not be in compliance with local and/or national planning policies except for the fact that it would secure the future conservation of a heritage asset.

Term	Definition
Extra care accommodation for older people	A form of sheltered housing for older people who are becoming frailer and less mobile and have higher support and care needs than those that can be met in general needs or sheltered housing. It includes contains self-contained homes and communal facilities, and has with design features and care and support services which enable self-care and independent living. This form of housing enables older people with a wide range of needs to remain living independently in the community, whilst being able to access care from staff available 24 hours per day if needed.
Family homes	Housing that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five or more bedrooms.
Flood risk assessment	An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.
Foyer accommodation	A type of secure accommodation for disadvantaged, vulnerable individuals that includes support for personal development and encourages independent living.
Garage sites/courts	Garages are buildings with a narrow massing which are designed to house vehicles, often with hardstanding for turning vehicles. Garage sites/courts house multiple garages and are typically located in residential areas and estates.
Garden land	Garden land means any land within the curtilage of a building the principal use of which is residential, in particular to the rear of the site.
Genuinely affordable housing	Housing which is demonstrably affordable to low and middle income earners in Harrow, with housing costs not exceeding an appropriate proportion of typical household incomes in the Borough (in line with standards in the London Plan). Typical tenure types regarded as genuinely affordable are defined in the London Plan.
Green Belt	A nationally designated area of open land around London. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. There is a general presumption against inappropriate development in the Green Belt.
Green grid	A network of interconnected green spaces and features throughout Harrow and Greater London.
Green infrastructure	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
Green roofs and walls	Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.
Greening	The improvement of the appearance, function and wildlife value of the urban environment through use of vegetation or water.

Term	Definition
Gypsies and travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitable room	A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Hostels	A building providing temporary non-self-contained residential accommodation with an element of supervision, but with no significant degree of care. This does not include 'youth hostels' as these are a type of visitor accommodation (C1 Use Class).
Houses in multiple occupancy (HMOs)	Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 (except for areas affected by an Article 4 Direction) whereas HMOs for more than six people are Sui Generis.
Inclusive access	An approach to the design of buildings which means that people with different levels of mobility can access the space.
Inclusive neighbourhood	An inclusive neighbourhood is one in which people can live and work in a safe, healthy, supportive and inclusive environment. An inclusive neighbourhood will ensure that people are able to enjoy the options of easy access by public transport and active travel modes (walking and cycling), to services and facilities that are relevant to them. It will also allow people to safely and easily move around their neighbourhood through high quality people focused spaces, while enjoying barrier free access to surrounding areas and the wider city. They should have safe and easy access to a network of open spaces which meet their recreational needs to enhance health and wellbeing, as well as welcoming easily accessible communal spaces which provide opportunities for social interaction.
Infill/gap site development	Development of derelict sites or unattended sites. The scale of these sites tends to align with the urban grain and surrounding developments. Many of these sites are situated in residential suburban streets.

Term	Definition
Intermediate housing	Homes for sale or rent provided at a cost above social rents but below market levels, at a price which is affordable to those who are not eligible for social rent but still have difficulty accessing the private market. These can include shared equity products (e.g. HomeBuy), other low cost home ownership products and intermediate rent.
Large-scale purpose-built shared living (LSPBSL)	A purpose-building managed rental development containing non-self-contained units and extensive communal spaces and facilities, with the entire facility under single professional management.
Local and neighbourhood centres	As defined in Annex 1 of the London Plan, small town centres with a localised catchment.
Locally significant industrial sites	A Local Plan designation for land and premises that hold local importance for industrial and related functions within the borough.
London affordable rent	Rents for London Affordable Rent homes are capped at benchmark levels published by the GLA intended to be genuinely affordable. See Policy H16 of the London Plan.
London living rent	An intermediate housing product offering a lower rent to house on average incomes to enable them to save for a deposit.
Major centres	As defined in Annex 1 of the London Plan, a town centre with a borough-wide catchment generally containing over 50,000sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods to convenience goods.
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Market housing	Private housing for rent or sale where the price is set in the open market.
Meanwhile use	Temporary or short-term use of vacant space of land for a socially beneficial purpose until such time that they can be brought back into commercial use.
Metroland	A name given to the suburban areas that were built to the north-west of London in the early part of the 20th century that were served by the Metropolitan Railway. Suburban development also accompanied the extension of the Bakerloo Line (now the Jubilee) to Stanmore and the Piccadilly Line (by 1933). Almost two-thirds of Harrow's housing stock dates from the inter-war period. This 'Metroland' housing continues to be one of the principal characteristics of Harrow's suburbs, particularly to the south east and south west of the borough. Large areas were developed by private developers at various densities and architectural styles - detached, semi-detached and short terraces of homes.

Term	Definition
Metropolitan centres	As defined in Annex 1 of the London Plan, a town centre with a catchment extending over multiple boroughs generally containing at least 100,000sqm of retail, leisure and service floorspace with a high proportion of high-order comparison goods to convenience goods.
Metropolitan Open Land	Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.
Mixed-use schemes	Development for a variety of activities on single sites.
Natural capital	The stock of natural assets and resources that provide a wide range of benefits to both the environment and society, including ecosystems, biodiversity, air and water quality, soil health and landscapes.
Neighbourhood parade	Purpose-built small rows of shops along a road and outside of larger designated town centres, serving the convenience retail and other day-to-day needs of the immediate neighbourhood.
Net-zero carbon building	A building which does not burn fossil fuels, has ultra-high energy efficiency and is 100% powered by renewable energy
Night-time economy	The night-time economy refers to all economic activity taking place between the hours of 6pm and 6am, and includes evening uses. Night-time economic activities include eating, drinking, entertainment, shopping and spectator sports, as well as hospitality, cleaning, wholesale and distribution, transport and medical services, which employ a large number of night-time workers.
Non-designated open space	Open pockets of land which are located within residential areas (particularly in estates). Many such spaces consist of underutilised grassed areas serving little or no purpose.
Older people	People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
Open space	All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Opportunity area	Designated areas from the London Plan regarded as London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, with a mixed and intensive use of land and assisted by good public transport accessibility. Table 2.1 in the London Plan provides indicative targets for the Harrow and Wealdstone Opportunity area of 5,000 homes and 1,000 jobs.
Out of centre	A location which is not in or on the edge of a centre.

Term	Definition
Out of Centre Impact Assessment	An assessment of a retail or leisure use proposed in an out of centre location and would be of 400sqm or more of floorspace. Such an assessment shall consider a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme)
Planning obligations	Legal agreements entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal
Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure, or as otherwise provided in national policy. This excludes certain land such as land in built up areas such as residential gardens, parks, recreation grounds and allotments.
Protected views	Views seen from places that are publicly accessible and well used and make a significant contribution to the image and character of Harrow. Their significance merits their protection in the Local Plan.
PTAL	A measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. PTAL levels are calculated by Transport for London and can be viewed on the TfL website (https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)
Public realm	Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.
Purpose-built student accommodation (PBSA)	Housing dedicated, at least in term time, to full-time students. It may be new-build or converted from other uses. The majority of the bedrooms in the development should be secured via a nomination agreement for the occupation by student of one or more higher education providers. See policy H15 of the London Plan for further information.
Scheduled ancient monuments	Scheduled monuments are nationally important monuments that have been afforded statutory protection through their inclusion in the Schedule of monuments maintained under section 1 of the Ancient Monuments and Archaeological Areas Act 1979.
Secure by design	An approach to development design that works to improve the security of buildings and their immediate surroundings in line with published standard.
Self-build housing and custom-build housing	Defined in the Self-build and Custom Housebuilding Act 2015. Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

Term	Definition
Sequential Test	Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. Defined in the National Planning Policy Framework, paragraph 91 in relation to planning applications for town centre uses and paragraph 167 in relation to flood risk.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Shared ownership	An intermediate housing product which allows households who would struggle to buy on the open market to purchase a share in a new home and pay a low rent on the remainder.
Sheltered accommodation for older people	Self-contained accommodation specifically designed for older people who require no or a low level of support. Schemes normally include additional communal facilities such as a residents' lounge and a scheme manager, warden or personal alarm/telecare system.
Short-stay holiday rental accommodation	Self-contained residential accommodation rented out for periods of less than 90 nights, typically to visitors or tourists.
Small sites	Housing development sites of 0.25ha or less in area as defined by policy H2 of the London Plan.
Social infrastructure	Facilities providing a wide variety of services that are essential to the sustainability and wellbeing of a community such as education facilities, places of worship, policing and justice, health provision, community, cultural, recreation and sports facilities. This list is not intended to be exhaustive and other facilities may be included.
Social rented housing	Low cost rented housing provided, typically by councils and housing associations, to households whose needs are not met by the market. Rents are set within guidelines issued by the social housing regulator and are usually significantly less than 80% of market rents.
Specialist older persons accommodation	A term used to describe a range of types of housing, not including care homes, that enables older people to live independently in self-contained living spaces with the possibility of some communal facilities and varying levels of support if needed. This can include retirement living, sheltered housing for older people, extra care housing, care villages and continuing care retirement communities.
Strategic Industrial Locations	Sites designated in the London Plan as those which are part of London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.
Supported and specialist accommodation	A variety of forms of housing which purports to meet the needs of those within specific groups of people. Suitability of specialist housing is informed by specific identified needs.

Term	Definition
Sustainable urban drainage systems	Systems which are designed to manage stormwater locally (as close to its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passivate treatment.
Tall building	A building of 7 or more storeys or 21m or more of height from the ground level to the top of the building. Necessary paraphernalia such as plant and machinery typically located on the roof of a building is not included as part of this definition.
Threshold approach / Fast-track approach	Approach set out in London Plan Policy (see Policy H5) whereby development provides a preset proportion of housing as affordable housing and thereafter does not need to provide a viability assessment to determine the affordable housing contribution.
Tourism infrastructure	Facilities, services and amenities designed to meet the needs of tourists, principally visitor accommodation.
Town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Town centres	Places providing access to a range of commercial, cultural and civic activities including shopping, leisure, employment, entertainment, culture and social and community facilities. The boundaries of town centres are defined in the policies map.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Travel plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
Windfall sites	Sites not specifically allocated in the development plan

Appendix 2: Monitoring

It is important to monitor the outcomes of development in the Borough to assess the effectiveness of the Local Plan in delivering its policies and objectives. The Authority Monitoring Report (AMR) is the main mechanism for monitoring of the Local Plan in line with statutory obligations. The AMR will provide a yearly snapshot of plan performance against a range of quantitative and qualitative indicators. The AMR will also monitor the overall level of development by type and its distribution across the Borough.

AMR indicators will evolve over the duration of the plan and additional indicators may be added in the future or it may be necessary to modify some indicators in response to changes in data availability. Additional information and analysis may also be included, for example in cases where data is intermittently available, or where the additional information highlights issues which may impact on the delivery of the Local Plan.

The AMR will not monitor every aspect of the Local Plan. Doing so would not be practical, and the volume of information required would detract from the provision of a clear and succinct statement of how the Local Plan is performing. Instead, the following sets of indicators have been created:

- A set of key performance indicators (KPIs) have been created which capture the key aspects of successful implementation of the Local Plan's policies.
- Additional indicators which provide additional information or context and which illustrate the performance of specific parts of the Local Plan.

The performance of the local plan will also be monitored through the maintenance of the housing trajectory, which is regularly updated to demonstrate Harrow's five-year housing supply.

Given the wide range of issues covered by the Local Plan and the targeted selection of indicators to be included in the AMR, further analysis and monitoring regarding the Local Plan may also be carried out as part of the policy review process or where important issues are not otherwise addressed in the AMR.

Key performance indicators and additional indicators are provided in the tables below.

Key performance indicators

Indicator		Target
KPI1	Supply of new homes over the plan period Measured by housing completions and net pipeline of approved housing units	On track to exceed 16,040 homes between 2021-41
KPI2	Supply of new affordable homes % of total new housing supply by number of units and number of habitable rooms	50% of total new housing supply, measured by number of units and number of habitable rooms
KPI3	Town centre vacancy rates measured as % of centre frontage that is vacant	Remain below 7% Borough-wide and below 10% in each centre
KPI4	Net loss of industrial floorspace or land	No net loss (floorspace and premises)
KPI5	Energy efficiency Proportion of major applications meeting energy targets on-site (vs offsetting)	Energy efficiency targets from the Local Plan achieved, with offsetting in exceptional circumstances only.
KPI6	Net-zero carbon Proportion of major applications incorporating on-site energy generation to achieve net-zero carbon (vs offsetting)	All major developments are net-zero carbon, with offsetting used to achieve this in exception circumstances only.
KPI7	Public transport accessibility Proportion of new dwellings in PTAL 3+ or achieving PTAL 3+ through improvements to public transport service associated with development	To be established following review of baseline

Additional indicators

Indicator		Target	Relevant Policies
General			
Appeals allowed which contravene a strategic principle of the local plan, with major contraventions identified, including development: <ul style="list-style-type: none"> - Adversely affecting local character or areas of special character - Harming protected views - Inappropriate garden development - Compromising heritage significance or setting - Inappropriate development in the green belt and MOL - Loss of Open Space 			Multiple
High quality growth			
GR-I1	Tall buildings Tall Buildings allowed inconsistent with policy	Number of speculative applications approved outside of Designated Tall Building Zones	GR4
Heritage			
HE-I1	Number of assets on the Historic England Heritage ‘at risk’ register	Reduction in assets at risk	HE1, HE2
Meeting Harrow’s Housing Needs (in addition to KPIs 1-2)			
HO-I1	Bedroom mix Mix of number of bedrooms in new housing	25% of new dwellings to be family housing (3+ bedrooms), or updated target following update in evidence base	HO1
HO-I2	Bedroom mix – affordable housing Mix of number of bedrooms in new affordable housing	In line with up to date Council requirements and evidence base	HO1, HO4
HO-I3	Number of dwellings delivered on small sites	At least 375 per year	HO3, GR10
HO-I4	Number of family homes converted into self contained residential units without reprovision of at least a 3-bedroom 4-person dwelling.		HO2
HO-I5	Affordable housing tenure Tenure mix of new affordable housing units	70% of units to be low cost rented and 30% intermediate, or updated %s following update in evidence base or policy	HO4
HO-I6	Off-site affordable housing contributions secured in lieu of on-site provision		HO4

Indicator		Target	Relevant Policies
HO-17	Number of other dwellings delivered by type including: <ul style="list-style-type: none"> - C3 older persons units - Care homes - Supported and sheltered housing - Purpose built student accommodation - Large scale purpose shared living - HMOs 		HO6, HO7, HO8, HO9, HO9, HO10
HO-18	Progress towards meeting additional need for gypsy and traveller accommodation	Three additional pitches by 2041	
Local economy (In addition to KPIs 3-4)			
LE-11	Additional employment generating floorspace permitted or completed by type	Combined retail / cultural / leisure of 13,900 sq m and industrial of 6,000 sq m (subject to any subsequent evidence with respect to floorspace need). No Net Loss.	SP4
LE-12	Total amount of office floorspace and any change	No specific target but to monitor release from stock to determine any interventions if required (supply versus need).	LE1
LE-13	Office vacancy rate	Vacancy rate does not exceed the London average (as measured by the GLA)	LE1
LE-14	Local employment Job density, defined as number of jobs divided by number of people aged 16-64	Remain above 0.5 (ONS 2021 figure for Harrow)	SP4
Community infrastructure			
CI-11	Change in community infrastructure provision	No net loss of community infrastructure floorspace	CI1
Green infrastructure			
GI-11	Change in green belt or metropolitan open space	No loss of green belt or metropolitan open space	GI1
GI-12	Change in open space	No net loss of open space	GI2
GI-13	Proportion of new dwellings within walking distance of open space	Baseline / target to be set	GI2
GI-14	Net gain in Biodiversity secured from new development over plan period	At least 20% net gain secured on new development (including offsetting) over plan period	GI3

Indicator		Target	Relevant Policies
GI-I5	Urban Greening factor on major developments	Meeting UGF of 0.4 (residential) and 0.3 (commercial)	G14
Waste & Circular Economy			
CE-I1	Proportion of municipal waste recycled or composted	Positive trend (i.e. increase in percentage) year on year	CE1
Transport & Movement (in addition to KPI 7)			
M-I1	Reduction in private vehicle mode share	Positive trend year on year	M1
M-I2	Increase in EV Charging points in new developments/public realm	Positive contribution to the Council's EV strategy targets	SP10