

Cabinet

Background Papers

Date: Thursday 17 June 2021

Agenda - Part I

- KEY 9. Adoption of the Edgware Town Centre Supplementary Planning Document (SPD) prepared jointly with the London Borough of Barnet (Pages 3 - 198)**

Background papers to the report of the Acting Corporate Director, Community.

14. Exclusion of the Press and Public

To resolve that the press and public be excluded from the meeting for the following items of business, on the grounds that they involve the likely disclosure of confidential information in breach of an obligation of confidence, or of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972:

Agenda Item No	Title	Description of Exempt Information
15	Background papers to the report on Procurement of Pensions Administration System	Information under paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972, relating to the financial or business affairs of any particular person (including the authority holding that information).

Agenda - Part II

- 15. Procurement of Pensions Administration System (Pages 199 - 202)**

Background papers to the report of the Director of Finance and Assurance.

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Edgware Growth Area Supplementary Planning Document Equality Impact Assessment

June 2021

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1. Introduction

1. An Equalities Impact Assessment (EqIA) is a measure that public authorities often carry out prior to implementing a new policy or service, with a view to ascertaining its potential impact on equality. Such assessments are not required by law; however, they are a way to ensure public authorities are complying with the Public-Sector Equality Duty.
2. This EqIA has been prepared as a supporting document for the Edgware Growth Area Supplementary Planning Document (SPD). The EqIA together with the Sustainability Appraisal assesses the equalities, economic, environmental and social implications of the SPD which will be adopted as part of the boroughs Local Plan.
3. The SPD has been produced to support and guide appropriate development, change, investment and improvements in the future of the Edgware area.

Equalities Impact Assessment and Target Groups

4. The purpose of this EqIA is to ensure the proposed SPD for Edgware Growth Area integrates the best outcome for any groups that may be affected by it and mitigates any negative impacts, in respect of the protected characteristics defined by the Equality Act 2010. The protected characteristics are:
 - Age;
 - Disability; (Disability Discrimination Act 2005, GLA Disability Equality Scheme 2005, Special Educational Needs and Disability Act 2001)
 - Gender reassignment;
 - Marriage and civil partnership;
 - Pregnancy and maternity;
 - Race; (Race Relations Act 1976, Amendment 2000, Amendment Regulations 2003)
 - Religion or belief;
 - Sex; (Sex Discrimination Act 1975)
 - Sexual orientation.
5. This EqIA is an opportunity to consider whether a policy, strategy or approach affects all groups in the same way or whether there is a significant positive, negative or neutral impact on groups before a policy is formally introduced. On the whole, an EqIA should make sure that equality is placed at the centre of policy development, highlighting the likely impact of the policy on the target groups and to take action to improve the policies where appropriate as a result or to demonstrate the potential benefits.

Equality and Diversity policy context

6. Appendix 1 provides an overview of the local policy context on equality and diversity within the London Boroughs of Barnet and Harrow.

2. EqlA Assessment overview

Table 1: EqlA assessment overview

<p>Full description of function, policy, procedure or service:</p>	<p><i>Please include - why is it needed, what are the outcomes to be achieved, who is it aimed at? Who is likely to benefit?</i></p> <p><i>How have needs based on age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, marriage and civil partnership and carers been taken account of?</i></p> <p><i>Identify the ways people can find out about and benefit from the proposals.</i></p> <p><i>Consider any processes they need to go through or criteria that we apply to determine eligibility.</i></p> <p><i>Please include - why is it needed, what are the outcomes to be achieved, who is it aimed at? Who is likely to benefit?</i></p>
<p>Edgware Town Centre has a diverse character, vibrant community and excellent shopping opportunities. There are also enormous opportunities to bring improvements to Edgware through positive change and growth.</p> <p>The town centre falls within the boroughs of both Barnet and Harrow and the councils are jointly preparing a Supplementary Planning Document (SPD) to guide how Edgware Town Centre can successfully undergo renewal and better serve as a destination for local residents and businesses.</p> <p>The SPD will support comprehensive redevelopment of key sites to reflect Edgware’s status as a major town centre, reinforce the role of the high street, provide new public spaces and make the street environment more attractive. The environment for pedestrians and cyclists will be improved, providing better options for more sustainable transport and safe and active movement. The town centre will also provide opportunities for new high quality homes, including affordable housing.</p> <p>The key aims of the SPD are to:</p> <ul style="list-style-type: none"> • Support comprehensive redevelopment of key sites to reflect Edgware’s status as a major town centre, provide new public spaces and make the street environment more attractive. • Establish the policy and design context for the redevelopment of the key sites within the town centre. • Provide supplementary detail to policies contained within the LBB Core Strategy (2012), development management policies (2012), emerging new Local Plan, and the Harrow Local Plan Core Strategy (2012) and Development Management policies, as well as the London Plan. • Outline how development will be delivered, and infrastructure investments secured. 	

- Engage all interested stakeholders in the development process.

The SPDs vision and objectives are outlined below:

Edgware Town Centre will become a vital and vibrant destination open to all and which supports communities across Barnet, Harrow and beyond.

It will provide an outstanding place for modern urban living in a wider suburban context. The environment will feel safe and welcoming at all times.

Edgware's status as a major town centre in North London will be reinforced as a destination for leisure, culture and civic offerings that supports the day and evening economy. The centre will be home to a new thriving commerce – a place in which companies start up and want to move to.

The town centre will celebrate Barnet and Harrow as family-friendly boroughs, meeting the diverse needs of local communities and people of all ages and circumstances. Edgware will be a healthy town centre with substantial new and integrated public spaces and landscaping to support wellbeing, to encourage visitors to stay, and to bring people together to relax and play.

Improved connectivity will see a move towards more sustainable options by providing pleasant and easily understandable routes for pedestrians and cyclists, alongside effective public transport improvements including a better transport interchange experience.

Edgware's renewal will be enabled by growth, with new homes delivering an inclusive mixed-use approach that makes better use of brownfield land and brings new life into the town centre.

Residential development must unlock social and economic town centre opportunities while being integrated with the surrounding residential areas. High quality public realm, design and architecture will be essential to creating a diverse, distinctive and attractive feel to the area, and will draw on local character and heritage where appropriate to the surrounding context. Renewal of the town centre will be environmentally resilient, addressing climate change, biodiversity and pollution

The below objectives set out how the Vision will be realised over the lifetime of the Plan.

- *Objective 1* - Major Town Centre status retained and enhanced
- *Objective 2*- A significant cultural and leisure offering, including support for the evening economy.
- *Objective 3* - Improving transport options.
- *Objective 4* – New public transport interchange
- *Objective 5* – Efficient land use
- *Objective 6* – Deliver new homes on well-connected, brownfield land
- *Objective 7*- High quality design that will stand the test of time.
- *Objective 8* – Celebrate local heritage
- *Objective 9* – New and improved public spaces
- *Objective 10* - Meet the need for local community infrastructure.

	<ul style="list-style-type: none"> • <i>Objective 11</i>- Economic growth and local jobs • <i>Objective 12</i> – Tackle climate change and pollution. • <i>Objective 13</i> – Increase biodiversity and environmental resilience. • <i>Objective 14</i> - A safe place to live, work and visit • <i>Objective 15</i> – Support health & wellbeing • <i>Objective 16</i> - A diverse and family-friendly community.
<p><i>Key users of the department or service?</i></p>	<p>Planning is a statutory function carried out by local authorities. The development of planning policies / proposals can affect everyone with an interest in the land in the boroughs. This can include residents, landowners, developers, local businesses and their employees, community organisations, statutory consultees and other interest groups and stakeholders.</p>
<p><i>Who will be affected by this activity?</i></p>	<p>The Edgware Growth area SPD will have an impact on anyone with an interest in the SPD area, particularly residents, local businesses, local community groups, landowners and developers.</p>
<p>Who is likely to benefit?</p>	<p>The following are likely to benefit from the production of the Edgware Growth Area SPD:</p> <ul style="list-style-type: none"> • Local residents • Business owners • Landowners / developers • Local community groups
<p>Consultation</p>	<p>Early engagement was carried out that informed preparation of the SPD, including:</p> <ul style="list-style-type: none"> • Local Plan Reg 18 Consultation in Edgware in March 2020. • A cross-borough Member workshop in May 2020 which sought the views of local Councillors in Barnet and Harrow. • A local stakeholder (businesses and community groups) event in July 2020 which provided an update on the emerging SPD and sought their input. • A project team with landowner representation including TfL which has met regularly since project inception. <p>A six-week public consultation was carried out between 11 January and 22 February 2021. Notifications were made to the boroughs consultee databases, a leaflet drop to all addresses within 1km of the SPD boundary, and social media posts. The SPD documents and a questionnaire were available through the councils' websites. Two public consultation events were held online due to Covid-19 restrictions, with approximately 160 attendees. In terms of response there were 77 emails and 142 questionnaires completed. Responses received were assessed and used to update the SPD. Consultation details are set out in a Consultation Statement.</p>

3. Assessment against protected characteristics

Table 2: Assessment against protected characteristics

Protected Characteristic	Baseline information and EqIA analysis	Impact: Positive Neutral Negative
<p>Age</p>	<p>Age</p> <p>For 2020, the population of Barnet is estimated to be 402,700, which is the largest of all the London boroughs. The borough’s overall population is projected to increase by around 10.9% between 2020 and 2030, taking the number of residents to about 446,400.</p> <p>The number if people aged 65 and over is projected to increase by 29.8% between 2020 and 2030, compared with a 4.9% increase in the 0-19 age group and a 9.4% increase for working age adults aged 16-64.</p> <p>In 2020, for both males and females in the borough, the most populous age groups are the 30-34 years and 35-39 years old and the least populous are the 85-89 years old and 90+ years old groups.</p> <p>EqIA analysis</p> <p>All new housing proposals will be required to meet Building Regulation M4(2) ‘accessible and adaptable dwellings’. At least 10 per cent of new build dwellings will be required to meet Building Regulation M4(3) ‘wheelchair user dwellings’. This would bring slightly higher positive benefits to those elderly people who have</p>	<p><i>Neutral / positive</i></p>

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	<p>reduced mobility. In addition, the SPD advocates for significant public realm improvements which will in turn make the area more accessible, benefitting all users but particularly elderly people with mobility issues.</p> <p>There is nothing proposed within the SPD that will benefit or disadvantage one age group over another.</p> <p>No significant impacts are identified under this protected characteristic.</p>	
<p>Disability</p>	<p>Disability</p> <p>The 2011 census shows that in Barnet, 6% of the population had a disability or longstanding illness that limits their day-to-day activities in some way.</p> <p>The Joint Strategic Needs Assessment (JSNA) indicates that there are around 7,300 adults in Barnet with a learning disability (83% of these are under 65). In addition, it is estimated that there are 12,600 adults in Barnet with a serious physical disability, and a further 29,500 with a moderate physical disability.</p> <p>EqlA Analysis</p> <p>Accessible parking (Blue Badge) will be needed for future users and residents of the town centre and should be provided in line with London Plan standards, which will benefit those people with a physical disability.</p> <p>All new housing proposals will be required to meet Building Regulation M4(2) ‘accessible and adaptable dwellings’. At least 10 per cent of new build dwellings will be required to meet Building Regulation M4(3) ‘wheelchair user dwellings’. This would bring positive benefits to those who have reduced mobility.</p>	<p><i>Neutral / Positive</i></p>

	<p>Improvements to the streetscape, including decluttering of street furniture, and widened footways, will have a positive impact on pedestrians, including those with mobility issues.</p> <p>Overall, no significant impacts are identified under this category.</p>															
<p><i>Marriage and civil partnership</i></p>	<p>Marriage and Civil partnership</p> <p>A breakdown of Edgware’s marital status is provided in the table below. This is based on data from Barnet’s Equalities Data Dashboard.</p> <table border="1" data-bbox="640 627 1072 932"> <thead> <tr> <th>Category</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Single</td> <td>18.5</td> </tr> <tr> <td>Married</td> <td>56.6</td> </tr> <tr> <td>Same sex Partnership</td> <td>0.2</td> </tr> <tr> <td>Separated</td> <td>4.0</td> </tr> <tr> <td>Divorced</td> <td>9.5</td> </tr> <tr> <td>Widowed</td> <td>11.2</td> </tr> </tbody> </table> <p><i>EqIA analysis</i></p> <p>No impacts are identified under this category.</p>	Category	%	Single	18.5	Married	56.6	Same sex Partnership	0.2	Separated	4.0	Divorced	9.5	Widowed	11.2	<p><i>Neutral</i></p>
Category	%															
Single	18.5															
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Divorced	9.5															
Widowed	11.2															
<p><i>Race</i></p>	<p>Race</p> <p>Edgware is ethnically diverse with 40% of the population made up of Black, Asian and Minority Ethnic (BAME) groups in the Edgware ward in Barnet side and 63% in the Edgware ward in Harrow. On a Barnet-wide level, the overall population is projected to become increasingly diverse, with the proportion of BAME people in the borough population rising from 40.3% in 2020 to 42.8% in 2030.</p>	<p><i>Neutral</i></p>														

	<p><i>EqIA analysis</i></p> <p>Information on ethnicity shows that there is a high proportion of people from ethnic minority groups living in Edgware. Whilst development proposals set out in the SPD will serve a higher ethnically diverse population, there is nothing in the SPD that will disadvantage one group over another.</p> <p>No impacts are identified under this category.</p>	
<i>Religion and belief</i>	<p>Religion and belief</p> <p>Barnet’s Edgware Ward has a mix of religions, with a relatively high proportion being Jewish (33%), followed by 28% Christian, 11% Muslim, 9% Hindu and 19% either another religion or not having a religion. Within the Edgware ward in Harrow, there is also a mix of religions; for Edgware Ward 37% of the population are Christian, followed by 30% Hindu and 16% Muslim; in Canons Ward 26% are Christian, 25% Jewish, 18% Hindu and 21% Muslim.</p> <p><i>EqIA analysis</i></p> <p>There is nothing in the SPD that will benefit or disadvantage one group over another.</p> <p>No impacts identified under this protected characteristic.</p>	<i>Neutral</i>
<i>Sex</i>	<p>Sex</p> <p>In 2020, 50.5% of the population is female and 49.5% is male. For both males and females in the borough, the most populous age bands are 30-34 years and 35-39 years and the least populous are 85-89 years and 90+ years.</p>	<i>Neutral</i>

	<p><i>EqIA analysis</i></p> <p>There is nothing in the proposed development that will benefit or disadvantage either group over the other.</p> <p>No impacts are identified under this category</p>	
<i>Pregnancy and Maternity</i>	<p>Pregnancy and Maternity</p> <p>There were 5,111 live births in Barnet in 2018. The highest fertility rate for the borough was in women aged 30-34 years (115.4 per 1,000 women), compared to 101.9 per 1,000 for London and 107.2 per 1,000 in England, for the same age group.</p> <p><i>EqIA analysis</i></p> <p>Improvements to the public realm and streetscape, including decluttering of street furniture, and widened footways, will have a positive impact on all pedestrians, including those who are pregnant and with buggies.</p> <p>No significant impacts are identified under this protected characteristic.</p>	<i>Positive / Neutral</i>
<i>Sexual orientation</i>	<p>Sexual orientation</p> <p>There is no reliable data available on this protected characteristic on a ward basis or borough wide basis. However, emerging experimental statistics relating to sexual identity are available nationally and at a regional level. In 2016, estimates from the Annual Population Survey (APS)⁶ showed that 93.4% of the UK population identified as heterosexual or straight and 2.0% of the population identified themselves as lesbian, gay or bisexual (LGB). This comprised of:</p>	<i>Neutral</i>

	<ul style="list-style-type: none"> • 1.2% identifying as gay or lesbian • 0.8% identifying as bisexual • A further 0.5% of the population identified themselves as “Other”, which means that they did not consider themselves to fit into the heterosexual, bisexual, gay or lesbian categories <p><i>EqIA analysis</i></p> <p>There is nothing in the proposed development that will benefit or disadvantage either group over the other.</p> <p>No impacts are identified under this protected characteristic.</p>	
<p><i>Gender reassignment</i></p>	<p>Gender reassignment</p> <p>There are no official or census data for the number of gender variant people on a ward or borough wider basis. However, the ONS estimates that there are approximately 200,000-500,000 trans people in the UK¹.</p> <p><i>EqIA analysis</i></p> <p>No impacts are identified under this protected characteristic.</p>	<p><i>Neutral</i></p>

¹ Government Equalities Office (2018) Trans people in the UK.

Appendix 1 – policy context

This section sets out the local policy context on equality and diversity within London Boroughs of Barnet and Harrow.

Policy	Review
The Equality Act 2010	<p>Equality and Diversity issues are a mandatory consideration in decision making within the Council pursuant to the Equality Act 2010. This means the Council and all other organisations acting on its behalf must have due regard to the equality duties when exercising a public function. The broad purpose of this duty is to integrate considerations of equality and good relations into day to day business, requiring equality considerations to be reflected into the design of policies and the delivery of services and for these to be kept under review.</p> <p>The specific duty set out in s149 of the Equality Act is to have due regard to:</p> <ul style="list-style-type: none"> • Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; • Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; • Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
Barnet’s Equality Policy 2014	<p>Barnet’s policy seeks to ensure that decision making includes issues regarding equality as a material consideration and that there is an awareness of any disproportionate impact on any particular group. With this in mind, all efforts to achieve equality among citizens will be taken by all deciding parties involved.</p>
Harrow – Equality of Opportunity Policy	<p>Harrow’s Equality of Opportunity policy supports and underpins the Council’s corporate Equality Objectives. It is underpinned by a number of principles and values, which are to:</p> <ul style="list-style-type: none"> • Implement their equality policies to ensure that employment and service delivery policies address the needs of our diverse communities.

	<ul style="list-style-type: none"> • Ensure services are responsive and truly accessible to our customers and service users; • In partnership with the Trades Unions and workforce, plan, develop and maintain effective communication and information solutions so that the Council can deliver cost effective and accessible services in the context of an appropriate work life balance; • Ensure their workforce has the skills and competencies required to deliver a high quality service through effective recruitment, selection and development of employees; • Encourage partnership and participation in the development and application of their policies, practices and services; • Work actively to eliminate all forms of unlawful discrimination, both direct and indirect that is prohibited under the Equality Act 2010. <p>As a service provider, the Council outlines their commitment to ensuring their services are open, fair and accessible by taking into consideration the needs and requirements of the diverse community and service users. This will be done by:</p> <ul style="list-style-type: none"> • ensuring that people have the opportunity to engage with and participate in the planning and delivery of services; • delivering services which are relevant, accessible and of the highest possible quality; • providing clear information about their services and where necessary in accessible formats; • providing training for all their employees and members to ensure they have a good understanding of their diverse communities and their needs; • assessing the impact and monitoring of their services to ensure they do not discriminate and make improvements where possible through a comprehensive Equality Impact Assessment (EqIA) process; and • encouraging our partnership agencies and commissioned service providers to contribute to the implementation of this policy.
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Sustainability Appraisal
Edgware Supplementary Planning Document
June 2021

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1. Non-Technical Summary

Edgware Growth Area

- 1.1 The Edgware Growth Area Supplementary Planning Document (SPD) is being produced jointly by Barnet and Harrow Councils. Once adopted, it will add detail to the policies contained with both Boroughs development plans. It will also provide specific detailed guidance expanding upon and supporting the London boroughs of Barnet and Harrow's Local Plan policies, together with setting out the environmental, social, design and economic objectives in relation to the SPD area.
- 1.2 A Sustainability Appraisal (SA) is a process of assessment to ensure that sustainability is at the heart of decisions on the preparation of new planning documents. In relation to Edgware growth area SPD, it helps ensure that the evolving document achieves an appropriate balance of positive social, environmental and economic outcomes for the local area and the wider boroughs of Barnet and Harrow. It will also help ensure that any adverse effects are minimised or appropriately mitigated.
- 1.3 A SA is carried out in parallel with the development of the SPD and the policies contained within. It is an iterative process that is intended to provide constructive options and ensure that negative impacts on sustainability are minimised and potential benefits are maximised.

The approach used for the SA process

- 1.4 The approach taken to the development of this SA is based on previous work undertaken by the Barnet Councils for the Draft Local Plan (Reg18), updated where necessary, which has informed the baseline data collection, scoping exercise and the development of sustainability objectives and criteria that inform the SA Framework.
- 1.5 A Scoping Report for the Edgware growth area sets out a policy review and baseline information. This was used to amend and update the sustainability objectives and criteria (the SA Framework) to be used in assessing the sustainability of the Edgware Growth Area SPD. The SA Framework covers social, environmental and economic themes.

2. Introduction

- 2.1 This Report is the Sustainability Appraisal (SA) for Edgware Growth Area.
- 2.2 The SPD sets out the councils' town centre framework for the Edgware Growth Area. It also responds to development opportunities that are emerging in the area by providing a spatial strategy to guide future development proposals for key sites within the town centre.
- 2.3 The SPD is intended to be a high-level strategy for the Edgware Growth Area that sits within Barnet and Harrows overall Development Plan. The SPD cannot and does not seek to establish new planning policies, but it does provide more specific guidance on the implementation of development policies within Edgware.
- 2.4 While SPDs do not always require a sustainability appraisal, in some circumstances one may be considered if the significant effects have not already been considered by the Local Plan. The councils consider the Plan to warrant assessment of the impacts of the framework in line with the SEA Directive.

Background to Edgware Growth Area SPD

- 2.5 Edgware Town Centre lies within the boroughs of both Barnet and Harrow. Both councils want to ensure it secures the status of Edgware as a major town centre and support renewal. The SPD will seek to reimagine Edgware as a key destination in North London and establish a clear vision to guide and enable change.
- 2.6 There is already a framework of planning policy and guidance that is relevant to the Edgware Growth Area. Barnet's Core Strategy (2012) supports enhancement of priority town centres, including Edgware, through promotion of mixed-use development Under Policy CS1. Barnet's emerging Local Plan identifies Edgware Town Centre as a Growth Area. Harrows Core Strategy (2012) also supports growth in Edgware and encourages mixed-use redevelopment in parts of the centre. In 2013 Barnet adopted the Edgware Town Centre Framework as a mechanism for revitalising Edgware's retail elements, in particular the Broadwalk Centre, and public realm. The Town Centre Framework was produced before the ongoing changes to town centres across Barnet and London-wide, in particular the decline of major retail stores, and the increased pressure for new homes.

Context

- 2.7 Edgware is a major town centre situated in the north-west of the Barnet. It has developed as a place which includes extensive retail and community facilities, along with tube and bus stations, serving a large catchment area.
- 2.8 Despite its advantages as a destination for shopping and transport the town centre has experienced a range of pressures in recent years, including a significant loss of major retailers, heavy road congestion, anti-social behaviour, neglected heritage and poor public realm.
- 2.9 The Covid-19 pandemic which began in 2020, is likely to have an impact on Edgware, including on shopping habits, work patterns and the need for local amenities such as open space.
- 2.10 While Edgware is very well connected by tube and bus, travelling to the town centre by foot and bicycle is often not so easy while Station Road is frequently highly congested with vehicles travelling to and through the town centre, adding to air and noise pollution.
- 2.11 Both design and land use vary considerably across the SPD area. Edgware Town Centre is relatively urban, comprising modern, sometimes taller buildings, particularly along the western end of Station Road and the A5. To the eastern end of Station Road, the buildings are 2-3 storeys and present a coherent frontage of design from the inter-war period. This lower-rise character is mirrored to the west of the town centre, along Whitchurch Lane, although here the building style is more mixed in character.
- 2.12 Within the Town Centre there is opportunity for large scale change and growth due to extensive areas of underused land. These sites will be used to lead the regeneration of Edgware through imaginative development and cultural renewal, bringing in new uses, new housing, and a much-improved environment.
- 2.13 This SPD will support the existing retail offer while seeking a new and improved leisure and cultural presence which draw more people to the town centre during the day and evening. The key aims of the SPD are to:
- Support comprehensive redevelopment of key sites to reflect Edgware's status as a major town centre, provide new public spaces and make the street environment more attractive.
 - Establish the policy and design context for the redevelopment of the key sites within the town centre.

- Provide supplementary detail to policies contained within the LBB Core Strategy (2012), development management policies (2012), emerging Barnet new Local Plan, and the Harrow Local Plan Core Strategy (2012) and Development Management policies, as well as the London Plan.
- Outline how development will be delivered, and infrastructure investments secured
- Engage all interested stakeholders in the development process.

Vision and objectives behind the Edgware Growth Area

2.14 The SPD includes a vision and a suite of objectives to help realise this vision. These are outlined below.

Edgware Town Centre will become a vital and vibrant destination open to all and which supports communities across Barnet, Harrow and beyond.

It will provide an outstanding place for modern urban living in a wider suburban context. The environment will feel safe and welcoming at all times.

Edgware's status as a major town centre in North London will be reinforced as a destination for leisure, culture and civic offerings that supports the day and evening economy. The centre will be home to a new thriving commerce – a place in which companies start up and want to move to.

The town centre will celebrate Barnet and Harrow as family-friendly boroughs, meeting the diverse needs of local communities and people of all ages and circumstances.

Edgware will be a healthy town centre with substantial new and integrated public spaces and landscaping to support wellbeing, to encourage visitors to stay, and to bring people together to relax and play.

Improved connectivity will see a move towards more sustainable options by providing pleasant and easily understandable routes for pedestrians and cyclists, alongside effective public transport improvements including a better transport interchange experience.

Edgware's renewal will be enabled by growth, with new homes delivering an inclusive mixed-use approach that makes better use of brownfield land and brings new life into the town centre.

Residential development must unlock social and economic town centre opportunities while being integrated with the surrounding residential areas. High quality public realm, design and architecture will be essential to creating

a diverse, distinctive and attractive feel to the area, and will draw on local character and heritage where appropriate to the surrounding context. Renewal of the town centre will be environmentally resilient, addressing climate change, biodiversity and pollution.

- 2.15 The objectives set out how the Vision will be realised over the lifetime of the Plan.

Table 1: Objectives for the Edgware Growth Area

Objective	Description
Objective 1	Major Town Centre status retained and enhanced. The core functions of Edgware Town Centre will be retained, supported and enhanced. Edgware will be developed as a destination with a diverse retail, commercial, leisure and cultural offering that attracts people from a wide catchment area to support our existing local businesses and local economy. The retail offer will be focused on Station Road as the main shopping thoroughfare to ensure the traditional shopping parades are maintained and enhanced. Edgware's commercial offering will be supported by new homes, bringing people closer to the activities of the town centre. This coupled with improvements to the public realm and shift towards a greener, cleaner local environment will also improve the Town Centre experience for visitors, existing and new residents alike.
Objective 2	A significant cultural and leisure offering, including support for the evening economy. Provide new attractions that make Edgware a destination location and draw people in from a wide area while supporting local identity and the economy. Potential options include a new cinema, swimming pool and a diverse range of eating-out options that support a safe evening economy.
Objective 3	Improving transport options - Edgware Town Centre will move towards being more sustainable, with better options to walk, cycle or take the bus to the Town Centre for those living locally and better public transport options for those coming from further afield. Improvements to transport options aim to deliver a far better local environment and seek to ameliorate traffic congestion.
Objective 4	New public transport interchange. Create a better sense of arrival in Edgware with an improved relationship between the rail and bus stations and the wider town centre to reduce congestion, improve the pedestrian experience and increase convenience and choice in transport modes.

Objective 5	Efficient land use. Comprehensive regeneration of key sites that will support the Town Centre and deliver much needed new homes to a well-connected location.
Objective 6	Deliver new homes on well-connected, brownfield land. Meet housing needs by increasing the delivery of new homes. High level capacity studies indicate that the SPD area could deliver thousands of new homes which would be a mix of sizes, types and tenures to accommodate a wide need. Sites would need to comply with design and local planning guidance.
Objective 7	High quality design that will stand the test of time. Ensure that new development is rooted in good design and meets the challenge of its locational context across Edgware's varied town centre with a focus on appropriate massing and height.
Objective 8	Celebrate local heritage. Edgware's valued historical buildings must be protected and restored and constitute an essential part of the town centre renewal.
Objective 9	New and improved public spaces. Deliver new, linked public open spaces and transform the streets and footpaths to provide pleasant clean and safe environment for pedestrians and cyclists.
Objective 10	Meet the need for local community infrastructure. Ensure new development makes resources available for schools, GP surgeries, community groups and sports.
Objective 11	Economic growth and local jobs. Generate investment that leads to sustainable economic growth, with new and existing businesses benefitting from increased footfall, which provides employment and skills for local people.
Objective 12	Tackle Climate change and pollution. Ensure that development mitigates and adapts to climate change, including of flood risk, and reduces air and noise pollution.
Objective 13	Increase biodiversity and environmental resilience. Protect existing and create new habitats that supports diverse wildlife.
Objective 14	A safe place to live, work and visit. Ensure that people feel safe by designing out crime and anti-social behaviour.
Objective 15	Support health & wellbeing. Development and change must holistically support physical and mental wellbeing.
Objective 16	A diverse and family-friendly community. Meet the needs of people from all social backgrounds and ensure that families and children feel safe and included.

Sustainability Appraisal

- 2.16 Sustainability Appraisal is a statutory obligation for local authorities to ensure that social, environmental and economic considerations are taken into account during all the stages of a plan's preparation. National Planning Practice Guidance describes Sustainability Appraisal as:

a systematic process that must be carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives"¹.

- 2.17 SA is therefore an on-going process, which seeks to improve the sustainability performance of a planning document by testing it throughout its preparation in order to expose any weaknesses in its contribution to achieving sustainable development. It is an integral part of good plan-making, and to enable it to be effective and worthwhile, the SA must start early in the plan-preparation process. By doing so the SA assists with the identification of sustainability issues and options, which in the case of the Local Plan, will be refined through the SA process into policies to form its eventual content.
- 2.18 Sustainable development is central to the planning system. The purpose of sustainability appraisal (SA) is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
- 2.19 The SA seeks to determine how the SPD promotes sustainability, as well as assessing the alternative option of having no SPD in place. Its role is to assist with the identification of an appropriate approach, in sustainability terms, to predict implications for sustainable development and put forward recommendations for improvements where necessary.
- 2.20 The Edgware Growth Area SPD has been prepared to be consistent with the London Plan, the core strategies for both Barnet and Harrow and Barnet's emerging Local Plan. The sustainability appraisal carried out for Barnet's emerging Local Plan has informed this work.

¹ Strategic environmental assessment and sustainability appraisal (2015)

2.21 The SA process is a multi-staged process, as shown in Table 2. This SA Report represents stages B, C and D in this process, which include:

- Developing and refining alternatives;
- Assessing effects, preparing the sustainability appraisal report;
- Seeking representatives on the SA Report from consultation bodies and the public.

2.22 One alternative option has been addressed within this SA Report. This is set out in Section 4 of this Report.

Table 2: Stages of the Sustainability Appraisal process

Stages in the SA Process		Sub Stages	Tasks
Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope	A1	Identify other relevant policies, plans, programmes, and sustainability objectives
		A2	Collect baseline information
		A3	Identify sustainability issues and problems
		A4	Develop the sustainability appraisal framework
		A5	Consult the consultation bodies on the scope of the sustainability appraisal report.
Stage B	Developing and refining alternatives and assessing effects	B1	Test the SPD objectives against the sustainability appraisal framework
		B2	Develop the SPD options including reasonable alternatives
		B3	Evaluate the likely effects of the SPD and alternatives
		B4	Consider ways of mitigating adverse effects and maximising beneficial effects
		B5	Propose measures to monitor the significant effects of implementing the SPD.
Stage C	Prepare Sustainability Report		

Stage D	Seek representations on the Sustainability Appraisal Report from consultation bodies and the public		
Stage E	Post adoption reporting and monitoring	E1	Prepare and publish post-adoption statement
		E2	Monitor significant effects of implementing the SPD
		E3	Respond to adverse effects

2.23 This SA builds upon the work previously undertaken by the councils in terms of Stage A - the SA Scoping Report.

2.24 This SA incorporates the strategic environmental assessment (“SEA”) and the councils consider the proposed SPD warrants assessment of impacts of the framework in line with the SEA directive. Table 3 confirms which sections of the SA incorporate the requirements of the SEA Regulations and the expected contents of the Environmental Report in line with the requirements set out in SEA Directive. The use of the term SA throughout this document also includes any relevant requirements of a SEA.

Table 3: SEA requirements

SEA Directive 2001/42/EC Annex I Information referred to in Article 5(1)	Relevant section in the Sustainability Appraisal Report
(a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	<ul style="list-style-type: none"> • An outline of the contents of the SPD are set out in contents and in within the NTS in section 1. • The vision and objectives are set out in section 2, • Stage A1 of the SA Scoping Report outline the relationship with other plans, programmes and policies
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	<ul style="list-style-type: none"> • Appendix 1 of the SA Scoping Report provides the baseline information for the wider Borough(s) of Barnet and Harrow, but where relevant and possible, information more specific to Edgware is provided. Building on this, Stage A3 of the SA Scoping Report sets out some of the

	<p>key sustainability issues relating to this information.</p>
<p>(c) the environmental characteristics of areas likely to be significantly affected;</p>	<ul style="list-style-type: none"> • This is covered in Appendix 1 of the SA Scoping Report and the SA Report which identifies key baseline information for the wider Borough(s) of Barnet and Harrow, but where relevant and possible, information more specific to Edgware is provided.
<p>(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;</p>	<ul style="list-style-type: none"> • No areas subject to such designations are affected by the SPD document and/or SPD proposals.
<p>(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;</p>	<ul style="list-style-type: none"> • These are set out in Stage A4 of the SA Scoping Report
<p>(f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including</p>	<ul style="list-style-type: none"> • These issues are covered in the 14 sustainability objectives against which the SPD has been assessed. The sustainability objectives are set out at Stage A4 of the SA Scoping Report

architectural and archaeological heritage, landscape and the interrelationship between the above factors;	
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	<ul style="list-style-type: none"> • The preparation of the SPD and the SA have been carried out in an iterative way, meaning that mitigation measures have been incorporated into drafting the SPD alongside the SA process.
(h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	<ul style="list-style-type: none"> • The SA has considered the alternative approach of having no SPD in place and this is discussed in Section 4 of this document.
(i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	<ul style="list-style-type: none"> • Proposed monitoring measures are summarised in Section 7 of this Report.
(j) a non-technical summary of the information provided under the above headings.	<ul style="list-style-type: none"> • A non-technical summary is provided in Section 1 of this Report.

Key sustainability issues

2.25 The SA Scoping Report, through a review of existing council baseline data, relevant policies, strategies and programmes and through monitoring, engagement, identified key sustainability issues which the sustainability appraisal should address.

2.26 A summary of these sustainability issues is provided in Section 4 (Table 4) of the SA Scoping Report.

3. The Sustainability Appraisal Framework

- 3.1 The Sustainability Appraisal Framework provides a way in which the sustainability effects of a planning document can be described, analysed and compared. The Framework provides a set of measurable indicators to provide a way of checking whether the objectives are being met, for example, the number of new dwellings being created.
- 3.2 The SA Scoping Report establishes the appraisal framework for the Edgware Growth Area SPD. A set of SA objectives were developed; these are largely based on the SA objectives for Barnet's Draft Local Plan, but have been updated to take account of the assessment of relevant plans, policies and sustainability objectives, current baseline information and the key sustainability issues identified for the Edgware Growth Area SPD.
- 3.3 The SA framework is comprised of 15 sustainability objectives against which the Edgware SPD (including alternative options) have been tested.

Table 4: Sustainability Appraisal Objectives and Indicators

IIA objective	Prompt question	Indicators
<p>1. Promote a high quality, inclusive and safe built environment</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Secure high-quality architecture and urban design that enhances local character and distinctiveness? • Promote location sensitive density and design? • Create robust and adaptable buildings that can respond to change over their life? • Make the built environment safer and more inclusive? • Encourage measures to reduce crime and fear of crime including anti-social behaviour? 	<ul style="list-style-type: none"> • Amount of new public space and pedestrian routes created by new development • Proportion of new developments and public spaces designed to be inclusive • Number of developments with BREEAM scores of very good or excellent • Healthy street scores • Percentage of developments incorporating secure by design principles (including passive surveillance and defensible space) • Overall crime rates in the Boroughs and fear of crime
<p>2. Ensure efficient use of land infrastructure</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Optimise use of previously developed land and existing infrastructure? • Focus development in the most appropriate locations? • Balance competing demands between land uses to provide for the full range of development needs of the area? 	<ul style="list-style-type: none"> • Percentage of development on previously developed land • Density levels achieved against London Plan targets • Progress against infrastructure investment programmes

	<ul style="list-style-type: none"> • Provide the necessary infrastructure in the right locations to support development e.g. water, sewerage, energy transport etc? • Ensure that development is sufficiently flexible and adaptable to accommodate evolving social and economic needs 	
<p>3. Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment.</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Protect sites, features and areas of historical, archaeological and cultural value and their setting in and around Barnet? • Ensure Barnet and Harrows historic environment contributes to social and cultural life in the Borough? • Encourage management plans to be actively prepared and implemented? 	<ul style="list-style-type: none"> • Number of new heritage assets identified and appropriately conserved • Number of heritage assets at risk • Number of applications permitted developments that infringe strategic or local protected views • Change in the number of protected landmarks • Progress on updating and implementing management plans
<p>4. Promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles.</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Improve access for all residents to all essential services, facilities and amenities near their home? Such as health facilities, schools, early years provision, Council services, advice services, libraries, community and faith facilities, leisure centres, open space and play areas and neighbourhood shops. • Promote diverse, vibrant and economically thriving town and local centres that serve the needs and wellbeing of the population? 	<ul style="list-style-type: none"> • Distribution of key facilities and local services across the Boroughs • Floorspace of facilities/services lost or gained • Town centre health checks • Environmental nuisance levels • Provision of multipurpose facilities • Other data concerning infrastructure sufficiency (e.

	<ul style="list-style-type: none"> • Improve connections of neighbourhoods with facilities/amenities? • Encourage a vibrant social environment that attracts visitors to the Borough while respecting the needs of residents? • Reduce the impacts of noise, vibration and pollution on the public realm? 	
5. Ensure that all residents have access to good quality, well-located, affordable housing	<p>Will the policy:</p> <ul style="list-style-type: none"> • Ensure all housing is of a good standard, including for energy efficiency? • Increase the supply of affordable housing to meet identified need as far as possible? • Improve the diversity of housing sizes, types, prices and tenures? • Encourage development at an appropriate density, standard, size and mix? • Provide for housing that meets the diverse and changing needs of the population? • Reduce homelessness people living in temporary accommodation? 	<ul style="list-style-type: none"> • Number new homes completed • Proportion of affordable housing delivered • Income to average house price ratio • Proportion of homes split by different tenures within the census • Proportion of family sized homes (3+ bedrooms) • Homeless households in temporary accommodation
6. Promote social inclusion, equality, diversity and community cohesion	<p>Will the policy:</p> <ul style="list-style-type: none"> • Reduce inequality and the negative consequences of relative poverty? • Reduce social exclusion and ensure that everyone has access to the same opportunities? • Promote fairness, social cohesion and integration? 	<ul style="list-style-type: none"> • Relative ranking for indices of multiple deprivations (IMD) – income, employment • Number of households in fuel poverty • % public buildings fully accessible

	<ul style="list-style-type: none"> • Promote equity between population groups and those with protected characteristics? • Support active engagement of the wider community in decisions that affect their area? • Encourage active and connected, strong and cohesive community? • Remove barriers to employment and increase the skills of residents? • Improve opportunities and facilities for formal, informal and vocational learning for all ages? 	<ul style="list-style-type: none"> • Jobs, employment and activity rates
<p>7. Improve the health and wellbeing of the population and reduce health inequalities</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Improve mental and physical health and wellbeing? • Improve access to a full range of coordinated health and social care services/facilities in all sectors for all residents? • Reduce death rates? • Promote physical activity or increase participation in sport and leisure activities, particularly among low participation groups? • Reduce health inequalities? • Promote positive mental health and wellbeing through a safer, more stimulating and pleasant natural and built environment? • Reduce the proliferation of activities with negative health externalities? • Improve air quality? 	<ul style="list-style-type: none"> • Indicators set out in the Mayor’s Health Inequalities Strategy • Proportion of the population participating in 30 minutes of moderate intensity sport • Healthy street scores • Mortality rate • Proportion of the Borough/ ward deficient in open spaces

<p>8. Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Sustain and increase the Boroughs contribution to the London and national economy? • Support a range of local businesses of different types and sizes? • Provide sufficient space in the right locations for different types of businesses to develop, grow and thrive? • Support growth in key sectors? • Widen the opportunities for residents to access employment, particularly those groups experiencing above average worklessness? • Provide a range of employment opportunities? • Tackle barriers to employment, such as affordable childcare and skill levels? • Provide training and job opportunities for local residents? 	<ul style="list-style-type: none"> • Number and range of Boroughs businesses, including formation and survival rates • Employment floorspace lost/retained/created • Proportion of residents who are economically inactive • Proportion of 16-18years old not in education, employment or training • Proportion of residents with no qualification • Number of apprenticeships taken up in construction schemes
<p>9. Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Improve connectivity both within the Boroughs and to neighbouring Boroughs and wider London? • Encourage a shift to more sustainable forms of travel and away from private vehicle use? • Reduce the need to travel, especially by car? • Improve road safety for all, particularly pedestrians and cyclists? • Improve accessibility of the Borough's transport network? • Provide facilities that will support sustainable transport options? • Enhance capacity of the transport network? 	<ul style="list-style-type: none"> • Enhance mode split in favour of active transport, and secondly public transport • Emissions level from transport • Location of major transport generating demand developments • Distribution of local services across the Boroughs • Proportion of car-free housing

	<ul style="list-style-type: none"> • Reduce harmful emissions from transport? • Reduce the negative impacts of servicing and freight? 	<ul style="list-style-type: none"> • Number of people killed or seriously injured in road accidents • Motor traffic flows through the Boroughs • Proportion of new homes and other floorspace within areas of PTAL scores of 4 or more • PTAL levels • Proportion of underground/ over ground stations with step free access
<p>10. Protect and enhance open spaces that are high quality, networked, accessible and multi-functional</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Protect existing public and private open spaces? • Contribute to meeting the increasing need for open space? • Link existing open spaces? • Prioritise open space in areas of deficiency? • Improve the quality of open space? • Promote or improve public accessibility of open space now and in the future? • Ensure that open space is considered within the wider context of green infrastructure and delivering multiple benefits? • Improve inclusive access to a range of open space types to meet local needs? 	<ul style="list-style-type: none"> • Open spaces and Green Infrastructure linkages lost/gained/improved • Open space deficiency • Access to public open space • Number of sports/playing fields and outdoor recreation spaces

<p>11. Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity.</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Increase protection and improve opportunities for biodiversity including biodiversity in the boroughs' waterbodies? • Ensure that development has no harmful effects on biodiversity and that development resulting in biodiversity net gain is given priority? • Encourage development that implements strategic and connected green infrastructure? • Ensure development does not increase flood risk? • Protect existing trees and increase tree planting? • Increase biodiverse green roofs, green walls and soft landscaping? • Maximise opportunities to enhance biodiversity? • Maximise opportunities to improve water quality in the Boroughs waterbodies? • Impact on access to nature? • Increase green infrastructure and improve connectivity? • Maximise opportunities for engagement with wildlife, including environmental education? • Support positive management of green infrastructure (green roofs, walls, soft landscaping etc) for biodiversity? 	<ul style="list-style-type: none"> • Net loss/gain of Sites of Nature Conservation Importance (SNCIs) and designated open spaces • Open space deficiency • Number of tree preservation orders served • Number of new developments incorporating green roofs, landscaping or open space to improve biodiversity • Development resulting in biodiversity net gain/loss • Development resulting in increased use of previously unused space for Green Infrastructure
<p>12. Reduce contribution to climate change and enhance community</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Improve energy efficiency and carbon emissions associated with buildings and transport? 	<ul style="list-style-type: none"> • % of / number of new developments incorporating flood mitigation measures in their

<p>resilience to climate change impacts.</p>	<ul style="list-style-type: none"> • Promote the use of low and zero carbon technologies including decentralised energy networks? • Improve energy security? • Encourage buildings and places designed to respond to changing conditions? • Reduce the impact of climate change, including flooding and urban heat island effect? • Improve the microclimate? • Reduce greenhouse gas emissions? • Reduce fuel poverty? • Provide the necessary infrastructure to support development? • Steer development to the areas at lowest risk of flooding in the Boroughs? 	<p>design to reduce flood risk e.g. SuDS, evacuation plans, etc</p> <ul style="list-style-type: none"> • Proportion of developments incorporating low carbon technology and renewable energy solutions
<p>13. Promote resource efficiency by decoupling waste generation from economic growth and enabling a circular economy that optimises resource use and minimises waste</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Use local, sustainable materials and resources? • Promote the use of renewable sustainable energy sources? • Minimise the use of non-renewable resources? • Ensure design is appropriate for lifetime of development? • Minimise the volume of waste produced in Barnet, including construction and deconstruction waste, food and household waste? • Increase the proportion of waste recycled or composted? • Provide the right type of infrastructure to deal with residual waste in the most sustainable way? 	<ul style="list-style-type: none"> • Water use per capita on a Borough wide basis • Residual household recycling rates • Percentage of household waste sent for reuse, recycling and composting

<p>14. Maximise protection and enhancement of natural resources including water, land and air</p>	<p>Will the policy:</p> <ul style="list-style-type: none"> • Minimise air, water, and soil pollution and their negative impacts on human health? • Improve air quality in line with national and international standards? • Protect surface and groundwater quality? • Promote the sustainable use of water resources? • Ensure sustainable use and protection of natural resources, including water? • Ensure the necessary water and sewerage infrastructure to service development? 	<ul style="list-style-type: none"> • Annual average concentrations and number of hourly exceedances of Nitrogen dioxide in air • Annual average concentrations and number of daily exceedances of PM10 in air
<p>15. To minimise and manage the risk of flooding</p>	<ul style="list-style-type: none"> • Reduce the risk of fluvial flooding? • Reduce the risk of groundwater flooding and / or surface water flooding? • Promote the use of SUDS? • Avoid locating new homes in areas of flood risk? 	<ul style="list-style-type: none"> • Number of new developments contributing towards flood reduction measures (e.g. SuDS) • Number of developments built within Flood Zone 3.

4. Sustainability Appraisal of the Edgware Growth Area SPD

- 4.1 The development principles within the SPD will be assessed against the SA objectives (as set out in Table 4). These will be appraised using matrices in Table 5 below to identify likely significant effects on the SA objectives.

Table 5: SA symbols key

Symbol	Significance
++	A significant positive effect
+	A positive effect
?	Uncertain effect or lack of information to predict the effect
-	A negative effect
--	A very negative effect

- 4.2 Planning Practice Guidance states that sustainability appraisal needs to consider and compare all reasonable alternatives as the planning document evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the document were not to be adopted.

What options have been considered and why?

- 4.3 The Local Plans for both Barnet and Harrow have established the quantum and spatial pattern of development within their boroughs; the SPD sets out further guidance on implementing the policies contained within the Local Plans.
- 4.4 Within Edgware Growth area, there are significant development opportunities due to extensive areas of underused land. This represents a major opportunity for large scale growth and development and the need for a coherent framework which has influenced the range of options considered for new planning guidance in the SPD.
- 4.5 The main option for consideration by SA has been whether introducing new supplementary planning guidance would have a positive impact and lead to more sustainable development in the area, or whether relying on the existing planning policy would deliver development of the same quality.
- 4.6 This SA has been tested against two scenarios:

- Option 1a – the appraisal evaluates the sustainability of the proposed SPD against the Sustainability Appraisal Framework set out in Table 4. The SPD was assessed, and consideration was given to whether it would give rise to positive impacts. This assessment is provided in Table 7.
- Option 1b – this option looked at the prospect of sustainable development coming forward in the area relying only on existing planning policy without the development of the Edgware Growth Area SPD. This assessment is provided in Table 8.
- A SA summary of both options is provided in Table 6.

Table 6: Summary of option 1a and 1b

	Option 1.a	Option 1.b
1. Promote a high quality, inclusive and safe built environment	++	+
2. Ensure efficient use of land infrastructure	++	-
3. Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment.	+?	+?
4. Promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles	++	-
5. Ensure that all residents have access to good quality, well-located, affordable housing	+?	+
6. Promote social inclusion, equality, diversity and community cohesion	++	+
7. Improve the health and wellbeing of the population and reduce health inequalities	++	-
8. Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes	++	-
9. Minimise the need to travel and create accessible, safe and sustainable connections and networks by road, public transport, cycling and walking	++	?
10. Protect and enhance open spaces that are high quality, networked, accessible and multi-functional	++	?

11. Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity.	?	?
12. Reduce contribution to climate change and enhance community resilience to climate change impacts.	+	-
13. Promote resource efficiency by decoupling waste generation from economic growth and enabling a circular economy that optimises resource use and minimises waste	?	+
14. Maximise protection and enhancement of natural resources including water, land and air	?	-
15. To minimise and manage the risk of flooding	?	?

SA limitations

4.7 Guidance recommends that any difficulties encountered in undertaking the assessment are highlighted. The assessment considered the SPD as a whole and does not assess the development opportunities individually. Depending on what actual development comes forward in Edgware Growth Area may affect the predicted outcomes. Whilst effort is made to predict effects accurately, assessment is inherently challenging given the high-level nature of the assessment, and the need to make assumptions. The following are examples of the difficulty in considering and predicting outcomes:

- The SPD does not provide baseline data for employment land need or retail floorspace needs; this would be a high level of detail for an SPD and need only be considered for Local Plan documents.
- The effects of the SPD on aspects of the appraisal framework, in particular those focused on the environment such as flooding and energy use, cannot be determined in depth without further detail which will be contained in planning applications.

Sustainability Appraisal Against the Sustainability Objectives

4.8 The following sections assess firstly the SPD (option 1a) against the SA objectives, and secondly assess the situation of having no SPD in place and relying on existing planning policy to bring development forward in the area (option 1b).

Table 7: Sustainability Appraisal Assessment of option 1a.

Sustainability Objective	Symbol					Comments
	++	+	?	-	--	
1. Promote a high quality, inclusive and safe built environment	++					High quality design is a consideration throughout the SPD and Objective 7 seeks to ensure that new development meets the challenge of its locational context across Edgware’s varied town centre with a focus on sensitive massing and height. The SPD sets out a range of measures that development proposals will need to consider in terms of design. Part of these measures include the requirement to use a ‘safety by design’ approach that helps people to feel safe by designing out crime and anti-social behaviour, for example by natural surveillance in new developments. Edgware Town Centre has been identified as a tall building location in Barnet’s Local Plan. Where tall buildings are deemed appropriate, the SPD states that development proposals must show excellent design for any tall building and demonstrate a sensitive relationship with other town centre buildings, particularly Edgware’s heritage assets, and the surrounding low-rise residential suburbs
2. Ensure efficient use of land infrastructure	++					The SPD recognises that parts of the town centre land is used very inefficiently, with extensive areas of surface car parking, brownfield land, and the presence of sub-optimal low-rise buildings A key objective of the SPD is to support the comprehensive regeneration of key sites that optimises density and meets the growth needs of the boroughs. Redevelopment of these key sites will be on previously development land which all have a PTAL score between 5 and 6.

					<p>Planning obligations will be required from developers to support infrastructure provision.</p>
<p>3. Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment.</p>		+	?		<p>Growth within Edgware Town Centre may lead to increased pressure on heritage assets and the historical/cultural environment; however, the SPDs key objectives and development principles place a strong emphasis on protecting and enhancing heritage assets and the wider historic and cultural environment. There are a number of heritage assets across the town centre, with a concentration on the eastern side of the A5, and at the western end of Station Road. These assets are identified within the SPD and Objective 7 seeks to promote high quality design that is sensitive to its surroundings. Objective 8 states that Edgware cultural heritage and assets must be protected and constitute an essential part of the town centre renewal programme. The SPD notes that a number of important heritage assets are not in good condition, including the Grade II listed Railway Hotel which is derelict and unused but remains an important community asset. Under development Principle 4, there is a range of criteria to ensure that historical and cultural assets are protected and enhanced, therefore providing an opportunity to bring unused and derelict heritage assets back into use and/or improve their overall condition.</p> <p>The SPD recognises the need for a new and improved leisure and cultural presence which draw more people to the town centre during the day and evening. Objective 2 seeks to provide new attractions that make Edgware a destination location and draw people in from a wide area while supporting local identity and the economy. Options</p>

					include a new cinema, swimming pool and a diverse range of eating-out options.
4. Promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles	++				<p>Part of the overall vision for Edgware Town Centre is to be a vibrant destination whose social and economic gravity supports local community. Redevelopment of the Edgware Town Centre will entail the delivery of several new public open spaces and ensure that there is suitable space provided for education, health and community groups. The SPD will also aim to improve pedestrian and cycle connections which will provide better access to both new and existing community and health facilities.</p> <p>The SPD seeks to expand its retail, cultural and leisure offering which will help to promote and sustain a diverse and vibrant local economy. It notes that air and noise pollution are problematic due to heavy traffic flow, particularly along station road and high street corridors. However, the transition to more sustainable modes of transport (i.e. walking, cycling and public transport) will improve this. It also recommends that consideration when locating land uses, particularly residential, to help mitigate against air and noise pollution.</p>
5. Ensure that all residents have access to good quality, well-located, affordable housing		+	?		<p>Objective 6 seeks to deliver thousands of new homes in order to meet the housing needs of the borough. A large quantum of this could potentially be delivered at key sites such as the Broadwalk Centre, TfL land and Forumside areas.</p> <p>There is currently limited information on the range and type of housing that will be provided, however, it is stated in the SPD that housing will be a mix of sizes and tenures.</p>

					<p>The SPD does acknowledge the rise in housing prices and states that affordable housing will be provided as part of the housing mix that is in line with both London plan and local plan policies. This will form the basis of a S106 agreement which will be determined as part of any future planning applications.</p> <p>The SPD promote high quality design throughout, however, there is no reference to energy efficient homes.</p>
<p>6. Promote social inclusion, equality, diversity and community cohesion</p>	<p>++</p>				<p>Objective 10 of the SPD seeks to ensure that there is suitable space provided for education, health and community groups. Through regeneration of the town centre, it will create a better environment where people will want to spend more time and help foster good community relations. In addition, the SPD intends to deliver a diverse range of housing to accommodate the diverse needs of the local community.</p> <p>In terms of skills and training, the SPD will seek to increase training of local people and be aware of the barriers to employment which some people may experience when looking for work. There is limited detail contained within the SPD as to how this will be achieved, however, with improvements to the retail and commercial space within the town centre, there may be more job opportunities. Any forthcoming planning applications will trigger planning obligations and those contained in Barnet’s SPD on Skills, Enterprise, Employment and Training.</p>

					A separate Equality Impact Assessment has been carried out to assess the impacts of the SPD on those with protected characteristics.
7. Improve the health and wellbeing of the population and reduce health inequalities	++				<p>The SPD places a strong emphasis on reducing the need to travel by car and promote walking and cycling. The SPD aims to significantly improve the provision for active travel options. This will be achieved through a range of measures including improved footpaths, public realm, improved transport options and a new public transport interchange.</p> <p>The SPD notes that there is a lack of public open space, and those spaces which are nearby are not always well signposted. The SPD seeks to deliver several public open spaces which provide sufficient areas for residents and visitors to use for recreation, play and relaxation. Promotion and good management of these spaces could help to reduce health inequalities across the borough.</p> <p>Objective 10 also seeks to ensure that there is suitable space is provided for education, health and community groups.</p> <p>If successfully implemented, these measures will positively support health and wellbeing of the population through providing more opportunities for physical exercise, socialising and relaxation and improved air quality. Improved routes for pedestrians and cyclists will encourage more active travel, further improving health through exercise and decreasing air pollution from vehicles.</p>
8. Foster sustainable economic growth and increase	++				Objective 11 seeks to generate investment that leads to sustainable economic growth and provides local jobs. Improvements to the retail

<p>employment opportunities across a range of sectors and business sizes</p>					<p>area and expansion of the cultural and leisure offering could attract more footfall. Improving the appearance, public realm and movement will help create a better more attractive environment which in turn could attract more businesses and people into the area. Improvements to the overall streets and public realm could help generate additional investment.</p> <p>The SPD proposes to expand its leisure and cultural offering and draw a wider catchment of people. Options include a new cinema, swimming pool and a diverse range of eating-out options that support the evening economy.</p> <p>Through Barnet’s SPD on Skills, Enterprise, Employment and Training there may be the opportunities for the creation of apprenticeships and other forms of training. The potential for local people would also be enhanced through improved connectivity.</p> <p>It is possible that a reduction in car parking could have an adverse impact on local businesses, however, it is noted that the SPD seeks to better manage and utilise car parking spaces to mitigate against adverse impacts.</p> <p>The promotion of sustainable travel, enhancing existing and planning for future public transport would have positive economic impacts by improving accessibility to employment/ economic activities.</p>
<p>9. Minimise the need to travel and create accessible, safe</p>	<p>++</p>				<p>Objective 3 of the SPD seeks to promote improve transport options and move towards more sustainable modes of transport. In order to</p>

<p>and sustainable connections and networks by road, public transport, cycling and walking</p>					<p>achieve this a key theme and objective throughout the SPD is to improve the public realm by providing an environment that supports walking, cycling and the use of public transport. This will be achieved through a range of measures including direct well signed and high-quality pedestrian links through the town centre, improvements to pedestrian crossings and providing dedicated cycling infrastructure and cycling parking within the SPD and surrounding area. Objective 4 seeks to provide a new public transport interchange, which will change the relationship between the rail and bus station and the wider town centre.</p>
<p>10. Protect and enhance open spaces that are high quality, networked, accessible and multi-functional</p>	<p>++</p>				<p>SPD notes that there is a lack of open space within Edgware Town Centre and there are poor links to surrounding spaces. Objective 9 seeks to deliver new and improved open spaces that are linked. As part of the redevelopment of the town centre, there will be a delivery of several public open spaces for recreation, play and relaxation. The SPD states that there will be a requirement for these spaces to be accessible and interlinked for pedestrian and cycle use and will be extensively planted to provide a sense of greenery and nature. In addition, improvements to the public realm and pedestrian and cycling infrastructure, there is likely to be linkages to surrounding open spaces.</p>
<p>11. Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity.</p>			<p>?</p>		<p>Population growth and increased development may have the potential to have adverse impacts on the natural environment. However, Objective 13 of the SPD seeks to increase biodiversity by protecting existing and creating new habitats. There is limited detail on how this will be achieved, however, the delivery of several new public open spaces could help positively contribute towards habitats and</p>

					<p>biodiversity. The greening of the environment should be encouraged where possible and through the design process, opportunities to enhance biodiversity (i.e. green roofs / soft landscaping) should be sought.</p>
12. Reduce contribution to climate change and enhance community resilience to climate change impacts.		+			<p>Objective 12 of the SPD aims to tackle climate change. This will in part be achieved through high quality design and incorporating energy efficiency buildings. It also states that new development will need to mitigate and adapt to climate change in line with the policy and regulatory framework.</p> <p>The SPD notes that air pollution is an issues, particularly along Station Road and High Street corridors, however, throughout the document, sustainable modes of transport are promoted (i.e. walking, cycling and public transport), which have the potential to reduce the number of car journeys made and reduce CO2 emissions and other greenhouse gases.</p>
13. Promote resource efficiency by decoupling waste generation from economic growth and enabling a circular economy that optimises resource use and minimises waste			?		<p>The SPD does not make any reference to waste. Sustainable development should address the approach taking to waste, including how construction waste will be dealt with. Barnet’s Sustainable Design and Construction SPD has a waste strategy which could be referenced within the SPD document. Recycling details will be required as part of any residential or commercial planning applications. This will normally take the form of a planning condition accompanying any grant of planning permission.</p>

<p>14. Maximise protection and enhancement of natural resources including water, land and air</p>			?		<p>The SPD does not mention encouraging water efficiency or water pollution although this would be considered at detailed planning application stage.</p> <p>The SPD identifies key sites for intervention which are considered to have potential to make a significant contribution to the regeneration of the growth area. These sites brownfield land and extensive surface car parks. Redevelopment of these will be making more efficient use of the land.</p> <p>The SPD promote more sustainable forms of transport which in turn will reduce the reliance on fossil fuels and improve air quality.</p>
<p>15. To minimise and manage the risk of flooding</p>					<p>The SPD makes reference to the flood risks associated with the growth area and intends managing flood risk through the design and location of development and make use of sustainable urban drainage systems.</p>

Summary of option 1a

- 4.9 The appraisal of the Edgware Growth area is considered positive and the SPD is successful in seeking to achieve sustainable development principles. No significant adverse impacts have been identified. The SA did identify some areas of the SPD that could be strengthened (e.g. information on how it intends to mitigate and enhance biodiversity features), but generally, the document addresses all the key elements of sustainability and contribute positively towards achieving this.
- 4.10 There are some instances where care will need to be taken to ensure that one objective does not outweigh or preclude achievement of another objective (e.g. promoting growth and development at the expense of the areas special historical context).

Environmental

- 4.11 The appraisal highlights that the SPD will contribute positively to achieving environmental aims. Positive impacts include:
- The delivery of new public open spaces;
 - Making better, more efficient use of land within the town centre and promote mixed use development in an area with excellent PTAL rating;
 - Measures which promote the use of sustainable travel, improve existing transport will help create more environmentally sustainable alternatives to car travel, particularly in relation to carbon emissions and air quality;
 - Improvements to the public realm which will help promote walking, cycling and an improved local environment.

Social

- 4.12 The SPD will have considerable positive social impacts, which include:
- The delivery of new homes, including affordable housing;
 - Improvements and provision of community facilities to include education and health;
 - New public open space to improve opportunities for leisure and wellbeing, along with community interaction;
 - Improved connectivity and public realm which will increase accessibility to local facilities and job opportunities;
 - The promotion of sustainable travel will promote healthier lifestyles.

Economic

4.13 Overall, the SPD will have very positive economic impacts both directly and indirectly on the local economy. Positive impacts include:

- The improvement of the retail, cultural and leisure offering will draw more people into the area and encourage them to stay longer. This will also enhance the night-time economy and provide a range of employment opportunities;
- The promotion of sustainable travel options and improvements to existing transport infrastructure could improve accessibility to employment/ economic opportunities;
- Improvement to the overall environment and public realm could attract further investment and economic growth.

Table 8: Sustainability Appraisal Assessment of option 1b.

Sustainability Objective	Symbol					Comments
	++	+	?	-	--	
1. Promote a high quality, inclusive and safe built environment		+				Option 1b may result in the crime levels / fear of crime staying the same. However, option 1b may result in lost opportunity to improve the overall visual appearance of the area and the opportunity to improve connectivity and the fear of crime.
2. Ensure efficient use of land infrastructure				-		The SPD recognises that parts of the town centre land is used very inefficiently, with extensive areas of surface car parking, brownfield land, and the presence of sub-optimal low-rise buildings. There are also a number of vacant units within the town centre. Option 1b approach may mean that these buildings would likely remain inefficient, unused and/or vacant over a longer period of time.
3. Conserve and enhance the significance of heritage assets and their settings, and the wider historic and cultural environment.		+	?			Edgware growth area contains a number of heritage assets, with a concentration on the eastern side of the A5, and at the western end of Station Road. Many of these assets are not in good condition with some lying unused and derelict. Whilst it is recognised that growth and development may put pressure on such assets in the short term if not managed correctly, option 1b may mean the lost opportunity to improve these assets long term and a further deterioration of some.
4. Promote liveable neighbourhoods which support good quality accessible services and sustainable lifestyles				-		Option 1b is likely to maintain but not improve existing access to community facilities.

<p>5. Ensure that all residents have access to good quality, well-located, affordable housing</p>		+			<p>Option 1b would promote new housing but at reduced capacity compared to option 1a. option 1a is likely to improve the supply of housing and positively contribute towards meeting housing needs of current and future residents in a more comprehensive and integrated manner.</p>
<p>6. Promote social inclusion, equality, diversity and community cohesion</p>		+			<p>Option 1b is likely to maintain the current level of social/community inclusion, however, may not provide the same opportunities to enhance these. It would also not provide the same level of opportunities to improve employee education/training programmes.</p>
<p>7. Improve the health and wellbeing of the population and reduce health inequalities</p>				-	<p>Option 1b would maintain current provision of public open space and green infrastructure but would not present opportunities to create or enhance these assets for recreational purposes or for exercise. In addition, Option 1b is unlikely to sway people to take up less polluting forms of transport without good alternatives in place. The existing layout is designed to encourage car use. This approach would not create the same opportunities for cycling or the promotion of walking as an alternative to driving and therefore, reduced health benefits.</p>
<p>8. Foster sustainable economic growth and increase employment opportunities across a range of sectors and business sizes</p>				-	<p>Option 1b could result in more vacant units within the town centre and a lost opportunity to diversify the local economy to include a greater cultural and leisure offer.</p>
<p>9. Minimise the need to travel and create accessible, safe and sustainable connections and</p>			?		<p>Option 1b will not reduce the need to travel by car and maintain a layout which is designed to encourage car use.</p>

networks by road, public transport, cycling and walking					
10. Protect and enhance open spaces that are high quality, networked, accessible and multi-functional			?		There is a lack of open space within Edgware Town Centre. Option 1b would maintain current provision and could result in lost opportunities to provide new public open spaces. It would also not improve the access and links to surrounding areas.
11. Create, protect and enhance suitable wildlife habitats wherever possible and protect species and diversity.			?		Option 1b could provide opportunities to protect existing biodiversity but opportunities to enhance biodiversity would be more limited.
12. Reduce contribution to climate change and enhance community resilience to climate change impacts.				-	Option 1b is unlikely to see a significant reduction in the number of car users compared to option 1a.
13. Promote resource efficiency by decoupling waste generation from economic growth and enabling a circular economy that optimises resource use and minimises waste		+			Option 1b is unlikely to lead to the same construction levels and therefore construction waste. However, it could result in a lost opportunity to promote the circular economy.
14. Maximise protection and enhancement of natural resources including water, land and air				-	Option 1b will not present the same opportunities to improve air quality which is exacerbated by the heavy use of the main road going through the town centre
15. To minimise and manage the risk of flooding			?		Option 1b is unlikely to result in the same growth and development as 1b and therefore not place the same pressure on

						flood infrastructure. However, it would not provide opportunities to enhance and improve this infrastructure.
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Summary of option 1b assessment

- 4.15 Option 1b has fewer positive impacts than option 1a and reflects a number of 'lost' opportunities to improve the social, economic and environmental offering of Edgware Growth Area. With no coherent strategy in place, the growth area is less likely to be able to support business development, improve social infrastructure, and transport and movement to the same extent as option 1a. The SA suggests option 1b would fail to achieve the desired objectives and aspirations for Edgware.
- 4.16 Whilst existing planning policy and site allocations would help address most of the sustainability objectives, as borough-wide documents they would not make the most of the unique development opportunities to address some of issued and opportunities for Edgware. For example, without interventions to diversify town centre uses could result in further decline of the high street, particularly following the Covid-19 pandemic. In addition, the SPD also presents an opportunity to restore and bring the Railway Hotel back into use which is a valued local heritage asset and currently in a state of disrepair.
- 4.17 Whilst existing policies and allocations could be used to promote new housing, economic growth and environmental issues, they would not cover how these could be addressed in a comprehensive and integrated way that is specific to Edgware. On the other hand, a SPD for Edgware Growth Area provides the potential to guide more closely how sustainable development can be delivered across the area and ensure that the town centre retains its status as a major town centre. In addition, the SPD provides the potential to improve the public realm and transport options throughout the area, particularly more sustainable modes such as walking and cycling.
- 4.18 Option 1b would help deliver additional homes and employment/economic uses in the area that has been identified as a tall building location and has excellent transport links. However, it may not present the optimum opportunities for growth and development.
- 4.19 Both options have the potential to generate negative outcomes in relation to waste and non-renewable resources given the potential impacts of construction. Policies to address these issues where possible in the SPD may help mitigate these impacts.

5. Conclusion

- 5.1 The benefits of having the SPD clearly outweighed the option of relying on existing policy. The SPD seeks to encourage the provision of a balanced mix of town centre uses that improves the overall retail, leisure and cultural offer to help enhance the commercial attractiveness of the Edgware. Without the SPD, the town centre may not be able to fulfil its potential and role as a major town centre. In order to promote the area as commercially attractive, additional guidance will maximise the diversity of town centre uses in conjunction with high quality public realm. The development of the evening economy will help keep the town centre lively and safe throughout different times of the day and more leisure opportunities to residents, visitors and workers.
- 5.2 The SPD will also help deliver a town centre that is more accessible with a high-quality public realm and open spaces, making streets and places more enjoyable and better used. In addition, the SPD seeks to ensure high quality design and that heritage assets are protected and enhanced which will make a positive contribution to the character of the area.

6. Monitoring the significant effects of the Edgware Growth Area

- 6.1 The monitoring process set out in Table 4 will enable the significant effects of implementing the SPD to be supervised. A principal tool in the monitoring process will be the Annual Monitoring Reports (AMR) for both Barnet and Harrow. The AMR assesses progress for a range of areas, including environmental factors such as air quality, biodiversity, waste, employment and town centres, housing delivery and transport.

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■ Harrow
CORE STRATEGY

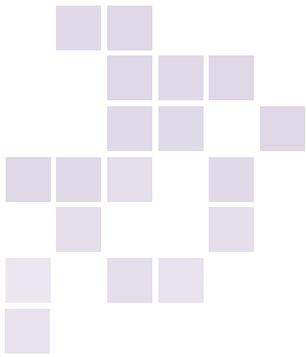




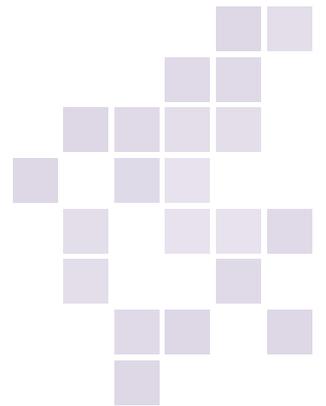
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Harrow
CORESTRATEGY



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Foreword

For residents and business alike, Harrow offers much that is good about outer London life. In the space of a single day residents can enjoy both the quiet contemplation of the natural environment and the bustling vibrancy of one of the world's greatest cities.

- 1.1** A legacy of suburban housing with gardens, a Metropolitan town centre with a range of shops and leisure facilities, good local schools and a wealth of open spaces make Harrow an ideal location for family life. At the same time, a highly skilled and diverse population with high levels of employment and entrepreneurial flair continue to stimulate strong but mainly local economic opportunities for business.
- 1.2** Harrow's Core Strategy is a town and country plan for the next fifteen years. It has to tackle many challenges. Population growth and a requirement to deliver new homes continue to necessitate housing development in the Borough. As access to suitable housing is a problem for an increasing number of households, the need for homes which are truly affordable to their occupiers must also be addressed. Housing growth must be matched with investment in local services and infrastructure, an increase in locally available jobs, and the creation of conditions which are conducive to business and economic diversification. Rising to these challenges, whilst preserving all that is good about life in Harrow, is ultimately the Core Strategy's purpose.
- 1.3** This Core Strategy is the culmination of work that began in 2005 and which has involved four, wide-ranging consultation events as well as many smaller, more focused exercises. I thank all of those individuals, organisations and community groups that found the time and energy to participate in the preparation process. The result is a plan founded on a clear, deliverable spatial strategy for the Borough's future. I now ask you to continue to participate as the Council and its partners implement the Core Strategy, through decisions on planning applications, infrastructure planning and service provision, and to help scrutinise the plan's implementation using Harrow's Annual Monitoring Report.



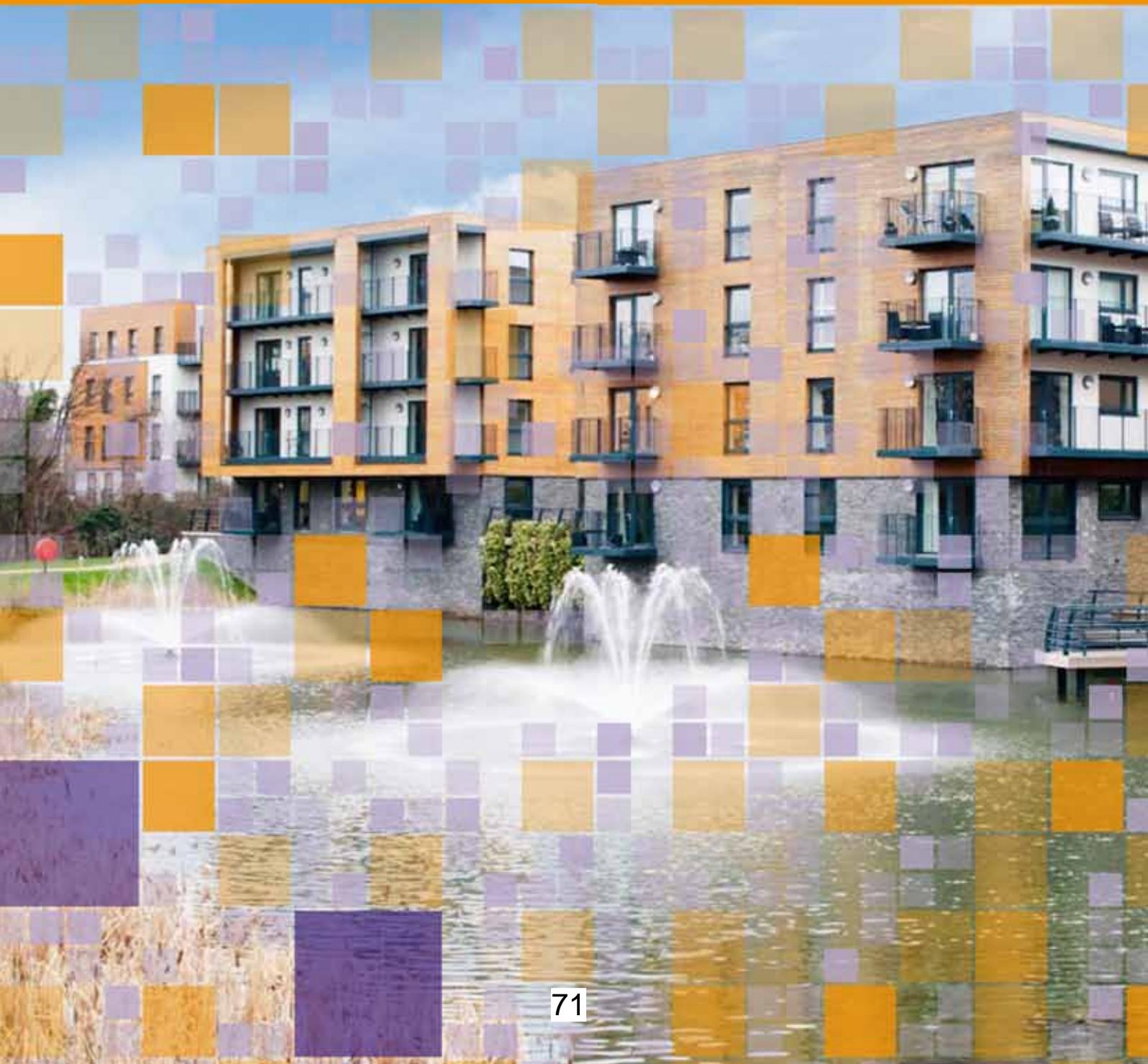
Councillor Keith Ferry

Portfolio Holder for Planning, Development and Enterprise

STRATEGY

2 Introduction and Context

3 Spatial Vision, Objectives and Development Strategy



What is the Local Development Framework?

- 2.1 The Harrow LDF is a portfolio of separate planning policy documents that are being prepared by the Council to plan for and manage development and the use of land in the Borough over the next 15 years. When adopted, the LDF will replace the adopted Harrow Unitary Development Plan (2004) and will be used to guide development within the Borough and to determine individual planning applications.
- 2.2 The Core Strategy (this document) is the most important component of the Harrow LDF. It sets out the long term vision of how Harrow, and the places within it, should develop by 2026 and sets out the Council's strategy for achieving that vision. In particular, it identifies the broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community facilities and other uses. It also sets the context for the other policy documents that make up the Harrow LDF. These are:
- Harrow and Wealdstone Area Action Plan: Being prepared jointly with the GLA and other partners. It will set out a comprehensive set of policies, proposals and site allocations for development within the Harrow and Wealdstone Intensification Area, which includes the town centres of Harrow and Wealdstone, the corridor between them, and the business land surrounding Wealdstone. It will ensure development is managed in a comprehensive manner and delivers the social, environmental and economic outcomes sought for this area.
 - Development Management Policies DPD: Will contain detailed policies for the assessment of planning applications for development and land use outside of the Intensification Area. The policies will generally be criteria based and will focus on giving effect to the strategic objectives and core policies of the Core Strategy. As set out in Government guidance, it will not be necessary to repeat or re-interpret national or regional policy, other than where local circumstance and robust evidence might justify the adoption of an alternative approach.
 - Site Specific Allocation DPD: Will set out the allocated sites except for those set out in the Area Action Plan. It will identify the locations and sites for specific types of development in order to ensure the vision, objectives and strategy of the Core Strategy are implemented. The broad parameters for the development of each site will be listed covering land use and development criteria.
 - West London Waste Plan DPD: Identifies and safeguards sufficient sites for a range of waste management facilities that are required in the area to deal with West London's waste up to 2026. The Plan will also contain policies to support site development. It is being prepared jointly by Harrow and the five other boroughs in the West London Waste Authority area.

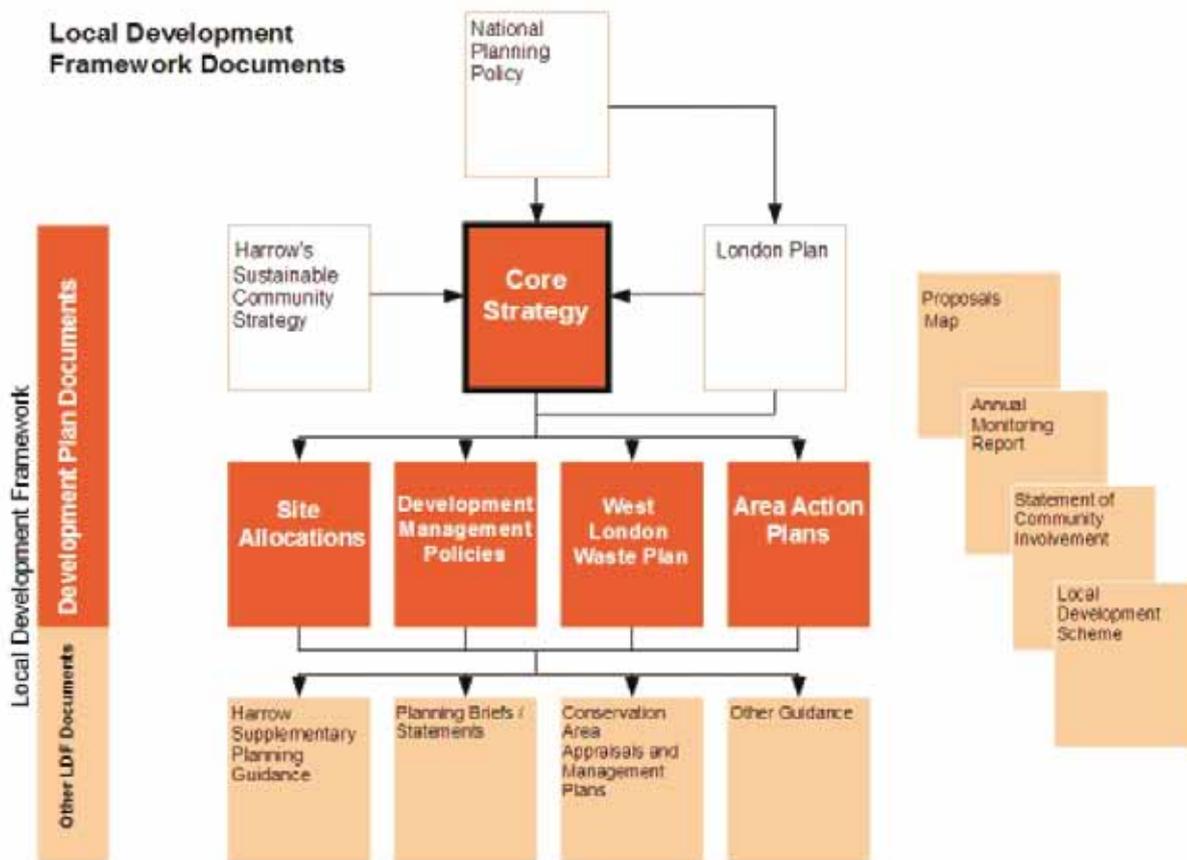


Figure 1 Harrow Local Development Framework

- Proposals Map: Will identify site allocations and areas of planning constraint, such as the Green Belt and other local and national environmental designations. The Proposals Map will be updated as new DPDs are prepared or revised so as to illustrate, graphically, the application of the policies in the DPD.
 - Supplementary Planning Documents (SPDs): These will give detailed guidance on how the Council's planning strategy and policies will be implemented for specific topics, areas or sites. Although they will not form part of the statutory development plan for Harrow, and will therefore not have the same weight in decision making, they will be important considerations in the Council's planning decisions.
- 2.3 Further detail on the role and function of each of these documents, as well as the timetable for their preparation, is set out in Harrow's Local Development Scheme, which is available on the Council's website at <http://www.harrow.gov.uk/ldf>.

2.4 The 'saved' policies of the Harrow Unitary Development Plan (UDP) 2004 and the London Plan will continue to form the development plan for Harrow until the relevant documents that make up the LDF have been adopted. The Core Strategy, once adopted, will replace the UDP policies listed in Appendix D.

The Core Strategy - a new approach to planning for Harrow

2.5 As Harrow grows and changes, care for the Borough's natural resources and local environment becomes a significant consideration in the way that different land uses are managed. A common weakness of the existing UDP is that it does not adequately address how existing residential areas will change as a consequence of infilling and redevelopment for housing, nor how the consequences of this change on social and physical infrastructure will be managed.

- 2.6 This means that there has often been no planned approach to managing change across the Borough. Rather, development has been managed on a purely responsive basis, judging the merits or otherwise of a proposal in isolation of any shared understanding of how each development might contribute, in part, towards a desired future state for the local area or the Borough as a whole. As a result, development and growth has been ad hoc, often leading to cumulative impacts on the provision of social and physical infrastructure and giving rise to public opposition to growth.
- 2.7 The Core Strategy represents a new and proactive approach by which the Council can plan for and manage growth, and the changes it brings, in a way that focuses attention on the areas within the Borough where opportunities exist for regeneration and development, and where there is also capacity to accommodate change. It indicates how much development is intended to happen, when, where and by what means it will be delivered over the plan period. In addition to covering the physical aspects of location and land use, the Core Strategy also addresses other factors that make places attractive, sustainable and successful. It will play a key part in shaping the kind of place Harrow will be in the future, balancing the needs of residents, businesses and future generations.

The Sustainable Community Strategy and other local plans and strategies

- 2.8 A principal objective of the Core Strategy is that it should integrate with, and help to implement other local plans and strategies prepared by the Council and its partners relating to issues such as housing, transport, employment, health, leisure and culture. Key amongst these is the Sustainable Community Strategy, which is produced by the Harrow Partnership and sets out a collective, long-term set of visions, priorities and ambitions for the Borough. The Sustainable Community Strategy identifies what the Council and its partners⁽¹⁾ will do to build a more sustainable, prosperous and inclusive Harrow.
- 2.9 In March 2009, the Harrow Partnership reviewed and updated the Harrow Sustainable Community Strategy to make it relevant to the challenges to be faced over the next decade. The updated Strategy is available on the Council's website. Using the priorities agreed for the Local Area Agreement, it focuses on six key themes for Harrow:
- Economic Development in Harrow;
 - Every Harrow Child;
 - Health, Wellbeing and Independence;
 - An Improving Environment;
 - Culture, Communities and Identity; and
 - The Future of Public Services and Democracy.



2.10 Each of the above themes is supported by a vision, short-term actions and longer term ambitions. In giving effect to the updated Sustainable Community Strategy the Core Strategy has sought to translate, where appropriate, its priorities and ambitions into strategic objectives and land based policies.

2.11 Along with the Sustainable Community Strategy, the Core Strategy has also had regard to the key aspirations and outcomes of the local plans and strategies as set out in Appendix C. In addition to these strategies, preparation of the Core Strategy has also involved consultation and joint working, where appropriate, with neighbouring authorities to better understand potential influences on activities within Harrow and to develop policies and approaches which ensure consistency across judicial boundaries. Achieving a more sustainable pattern of land use within Harrow requires a full awareness of the inter-relationships with other areas.



Sustainability Appraisal and Equalities Impact Assessment

2.12 All development plan documents are required to undergo Sustainability Appraisal (SA) and Equalities Impact Assessment (EQIA). Both of these

assessments have been undertaken at each stage of the Core Strategy's production. The process has sought to identify the potential positive and negative social, economic and environmental impacts likely to arise as a result of implementing the various development options and policies that have been proposed to date. The results of these assessments were then published alongside consultation on the Core Strategy - the intention being to assist people in making an informed decision about which option they might prefer. The final SA and EQIA reports test the Core Strategy policies against the sustainability objectives and a set of equalities criteria, and seek to ensure that any positive impacts are maximised and appropriate mitigation measures are considered in the context of negative impacts.

National and Regional Planning Policy

2.13 Harrow's LDF, whilst reflecting local needs and circumstances, must be consistent with national policy prepared by the Government in Planning Policy Statements / Guidance, and must also be in general conformity with regional policy prepared by the Mayor of London, and published through the London Plan.

2.14 In preparing the Core Strategy, the Council has taken account of the published Planning Policy Statements / Guidance, including the emerging draft National Planning Policy Framework.

2.15 The London Plan is the overarching spatial development strategy for London. It provides the strategic, London-wide context within which all London boroughs must set their detailed local planning policies. Accordingly, policies in the Core Strategy and Harrow's other DPDs will need to be in general conformity with the London Plan.

Spatial Vision, Objectives and Development Strategy **3**

STRATEGY

Borough portrait

- 3.1** Harrow is internationally known for its excellent schools, including Harrow School. The Borough has developed from a series of village and Metroland centres into a successful outer London Borough that continues to perform an important role within the overall housing market of west London. Its network of town centres, high quality open spaces and extensive Green Belt, good schools, low crime rate, along with its historic assets and excellent transport links to central London have combined to contribute significantly to its desirability as a place to live, work and visit. These considerable existing attributes, and its potential to develop further, make it attractive to residential investment. However, this masks the fact that the Borough also has pockets of deprivation and many of the community assets are in need of renewal or replacement. The challenge for Harrow is to accommodate further development but in a manner and form that is tailored to meet local needs, provides for future social and economic wellbeing, addresses areas in decline, and protects and improves those elements and features that make Harrow attractive.
- 3.2** In respect of economic and regeneration activities, Harrow is not as competitive as it could be. Harrow town centre is one of 12 Metropolitan centres in London but has not kept pace with growth experienced by neighbouring centres and is in need of some renewal. The office and industrial sectors have been in decline and are not attracting regional market interests. Yet, despite the current economic climate, most of the Borough's town centres and employment areas, with some notable exceptions, have maintained their viability with relatively low vacancy rates and, more recently, have seen increased demand for new hotel developments and education and training facilities. Harrow also has unique strengths, in terms of its diverse, highly skilled and entrepreneurial population that provide the opportunity for the Borough to carve out a clear role for itself in support of west and outer London's wider economic offer.
- 3.3** It is important that Harrow's strategy for the future development of the Borough is based on an understanding of the characteristics that make Harrow what it is and a knowledge of how it is likely to change. This section of the Core Strategy provides an overview of some of the features that give the Borough its unique character. It summarises and highlights the significant opportunities and key drivers that will shape the future of the Borough.



London Context Map

Harrow as a place

- Harrow is an outer-London Borough situated approximately 10 miles to the north-west of central London with a land area of some 5,047 hectares

(50 sq kilometres or 20 sq miles). It is the 12th largest borough in London by area but 21st in terms of size of population;

- Neighbouring local authorities are the London boroughs of Barnet, Brent, Ealing and Hillingdon, and to the north Hertsmere Borough Council and Three Rivers District Council in Hertfordshire;
- The Borough is organised into 21 wards and forms part of the West London sub-region⁽²⁾;
- Notable historic components across the Borough comprise Harrow Village including St. Mary's Church and Harrow School atop Harrow Hill, Headstone Manor and Pinner Deer Park, Pinner High Street, St. John the Evangelist Church and St. Lawrence Church in Stanmore, Canons Park and North London Collegiate College, the Grim's Dyke earthwork and the Grim's Dyke Hotel, and Bentley Priory;
- Wealdstone has a strong industrial legacy including some manufacturing firms such as Whitefiars Glass, Kodak and Winsor & Newton;
- Today, Harrow is a classic outer-London Borough comprising inter-war suburbs, Metroland town centres and surviving village centres set within Green Belt, Metropolitan Open Land and a range of natural greenspaces, municipal parks and playing fields;
- Traditional suburban housing estates in the Borough's lowland areas to the south give way to spacious and more varied residential areas on rising ground to the north, reflected in a reduction in population density from south to north;
- Frequent train services provide access to London Euston and London Marylebone within 20 minutes, alongside services to other parts of the south east; Underground services provide direct access into central London and beyond; and

- Notable institutions and major employers include Harrow School and John Lyon School, the Royal National Orthopaedic Hospital, Clementine Churchill Hospital, Kodak, Ladbrokes and Bovis Lend Lease.

Harrow's people and households

- According to the GLA Revised Mid-Year Estimates (2010) the Borough has a population of 228,100 with projections for 2031 at just over 233,300;
- In addition to population growth, the demographic of the population is forecast to change, including an increase in ethnic minority groups, one person households, lone parents and multi occupation households;
- Harrow residents enjoy good life expectancy (78.9 years for men and 83.1 years for women) resulting in a disproportionately high increase in the proportion of older residents and adults living alone. Forecasts show these trends are set to continue with an increasing number of people aged over 85;
- At the opposite end of the age spectrum, the Borough will also see a growth in the under 15 age group (9.8%) reflecting Harrow's role in providing suburban family accommodation;
- Harrow is already one of the most diverse boroughs in London and the most religiously diverse in the UK. A significant proportion of Harrow's residents are of Indian origin and overall around 53% of the population are from minority ethnic groups with this figure being higher in certain parts of the Borough (e.g. Kenton East) and in the school age population. It also has the highest density of Gujarat Hindus in the UK, and Stanmore and Canons Park Synagogue boasts the largest membership of any single synagogue in Europe;

- The Borough is also one of the safest in London, consistently in the top two lowest crime rates across the capital. Despite this, fear of crime remains high, and is one of the main concerns for residents; and
- There are around 86,000 households in Harrow; the average household size in the Borough in 2006 is approaching 2.6 persons (higher than the London average) while the proportion of one-person households is estimated at 27.6% (lower than the London average).

Housing and residential character

- In 2001 Harrow had 9,877 detached, 32,309 semi-detached and 16,397 terraced houses and bungalows; there were a further 16,159 flats in purpose built blocks, 4,734 flats in converted buildings and 1,395 residential units in commercial buildings;
- A total of 4,732 homes have been added to Harrow's housing stock over the period 2001-2010; the majority of completions are one and two bedroom flats;
- Harrow has one of the highest levels of private sector housing; 75% of housing in the Borough is owner occupied, with less than 11% being social housing (lower than the London and national average);
- In 2008/09 the average house price in the Borough was £287,945, eight times the annual average gross salary of Harrow households;
- Harrow's strategic housing requirement is 350 additional homes per annum from 2011; and



Furham Field, Harrow End



Pinewood Park Estate, Harrow End

- Harrow's average density is 45 persons per hectare, which makes it one of the more densely populated outer London boroughs, although still below the London average.

Harrow's transport

- Four London Underground lines serve Harrow: the Metropolitan, Bakerloo, Jubilee and Piccadilly lines; in addition the Edgware branch of the Northern line runs close to the eastern Borough boundary and the London Overground network provides services which supplement the Bakerloo line;
- Mainline rail services connect the Borough to London termini at Marylebone and Euston, and to Clapham Junction, Watford Junction, Aylesbury and Birmingham;
- Evidence shows adequate carrying capacity on Underground services; however the provision of step-free access remains an issue at many of the Borough's stations including the busiest, Harrow-on-the-Hill Station;
- There are 37 bus routes, including 5 night bus services, serving areas within the Borough and links to neighbouring boroughs; however Harrow bus station is operating over capacity;
- The A40, M40 and M4 motorways are close to the southern boundary while the M1, A1 and A41 are close to the north



Harrow End Station

east corner; the M25 provides the major orbital route to the north and west while the A406 North Circular Road is to the south east;

- A network of cycle routes provides a total of 41km cycle lanes in the Borough; and
- Over 70% of households in Harrow owned a car at the time of the 2001 Census and two thirds recorded that they had access to two or more cars at home.

Harrow's environment

- Over a quarter of the Borough consists of designated open space; residential gardens provide private or communally accessible spaces;
- Harrow's land area includes 1,088 hectares Green Belt and a further 313 hectares Metropolitan Open Land;
- Statutorily protected assets include 2 Sites of Special Scientific Interest, 28 Conservation Areas, over 300 listed buildings, four historic parks and gardens, and 9 scheduled ancient monuments;
- By 2009/10 Harrow had achieved the 'Green Flag' quality status for three of its public parks: Canons Park, Harrow Recreation Ground and Roxeth Recreation Ground;
- Harrow has a composting and recycling rate of 46%, one of the highest in London, and has signed up to the Nottingham Declaration (2007) to reduce carbon dioxide emissions;
- Daily water consumption in Harrow is 170 litres per person per day (higher than the national average of 150 litres);



Kenton Recreation Ground

- Harrow's carbon footprint is calculated at 11.41 tonnes of CO2 per capita, which is higher than the London average but lower than the national average at 11.28 and 12.10 tonnes of CO2 per capita respectively. The domestic sector (i.e. Housing, and more specifically the electricity, gas and other fuels used in the home) is responsible for the highest portion of emissions, accounting for 53% of the CO2. In total, Harrow contributes 2.1% of all the CO2 emitted across London. This puts the Borough in 28th position out of the 33 London boroughs; and
- Located at the upper reaches of the Thames basin, tributaries of the Crane, Colne and Brent Rivers rise in Harrow; some parts of the Borough are susceptible to fluvial and surface water flooding.

Education, culture and leisure

- Harrow features many state-funded primary and secondary schools as well as handful of voluntary aided schools and several large tertiary colleges;
- There are a number of independent schools including Harrow School, John Lyon, North London Collegiate, Heathfield, Pinner, Orley Farm and Reddiford Schools that contribute significantly to Harrow's reputation as a place for learning;
- Harrow's schools overall continually perform above the national and London averages;
- Cultural facilities include Harrow Arts Centre at Elliot Hall, Hatch End; Headstone Manor and Harrow Museum; Flash Musicals in Edgware and spaces within educational establishments provide further access to the arts and related activities;



Harrow Leisure Centre

- Tourist attractions include Harrow Hill/School, proximity to Wembley Stadium and ease of access to central London, and access to green open spaces including the Capital Ring and London Loop strategic walking routes; and
- Harrow Leisure Centre is the principal swimming and indoor sport facility within the Borough.

Economy

- There are just over 10,000 businesses in Harrow; 78% of these are small businesses employing less than 4 people and 91% employ 10 people or less;
- However there are 38 businesses employing 200 people or more and these account for 25% of the Borough's employment;
- Public administration, education and health is strongly represented in Harrow's economy while banking, finance and insurance is under represented;
- In recent years there has been strong growth in new business formations in the 'legal, accountancy and other business support' and 'construction, personal, community service, retail trade and repairs' sectors;
- Employment forecasts project a net increase of 4,000 jobs in the Borough over the period 2009-2026; growth sectors include hotels and restaurants, business services and other services, however contraction is expected in the manufacturing, construction, wholesale, public administration, health and education sectors;
- Around 31% of Harrow's residents work within the Borough, 22% commute into central London, and about 25% work in the neighbouring boroughs of Brent, Hillingdon, Barnet and Ealing; there is also significant in-commuting into the Borough most notably from south Hertfordshire (Watford, Hertsmere);



St. George's Shopping Centre, Harrow

- Just over 3.9% (4,165) of Harrow's working population were unemployed in June 2010; this is below the rates of London and England, 5.7% and 5.0% respectively. Long-term unemployment is increasing, 10.9% of Harrow's unemployed residents had been unemployed for over one year in June 2010, compared to 5.7% in June 2009. This proportion is below the level of long-term unemployment in London, at 16.9% and Great Britain at 18.1%;
- 12% of Harrow's economically active residents were self-employed in 2009 compared to 10.2% in 2008; the levels in 2009 for London and England & Wales are 10.9% and 9.0% respectively;
- Average household gross income was £41,300 a year in 2009, 0.9% higher than 2008 and 4.9% higher than the mean household income for London in 2009; and
- Although enjoying relatively low levels of multiple deprivation, Harrow's position compared to other local authorities deteriorated over the period 2004-2007 and two of the Borough's wards contain areas in England's 20% most deprived.

The challenge for Harrow

- 3.4 The Core Strategy covers the period to 2026 and beyond. It is in the nature of places to evolve and change over time, and the Strategy is being prepared in anticipation of the social, economic and environmental changes that are expected take place during this period. The key challenges are outlined below.

Population growth and demographic change

- 3.5 Harrow's population is growing and will continue to grow during the life of this plan, and the demographic of residents is changing. Households are getting smaller, life expectancy is anticipated to increase, and technological advances are changing the way people live and work. Therefore, improving the quality of life for Harrow's residents, whilst at the same time accommodating these demographic changes, is a key challenge. New housing will need to provide a form and standard of accommodation which meets the reasonable requirements and expectations of the population, and to do so in a way that achieves more sustainable lifestyles through the location, form and mix of land uses, and building design.
- 3.6 This comes in the form of ensuring new buildings are suitably designed - both aesthetically and functionally, and providing for infrastructure to support such changes.

Sustainability

- 3.7 Issues of climate change and lifestyle have impacts upon Harrow that need to be responded to. Firstly, climate change is predicted to increase global temperatures, and could also lead to increased flooding. Harrow therefore needs to reduce its carbon dioxide emissions and its impact on the environment in general, to contribute to climate change mitigation, whilst at the same time adapting the built environment to become more resilient to the effects of climate change. This includes flood resilience measures being designed into developments, and other sustainable construction techniques being encouraged, whilst protecting the heritage around us. Secondly, the lifestyles have to become more sustainable and so issues such as reducing car travel, tackling waste and increasing the provisions for recycling must be addressed.

Quality of the environment

- 3.8 Harrow is in a privileged position in London, in that it contains a substantial amount of accessible open space, and also some attractive and unique historic neighbourhoods, notably the medieval village of Pinner, and the renowned Harrow-on-the-Hill. There are also a number of historic parks and gardens, many originating from grand estates that once occupied this area. Together, these make Harrow a very attractive place for people to live, especially coupled with the suburban hinterland of family sized dwellings. Therefore change, as well as growth, needs to be managed in a way that respects local character and heritage, and also enhances it whenever possible. New development, public realm improvements, as well as issues such as air quality need to be carefully dealt with to ensure Harrow remains an attractive place to live and work.

Housing and affordability

- 3.9 As is the case in many of London's boroughs, housing supply and affordability are major issues. The disparity between incomes and house prices means that the demand for affordable housing outstrips the supply of dedicated provision. So a key challenge facing Harrow is providing for a range of housing including affordable housing to meet the current and future population's needs, that are of a type, price and mix suitable and accessible to this future need which achieve mixed and balanced communities. Changes to the way affordable housing is funded may significantly impact on both the levels achieved and the type of affordable homes provided. This represents a further challenge to ensure the right balance is struck between the funding requirements of providers, the need to maximise the amount of affordable housing provision, and the requirement to target affordable housing towards those most in need.

Economic prosperity

3.10 The recent financial crisis has had an impact on Harrow but not as significant as elsewhere in London or nationally. This may be due in part to Harrow having a limited number (38) of very large private companies; a significant number (9,000+) of Small to Medium Enterprises (SMEs) that are more adaptable to change; and an over representation of 'professionally' classified workforce (40%). However, a large proportion of the Borough's workforce is employed in the main public sector categories of public administration, education and health, all of which are forecast to reduce significantly due to the fiscal austerity measures being imposed on the public sector. In addition, Harrow's Local Economic Assessment (2011)⁽³⁾ suggests that the policy framework for the local economy will need to focus on ensuring population growth is matched by employment growth, increasing the supply of higher skilled workers in line with skills forecasts, retaining a significant proportion of large businesses in the Borough, maintaining a supply and improving the quality of employment land and buildings, and attracting new investment including mixed uses to the Borough's town centres.

3.11 In response to the above, opportunities arising from the regeneration initiatives will need to be secured alongside positive intervention that address vacancy levels and improve the quality of employment land and buildings. Higher land use enabling development may be required initially to ensure the delivery of the right types of business units to grow Harrow's SME sector, as well as a relaxed

approach to planning obligations. The Council will also need work closely with business support agencies (e.g. Business Link, West London Business, Harrow in Business) to maximise support for the existing and emerging businesses. Increasing Harrow's competitiveness in the West London sub region is key to ensuring job growth that benefits Harrow. The role of Harrow's town centres and the retail offer in the Borough is also integral to economic success, and so ensuring Harrow town centre remains a Metropolitan centre and can attract both big name stores, as well as a diverse range of smaller retailers to give Harrow a unique offer, is a key challenge. Coupled with this is the challenge of ensuring Harrow's other centres remain vibrant, and crucially, maintain their viability, to ensure residents have places locally to shop, and work in.

Access to opportunities

3.12 Whilst Harrow is generally a prosperous place, there are some areas that do not fare as well as others, indeed two of Harrow's 137 Super Output Areas⁽⁴⁾ are in 20% of the most deprived in England. The Council wants to ensure that everyone in the Borough has access to services, especially education and training to enable people to improve their skills and have access to all the employment opportunities that London has to offer. The Council also wants to promote equality by making sure that all areas have good access to health and community services, as well as good public transport links, to reduce inequalities and deprivation. These challenges will require co-ordinated investment in infrastructure and support for voluntary organisation.

3.13 Crime and, more often, a disproportionate fear of crime can be a barrier for some residents to visit particular places, services and facilities. Reducing the opportunity for crime and residents' perceptions of crime will be an important part of maintaining and improving the quality of life in the Borough.



Kodak Chimney, Wealdstone

³ From 2011 all local authorities have a statutory duty to undertake an assessment of the economic conditions of their area. These assessments are referred to as 'Local Economic Assessments' (LEAs)

⁴ A Super Output Area (SOA) is a geographical area designed for the collection and publication of small area statistics significantly below the ward level. Nationally there are 34,378 SOAs

Keeping Harrow moving

3.14 Housing and economic growth within the Borough will need to be matched by investment in physical infrastructure. Based on the findings of the Council's evidence base, there are currently no significant infrastructure constraints or 'showstoppers' identified that would prevent the Borough from promoting further growth. However, there are quality of life and business environment improvements that are required to maintain the competitiveness of our town centres, retain local employment and the attractiveness of our residential areas, as well as to enhance Harrow's potential to attract inward investment. Such improvements include the upgrading of train station and Harrow bus station; key junction improvements and orbital transport connections; urban realm and heritage projects; the delivery of an integrated Green Grid; improved access to and quality of open spaces and leisure facilities; the maintenance of education facilities; and the quality and sustainability of both the existing housing and business stock. These challenges need to be managed in light of other objectives to reduce carbon dioxide emissions, improve air quality, and reduce road traffic through support for more sustainable modes of transport.

3.15 In support of infrastructure provision, the Council had been improving its arrangements for securing enhanced levels of planning obligations. However, the recession and recent reforms to the use of planning obligations have impacted significantly on progress in this area. Nevertheless, the Council is committed to using section 106 to secure affordable housing and site specific requirements, and will also prepare a Borough Community Infrastructure Levy to fund strategic infrastructure improvements, including improvements to public transport, walking and cycling.



Station Road, Harrow

Harrow's spatial vision

3.16 The vision set out in the Harrow Sustainable Community Strategy is that, by 2020, Harrow will be recognised for:

- Integrated and co-ordinated quality services, many of which focus on preventing problems from arising, especially for vulnerable groups, and all of which put users in control, offering access and choice;
- Environmental, economic and community sustainability, because we actively manage our impact on the environment and have supported inclusive communities which provide the jobs, homes, education, healthcare, transport and other services all citizens need; and
- Improving the quality of life, by reducing inequalities, empowering the community voice, promoting respect and being the safest borough in London.

3.17 The vision and priorities set out above, and the strategic objectives of the Council's partnership strategies, are further developed through the Core Strategy's long-term spatial vision for the Borough and the places within it. The vision represents an ambitious but deliverable framework for how development and growth will be proactively managed and promoted within a newly defined Harrow and Wealdstone Intensification Area, within Harrow's district and local centres, on strategic suburban brownfield sites and renewal areas located across the Borough; and by ensuring that the character of the rest of the Borough is sustained and enhanced.

HARROW'S SPATIAL VISION

By 2026 Harrow will be a more sustainable community, its residents will benefit from an improving quality of life, having good access to a range of local facilities (including shops, public transport, recreation and leisure pursuits) services (including healthcare, education and training) housing and employment. New development and economic growth will have provided 6,050 net new homes, created over 4,000 additional new jobs and funded significant local improvements that benefit all in the community. The innovative and high quality design of new development will have also contributed to local distinctiveness, creating attractive buildings and spaces that foster community pride, raise the image of the Borough, whilst also delivering on the climate change agenda.

Comprehensive and coordinated regeneration activity will have positively transformed the Harrow & Wealdstone Intensification Area, delivering at least 2,800 net new homes and 3,000 additional new jobs, and creating diverse and varied neighbourhoods where people choose to live and work. Harrow town centre will be a vibrant and attractive Metropolitan Centre having benefited from additional retail, leisure and hotel development, and having renewed much of its older office stock. It will have developed its role as the prime location for central public services including the relocation of the Council's Civic Centre towards the end of Plan period. Wealdstone will have developed its own, distinctive identity as a successful district shopping centre 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.

Station Road will have benefited from redevelopment and environmental improvement as the principal component that binds the two centres together. Harrow-on-the-Hill Station, Harrow Bus Station and Harrow & Wealdstone Station will be accessible major public transport nodes. New development will have contributed to a coherent new character achieving high standards of sustainability, public realm and residential quality.

Improved pedestrian inter-connectivity between Harrow town centre and Harrow-on-the-Hill will have benefited residents and businesses in both locations whilst preserving their separate identities. The Borough's Metropolitan Open Land, Green Belt and other open space will have been maintained and enhanced as an interconnected network of green infrastructure and open watercourses supporting biodiversity and healthy lifestyles. The quality and accessibility of open space will have been maintained, and better provision for children's and teenagers' playspace will have been made. Views of St. Mary's Church and Harrow Weald Ridge will be a distinctive local feature cherished by residents and visitors alike. Harrow's identified heritage assets and historic environment, in particular, the special character of Harrow Hill, Harrow Weald Ridge and Pinner Hill, will continue to be valued, having been conserved and enhanced.

The Northolt Road business use area will have been renewed, providing a secondary location for economic activity, as part of mixed use development, beyond the Intensification Area. The regeneration of the Rayners Lane and Mill Farm estates will have delivered high quality new homes, environmental and social benefits to the estates' residents. North Harrow District Centre will be restored as a vibrant local shopping and service centre meeting the needs of residents and supporting local business.

Rayners Lane will be enhanced to one of the best examples of a classic Metroland and Art Deco centre in outer London. The quality of Pinner High Street will have been preserved and enhanced. At Stanmore, mixed use retail and residential development will have strengthened its function as District Centre, and the Wood Farm extension to Stanmore Country Park will have delivered a significant increase in natural greenspace accessible to residents and visitors alike. 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.

The leafy, suburban character of the Borough's residential areas will have been safeguarded as areas of low density, family housing. Gardens will have been protected from inappropriate development, both as an amenity and as an environmental resource. Development opportunities, on previously-developed sites across the Borough, will have been successfully managed to integrate with their surroundings and will have contributed to environmental improvement and infrastructure in the locality.

The future of Bentley Priory and the Royal National Orthopaedic Hospital will have been secured as places of national importance.

Employment land throughout the Borough will have been managed to preserve a supply most suited to existing and foreseeable needs. Harrow will have maintained its market share of retail expenditure to secure the vitality and viability of the Borough's town centre network to meet local needs for shopping and services.

The housing needs of the Borough's residents will have been met through provision of a range of housing types and tenures including provision of family sized affordable housing and supported housing for the elderly and vulnerable people.

The overall amount of waste generated in the Borough will have been reduced, with high levels of recycling and composting achieved and sustained.

Harrow's Core Strategy objectives

- 3.18** The following Borough-wide strategic objectives provide the link between Harrow's spatial vision and the strategy for delivery set out throughout the rest of this document. They build on the objectives of the Harrow Sustainable Community Strategy and draw on findings of the evidence base and the views of residents and businesses about what needs to happen to manage the impact of development and growth of the Borough as a whole.
1. Protect the historical and environmental features that contribute to Harrow's character and distinctiveness as a place to live, work and visit by:
 - Protecting the Green Belt, Metropolitan Land and Areas of Special Character;
 - Safeguarding important local views and the setting of Harrow Hill;
 - Conserving or enhancing the significance of heritage assets for their intrinsic and economic values;
 - Preserving the Metroland and suburban character of Harrow, including gardens and tree management; and
 - Preserving the quality and function of the natural environment.

2. Enhance the infrastructure, environment and other resources which make Harrow a desirable place to live, work and visit by:
- Ensuring that growth is matched by enhancements to social and physical infrastructure, including education, health care, recreation and cultural facilities;
 - Improving sustainable transport capacity, accessibility and quality to meet users' needs and expectations;
 - Safeguarding and enhancing the vitality and viability of Harrow Metropolitan Centre, district and local centres;
 - Promoting major retail, leisure, hotel development and office renewal in Harrow town centre;
 - Planning, monitoring and managing employment land to meet the needs of Harrow's businesses and growth objectives;
 - Delivering a mix of homes including market, affordable and low cost housing to meet residents' needs;
 - Maintaining open space to provide a multi-functional and interconnected resource;
 - Enhancing community access to and better use of open space, sport and recreation facilities; and
 - Ensuring residents have access to education and training to access new jobs.
3. Manage the Borough's contribution to climate change and increase resilience to flooding by:
- Co-ordinating development and public transport to promote more sustainable patterns of land use to reduce reliance on private vehicles;
 - Achieving sustainable design and construction in all new development;
 - Promoting retrofitting and other initiatives that improve the energy efficiency of the existing housing stock;
 - Reducing waste generation and increase recycling rates;
 - Directing development away from areas of high flood risk and increase natural and sustainable drainage; and
 - Improving air quality.
4. Adapt to population and demographic changes to meet people's needs and quality of life by:
- Ensuring continued access to jobs in London and increase local employment opportunities including those arising from the climate change sector;
 - Meeting the accommodation needs of older people, Gypsies and Travellers;
 - Securing high quality and accessible residential development;
 - Promoting walking, cycling and participation in sport by all ages; and
 - Contributing to a reduction in deprivation.
- 3.19 The above objectives are not provided in any order of importance or priority. They are however, further elaborated upon at the beginning of each core policy, setting the context for how each is to be met within the different parts of the Borough.
- Monitoring Harrow's Strategic Objectives**
- 3.20 Monitoring is essential for an effective strategy and, to this end, the Core Strategy must have clear arrangements for the monitoring and reporting of performance. The tables in Appendix E set out the indicators and targets that will be used to monitor success or identify under-performance in the pursuit of the strategic objectives. All of the indicators which measure Core Strategy objectives (including those for each of the policies) will be included in Harrow's Annual Monitoring Report.



Bradstone House and Neptune Point, Harrow

Spatial Strategy – Harrow’s approach to managing growth and development

3.21 Growth and development in recent years has taken place on a largely ad hoc basis, utilising sites throughout the Borough brought forward by the market. A key component of the Core Strategy is to move the Council from being one that is reactive to one that promotes, manages and co-ordinates development. This new approach will ensure the social, economic and place-making benefits of new development and growth can be realised. It will also give the community, landowners and developers greater clarity about the distribution and form development is to take, based on a clear picture of how individual developments will combine to deliver the agreed future vision for the Borough and the places within it. It will also ensure there is greater control to protect Harrow’s green spaces, historic and cultural assets and Metroland suburban character that make Harrow an attractive and desirable place to live.



Bradstone House, Harrow

The Harrow and Wealdstone Intensification Area

3.22 The Intensification Area will be the focus for growth. The designation is recognised in the replacement London Plan as being

a location that can accommodate change and has capacity to do so. In addition to making provision for new jobs and higher density residential and mixed use development, the Intensification Area also provides a focus for public and private investment in a competitive sub-regional market.

3.23 Harrow Town Centre will strengthen its role as a prosperous Metropolitan centre, through increased retail, leisure, and hotel provision providing for a significant increase in local jobs. The current office stock will have undergone substantial consolidation and renewal, which, along with improvements to the public realm and transport network, will secure the town centre’s long-term vitality. This will be aided further through the Council and our partners co-locating central and frontline services and facilities within Harrow Town Centre, making them more accessible to all residents and allowing the rationalisation of the public property portfolio.

3.24 Wealdstone and Station Road will become the focus of regeneration efforts, providing for a substantial proportion of the Borough’s future housing growth. Urban realm enhancements and the provision of mixed use development will drive a new urban form and the intensification of employment generating uses of industrial sites through measures, including the provision of appropriate premises and training, will foster growth of Harrow’s strong entrepreneurial Small and Medium Enterprise sector (SME).

District and Local Centres

3.25 The economic viability and vitality of smaller district and local centres will be promoted through selective and purposeful development and regeneration aimed at ensuring the immediate needs of the local community are provided for. Alongside business support initiatives, positive policy interventions will be used to reduce

vacancy rates, deliver improvements to the public realm and, where appropriate, reinforce and enhance the historic and distinctive features that contribute to a centre's character and appeal.

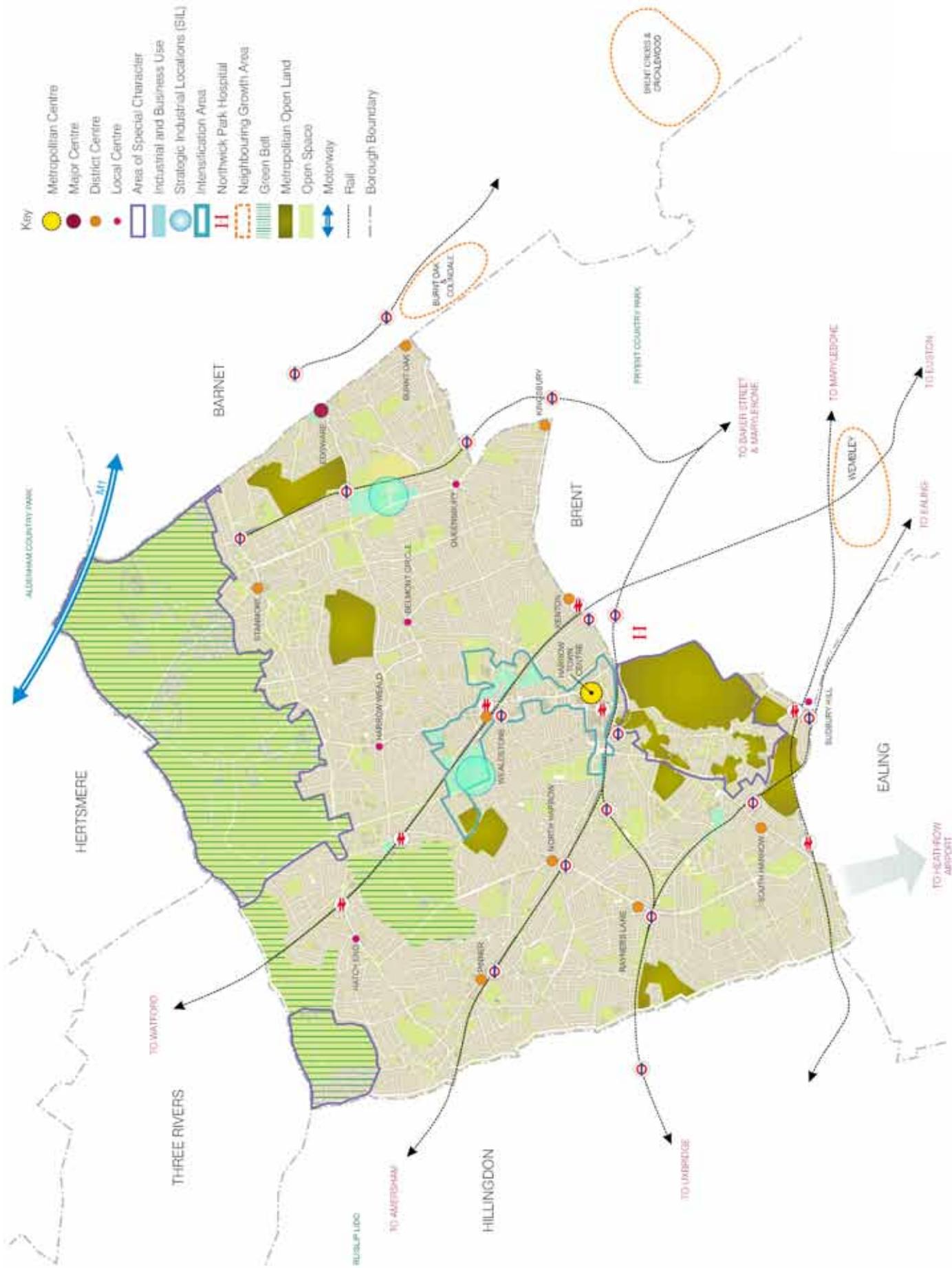
- 3.26 Other opportunities are for mixed-use infill or residential edge of centre development that will need to be managed appropriately to ensure they add to and strengthen the role of the town centre. Suitable uses of such sites will include supported accommodation, in line with accessibility to local services and good public transport. It is also envisaged that these developments will assist in delivering regeneration initiatives, including contributing towards much needed public realm improvements within the centres to which they relate.

Strategic Brownfield Suburban Sites and Regeneration Areas (outside of the Harrow and Wealdstone Intensification Area)

- 3.27 There are a significant number of strategic development opportunities on identified previously developed land located within existing suburban environments across the Borough. Many of these sites are suited to a range of housing accommodation and offer significant potential to deliver family affordable housing in line with Harrow's identified need.
- 3.28 Development on these sites will be more constrained by the local context and the capacity of existing local infrastructure (e.g. transport) and services (e.g. schools, healthcare, leisure facilities and open space). The Council will not aim to maximise development in these locations and will not support attempts to over develop. The Council will however encourage and permit development that respects the local character, is well designed, makes optimum use of the site in terms of the balance between the area of built coverage and other

on-site requirements, and that makes a positive contribution both aesthetically and to meeting identified social needs. In addition to on-site requirements, development of these sites will contribute to local infrastructure improvements that benefit new and existing communities, including enhancements to the quality and accessibility of local parks, children's play space, community and leisure facilities (making these multiple use facilities), school refurbishment, and streetscape improvements.

- 3.29 Of the sites identified, a number include housing estates where opportunities exist to address issues of deprivation and create more mixed and balanced communities, such as that being achieved through the Rayners Lane Estate regeneration programme. There are also other sites identified for enabling development, where these offer the opportunity to secure new open space provision or sub-regionally important facilities, such as those provided at the Royal National Orthopaedic Hospital and Bentley Priory. Where applicable, the larger schemes identified also offer the opportunity to look at reconfiguration of the amenity space and accessibility to tie in with Borough wide initiatives associated with the Rights of Ways Improvement Plan, Cycle Network or the Harrow Green Grid.
- 3.30 In addition to the sites identified in the housing trajectory, the Council anticipates further strategic sites to come forward over the plan period. In particular, the Core Strategy policy to consolidate Harrow's office sector in Harrow Town Centre, is likely to promote the conversion of redundant and long-standing vacant out of town centre offices to mixed-use employment and housing, especially where these are still well located in respect of public transport. This could be an important source of supported accommodation or alternatively, flatted affordable housing provision to meet a need for one and two bedroom homes.



Key Diagram

Structure of the Core Strategy

3.31 Having established a vision for the future of Harrow and identified Borough-wide strategic objectives for the spatial strategy, the next sections of this document set out the delivery strategy for achieving the spatial strategy. The delivery strategy is formed of two parts: the main part comprises the Core Policies of actions to be taken by the Council and its partners, either as service providers or decision makers. The second part identifies more detailed planning documents or projects to be implemented alongside or following the adoption of the Core Strategy.

3.32 As the Harrow & Wealdstone Intensification Area designation has evolved, and following consultation on the preferred option Core Strategy document, it has become apparent that greater clarity is needed as to the meaning of the spatial strategy for areas outside of the Intensification Area and for the suburbs immediately adjoining it. In response, the Council has sought to move away from policies which address strategic objectives thematically and has instead re-presented the main part of the delivery strategy as a suite of spatial policies relating to 'sub areas' of the Borough. However there remain matters which require a unified, Borough-wide response and these have been consolidated within a single Core Policy. Both the 'sub area' and overarching Core Policies include detailed objectives for that policy to give effect to the strategic objectives above.

3.33 The 'sub area' Core Policies are based on districts which are geographically and characteristically related to each other. The extent of each area, based broadly on groupings of Council wards⁽⁵⁾, is shown indicatively below and amplified on a more detailed map for each Core Policy area. The key diagram and these more detailed sub area maps show strategic designations and opportunities but are not a comprehensive representation of site allocations, constraints and considerations; the Harrow proposals map will continue to provide a comprehensive

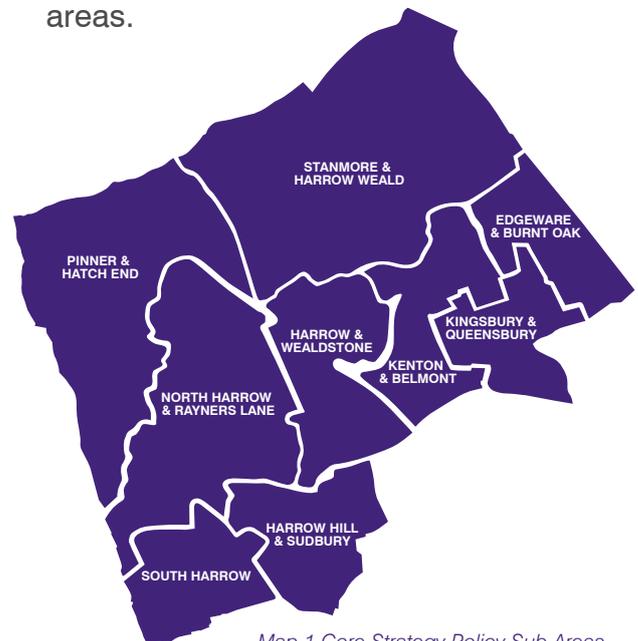
and definitive graphical expression of planning policies for the Borough.

3.34 The Core Policies are therefore set out as follows:

- Core Policy 1: Overarching Principles
- Core Policy 2: Harrow and Wealdstone (including the Intensification Area)
- Core Policy 3: Harrow-on-the-Hill and Sudbury Hill
- Core Policy 4: South Harrow
- Core Policy 5: Rayners Lane and North Harrow
- Core Policy 6: Pinner and Hatch End
- Core Policy 7: Stanmore and Harrow Weald
- Core Policy 8: Edgware and Burnt Oak
- Core Policy 9: Kingsbury and Queensbury
- Core Policy 10: Kenton and Belmont Circle

3.35 The Delivery Mechanisms chapter provides details of the Area Action Plan, Development Management Policies and Site Allocations which will be progressed following the adoption of the Core Strategy to provide a comprehensive suite of development plan documents to deliver development in Harrow, and identifies the other projects and strategies that aid in the delivery of the spatial strategy.

3.36 The diagram below illustrates the sub areas.

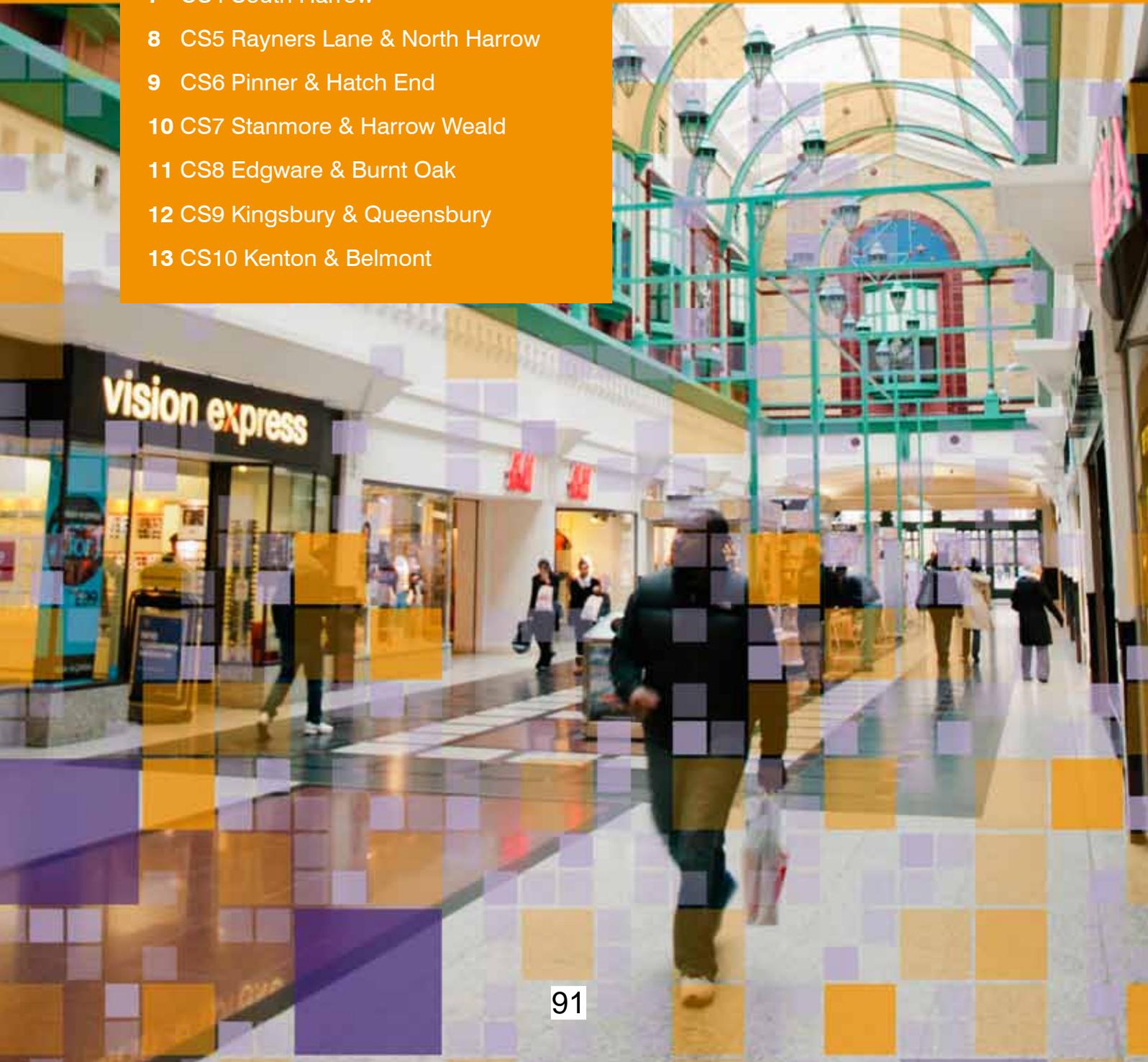


Map 1 Core Strategy Policy Sub Areas

⁵ With the exception of the Edgware and Burnt Oak sub area, the north boundary of which follows Du Cross Drive, Dalkeith Grove and part of Pangbourne Drive, to enable Edgware major centre and an appropriate surrounding area to be included within it.

CORE POLICIES

- 4 CS1 Overarching Principles
- 5 CS2 Harrow & Wealdstone
- 6 CS3 Harrow on the Hill & Sudbury Hill
- 7 CS4 South Harrow
- 8 CS5 Rayners Lane & North Harrow
- 9 CS6 Pinner & Hatch End
- 10 CS7 Stanmore & Harrow Weald
- 11 CS8 Edgware & Burnt Oak
- 12 CS9 Kingsbury & Queensbury
- 13 CS10 Kenton & Belmont



Overarching Principles

4

BOROUGH-WIDE OBJECTIVES FOR CORE POLICY 1

CORE POLICIES

Overarching Policy Objectives

1. Manage growth in accordance with the spatial strategy.
2. Resist any loss of Green Belt.
3. Safeguard and enhance Metropolitan Open Land.
4. Resist any net loss of open space and where possible seek to increase provision.
5. Enhance residents' access to open space, recreation, health care, education and community facilities.
6. Deliver a minimum of 6,050 net additional homes between 2009 and 2026.
7. Deliver homes which are affordable, accessible and meet their occupiers' needs including the elderly, the disabled, larger households, vulnerable adults and the Gypsy & Traveller community.
8. Protect the character of Harrow's suburbs and town centres.
9. Resist development on gardens.
10. Safeguard identified views and viewpoints from inappropriate development.
11. Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres and neighbourhood parades (identified in Appendix B).
12. Promote job creation and business growth.
13. Maintain an integrated, sustainable transport network which supports growth.

14. Contribute to a 60 per cent reduction⁶ in London's carbon dioxide emissions by 2025.
15. Manage and mitigate flood risk.
16. Increase the sustainable management of waste.
17. Deliver the infrastructure needed to support growth.
18. Conserve and enhance Harrow's heritage assets, such as its conservation areas.

Overarching Issues and Characteristics

- 4.1 Population growth and demographic changes will continue to drive housing need across West London. The challenge for the Core Strategy is to manage the changes this will bring to Harrow in a manner that achieves sustainable development and communities. Provision will need to be made for housing growth that reflects the requirements of those that will occupy it, but to do so without detriment to the Borough's character and the wider environment. Economic development must also be allowed to take place to enable businesses to continue to form and grow in Harrow, and to increase local employment opportunities in the context of economic change.

Managing Growth In Harrow

- 4.2 A cluster of large, previously-developed sites within the central area of the Borough, and comparatively high public transport accessibility levels associated with Harrow on the Hill and Harrow & Wealdstone Stations, highlight the

potential for managed change to deliver sustainable development. Combined with the opportunity for retail development and office renewal to secure Harrow town centre's future, and the management of strategic industrial land to lead the regeneration of Wealdstone, the Harrow and Wealdstone Intensification Area will contribute to the shaping of a sustainable new community within the Borough. Core Strategy Policy CS 2 sets out how the Harrow and Wealdstone Intensification Area will be delivered, the level of growth to be accommodated there, and how the area immediately surrounding it will be managed. An Area Action Plan for the Intensification Area is being prepared and this will provide the policy framework and site allocations needed to deliver development and co-ordinate change in the area.

- 4.3 More modest but cumulatively important opportunities for sustainable development and the enhancement local communities, are present in other parts of Harrow. A number of strategic previously-developed sites have been identified throughout the rest of the Borough, which will compliment the substantial contribution being made by the Intensification Area towards housing supply. The Borough comprises a number of districts, related to the town centre network and to which residents more frequently identify. Together these districts enrich the diverse character of Harrow and form appropriate, identifiable areas upon which to manage change beyond the central area. Core Strategy Policies CS3 to CS10 set out in broad terms the locations and quantum of housing growth to take place outside the Intensification Area, and how other district-level characteristics will be protected and managed. A Site Specific Allocations DPD will be brought forward to allocate sites for housing and other forms of development outside the Intensification Area, and a Development Management Policies DPD will provide detailed policies where these are necessary to give effect to the Core Strategy across the Borough.



Rayners Lane Station

Local Character

- 4.4 Harrow's Character Study (2010) identifies a surprisingly diverse range of residential character areas, and the Borough's town centre network comprises a mix of classic outer-London Metroland parades and historic village settlements. The Area Action Plan will co-ordinate character change within and at the edges of the Harrow & Wealdstone Intensification Area. A high standard of design and layout, appropriate to the local context and immediate site setting, will be sought in all new development throughout the Borough. In accordance with the London Plan the Council will continue to afford a high priority to the delivery of Lifetime and Wheelchair Homes in new-build development, commercial building conversions and, where feasible, in the conversion of houses to flats. The implementation of Secured by Design principles will also be promoted.



Brightwen Grove, Stanmore

- 4.5 Residential gardens are an integral part of suburban character and are an important component of the quality of life enjoyed by many outer London residents. Collectively, the Borough's gardens provide natural drainage, in some areas are part of the functional flood plain, and are recognised as an important local habitat in Harrow's Biodiversity Action Plan (2008). Private residential gardens are excluded from

the Government's definition of previously developed land. In view of their local importance and the propensity for such sites to lead to unmanaged incremental growth, the spatial strategy directs the Borough's development needs to be met on previously developed sites and therefore the Council will resist development on garden land.

4.6 Harrow Hill and Harrow Weald Ridge are dominant topographical features within the landscape of the Borough. As a result of the predominantly low-rise form of development across the Borough, views and glimpses of these features are enjoyed from many areas and they are a cherished component of Harrow's suburban character for many residents. The Council will pursue a plan-led approach to the identification and protection of local views of merit. A number of local views and viewpoints were identified in the Harrow Unitary Development Plan (2004) and, until superseded, these will continue to form part of the development plan for the Borough. However an up-to-date, Borough-wide views assessment has been commissioned to re-appraise the significance of the existing identified local views and the potential to identify new ones, and it is intended that this work will inform the preparation of policies in the Area Action Plan and Development Management Policies DPDs. Upon adoption of these DPDs the Harrow Unitary Development Plan (2004) will be superseded and the updated local views and viewpoints of merit will be identified on the proposals map. Opportunities for creating new direct visual links between the town centre and Harrow Hill will be assessed and, where appropriate, identified through the Area Action Plan.

4.7 Harrow is characterised by classic inter-war development of two storey suburban houses and three storey Metroland town centre parades. Pursuant to higher densities, more recent development has resulted in moderate increases in building heights as appropriate to context, but the predominant character

of the Borough remains low-rise. Policies for the management of general building heights will be included in the Development Management Policies DPD and the Harrow & Wealdstone Area Action Plan. The suitability of locations and sites for tall landmark buildings within the Intensification Area will be assessed through the preparation of the Area Action Plan, taking into account identified views of St. Mary's Church and Harrow Weald Ridge, the setting of Harrow Hill as a heritage asset, the opportunity to establish visual linkages between the town centre and Harrow Hill, the CABI/English Heritage Guidance on Tall Buildings (2007), and London Plan Policy 7.7: Location and design of tall and large buildings. Windfall proposals for tall, landmark buildings will be assessed in relation to the planning decisions criteria set out in London Plan Policy 7.7.

4.8 Across Harrow there are 28 Conservation Areas, 300 statutorily listed buildings and many more locally listed buildings. Scheduled Ancient Monuments, Archaeological Priority Areas and Historic Parks and Gardens all add to the diversity of the Borough's heritage. Together, these assets reflect the presence of human activity in the area over many centuries and are important components of local distinctiveness and character. The Council will support and encourage the enhancement of heritage assets, including greater understanding and accessibility to the historic environment, reducing the number of heritage assets on the English Heritage 'Heritage at Risk' Register through proactive conservation management and investment, and promoting heritage-led regeneration.



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

4.9 All development and alterations to the built environment should help to create accessible, safe and secure environments that reduce the scope for crime, fear of crime, anti-social behaviour and fire, having regard to Secured by Design⁽⁷⁾ principles. Major development proposals, particularly those with the potential to create crowded places, should also have regard to guidance on resilience to terrorism⁽⁸⁾. Lifetime neighbourhoods are those which are accessible to everyone, from transport services and housing, to public services, civic spaces and amenities. They make it possible for people of any age or level of mobility to have a full life and take part in the community around them.



The Hive Football Academy, Queensbury

Open Space, Sport and Recreation

4.10 Despite the built up nature of much of the Borough, Harrow has managed to retain a significant network of open spaces including Green Belt, Metropolitan Open Land, local parks, allotments and amenity space. These are important to the character of the Borough and its attractiveness as a place to live and work. Collectively these open spaces also perform a range of valuable strategic and local functions including the provision of natural habitats, sustainable drainage and flood management, mitigation of light and air pollution, and counters to the urban heat island effect, as well as contributing to the health and wellbeing of residents through opportunities for sport, leisure and recreation.

4.11 In total there are 1,334 hectares of land in open space within Harrow. However, the Council's recent assessment⁽⁹⁾ of existing and future open space requirements demonstrates that there are considerable variations in the level and quality of provision across the Borough and identifies significant shortfalls in the availability of accessible open space for a range of uses, when assessed against recommended standards of provision⁽¹⁰⁾. In light of this,

and in view of the forecast population increase and planned residential development in the Borough, there is a presumption against any net loss of open space, regardless of ownership and accessibility. As Harrow continues to grow and intensify, there is a greater need to protect the remaining open space areas of the Borough, especially in suburban areas, and to manage this resource to maximise its multifunctional use - as an amenity and recreational resource; a habitat and wildlife corridor; a transport link for cycling and walking; and to contribute to climate change adaptation. With the exception of small scale ancillary facilities needed to support or enhance the proper functioning of open space, development will not be permitted on designated open space as identified on the Harrow proposals map. The Development Management Policies DPD and Harrow & Wealdstone Area Action Plan will set out criteria based policies which support appropriate uses and sensitive development within open space. Proposals for the inappropriate use or insensitive development of open space will be resisted. Further, the Strategy seeks to improve access to, and the quality of, Harrow's existing open spaces, so that more residents can make use of this important resource for recreation and wellbeing, and to seek modest increases in provision where opportunities arise. Importantly, the Green Grid for Harrow identifies projects to create linkages between open spaces through street planting and enhancement of green corridors, for river restoration and improved access to the Green Belt. Increased provision of burial space will also be sought within the Borough.

7 Secured by Design is a Police initiative to encourage all those involved in the planning and development process to 'design out' opportunities for crime. Further details can be found on the website <http://www.securedbydesign.com/index.aspx>

8 Crowded Places: The Planning System and Counter-Terrorism, Department for Communities & Local Government and the Home Office (2010)

9 PPG17 Study (2010)

10 For clarity, open space does not include residential gardens.

4.12 The London Plan provides the strategic framework for reconciling, insofar as possible, requirements for and capacity to deliver new housing across the capital. As a consequence of this strategic, planned approach housing need may not be met in the borough from which it arises. In Harrow, projections for household growth⁽¹¹⁾ outstrip the Borough's identified capacity to sustainably accommodate housing development over the plan period and this is reflected in the London Plan's housing target for Harrow. To help bridge the gap between London's housing capacity and housing requirement, and to reduce wherever possible the number of households forming in Harrow who cannot have their housing needs met within the Borough, both the London Plan and Core Strategy housing targets are expressed as minima.

4.13 The minimum capacity of the Borough to provide new homes has been assessed as part of a regional study⁽¹²⁾. While no target is set beyond 2021, the Council has assumed that the annual target of 350 homes will continue to be rolled forward. Given that the baseline year for the regional housing capacity study was 2009, the Core Strategy has taken this as the starting point for establishing the overall housing requirement to be planned for through this Core Strategy and for monitoring purposes. This enables a number of existing strategic developments, with long build out periods, to be taken into account for both housing delivery but more importantly, for the assessment of infrastructure requirements. Overall, the Core Strategy will make provision for a further 6,050 new homes over the period 2009 to 2026 (see Appendix A for further details).

4.14 The Annual Monitoring Report 2009/10 and the emerging evidence base for the Area Action Plan confirms that Harrow's strategic housing target can be accommodated on identified strategic previously-developed sites without the

need for the release of greenfield sites or any reliance on windfall development. The Council will therefore direct and prioritise the use of brownfield sites for new development. Nevertheless, and in accordance with the above, the Council still anticipates appropriate windfall site development to come forward over the plan period, such as:

- conversions;
- town centre mixed use schemes; and
- employment or heritage led regeneration.

4.15 Provision for appropriate windfall site development will be made in the Development Management Policies DPD and the Harrow & Wealdstone Area Action Plan, and is expected to make a contribution to housing supply over and above the sufficient allocated sites, providing a reasonable level of contingency on delivery against the Borough's strategic housing target.

4.16 Communities and Local Government Live information at January 2011 show that the ratio of lower quartile house price to lower quartile earnings in Harrow has now reached 12.07 which is the highest ratio in outer London. This affordability ratio also makes Harrow one of the most unaffordable areas to live in the West London sub region. The West London Strategic Housing Market Assessment (2010) provides further detail on affordability and shows that, in West London, the minimum annual household income required to afford the average lower quartile three bedroom property in the region is £70,000; for a four bedroom property this figure rises to £85,700. Affordability for households requiring larger family sized accommodation is therefore also a key consideration. Together, this evidence demonstrates that there is a continuing need to deliver affordable and market homes in Harrow, as part of the sub-regional requirement and related to identified

11 The Department of Communities and Local Government projections, based on 2008 mid-year population estimates, forecasts an increase of 23,000 households in the Borough between 2008 and 2026. The Greater London Authority's 2009 Strategic Housing Land Availability Assessment, forecasts an increase of 6,400 households in the Borough between 2011 and 2026.

12 The London Housing Capacity Study 2009, which identifies a potential of 3,500 net new homes in Harrow over the period 2011 to 2021.

capacity. The pressing local need for affordable housing is also highlighted by the Borough's Housing Needs Assessment (2006) which identifies an annual affordable housing shortfall of 2,303 dwellings per annum, based on dedicated sources of supply.

4.17 Despite the Housing Needs Assessment being undertaken in 2006, its findings remain relevant - that the need for affordable housing significantly outstrips capacity and supply. Government policy⁽¹³⁾ states that Councils should set an overall target for the amount of affordable housing to be provided and that this should reflect an assessment of a variety of factors including the level of developer contribution that can be reasonably secured. The Council has undertaken its own Viability Assessment Study that indicates private housing development could deliver 30% - 40% affordable housing except under the weakest market conditions, and assuming no grant and carrying a modest financial contribution for CIL and planning obligations. Whilst it is acknowledged that the current economic uncertainty will have an impact on the level of affordable housing delivered over the next few years, the Core Strategy has to look forward over a fifteen year period. In view of the continuing and pressing need to secure housing that residents can afford, it is therefore appropriate in this context for the Council to set a challenging but deliverable borough-wide target of 40% affordable housing (equivalent to a numerical target of 2,420 affordable homes) from all sources of supply over the Plan period. While the majority of affordable housing is to be secured on private development schemes, estate renewal schemes and housing association developments, providing 100% affordable homes, will also continue to make a valuable contribution to Harrow's overall supply of affordable housing, which still only represents a small portion (circa 7%) of the Borough's total housing stock.



Goldsmith Close,
Rayners Lane Estate

4.18 Reflecting the Council's aims to provide housing that is affordable and to promote housing choice and mixed and sustainable communities, and in accordance with London Plan policies 3.8, 3.10 and 3.12, the Council will seek to achieve the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes, having regard to the range of matters set out in Policy CS1J.

4.19 During weaker market periods each scheme will need to be examined carefully in order to optimise the delivery of affordable housing whilst not restraining residential development. It is therefore appropriate that the Core Strategy remains flexible about the tenure and size of the affordable housing to be secured on a site by site basis, acknowledging that such matters may influence the amount of affordable housing to be delivered by an individual scheme. Where appropriate, the Council will include provisions in the legal agreement for re-appraising the viability of schemes prior to implementation to ensure that the levels of affordable housing reflect the most current economic position.

4.20 It will be necessary to monitor the impact of recent and future changes to the mechanisms for delivering affordable housing. In particular, evidence will need to be gathered on the impact of the new delivery mechanism on those households currently identified as being in housing need in the Borough. Based on the findings of monitoring data, and in light of any possible future revisions to the London-wide targets in the London Plan, the Council may wish to review or set out new policies in the Development Management Policies DPD

and the Harrow and Wealdstone Area Action Plan to provide greater clarity on Harrow's expectations for affordable tenure provision and how these are to be negotiated and agreed on an application by application basis. Any review of the affordable housing policies will be supported by a new Viability Assessment Study.

4.21 The Council published a Supported Accommodation Strategy for Harrow in July 2010. The Strategy identifies a requirement to develop further supported accommodation to meet the housing needs of vulnerable residents including older people, people with learning or physical disabilities or mental health issues. A delivery plan is being prepared and is likely to pursue a 'hub and spoke' model of service provision. Proposals for new supported accommodation, including housing for the elderly, will be considered in relation to the Core Strategy and its delivery plan. New or replacement sites will be taken forward through the Site Allocations DPD.

4.22 The Council will continue to apply the London Plan density matrix and minimum space standards for new development to provide the broad parameters for the quantum of residential development that can be achieved on any particular site. In addition the Mayor of London has produced a Housing Design Guide which prescribes minimum standards for residential quality applicable to development by registered social landlords and the London Development Agency. The Council will seek broad parity in the quality of accommodation in mixed-tenure developments.

Town Centres

4.23 With regard to economic growth and development, Harrow's Retail Study (2009) forecasts sufficient expenditure growth within the catchment of the Borough's town centres to support up to 38,912m² net comparison retail floorspace and 5,261m² net convenience retail floorspace over the period 2009-

2025, but recognising that long-term projections are subject to change and should therefore only be used as a broad guide. Consistent with the Study's recommendations, Harrow town centre will be the focus for growth and comparison retail floorspace, recognising its status as a Metropolitan Centre within the London-wide hierarchy. In terms of convenience floorspace, the Study identifies potential for a new large food store and small-scale shops. New retail development will be directed to locate within local and district centres, or Harrow town centre, as appropriate to the function of the centre, the scale of the proposal and its catchment. The Area Action Plan and Site Allocations DPD will identify sites for major retail/mixed-use development.

4.24 Most of the Borough's town centres enjoy good retail health, often fulfilling a local convenience function comprising independent and smaller national multiple outlets for top-up, ethnic and other specialist shopping, supplemented by other appropriate town centre service uses. The level of unit-vacancy in most of the Borough's centres is below the national average but the Study repeatedly highlights issues of environmental quality of town centre public realm. No change in the Borough's hierarchy of district and local centres is necessary, however interventions will be needed to address a spike in vacant frontage at North Harrow district centre. Primary, secondary and non-designated frontages (including neighbourhood parades not within town centres), and policies controlling the appropriate balance of retail and other uses within these frontages, will be defined through the Development Management Policies DPD or the Area Action Plan as appropriate.



High Street, Pinner

Economic Development and Employment

4.25 Harrow's Employment Land Study (2010) forecasts a net contraction in the requirement for industrial floorspace of -44,600m² but a net increase in the need for office floorspace, of 24,100m², over the period 2007-2026. The London Plan identifies two Strategic Industrial Locations (SIL) in the Borough - the Wealdstone Preferred Industrial Location and the Honeypot Lane Industrial Business Park - and promotes SILs as the main reservoir of industrial and related capacity in London. In accordance with the London Plan Harrow's SILs will be protected for industrial and related uses, but the Council will consider the consolidation of the Wealdstone Preferred Industrial Location, where this contributes to the promotion and development of Wealdstone, in accordance with the objectives of the Area Action Plan for the Harrow & Wealdstone Intensification Area.

4.26 Mixed use redevelopment in town centres and some industrial & business use areas can contribute to the Borough's economic diversity and the renewal of employment generating floorspace, provided that the mix of uses does not prejudice other legitimate existing or potential uses. Criteria for mixed use development and the release of unsustainable and lower-quality industrial sites will be set out in the Development Management Policies DPD or the Area Action Plan for sites within the Intensification Area.



The Hawthorn Centre, Elmgrove Road, Harrow

Transport

4.27 Harrow's Transport Study (2010) applied a trip distribution and assignment model to forecast the effect of growth upon a

number of highway junctions and public transport modes across the Borough. The Study indicates that there is capacity on Underground services through the Borough to support the level and spatial distribution of growth, taking into account background passenger traffic growth and planned improvements, although Harrow-on-the-Hill is highlighted as the busiest station. Similarly the impact upon the capacity of bus services was also found to be minimal and it is noted that capacity and coverage are more easily modified with this mode. However the Study did identify existing and projected future capacity constraints at a number of the Borough's road junctions including the parts of the network surrounding Harrow town centre, and provided commentary on the use of parking control and Transport Assessments/ Travel Plans to contribute to achieving a modal shift towards more sustainable modes.

4.28 The Strategy seeks to direct major growth to the Harrow & Wealdstone Intensification Area, which enjoys high public transport accessibility levels, and to encourage development in district and local centres that are also well served by rail and bus services. In so doing, the Strategy will help to reduce the need to travel and contribute to the delivery of a modal shift in favour of walking, cycling and public transport. Nevertheless, households in Harrow's existing suburbs exhibit high levels of car ownership and this mode remains important for orbital connections to neighbouring boroughs and as a component of economic success (such as office markets). To address this, investment will be needed by Transport for London in the quality, reliability and coverage of facilities for sustainable forms of transport across and between boroughs. The Council, through the West London Alliance and other avenues, will continue to lobby the Mayor of London and Transport for London to ensure such investment is identified in Transport for London's investment programme.

Responding to Climate Change

4.29 The London Plan seeks to reduce London's carbon dioxide emissions by 60 per cent (below 1990 levels) by 2025. All new development will be expected to contribute to the delivery of this London Plan carbon dioxide reduction target. Housing and other development within the Harrow & Wealdstone Intensification Area will contribute to this target by reducing the need for motorised travel within the area, and is likely to encourage use of public transport for journeys to other places. The Area Action Plan will provide the policy framework for considering the feasibility of a combined heat and power network that is capable of being supported by the mix of uses and level of development anticipated. Development Management Policies, supplemented by Harrow's Sustainable Building Design SPD, will provide the framework for achieving improvements in the sustainable design and construction of new development (and conversions) throughout the Borough. Where conflict between climate change objectives and the conservation of heritage assets is unavoidable, the public benefit of mitigating the effects of climate change will be weighed against any harm to the significance of heritage asset.

4.30 The London Plan provides a comprehensive suite of 'planning decisions' policies relating to climate change and the need to ensure that all new development contributes to the delivery of the Plan's carbon dioxide reduction target. For major developments, the London Plan identifies targets for the reduction of carbon dioxide emissions in residential and non-domestic buildings⁽¹⁴⁾ and requires energy assessments to be submitted with proposals to demonstrate how these targets are to be met. Developments are expected to follow the energy hierarchy to be lean (by using less energy), clean (by supplying energy efficiently) and green (by using renewable energy).

To this end, the London Plan also sets out planning decision requirements in relation to each of the components of the hierarchy. Principles for sustainable design (and accompanying Mayoral supplementary planning guidance) and a cooling hierarchy seek to ensure that buildings use less energy. A requirement for proposals to evaluate the feasibility of Combined Heat and Power systems and a hierarchy for the selection of decentralised energy systems contribute to a more efficient supply of energy. The use of renewables is sought in all major proposals, where feasible, as part of a reduction in the development's carbon dioxide emissions. These policies will be applied, subject to viability, throughout the Borough as part of Harrow's contribution to the reduction of London's carbon dioxide emissions.

Sustainable Flood Risk Management

4.31 Watercourses in Harrow form part of the catchment of the Rivers Brent, Colne and Crane, which ultimately flow into the Thames. The Brent, Colne and Crane catchments are all identified in the London Rivers Action Plan (Environment Agency, 2009). Large sections of many of the Borough's watercourses were culverted during the 20th Century to facilitate residential development. These piped sections have finite capacity to carry water at times of peak flow and impact upon the functioning of natural flood plains, with consequences for flooding both within the Borough and elsewhere downstream. Harrow's



Stannore Place,
Honeygot Lane, Stannore

Strategic Flood Risk Assessment (2009) identified the risk from fluvial flooding in Harrow; all sources of information will be used to keep the Borough's flood risk maps up-to-date. The redevelopment of previously developed sites, and especially the planned regeneration of Wealdstone district centre, offers the opportunity to reduce future flood risk in Harrow through the consideration of location, layout and design. This approach accords with the policy for the London catchments sub-area, set out in the Thames Catchment Flood Management Plan (Environment Agency, 2009). Site allocations and development will be managed in accordance with the sequential and (as appropriate) exception tests set out in PPS 25: Development and Flood Risk (2006). For the purposes of the Area Action Plan, the area of search will be confined to the Harrow & Wealdstone Intensification Area where the allocation contributes to the objectives of the Intensification Area and Harrow's Core Strategy. Throughout the rest of the Borough, the area of search for sites will be determined by the functional requirements and likely catchment of the development⁽¹⁵⁾.

4.32 New development throughout the Borough should seek to achieve greenfield run-off rates, where feasible, through source control, sustainable urban drainage systems and rainwater harvesting. Development Management Policies will detail the requirements for major and minor development, including changes of use, and any exceptions for householders, small commercial extensions and house conversions. Harrow is collaborating with Drain London in the preparation of a surface water management plan for the Borough. Any relevant policy proposals from the surface water management plan, and detailed requirements for preliminary Flood Risk Assessments, will also be set out in the Development Management

Policies DPD. The Community Infrastructure Levy will be used to secure contributions from development towards flood management infrastructure, and Planning Obligations may be required in connection with site specific flood mitigation.

Sustainable Waste Management

4.33 The London Plan requires that communities and boroughs take more responsibility for managing their own waste, to achieve a level of at least 85% self sufficiency by 2020 and working towards 100% self-sufficiency across London by 2031. This is to be achieved through marked improvements in recycling and composting, with the London Plan setting a target for recycling and composting of municipal waste of 50% by 2020 and 95% for construction, demolition and excavation waste over the same period. For Harrow, the London Plan sets out a municipal and commercial & industrial waste apportionment requirement for the Core Strategy plan period of 96,000 and 131,000 tonnes per annum respectively by 2026. Harrow continues to participate in the preparation of a Waste Plan for West London, which is scheduled to reach submission stage in August 2012 and adoption by February 2013. The Waste Plan will establish the amount of land and the types of facilities needed to manage the West London boroughs' pooled apportionment requirements, and will safeguard existing waste sites, allocate sufficient new previously developed sites to meet future waste management needs, and set out the policies against which new waste facilities will be assessed. Development in Harrow will be expected to contribute to the waste management hierarchy of reduce, re-use and recycle from design and construction stage through to end-use and activity.

Gypsy and Traveller Accommodation

4.34 The Council will work with the local Gypsy and Traveller community and the West London Housing Partnership to address Harrow's Gypsy and Traveller accommodation needs for three pitches as identified in the London Boroughs' Gypsy and Travellers' Accommodation Needs Assessment (2008). The outcome of this engagement will inform the preparation of an addition to the Harrow Housing Strategy, and is likely to include a range of actions to address any identified needs of this community, including the provision of additional social support to those who have an aversion to 'brick and mortar' accommodation but nevertheless have their housing needs met in this way; as well as identifying suitable new or replacements sites to be taken forward through the Site Allocations DPD. In the interim, should proposals for Gypsy and Traveller sites come forward, Core Policy 1 includes criteria for assessing site suitability.

Required Infrastructure

4.35 In terms of other social infrastructure, the Infrastructure Delivery Plan identifies a requirement for an additional primary school to serve the Intensification Area. Following consecutive years of managing school roles through provision for bulge years, the provision of a new primary school will release much needed capacity within primary schools system elsewhere within the Borough. Towards the end of the plan period, the current throughput of primary aged children will exceed capacity in Harrow's secondary schools, further provision will therefore be required but within a reasonable lead in period. In respect of indoor sports facilities, the PPG 17 Study concludes that there is satisfactory capacity of and access to swimming pools for Harrow residents. However, a shortfall of sports

hall space equivalent to 22 badminton courts has been projected to 2026, and the Council will therefore seek to enhance provision through increased community access to existing premises, as part of Harrow's Cultural Strategy, and opportunities for new development.

4.36 The Community Infrastructure Levy (CIL) Regulations enable local planning authorities to collect financial contributions from individual developments towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating the relevant provisions of the Local Implementation Plan for Transport (LIP 2), as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this will continue to be provided for and secured through Planning Obligations. The arrangements for negotiating planning obligations will be set out in both the Development Management Policies DPD and the Area Action Plan, having regard to Policy 8.2 of the London Plan.



Whitmore High School, Portlock Avenue, South Harrow

Overarching Policy

Managing Growth in Harrow

- A. Growth will be managed in accordance with the Spatial Strategy. The Harrow & Wealdstone Intensification Area will be the focus for regeneration, providing for a significant portion of new development in accordance with Policy CS 2, including almost half of all new homes over the plan period. Growth throughout the rest of the Borough will be directed to town centres and strategic previously developed sites and managed in accordance with sub-area policies CS3-CS10.

Local Character

- B. Proposals that would harm the character of suburban areas and garden development will be resisted. All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.
- C. Proposals that would harm identified views or impede access to public viewpoints will be resisted.
- D. Proposals that would harm the significance of heritage assets including their setting will be resisted. The enhancement of heritage assets will be supported and encouraged.
- E. All new development must create and maintain accessible, safe and secure neighbourhoods in accordance with best practice standards. Where appropriate, development should also seek to

promote and enhance biodiversity in accordance with the aims of the Harrow Biodiversity Action Plan and best practice.

Open Space, Sport and Recreation

- F. Harrow's open spaces and green grid will be managed as an interconnected, multifunctional environmental resource that contributes to biodiversity, adaptation to climate change, and to people's health and wellbeing. The quantity and quality of the Green Belt, Metropolitan Open Land, and existing open space shall not be eroded by inappropriate uses or insensitive development. The reconfiguration of existing open space may be permitted where qualitative improvements and/or improved access can be secured without reducing the quantity of the open space. The provision of new open space will be sought as part of major development proposals, and to deal with identified deficiencies, such as in the provision of play areas for both children and young people.
- G. The Council will work with institutions and landowners where necessary to support public access to sport and recreation facilities. Appropriate proposals for enhancement of such facilities will be supported.

Housing

- H. The Area Action Plan for the Harrow & Wealdstone Intensification Area, and the Site Allocations DPD for the rest of the Borough, will allocate sufficient previously developed land to deliver at least 6,050 net additional homes between 2009 and 2026.

CORE POLICY CS 1

- I. New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities. This includes the provision of a range of affordable housing tenures including social and affordable rent, as well as intermediate housing products such as shared ownership and shared equity. The Development Management Policies DPD, the Area Action Plan and the Site Allocations DPD will provide further guidance on the tenure and mix to be provided, and on specific sites including that required for supported or sheltered housing.
- J. The Council will aim for a Borough-wide affordable housing target of 40% of the housing numbers delivered from all sources of supply across the Borough between 2009 and 2026. The Council will seek the maximum reasonable amount of affordable housing on all development sites with a capacity to provide ten or more homes (gross), having regard to:
- the availability of public subsidy;
 - the need to promote housing mix and choice (see Policy CS1 I);
 - the priority accorded to family affordable housing in both the London Plan and the Council's Housing Strategy;
 - the size and type of affordable housing needed in particular locations;
 - the site circumstances and other scheme requirements;
 - development viability; and
 - the need to meet the 40% borough-wide target.

- K. The Council will require a high standard of residential design and layout consistent with the London Plan and associated guidance. In mixed tenure schemes a consistent standard of design and layout will be required throughout the development. All new homes must meet 'Lifetime Home' standards and at least 10 per cent must achieve the enhanced 'Wheelchair Home' standards. The Area Action Plan and Development Management Policies DPD will provide criteria for the assessment of residential quality for all forms of residential development, and set out further details as appropriate for Accessible Homes.

Town Centres

- L. Harrow's town centres will be promoted as the focus for community life, providing residents with convenient access to a range of shops, services, cultural and leisure facilities, as well as local employment opportunities and areas of good public transport. Proposals for convenience retail, and non-major comparison retail, commercial and leisure development will be supported where these are located in district and local centres and they are compatible with the role and function of the centre. Proposals for major retail and leisure development will be directed to Harrow town centre; major new comparison goods floorspace will be directed to locate within the primary retail area of Harrow town centre.
- M. The Development Management Policies DPD or the Area Action Plan, as appropriate, will define primary, secondary and tertiary shopping areas within town centres and set out criteria for the management of main town centre and other appropriate

uses, including police and other community premises, within centres and neighbourhood retail parades.

Economic Development and Employment

- N. Through the Area Action Plan, consideration will be given to the consolidation of the Wealdstone Strategic Industrial Location. The remaining parts of the Wealdstone and Honeypot Lane Strategic Industrial Locations will be promoted for appropriate economic development uses in accordance with the London Plan.
- O. The Borough's stock of business and industrial premises will be monitored and managed to meet economic needs. Any release of surplus stock for other uses, having regard to the most up-to-date monitoring of the demand and supply balance, will be considered in accordance with the following sequential approach:
- Non-allocated sites;
 - Poorer quality allocated sites not within strategic industrial locations;
 - Other allocated sites not within strategic industrial locations;
 - Poorer quality sites within strategic industrial locations; and
 - Other allocated sites within strategic industrial locations.
- P. Mixed use development will be supported, as appropriate, where this secures employment generating development and diversification of Harrow's economy. The Development Management Policies DPD or the Area Action Plan, as appropriate, will set out criteria for the managed release of surplus employment land.

Transport

- Q. The Council will work with Transport for London and other appropriate authorities to secure enhancements to the capacity, accessibility and environmental quality of the transport network in accordance with the Local Investment Plan and to improve orbital connectivity between neighbouring boroughs. Highway investment will focus on junctions with identified existing or future capacity constraints where these support economic development or are needed to improve the reliability and general operating conditions of buses.
- R. Parking for new development will be managed to contribute to the delivery of a modal shift from the private car to more sustainable modes. The Development Management Policies DPD will give local interpretation of London Plan parking standards and detail requirements for sustainable Travel Plans.
- S. Over-development of sites with a low public transport accessibility rating will be resisted. Higher densities will be considered appropriate where the proposal involves the redevelopment of a previously-developed site of strategic significance and can secure improvements to local transport sufficient to enhance the public transport accessibility level of the site.

Responding to Climate Change

- T. The Development Management Policies DPD and the Area Action Plan will compliment London Plan policies by establishing requirements for sustainable

design and construction techniques that maximise the energy efficiency of new buildings, minimise the use of mains water, minimise carbon dioxide emissions in accordance with the London Plan energy hierarchy, and seek to promote and secure opportunities for decentralised energy, especially within the Harrow and Wealdstone Intensification Area, on-site renewable energy generation and urban greening.

Sustainable Flood Risk Management

- U. Development will be managed to achieve an overall reduction in flood risk and increase resilience to flood events. The capacity of the functional flood plain within greenfield sites will be maintained and opportunities to enhance or re-instate the functional floodplain on previously-developed sites will be sought. Proposals which risk contaminating ground water will be resisted.
- V. In applying the sequential test to site allocations and development proposals that will be covered by the Area Action Plan, the area of search will be confined to the Harrow & Wealdstone Intensification Area where this contributes to the objectives for the area. Throughout the rest of the Borough, the area of search for sites will be determined by the functional requirements and likely catchment of the development.
- W. The Development Management Policies DPD will set out the requirements for sustainable urban drainage, rainwater harvesting, flood risk assessments and surface water management.

Sustainable Waste Management

- X. The Council supports the objectives of sustainable waste management and will:
 - Aim to reduce the amount of waste produced in the Borough;
 - Promote waste as a resource and encourage increased re-use of materials and recycling;
 - Require all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy;
 - Safeguard existing waste sites;
 - If any waste site is lost, additional compensatory land with equal or greater waste management capacity will be provided; and
 - In conjunction with its partners in West London, identify and allocate suitable new sites for waste management facilities within the Joint Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan.

Gypsy and Traveller Accommodation

- Y. The Council will work with the West London Housing Partnership and the Gypsy and Traveller community in Harrow to address the local requirement for a minimum of 3 pitches, as identified in the London Boroughs' Gypsy and Travellers Accommodation Needs Assessment (2008). The Council will support proposals for Gypsy and Traveller sites that contribute to meeting identified local needs. Proposals for new and replacement provision will need to satisfy the following criteria:

- the need for suitable and safe access to and from the site for the types of vehicles that could reasonably be expected to use or access the site;
- the ability to provide the site with essential services, such as water, sewerage and drainage and waste disposal;
- the impact on the local environment, including any relevant policy designations for or adjacent to the site that would restrict its use for any type of housing (including but not limited to: Metropolitan Open Land and Sites of Nature Conservation Importance) and the character of the area including visual and amenity considerations;
- the need to avoid areas subject to risk from flooding; and
- the proximity to shops, services and community facilities, such as schools.

Required Infrastructure

Z. New development and growth will be co-ordinated and phased in tandem with the provision of appropriate physical and social infrastructure. Proposals for new development will be required to demonstrate adequate capacity exists or can be secured both on and off site to serve the development. The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing or proposed development, or required to meet projected future requirements. The loss of community facilities will be resisted unless adequate arrangements are in place for their replacement or the enhancement of other existing facilities.

AA. All development will be required to contribute to the delivery of strategic infrastructure identified in the Infrastructure Delivery Plan. The Council will bring forward a Community Infrastructure Levy to help fund the following infrastructure:

- A new primary school
- A new secondary school
- Flood mitigation works
- A new health polyclinic
- Performing arts space
- Implementation of the Harrow Green Grid and Biodiversity Action Plan
- Improvements in the accessibility to, and quality of, Harrow's network of parks
- Provision of areas of play and facilities for young people in areas identified as being deficient
- The provision of cemetery space
- Junction improvements required to improve bus service efficiency
- The potential for re-using or redeveloping existing sites and facilities will be explored and, where necessary, land will be safeguarded for such infrastructure. Site specific requirements will be provided for through Planning Obligations.

AB. The Council will continue to lobby Transport for London (TfL) and the Mayor of London to ensure that a significant portion of any receipts from the sale of TfL land in the Borough is reinvested in public transport improvements in the Borough, including improving the accessibility and capacity of stations.

Harrow & Wealdstone

5

POLICY SUB AREA

CORE POLICIES



Borough Context Map

Key	
	Business and Industrial Use Area
	Strategic Industrial Location (SIL)
	Metropolitan Open Land
	Open Space
	Distributor Roads
	Conservation Area
	Centre
	Intensification Area Boundary
	Rail
	Area Boundary
	Borough Boundary

Harrow & Wealdstone

AREA OBJECTIVES FOR HARROW AND WEALDSTONE

1. Create a vibrant 'new' place that celebrates Harrow's diversity, exhibits exemplar design, and promotes a strong sense of community.
2. Strengthen the role of Harrow town centre as a prosperous Metropolitan centre within outer London.
3. Regenerate Wealdstone district centre and ensure that employment led redevelopment of the surrounding industrial estates and the Kodak site, contribute to its long-term growth and vitality.
4. Improve the amenity and connectivity of Station Road.
5. Increase the Borough's 'visibility' within the west London sub-region and regionally to secure appropriate levels of investment from private and public sector partners.
6. Accommodate a minimum of 2,800 net new homes.
7. Create a minimum of 3,000 additional new jobs.
8. Renew Harrow town centre's office stock to meet local business needs.
9. Increase retail, leisure, and hotel provision within both town centres.
10. In the first instance, direct key community facilities serving the entire Borough to locate in Harrow town centre.
11. Secure improvements to the accessibility of parks and open spaces by walking and cycling from within the Intensification Area.
12. Improve the environmental quality, physical accessibility, capacity and user safety of Harrow on the Hill train station and Harrow Bus Station.
13. Ensure public transport links to employment opportunities outside the area are maintained and enhanced.

5.1 The Harrow and Wealdstone sub area comprises several distinct areas, displaying different characteristics, strengths and weaknesses, and diverse opportunities, as well as capacity, for growth and change. It is these characteristics, not present elsewhere in the Borough, that saw the sub area identified early in the preparation of the Core Strategy as a potential growth area, and that has also prompted its inclusion in the replacement London Plan as a new Intensification Area.



5.2 The Intensification Area encompasses the two town centres of Harrow and Wealdstone, the Station Road corridor linking the two centres, and the strategic industrial land surrounding Wealdstone, including the Kodak site (as indicated on the sub area map). The area will be the subject of considerable development and managed change over the next 15 years, with the Council aiming to improve both Harrow and Wealdstone centres' standing within the London-wide town centre hierarchy. Capacity exists within the Intensification Area to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and through the intensification of industrial and employment generating use within the Wealdstone Industrial Area. There is also 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 and renewal areas where development is matched by investment in infrastructure and achieves high standards of design and sustainability.

5.3 Harrow town centre will remain the Borough's main retail, leisure and office centre. It is designated as a Metropolitan centre, one of the 12 such centres across London, but has not kept pace with growth experienced in other centres with the same status and is increasingly faced with competition from proposed growth areas such as Brent Cross, White City, and Wembley. In line with the Council's corporate priority, Harrow town centre will be developed as a place that local people can be proud of, both for the opportunities and activities it provides, such as shopping, offices, entertainment and leisure pursuits, but which also has a look and feel which creates a sense of pride, attracting visitors from outside the Borough as well as serving Harrow residents well.

5.4 There is a clear need to attract new development and investment in upgrading the existing office stock within Harrow town centre⁽¹⁶⁾ to support growth in business services, retain existing employers, and to capitalise on opportunities to promote and grow Harrow's small to medium enterprise sector. The strategy promoted is one of office consolidation, renewal and modest long-term growth. This is to be achieved through a combination of measures that will be explored further through the Area Action Plan for the Harrow & Wealdstone Intensification Area, but will include opportunities to:

- Exploit the refurbishment market to provide low cost accommodation for smaller enterprises;
- Identify an office quarter within the town centre;
- Promote redevelopment of suitable existing office sites to bring forward new office development;
- Release redundant and less suitable office sites to other employment generating uses; and
- Encourage public services and facilities, serving the local area and the wider borough to locate within Harrow town centre.

5.5 With regard to proposals for redevelopment, it is envisaged that these will come forward as part of mixed-use proposals. In such circumstances, it is acknowledged that this might require significantly reduced amounts of office floorspace, but would not necessarily result in a net reduction in job numbers being achieved on site, due to more efficient use of the floorspace and increased job densities resulting from changing work practices, such as mobile and flexible working. The Council therefore considers that a target of 40% reprovision is appropriate subject to viability considerations⁽¹⁷⁾.

5.6 However, it is acknowledged that these measures alone may not be sufficient to see the town centre's office market return to a healthy state. To support and encourage a robust office market, and to strengthen Harrow town centre's Metropolitan status, the centre's retail offer will need to be expanded and diversified to provide for greater leisure and entertainment uses (restaurant's, cafés etc), the quality of the environment within the town centre will need to be improved, and the transport facilities serving the centre will need to be enhanced.



Winsor & Newton Building, Whitefriars Avenue, Wealdstone

5.7 To provide the modern, high quality town centre experience that shoppers expect, Harrow town centre will be the priority for the expansion of retailing and associated investment. Of Harrow's forecast capacity for 37,700 sq m net additional retail floorspace by 2020⁽¹⁸⁾, the vast majority of capacity is to be accommodated within



St Ann's Road, Harrow

the Intensification Area, with identified sites in Harrow town centre making provision for approximately 22,500 sq m net of comparison floorspace and 4,000 sq m net convenience floorspace, with an additional 8,000 sq m net floorspace being provided for non-retail uses⁽¹⁹⁾.

5.8 In support of new office and retail development, all new development will be required to contribute towards the provision of a high quality public realm. The types of environmental improvements proposed include streetscape enhancements, improvements to the existing shops themselves and upgrading accessibility. In addition to public realm accessibility, and to encourage modal shift, the Council will also continue to seek improvements to the town centre's public transport accessibility. In particular, the Council will seek to pool funding towards projects that address the identified access, capacity and safety problems associated with Harrow on the Hill and Harrow Bus stations⁽²⁰⁾. Improvements at the stations, along with the development of strategic sites along College Road and the St Ann's service yard, will provide the catalyst to enhance the surrounding public realm and provide a much needed new pedestrian link to the primary shopping area. The creation of a series of public spaces in this location will also support a vibrant and diverse day and night time economy, a renewed and attractive office location, and provide new visual and physical connections to Harrow College Campus and Harrow Hill.

17 The 40% is based on recent work undertaken by the Council in determining its own future office floorspace requirements should it relocate from its existing offices

18 Retail Study 2009

19 Services and Use Class A2 to A5

20 Harrow Town Centre Urban Design Framework, Public Realm Strategy and Access Study (Urban Initiatives 2008)



Safari Cinema, Station Road, Harrow



The Bridge, Wealdstone

5.9 Within the Station Road corridor there is potential to create a new, high quality urban form through medium to higher density mixed-use development that retain an active commercial frontage mixed with established and new cultural and community uses that benefit from improved public transport connectivity and enhancements to the urban realm and streetscape to create a more attractive 'gateway' to and between the main town centres. Congestion along the length of Station Road will need to be addressed through modest but effective interventions such as signalling and junction reconfiguration, and bus stop modifications. Particular attention will need to be paid to the edges of development along Station Road to ensure they do not result in adverse amenity impacts with neighbouring sites. Urban realm improvements within the corridor will not be confined to Station Road but will seek to improve pedestrian connectivity between the corridor and the district parks, providing for formal and informal leisure opportunities. This will involve capitalising on the existing, fragmented green grid through a programme of public and private sector projects, to create links and nodes around which amenity, biodiversity and wellbeing agendas can be delivered.

5.10 In Wealdstone town centre, housing led regeneration will support physical renewal of the High Street and enhance the links with the wider business and industrial capacity of the area. Wealdstone will also begin to attract the regional interest and significant investment comparable with other

locations that offer affordable family housing within an attractive and green suburban environment that is well connected to central London by fast and frequent train services. Improvements to the public realm will therefore need to be delivered or secured from new development to ensure growth results in an attractive environment, that is both functional and safe and contributes significantly to local amenity.

5.11 The strategic industrial land surrounding Wealdstone, including the Kodak site, will support local job creation and retention, by ensuring that there is land available for businesses to expand or for new businesses to start-up. Based on Valuation Office Agency (VOA) data, Harrow has about 590,000 sq m of commercial floorspace, significantly less than that of other boroughs in west London⁽²¹⁾. Of this modest supply, the vast bulk is provided by the Wealdstone industrial estates, and as such, and when taken as a whole, it is important that these sites continue to contribute to Harrow's long-term economic development. While the manufacturing and industrial sectors in the Borough are declining, future demand for industrial land within Harrow is expected to come forward over the Plan period from the local entrepreneurial and Small to Medium Enterprise (SME) sector. As large businesses such as Kodak continue to consolidate, and other sites become available, the Council will seek and promote comprehensive employment led regeneration of these sites to maintain the integrity and

21 Employment Land Review 2010 - Figure 4.1

viability of the employment use area and to provide more diverse employment opportunities tailored to local needs and skills. Proposals for the consolidation of the Strategic Industrial Location (SIL) designation and the local industrial and business use area will be considered in the course of preparing the Area Action Plan for the Harrow & Wealdstone Intensification Area but will only be considered acceptable where they secure the retention of the majority of the SIL and the industrial and business use area in employment use; make provision for a range of premises, particularly smaller affordable units suitable for small and start-up businesses; and deliver improvements to the quality of the existing environment and buildings on site making it attractive to new businesses. It is the Council's preference that, where possible, the redevelopment of industrial estates be approached comprehensively and the possibilities for this will be examined through the Area Action Plan.⁽²²⁾

5.12 With regard to the delivery of Harrow's strategic housing requirement, in addition to exhibiting the highest levels of public transport accessibility in the Borough, the Intensification Area also contains a significant range of strategic opportunity sites with cumulative capacity to accommodate 2,800 net new homes providing a variety of housing types, sizes and tenures, and fulfilling a significant proportion of the Borough's future housing need. While provision needs to be made for increased densities within the Intensification Area, it is not a matter of development at all costs. A key tenet of this Core Strategy is to ensure the potential impacts of intensification are offset by higher design and environmental standards, and that the investment potential and benefits to be derived from an uplift in land value are captured and maximised.

5.13 Across the whole of the Intensification Area, development and growth is expected to be matched by the delivery of social and physical infrastructure. Development within the Intensification Area will be required to contribute to the provision of a new primary and secondary school, as well as expanded and enhanced community, cultural, recreation and health facilities. Given the quantum of growth and mix of uses proposed, there is the potential for the provision of an area-wide Combined Heat and Power (CHP) network within the Intensification Area. The physical and financial feasibility of an area-wide CHP scheme will be explored as part of the work to prepare the Harrow & Wealdstone Area Action Plan. In the event that the feasibility of the scheme is proven, major new development will be required to connect to the network unless there are demonstrable viability or other practical reasons not to do so. In addition to the station improvements, other transport initiatives to be progressed include improvements to the cycle and walking networks linking the Intensification Area to the wider Borough; and local junction improvements to address traffic flows both to and through the Intensification Area. The Council will also work with Transport for London in developing and improving orbital bus connections, connecting the Harrow and Wealdstone Intensification Area with major employment locations and town centres within West and North outer London, such as Heathrow, Brent Cross, Park Royal, Ealing Broadway and Uxbridge.

5.14 New development and growth within the Intensification Area will be co-ordinated and phased in line with the provision of physical and social infrastructure, to ensure new development results in the creation of sustainable communities. The Council will prepare a Community Infrastructure Levy to secure funding towards infrastructure made necessary by development throughout the Borough. The concentration of growth

within the Intensification Area raises additional localised infrastructure requirements to fully realise the area objectives for Harrow & Wealdstone. These relate to sustainable transport, the public realm and open space. Such localised infrastructure needs necessarily sit outside the scope of a Borough-wide Levy and will be in addition to any site specific Planning Obligation requirements. The Area Action Plan will provide further detail on the arrangements for securing contributions towards, and the delivery of, the specific infrastructure requirements of the Harrow & Wealdstone Intensification Area.

5.15 Working with landowners, developers, and other key service providers, the GLA and the Council will prepare a joint Area Action Plan for the Intensification Area. The extent of change envisaged makes it essential that a detailed and locationally specific planning document is in place to guide and manage future changes and to maximise the benefit derived from the expected development. While the Core Strategy defines the boundary of the Intensification Area, and provides the overall quantum of development and jobs to be delivered, the Area Action Plan will provide more detailed policies and proposals regarding the mix of uses to be achieved within specific areas to deliver 2,800 net new homes, 3,000 additional new jobs, retail growth, office renewal, and hotel and leisure uses alongside significant environmental and social infrastructure improvements. It will set out the detailed development management policies required to manage the significant change proposed. This includes identifying any further suitable sites for the provision of taller, landmark buildings⁽²³⁾ in addition to that established in principle at 51 College Road and any other acceptable proposals that emerge in advance of the adoption of the Area Action Plan, having regard to CABE/English Heritage guidance and London Plan Policy 7.7: Location and design of tall and large buildings. Whilst

recognising that the Intensification Area is suitable for locating a tall building, the role of the Area Action Plan is to establish the future urban landscape and character of the Intensification Area and the places within it. In doing so, regard will be had to the delivery of the Area Objectives, heritage assets (within and outside of the Intensification Area) and the special character of Harrow Hill and key features within that skyline, including St Mary's spire, the positive contribution a landmark building might make to the surrounding area, and to views to and within the Intensification Area. The Area Action Plan will include development control policies aimed at ensuring any tall buildings incorporate the highest quality of materials and design and supplemented, where appropriate, with additional site specific criteria required to manage locally identified potential impacts.

5.16 The Intensification Area, and its designation in the London Plan also ensures Harrow has visibility in a regional context and can use this to lever support from other public sector delivery partners, including Transport for London and central government agencies like the Environment Agency, securing necessary commitments towards implementation and delivery. Furthermore, the Council anticipates that the preparation of the joint Area Action Plan will also assist in improving business confidence in Harrow and create an environment that will attract inward investment. The Area Action Plan will therefore have a strong implementation focus providing the framework for delivering regeneration initiatives.



*Pedestrian Underpass,
Junction Road, Harrow*

²³ Any building at or over 30 metres high.

CORE POLICY CS 2

Harrow & Wealdstone

- A. Support the designation of the Harrow and Wealdstone growth corridor as an Intensification Area within the replacement London Plan through the preparation of a joint Area Action Plan covering the Intensification Area.
- B. Work with delivery partners to actively market and promote the Intensification Area as a focus for significant development, growth and investment.
- C. Through the Area Action Plan, identify and allocate sufficient sites to deliver a minimum of 2,800 net new homes over the Plan period, giving further clarity to the mix and density of housing, along with the quantum of other appropriate land uses, to be achieved on individual sites. Particular attention will be paid to scale and form of development on sites at the edge of the Intensification Area, ensuring these achieve effective transition, especially where they neighbour open space or low density suburban residential areas.
- D. All other development within the sub-area but outside of the boundary of the Intensification Area, will be managed in accordance with the overarching principles set out in Core Policy 1.
- E. The Council will consider, through the Area Action Plan for the Harrow & Wealdstone Intensification Area, the consolidation of the Wealdstone Strategic Industrial Location and the local industrial and business use areas (specifically the function and boundary of these designations), taking account of the assessments of industrial land demand and the strategic objectives for the Intensification Area.
- F. Promote consolidation and renewal of the office stock within Harrow town centre through appropriate provisions in the Area Action Plan aimed at improving the quality of the office stock and creating a more buoyant and attractive office market.
- G. Optimise the educational offer within the Intensification Area through partnership working with Harrow College and other education providers.
- H. Sites suitable for major comparison goods retail development, within or as an extension to the primary shopping area in Harrow Metropolitan centre, will be brought forward through the Area Action Plan. Convenience goods retail development, other main town centre uses and key community facilities will be directed to Harrow Metropolitan centre or Wealdstone district centre commensurate with the catchment and function of the centre. Uses that support the development of a diverse evening economy within Harrow Metropolitan centre will be supported, including leisure, cultural and tourism activities, subject to compatibility with the residential environment.
- I. Between Harrow Metropolitan centre and Wealdstone district centre, active commercial frontages will be sought at ground floor level on Station Road to include provision for economic development that is compatible with residential use. Main town centre uses between the centres in Station Road will be limited to re-provision of existing floorspace and extensions not exceeding 200 square metres.
- J. The Area Action Plan will establish a policy framework for tall, landmark buildings within the Intensification Area. Particular attention will be had to identified views, the opportunity to open up new views and vistas from within the Intensification Area, the setting of Harrow on the Hill Area of Special Character and heritage assets.

- K. Subject to feasibility being proven through the Area Action Plan, all major development within the Intensification Area will be expected to contribute to the provision of a district-wide combined heat and power network. Prior to the network being installed or extended, new development will be required to make provision for future connection to the network.
- L. Require all new development to help create coherent public spaces of high quality design, making the environment more attractive to all users, especially pedestrians. A Supplementary Planning Document, focusing on design will be prepared in support of the Area Action Plan.
- M. Accessibility, capacity, environmental and safety improvements at Harrow-on-the-Hill Underground Station and Harrow Bus Station will be sought as a priority. Where specific proposals for such improvements come forward, contributions towards delivery will be sought through the Harrow CIL.
- N. Work with the Environment Agency, the GLA and developers to reduce flood risk within Wealdstone town centre and to explore viable and appropriate flood mitigation measures, including the deculverting of the Wealdstone Brook through Kenton Recreation Ground. Proposed site allocations within Wealdstone town centre will be subject to sequential testing through the Area Action Plan, informed by the Level 2 Strategic Flood Risk Assessment.
- O. Proposals for the sustainable enhancement of the public realm within the Intensification Area will be brought forward as part of the Area Action Plan. The proposals will enhance legibility and accessibility to support and encourage walking and cycling across the area. Highway

improvements that improve the capacity, reliability and general operating conditions for public transport will be prioritised. Within the town centres, non-residential development of more than local or district catchment will support general car parking provision consistent with London Plan policies and the vitality and viability of the centre. Other development will be expected to provide minimal car parking, consistent with operational requirements and standards for disabled people.

- P. In addition to any requirement for amenity greenspace and play space provision, priority will be given to realising opportunities, where available, to secure additional public open space on site, to reduce the area's overall levels of deficiencies. Where such opportunities exist, the Council will discuss with the developer whether it is appropriate to forego other contributions or obligations required of the proposal, to secure this opportunity on the individual development site.
- Q. In addition to the Harrow CIL and site specific section 106 requirements, all new development within the area will be required, through the securing of planning obligations, to contribute to the funding and implementation of:
- A Green Travel Plan covering the Intensification Area;
 - Way-finding and other proposals to improve connectivity between Harrow town centre, Harrow College and Harrow Hill, to contribute to the wider commercial and tourism opportunities in the area;
 - On-street electric charging points throughout the Intensification Area;
 - Public realm enhancements; and
 - Proposals to improve the accessibility and quality of local open spaces.

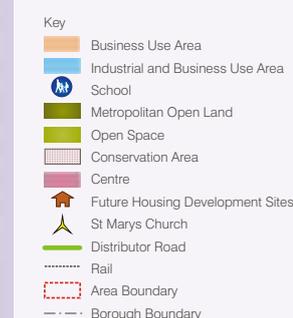
Harrow on the Hill & Sudbury Hill 6

POLICY SUB AREA

CORE POLICIES



Borough Context Map



Harrow on the Hill & Sudbury Hill

AREA OBJECTIVES FOR HARROW ON THE HILL AND SUDBURY HILL

1. Safeguard the special character of Harrow on the Hill and its setting.
2. Protect and manage Harrow on the Hill's Sites of Importance for Nature Conservation.
3. Safeguard identified views of St. Mary's Church from inappropriate development.
4. Support the continued operation of the schools within the sub area and their role as education providers, land and building managers, important economic generators and providers of community facilities.
5. Enhance pedestrian connectivity between Harrow on the Hill and Harrow town centre for residents and to promote tourism.
6. Improve the public realm of Sudbury Hill local centre by co-ordinating investment.
7. Secure balanced diversification of the Northolt Road business use area.
8. Promote Brember Road industrial estate as a location for economic development.
9. Maintain community access to sport and recreation facilities and encourage enhancement.
10. Support the residential redevelopment of identified, previously-developed sites and opportunities for the renewal of the Grange Farm Estate.

Sub Area Issues and Characteristics

- 6.1 Harrow Hill is not expected to accommodate further development, other than that which might be required to maintain active use of its historic buildings and to support the continued operation of Harrow School and John Lyon School. However there is scope for economic development and diversification of Northolt Road, as part of a continuation of its vibrancy through from the South Harrow sub area. The strategy for Harrow on the Hill will focus upon the protection, preservation and enhancement of its special character and heritage assets. Pursuant to this strategy, the boundaries, strategic function and character of Metropolitan Open Land will be maintained.
- 6.2 Harrow's Housing Trajectory demonstrates capacity to provide 300 net additional homes comprising 78 with planning permission, 50 as part of employment-led mixed-use redevelopment at the north part of the Northolt Road business use area and 172 on identified, previously developed sites within the Harrow on the Hill and Sudbury Hill neighbourhood area, over the period 2009-2026. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Sudbury Hill local centre and South Harrow district centre as part of appropriate, mixed use development.
- 6.3 Harrow Hill contains the Borough's highest concentration of listed buildings and many of its areas benefit from Conservation Area status. The extent of the Medieval village of Harrow is identified by an Archaeological Priority Area. The present day hilltop settlement is enveloped by open space which survived the suburban sprawl of the 20th Century, and this space is now of strategic significance expressed through its Metropolitan Open Land designation. On the eastern slopes of the Hill, the grounds of Harrow Park are recognised as a Grade II historic park and garden.
- 6.4 Together, these designations reflect that Harrow Hill is a feature of significant cultural and historic importance to the Borough. This is reflected in its designation as an Area of Special Character. The Harrow on the Hill Area of Special Character designation was originally defined in the Harrow Borough Local Plan (1986) "...having regard to the architectural and historic character of the area and the open land which provides setting and views of the hilltop settlement, inclusion of all of the Hill's conservation areas and significant open spaces around the Hill". The designation was carried forward and incorporated into the Harrow Unitary Development Plan (1994) and again into the replacement Harrow Unitary Development Plan (2004). The characteristics of Harrow Hill which make it a special area, in terms of its historical and environmental significance to the Borough, remain valid and equally important today.
- 6.5 As well as its strategically important role to the character and setting of Harrow Hill, parts of the Metropolitan Open Land are also Grade I Borough Sites of Importance for Nature Conservation providing a range of habitats. The Council will work with landowners to protect and manage these habitats in accordance with Harrow's Biodiversity Action Plan.
- 6.6 Much of the Hill's Metropolitan Open Land is in private ownership and use, so the opportunity provided by the Capital Ring strategic walking route and other public rights of way are crucial for general public access. The Capital Ring will form a strategic connection



Harrow School, Harrow-on-the-Hill

between Harrow's Green Grid and those of neighbouring boroughs. The Council will pursue Green Grid projects which strengthen and enhance this connectivity.

6.7 St. Mary's Church remains the dominant visual feature atop Harrow Hill and is a permanent reminder of the influence once exerted by Harrow village over the surrounding community. Views and glimpses of St. Mary's Church make a valuable contribution to the quality and identity of places within the Borough, and a number of important public views of the Church have been identified. A Borough-wide views assessment has been commissioned to appraise the significance of the existing identified views and the potential to identify new ones. Identified views of St. Mary's Church will be shown on the proposals map and safeguarded from inappropriate development.

6.8 Harrow on the Hill is a visitor attraction both in its own right and as the home of historic Harrow School. Its continued role as a visitor destination will be supported, land sensitive enhancement of pedestrian connectivity between Harrow on the Hill and Harrow town centre will be sought to improve the relationship between the two places and extend visitors' experience of the Borough.

6.9 Community access to indoor and outdoor sport facilities is provided by Harrow School, John Lyon School and Whitmore High School. Sensitive opportunities to increase provision through enhanced community access to other private and school facilities, and to increase the capacity of existing publicly accessible facilities, will be sought. Assessment of accessibility deficiency indicates that where new open space is being created as part of a development, priority should be given to the provision of small public open spaces, play space and amenity greenspace. Detailed requirements for open space provision and contributions, informed by Harrow's PPG17 Study (2010), will be set out in



View towards central London from Harrow-on-the-Hill

development management policies and a Community Infrastructure Levy as appropriate.

6.10 Sudbury Hill centre is a small local centre of Metroland parades which extends southwards along Greenford Road into the London Borough of Ealing. The centre is served by the London Underground Piccadilly line and by the Chiltern line to London Marylebone. A key feature of the centre is the Grade II listed Sudbury Hill Underground Station, which dates from 1931 and is the first to be built of the iconic modernist stations on the line. Investment in the public realm of Sudbury Hill local centre will be co-ordinated to support its attractiveness as a local shopping destination and to enhance the setting of the listed station building.

6.11 The Northolt Road business use area provides a continuation of commercial activity north of South Harrow district centre and Underground Station. Historically an office location, in more recent years the business use area has seen diversification through redevelopment and conversion for residential and hotel uses. Continued diversification of the business use area is anticipated as the Borough's main office market consolidates in Harrow town centre. Balanced diversification which includes a mix of economic (excluding main town centre) uses and residential will be sought.

6.12 A small retail park and the Brember Road industrial estate, to the rear of the Northolt Road business use area, contribute to the diversity of economic activity in this area. The industrial area has been partially redeveloped for

high density residential use, and the remaining units have been assessed as of moderate-low quality. Nevertheless, the Brember Estate contributes to the capacity and range of traditional employment space in the Borough. Further diversification will be managed positively to safeguard the economic value of the site.

- 6.13 The Grange Farm Estate, to the rear of the Northolt Road business use area, is of experimental 'resiform' construction and opportunities for estate renewal will be welcomed in the medium and longer term.

CORE POLICY CS 3

Harrow on the Hill and Sudbury Hill

- A. Development will be managed to maintain the special character of Harrow on the Hill and its setting. Sensitive uses and alterations which secure investment and safeguard the future of statutory and locally listed buildings will be supported. The character or appearance of Harrow Hill's Conservation Areas will be preserved or enhanced in accordance with the management strategies for the area. The Development Management Policies DPD will set out criteria for the assessment of impacts on other heritage assets.
- B. The Council will work with owners/occupiers of Sites of Importance for Nature Conservation to implement the actions of the Biodiversity Action Plan.
- C. The Capital Ring strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, enhanced as part of the Borough's Green Grid projects.
- D. St. Mary's Church will continue to be recognised as an important landmark and identified views of

the Church will be safeguarded from inappropriate development by management of building heights through the Area Action Plan for the Harrow & Wealdstone Intensification Area.

- E. Opportunities to enhance pedestrian connectivity between Harrow on the Hill and Harrow town centre will be sought by the co-ordination of public realm investment and the identification of opportunities through the Area Action Plan for the Harrow & Wealdstone Intensification Area.
- F. Opportunities to enhance the environmental quality of Sudbury Hill local centre, consistent with its Metroland character and the setting of Sudbury Hill Underground Station, will be sought by the co-ordination of public realm investment.
- G. Proposals within the Northolt Road business use area for mixed-use redevelopment or conversions which make provision for a diversified range of appropriate employment generating uses will be supported.
- H. Proposals within the Brember Road industrial estate for redevelopment or changes of use which secure economic diversification and employment will be supported.
- I. The Council will work with institutions and landowners where necessary to support public access to sport and recreation facilities. Appropriate proposals for enhancement of such facilities will be supported.
- J. The Council will support proposals which achieve physical renewal and estate regeneration objectives at Grange Farm.
- K. The redevelopment of identified, previously developed sites to collectively contribute at least 300 homes towards the Borough's housing allocation, set out in Core Policy 1 will be encouraged.



Borough Context Map

Key	
	Business Use Area
	Business and Industrial Use Area
	Metropolitan Open Land
	Open Space
	Centre
	Future Housing Development
	Rail
	Distributor Roads
	Area Boundary
	Borough Boundary

South Harrow

AREA OBJECTIVES FOR SOUTH HARROW

1. Improve the public realm of South Harrow district centre by co-ordinating investment.
2. Support and celebrate South Harrow's diversity and ensure that the centre remains one of the Borough's more vibrant centres.
3. Promote the South Harrow Arches business use and industrial use areas as a location for economic development.
4. Secure balanced diversification of the Northolt Road business use area.
5. Promote access to natural green spaces through implementation of the Green Grid.
6. Enhance the quality of Newton Park and Newton Farm Ecology Park for their contribution to biodiversity and flood mitigation.
7. Support estate regeneration and renewal at Rayners Lane Estate.

Sub Area Issues and Characteristics

- 7.1 The South Harrow sub area has a modest capacity to accommodate new homes but has more significant potential for economic development and diversification. The Strategy will focus on maintaining the vibrancy of Northolt Road as the commercial thread through the area, and throughout the rest of the area upon protecting suburban character and enhancing open space, particularly as a flood risk management asset.
- 7.2 Harrow's Housing Trajectory demonstrates capacity to provide 406 net additional homes 277 with planning permission, 100 as part of employment-led mixed-use redevelopment at the south part of the Northolt Road business use area and 29 on identified, previously developed sites within the South Harrow sub area, over the period 2009-2026. The strategic sites are identified in the Site Allocations DPD.
- 7.3 South Harrow is one of the most vibrant district centres within the Borough and fulfills an important local function in terms of retail, transport and service provision. The centre developed along Northolt Road following the extension of what is now the London Underground Piccadilly line to the area in 1903. Northolt Road, part of the London distributor network, carries high volumes of traffic through the centre and the environmental quality is assessed as being poor. Investment in the public realm of South Harrow district centre will be co-ordinated to support its attractiveness as a district shopping destination.
- 7.4 The subsequent extension of what is now the Piccadilly line over the lowlands west of Harrow Hill necessitated the construction of a viaduct which remains a dominant visual feature and provides valuable arches accommodation for business and industrial activity. The industrial use area has been assessed as being of low quality but nevertheless fulfils a local economic need and will be safeguarded; opportunities to enhance

the parking and access arrangements will be sought. The business use units have recently been refurbished to provide modern office/studio accommodation and will also be safeguarded.



Northolt Road, South Harrow

- 7.5 South Harrow also contains larger offices and the mixed-use redevelopment or conversion of office buildings in the Northolt Road business use area offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) on the site. Appropriate community uses may also be supported where the benefit of the use outweighs the loss of an employment generating use. Opportunities to rejuvenate the Brember Road industrial and business area should be pursued to help increase the provision of jobs for local residents. Harrow's vitality profiles also identify Roxbourne ward as one of the Borough's most deprived wards, and so schemes to generate employment and new services and community facilities will be supported.
- 7.6 Assessment of accessibility deficiency indicates that where new open space is being created as part of development, priority should be given to the provision of small public open spaces, playspace and amenity greenspace.
- 7.7 The Roxbourne River and Yeading Brook tributary flow through Newton Park and surrounding residential areas in open and culverted sections. Open sections through Newton Park and Newton Farm Ecology Park form part of local Site of Importance for Nature Conservation, and these open spaces also provide areas of natural flood storage. The open sections of the watercourse will be managed to



Railway Arches, South Harrow



The Beacon Centre, Rayners Lane Estate

maintain and enhance biodiversity value and public accessibility, as part of the Borough's Green Grid. Opportunities will be sought to open-up culverted sections where this would achieve sustainable management of flood risk and enhance biodiversity.

7.8 Within South Harrow sports hall access is provided by Rooks Heath College and the Beacon Centre, and outdoor sport pitches are predominantly provided within public open space. These help to provide good levels of accessibility. Investment to provide new facilities should focus on increasing the capacity and accessibility of multi-use game areas; additional facilities of this kind may be most appropriate within Newton Park and Alexandra Park to serve neighbouring residential areas.

7.9 The Rayners Lane Estate is undergoing redevelopment, and any further development and redevelopment of affordable housing will be supported to improve the living conditions of Harrow residents.

CORE POLICY CS 4

South Harrow

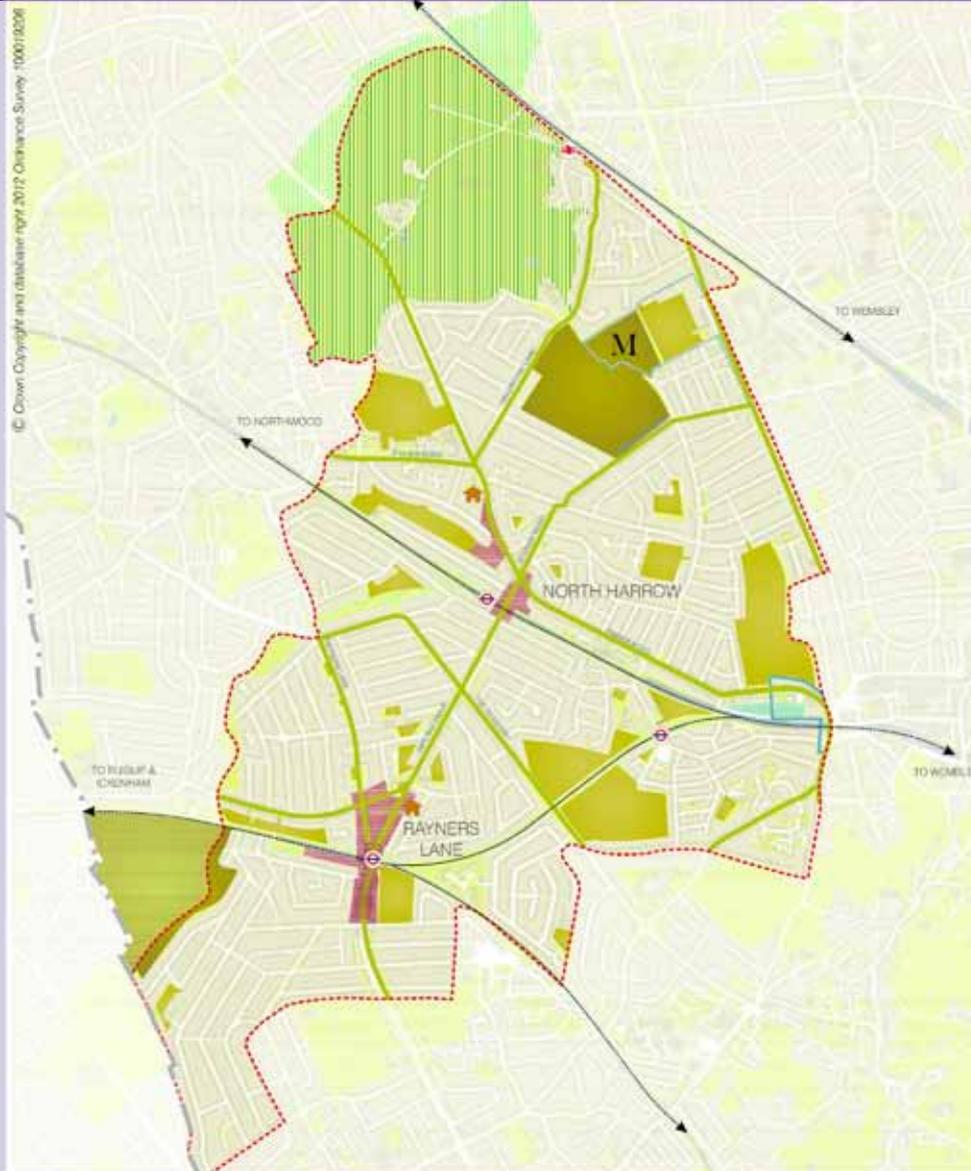
- A. Opportunities to enhance the environmental quality of South Harrow district centre will be sought by the co-ordination of public realm investment.
- B. Support will be given to retail and associated town centre and mixed use development in South Harrow centre appropriate to the centre's function and district catchment.

- C. Proposals within the Northolt Road business use area for mixed-use redevelopment or conversions which make provision for a diversified range of appropriate employment generating uses will be supported
- D. Proposals for appropriate economic development within the business and industrial use areas of South Harrow Arches will be supported.
- E. New development will contribute to biodiversity improvements including Newton Park and Newton Farm Ecology Park, and to enhance community access to these facilities and areas of natural and semi-natural open space.
- F. Opportunities will be sought to open-up culverted sections of the Roxbourne River and Yeading Brook where this achieves sustainable flood risk management, habitat creation and, where appropriate, public access.
- G. The Council will support the ongoing renewal and regeneration of the Rayners Lane Estate.
- H. The redevelopment of identified, previously developed sites to collectively contribute at least 406 homes towards the Borough's housing allocation, set out in Core Policy CS1 H, will be encouraged.

Rayners Lane & North Harrow 8

POLICY SUB AREA

CORE POLICIES



Borough Context Map

Key	
	Business and Industrial Use Area
	Intensification Area Boundary
	Conservation Area
	Green Belt
	Metropolitan Open Land
	Open Space
	Centre
	Headstone Manor Museum
	Future Housing Development
	Rail
	Distributor Road
	Area Boundary
	Borough Boundary

Rayners Lane & North Harrow

AREA OBJECTIVES FOR RAYNERS LANE AND NORTH HARROW

1. Reduce the vacant retail frontage in North Harrow district centre and consider a range of interventions to rejuvenate the centre.
2. Support appropriate development in Rayners Lane district centre to ensure this highly accessible location's potential is maximised.
3. Secure balanced diversification of redundant offices as part of mixed use development in North Harrow and Rayners Lane district centres.
4. Improve the viability and public realm of North Harrow and Rayners Lane district centres by co-ordinating investment, including an enhanced link to Strongbridge Close.
5. Enhance access to and support the continued use of the Headstone Manor complex as a heritage based visitor and community asset.
6. Protect the art deco character of the Rayners Lane Conservation Area.
7. Promote opportunities to connect up the area's open spaces and improve the area's water ways in North Harrow through the Green Grid.

Sub Area Issues and Characteristics

- 8.1 The North Harrow and Rayners Lane sub area is centred around the two Metroland district centres that are highly accessible by public transport. The residential areas surrounding these centres are predominantly inter-war suburban and attractive as areas for families to live in. The area has a modest capacity to accommodate new homes and some scope for local retail and employment regeneration over the next 15 years. The strategy will focus upon the management of change at the sub area's interface with the Harrow & Wealdstone Intensification Area, and the protection and enhancement of the area's heritage, suburbs and open space particularly as a flood risk management asset.
- 8.2 Harrow's Housing Trajectory demonstrates capacity to provide 425 net additional homes, comprising 257 with planning permission, 150 as part of employment-led mixed-use redevelopment of offices within Rayners Lane district centre and 20 on identified, previously developed sites located throughout the Rayners Lane and North Harrow sub area, which offer the potential for modest redevelopment. The Core Strategy therefore promotes redevelopment of these strategic previously developed sites. This includes sites within the district centres, where mixed use development will be encouraged in recognition of the need to maintain the important role and function of these centres in providing a sense of community and in the provision of local shops and services.



The Zoroastrian Centre, Alexandra Avenue, Rayners Lane

- 8.3 As shown on the sub area map, the Headstone Manor complex lies within the Harrow and Wealdstone sub area, and will provide an important interface between the Harrow and Wealdstone Intensification Area and the North Harrow and Rayners Lane sub area that will require careful management. The complex contains an important group of historic buildings, and is now part of the Harrow Museum. Protecting this listed building's setting, and ensuring the Metropolitan Open Land continues to provide open space for residents and tourists to enjoy is therefore of strategic importance, and the designation will be retained. As part of the Green Grid, the redevelopment of the Kodak and Zoom Leisure sites will produce opportunities to open up and improve this open space. Similarly, the Green Belt at Pinner Park Farm, although mostly inaccessible, is an important area for biodiversity, and acts as a natural drainage space as part of the Crane catchment. Where opportunities for enhancement of public access to open spaces arise, these will be pursued as part of the Borough's Green Grid.
- 8.4 Some outdoor sport pitches within the sub area are located within public open space and valuable additional provision is made by community access to a number of privately owned sites. Investment to increase pitch provision and multi-use games areas should focus on sites which would address gaps in recommended standards of accessibility, particularly to the west of North Harrow.
- 8.5 New development will contribute towards qualitative improvements at Headstone Manor Recreation Ground and Woodlands Open Space, which are assessed as being of high value but poor quality.



Pinner Park Farm, George V Avenue, North Harrow



Wealdstone Motors, Pinner Road, North Harrow

- 8.6 New development will also be expected to provide for children’s play and amenity greenspace. Across all types of play space there is a gap in accessibility between North Harrow and Rayners Lane, and investment should be prioritised towards this area. Rayners Mead open space should be considered as a suitable site for appropriate new facilities, and enhancement of facilities at Headstone Manor Recreation Ground should focus on fulfilling the site’s potential to provide youth space.
- 8.7 Pinner Road cemetery is identified as a high value but low quality site. Sensitive investment which enhances its value by use as an accessible natural and semi-natural greenspace should be considered.
- 8.8 Parts of the sub area are subject to the flood risk associated with watercourses forming part of the Crane River catchment, many of which are culverted through the suburban area. At North Harrow, the risk is exacerbated by the culverted confluence of the Yeading Brook (west) and Greenhill Stream. Opportunities to sustainably manage flood risk, including deculverting where appropriate, will be sought.
- 8.9 North Harrow district centre currently has high levels of vacancy, and is in need of support to maintain it’s role as a district centre. By contrast, Rayners Lane district centre performs comparatively well and will continue to provide a good range of shops and local services. Its vitality will be enhanced through selective redevelopment of key sites and the increase in capacity of the public

transport network. New development within the town centre will reinforce the art deco character of the Rayners Lane Conservation Area.

- 8.10 There is a strong presence of community facilities within North Harrow, including the library, Home Guard sports and social club, dental surgery and a newly approved community centre on the site of the North Harrow Assembly Halls. In recognising North Harrow district centre’s role as wider than retail, the use of alternate employment generating uses that are suitable to a town centre in this location may be considered appropriate. Changes to the retail frontage designation are recommended and will be examined in the Site Allocations DPD to ensure this centre’s continued viability.
- 8.11 The mixed-use redevelopment or conversion of redundant office buildings on Imperial Drive therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses to be supported on the site. Appropriate community uses may also be appropriate where the benefit of the use outweighs the loss of the employment generating use.



Cycle racks, Alexandra Avenue, Rayners Lane

CORE POLICY CS 5

Rayners Lane and North Harrow

- A. Retail and wider employment generating uses in North Harrow district centre will be supported where appropriate to improve the centre's viability and enhance its role as a convenience shopping destination, community and local service hub.
- B. Retail and mixed use development within Rayners Lane district centre that respects the area's character will be promoted.
- C. Office rejuvenation and conversions as part of mixed use schemes within Rayners Lane district centre will be supported, alongside other employment generating uses.
- D. Opportunities to enhance the environmental quality of Rayners Lane and North Harrow district centres, and to enhance the pedestrian link between Alexandra Avenue and Strongbridge Close, will be sought by the co-ordination of public realm investment.
- E. Headstone Manor as an important open space, group of listed buildings and Scheduled Ancient Monument will be protected, and opportunities for enhanced access secured.
- F. Development in Rayners Lane centre should have regard to the setting of the listed Rayners Lane station, Rayners Public House and Zoroastrian Centre buildings, and the character of the Rayners Lane Conservation Area
- G. Local public rights of way will be safeguarded and, where opportunities arise such as at Yeading Walk, be enhanced as part of the Borough's Green Grid.
- H. New development will be expected to enhance access to, and the quality of, local parks and open spaces as part of the Borough's Green Grid.
- I. The redevelopment of identified, previously developed sites to collectively contribute at least 425 homes towards the Borough's housing allocation, set out in Core Policy CS1 H will be encouraged. A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites within Rayners Lane and North Harrow centres to help ensure their vitality and viability.

Pinner & Hatch End

9

POLICY SUB AREA

CORE POLICIES



Borough Context Map

Pinner and Hatch End

AREA OBJECTIVES FOR PINNER AND HATCH END

1. Safeguard the special character of Pinner Hill.
2. Protect and manage Pinner and Hatch End's Sites of Importance for Nature Conservation.
3. Strengthen and enhance connectivity with the London Loop as part of Harrow's Green Grid.
4. Secure heritage-led enhancement of Pinner High Street.
5. Improve the public realm of Hatch End local centre and its relationship with Hatch End station by co-ordinating investment.
6. Secure the retention, enhancement and heritage of Harrow Arts Centre and associated complex.
7. Maintain and enhance public access to, and the biodiversity value of, the River Pinn and Yeading Brook and their tributaries as part of Harrow's Green Grid.
8. Support the renewal of the Mill Farm Estate.

Sub Area Issues and Characteristics

- 9.1 The Pinner and Hatch End sub area has a modest capacity to accommodate new homes and some limited scope for retail and employment growth over the next 15 years. Open space, heritage and leafy suburbs will continue to be important components of the area's character and, therefore, the protection or enhancement of these are at the heart of the strategy for Pinner and Hatch End.
- 9.2 Harrow's Housing Trajectory demonstrates capacity to provide 161 net additional homes comprising 101 with planning permission and 60 on identified, previously developed sites within the Pinner and Hatch End area, over the period 2009-2026. This includes a net increase of 55 homes as part of the planned Mill Farm Close regeneration scheme. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Pinner district centre and Hatch End local centre.
- 9.3 The countryside to the north of Pinner and Hatch End is an integral part of the Green Belt which checks urban sprawl and provides a buffer between Greater London and the neighbouring urban areas of Hertfordshire, including Watford. The high ground at Pinner Hill is of strategic value as an area of special character. Together with the countryside at Pinner Park Farm, this extensive open land provides a wider setting for the historic village of Pinner and contributes to the character of Hatch End as a separate suburb.
- 9.4 Harrow Weald Ridge was identified as an Area of Special Character in the 1986 Harrow Borough Local Plan in recognition of the backdrop that its high ground, with extensive tree cover and major open areas, provides when viewed from the generally lower suburban areas. The boundaries of the

Area of Special Character were drawn to include Pinner Hill, as a separate area, because "...the Council also considers it is appropriate to include the Pinner Hill Estate in the western sector of the Green Belt, which is situated on rising ground and whose extensive tree cover forms a natural extension to Oxhey Woods in Hertfordshire. The adjacent area of Pinner Hill Golf Course is also considered worthy of inclusion by virtue of its open character, its height and tree cover; the Pinnerwood Park Farm Conservation Area is included for architectural and historic reasons". The designation was carried forward and incorporated into the Harrow Unitary Development Plan (1994) and again into the replacement Harrow Unitary Development Plan (2004). The important characteristics of the Pinner Hill part of the Harrow Weald Ridge Area of Special Character remain valid and equally important today. The Pinner Hill Area incorporates two conservation areas, 6 listed buildings, a scheduled ancient monument, and a Grade 1 Borough Site of Importance for Nature Conservation. For these reasons the continuation of this strategic designation is merited.

- 9.5 Parts of the countryside at Pinner and Hatch End are in agricultural use, and at Pinner Hill an extensive area is occupied by a Golf Club. Nevertheless, the London Loop walking route provides valuable public access through the Green Belt in Harrow and adjoining boroughs. Local public rights of way provide additional access, including to an identified public viewpoint, and will be enhanced to strengthen connectivity between the London Loop and Harrow's Green Grid.
- 9.6 Harrow's Green Grid includes a schedule of projects within the Pinner and Hatch End area. Priority projects are themed around the London Loop strategic walking route, the Yeading Brook and River Pinn and its tributaries, and heritage infrastructure

9.7 The Western Rivers group of Green Grid projects will enhance the quality and accessibility of green corridors, and will provide the main opportunity for increasing local access to natural and semi-natural environments. Investment will also be sought to enhance existing natural and semi-natural greenspace in the area. Sensitive investment to improve the quality and value of Paines Lane Cemetery, by use as an accessible natural and semi-natural greenspace, should be considered.



Pinner Court, Pinner Road, Pinner

9.8 Pinner's heritage as a settlement within the rural landscape of Middlesex is reflected in its Medieval village core, a number of historic houses and the remarkable survival of agricultural complexes at East End Farm, Woodhall Farmhouse and Pinnerwood Farm; these are protected by Conservation Area status and many are also listed buildings. The historic extent of Pinner village is identified by an Archaeological Priority Area. Built heritage within the wider area of Pinner and Hatch End reflects the quality and diversity of many of its residential areas and accounts for further Conservation Area coverage. All heritage assets in the area will be preserved and enhanced as integral components of Pinner and Hatch End's identity.

9.9 Pinner village is a large district centre with a convenience and some comparison retail offer as well as non-retail services. With comparatively low levels of through-traffic the centre benefits from a good quality environment, but potential to make further heritage-focused enhancements within the High Street is identified

within the management strategy for the Conservation Area. Hatch End by contrast is a small local centre more Metroland in character, with a mix of convenience, specialist comparison and restaurant outlets, and straddles Uxbridge Road which carries high volumes of traffic as part of the London distributor network. Here, investment in the public realm will be co-ordinated to support the centre's attractiveness as a local shopping destination and to enhance its relationship with Hatch End London Overground Station.

9.10 The Retail Study (2009) recommends amendments to retail frontage designations within Pinner district centre and identifies potential development opportunities to provide up to 1,500 sq. metres retail floorspace. These detailed matters will be pursued through the Site Allocations DPD.

9.11 The mixed-use redevelopment or conversion of redundant office buildings in Pinner district centre offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses on the site. Appropriate community uses may also be supported where the benefit of the use outweighs any loss in employment value.

9.12 As a good quality business and industrial use area, Chantry Place will be safeguarded for appropriate B1, B2 and B8 uses.

9.13 To the east of Hatch End local centre and Overground Station, Harrow Arts Centre occupies a Grade II listed building



Elliot Hall, Harrow Arts Centre, Hatch End

and locally listed building, and is the principal performing arts facility for the Borough. The Council will work to secure the long term future of the Arts Centre. Opportunities to enhance the building and its setting will be sought. However the wider site also contains a number of redundant or under-utilised components that offer the potential for sensitive redevelopment.



View from Old Redding, Harrow Weald

9.14 The Saxon earthwork, the Grims Ditch, originates in Harrow Weald but extends through Hatch End to Pinner Green as a series of Scheduled Ancient Monuments and Archaeological Priority Areas. The monuments are protected by statutory provisions and the Council has published guidance in relation to these. Within the priority areas the Council will provide for opportunities to learn more about the feature subject to ensuring the preservation of any below ground remains.

9.15 The River Pinn and its main tributary the Woodridings Stream flow down from Harrow Weald Ridge through Hatch End and Pinner, before continuing into the London Borough of Hillingdon. The potential for projects to enhance biodiversity value and public access have been identified through the Borough's Green Grid. Opportunities will be sought to open-up culverted sections where this would achieve sustainable management of flood risk and enhance biodiversity.

9.16 The Yeading Brook flows into Roxbourne Park, an area of Metropolitan Open Land at the southern tip of the sub-area which continues into the London Borough of Hillingdon. Both the Yeading Brook and Roxbourne Park form part of a Green Chain.

9.17 While the Yeading Walk open space and Roxbourne Park provide more naturalistic environments, there are a range of other spaces in the sub area including the formally laid-out Pinner Village Gardens and Pinner Memorial Park, as well as more informal recreation grounds and playing fields. Future investment in these open spaces will reflect and enhance their character and function; opportunities to provide a multi-use games area will be investigated.

9.18 Pinner and Hatch End is rich in environments of biodiversity value, as reflected in the presence of a number of Sites of Importance for Nature Conservation both along river corridors and within the area's Green Belt, Metropolitan Open Land and other open spaces. Nevertheless, the sub area falls short in access to formal natural and semi-natural greenspaces, so these existing environments will be managed to maintain and enhance biodiversity value and public accessibility, as part of the Borough's Green Grid.

9.19 Mill Farm Estate at Pinner Green was transferred to the Catalyst Housing Group in April 2010 and redevelopment works have commenced. The continuation of this major regeneration project will be supported.

9.20 Small parts of Eastcote Village Conservation Area and nearby open space extend into this sub area. The Council will co-operate with the London Borough of Hillingdon to co-ordinate the management of these places, as required.

CORE POLICY CS 6

Pinner and Hatch End

- A. Development will be managed to maintain the special character of Pinner Hill and its setting as part of the Harrow Weald Ridge Area of Special Character.
- B. The Council will work with owners/occupiers of Sites of Importance for Nature Conservation to implement the actions of the Biodiversity Action Plan.
- C. The London Loop strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, be enhanced as part of the Borough's Green Grid projects.
- D. Opportunities to enhance the environment of Pinner High Street in accordance with the Conservation Area's management strategy will be sought, and priority given to the co-ordination of public realm investment
- E. Opportunities to enhance the environmental quality of Hatch End local centre and improve its relationship with Hatch End London Overground Station will be sought, and priority given to the co-ordination of public realm investment.

- F. The Council will seek to maintain the viability of Harrow Arts Centre as the Borough's principal performing arts facility. The building's setting will be safeguarded and any development in the grounds should not detract from its architectural or historic interest.
- G. New development in the area will contribute to the management of the Yeading Walk Open Space and Roxbourne Park to maintain and enhance public access to, and the biodiversity value of, the Yeading Brook. Green Grid projects to enhance public access to, and the biodiversity value of, the River Pinn will be given high priority.
- H. Opportunities will be sought to open-up culverted sections of the River Pinn and Yeading Brook where this achieves sustainable flood risk management, habitat creation and, where appropriate, public access.
- I. The Council will support the renewal and regeneration of the Mill Farm Estate.
- J. The redevelopment of identified, previously developed sites to collectively contribute at least 161 homes towards the Borough's housing allocation, set out in Core Policy CS1 H, will be encouraged.



Borough Context Map

Key	
	Green Belt
	Metropolitan Open Land
	Open Space
	Conservation Area
	Centre
	Future Housing Development
	Motorway
	Rail
	Distributor Road
	Area Boundary
	Borough Boundary

Stanmore & Harrow Weald

AREA OBJECTIVES FOR STANMORE & HARROW WEALD

1. Safeguard the special character of, and identified views to, Harrow Weald Ridge.
2. Strengthen and enhance connectivity with the Green Belt as part of Harrow's Green Grid.
3. Secure the future of Bentley Priory and the Royal National Orthopaedic Hospital.
4. Improve the public realm of Stanmore district centre and its relationship with Stanmore station by co-ordinating investment.
5. Ensure that the redevelopment of Stanmore car park and Anmer Lodge contributes to the vitality and viability of the district centre.
6. Improve the public realm of Harrow Weald local centre by co-ordinating investment.
7. Maintain and enhance public access to, and the biodiversity value of, the Edgware Brook.
8. Investigate opportunities to extend Harrow Weald cemetery.



Kerry Avenue, Stanmore

Sub Area Issues and Characteristics

- 10.1 The Stanmore and Harrow Weald sub area has significant capacity to sensitively accommodate new homes as a result of three major developed sites in the Green Belt and mixed-use development in Stanmore district centre will provide some opportunity for retail growth. Throughout the rest of the sub area, access to natural and semi-natural green spaces and the special character of Harrow Weald Ridge will continue to make an important contribution to local environmental quality. The strategy for this area will seek the appropriate realisation of development opportunities and the continued protection of the area's high quality environment.
- 10.2 Harrow's Housing Trajectory demonstrates capacity to provide 712 net additional homes comprising 39 with planning permission and 673 on identified, previously developed sites within the Stanmore and Harrow Weald area, over the period 2009-2026. This includes schemes at the Royal National Orthopaedic Hospital and Bentley Priory, approved to secure their respective futures, and the potential redevelopment of Harrow College's Harrow Weald campus which is an identified major previously developed site within the Green Belt. Stanmore car park, within Stanmore district centre, and the adjoining vacant Anmer Lodge,

provide further identified opportunity for housing as part of an appropriate mixed-use redevelopment. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Stanmore district centre and Harrow Weald local centre.

- 10.3 The countryside to the north of Harrow Weald and Stanmore is an integral part of the Metropolitan Green Belt which checks urban sprawl and provides a buffer between Greater London and the neighbouring urban areas of Hertfordshire, including Watford. Extensive public access to the natural and semi-natural environment of the Green Belt is provided by Bentley Priory Open Space, Harrow Weald Common, Stanmore Common and Stanmore Country Park⁽²⁴⁾, as well as a network of public rights of way and the London Loop strategic walking route. The Council will pursue Green Grid projects which strengthen and enhance accessibility between this valuable resource and the rest of the Borough.
- 10.4 The high ground at Harrow Weald Ridge is of strategic value as an area of special character, providing a countryside backdrop to the suburban areas south of the Green Belt. A number of important public views of the Ridge have been identified and these will be retained and safeguarded. In addition, the car park at Old Redding provides valuable public access to enjoy views of Harrow and Greater London, and will be maintained for this purpose. The Harrow Weald Ridge is also of cultural and social importance. The site of the Roman settlement of Svlloniaca, Saxon earthworks, and Bentley Priory which features as an identifiable building in the landscape, all provide links with the area's history.



Royal National Orthopaedic Hospital, Stanmore

and Temple Pond, which need to be retained for flood mitigation. Further opportunities will be sought to open-up culverted sections where this would achieve sustainable management of flood risk and/or enhance biodiversity.

10.5 In view of its continuing strategic importance, the boundaries, function and character of Harrow Weald Ridge Area of Special Character will be maintained. Bentley Priory and the Royal National Orthopaedic Hospital occupy large sites within the Green Belt and Area of Special Character and are both of national significance, as a cultural heritage asset and a leading medical institution respectively. The Council will support appropriate proposals which secure the future of these assets, consistent with Green Belt policy and any impact on the area's special character.

10.6 Stanmore Golf Course is an extensive area of open ground which separates Stanmore and Belmont. Together with its height and extensive tree cover, it is of strategic importance and is reflected in its designation as Metropolitan Open Land. A right of way provides public access over the Golf Course, and at its eastern boundary the Golf Course has a direct interface with the Belmont Trail. A high priority will be given to the extension of the Trail to complete the link between Belmont and Stanmore, as part of the Borough's Green Grid.

10.7 The Edgware Brook flows down from Bentley Priory open space and through parts of Stanmore in open and culverted sections. The Brook is one of the Brent River tributaries and potential for projects to enhance biodiversity value and public access have been identified through the Borough's Green Grid. There are also two flood storage areas in the sub area, Summerhouse Lake

10.8 Parts of Bentley Priory and Harrow Weald Common are Sites of Special Scientific Interest and are protected by statutory provisions. Stanmore and Harrow Weald are home to the only Metropolitan Sites of Importance for Nature Conservation in Harrow, as well as a number of Grade I & II Borough importance sites. These will be protected, managed and where possible enhanced in accordance with the Borough's Biodiversity Action Plan.

10.9 Stanmore and Harrow Weald benefit from indoor sports facilities at the Aspire National Centre and Bentley Wood High School. Continued community access to these facilities, with quality enhancements as appropriate, will be supported. Outdoor sport facilities include the Roger Bannister Sports Centre as well as a number of sports club sites and pitches within public open space. However there is a significant gap in accessibility between Harrow Weald and Stanmore, and priority should be given to the provision of a multi-use games area on a site which maximises accessibility.

10.10 Small scale opportunities for improved access to natural and semi-natural greenspace should focus on the western part of the area.

10.11 Space within the Harrow's cemeteries is largely committed and newly bereaved relatives are directed to sites outside of the Borough. The opportunity to extend Harrow Weald cemetery, to provide future capacity that is accessible within the Borough, will be investigated as part of the future uses of land beyond the identified development envelope at Harrow Weald College.



Remains within the 1632 St. John the Evangelist, Stanmore

- 10.12 Stanmore is rich in archaeological heritage, with Scheduled Ancient Monuments to safeguard areas of known Roman remains, the surviving Saxon earthworks at Grim's Dyke and Pear Wood, and the Eighteenth Century Obelisk at Brockley Hill. Archaeological Priority Areas identify potential for further Roman remains at Brockley Hill and Canons Park, as well as identifying the possible site of the priory complex at Clamp Hill and the extent of the Medieval village of Stanmore along Old Church Lane. The Council has also issued an advisory note in connection with the Grim's Ditch scheduled ancient monument.
- 10.13 The extent of the historic estates of Grim's Dyke Hotel and Bentley Priory are reflected in their historic park and garden status. The Council is preparing supplementary planning documents for Harrow Weald, Stanmore & Edgware which will incorporate appraisals and management strategies for the conservation areas within the Harrow Weald and Stanmore sub area. All heritage assets in the sub area will continue to be protected.
- 10.14 The modern-day Stanmore centre is located to the east of the historic heart of the village in Old Church Lane, which is identified by its Conservation Area and Archaeological Priority Area designation. The heritage value of Stanmore Hill, Little Common, historic farm complexes at Harrow Weald and high quality modernist architecture of the twentieth Century are also reflected in the presence of listed buildings and conservation areas.

- 10.15 Stanmore district centre fulfils an important convenience shopping role within its catchment and is supplemented by a small but healthy range of comparison goods shops. However Church Road/The Broadway and Stanmore Hill form part of the London distributor road network, carrying heavy volumes of traffic through the centre and therefore impacting upon environmental quality. Investment in the public realm of Stanmore district centre will be co-ordinated to support its attractiveness as a district shopping destination and to improve pedestrian connectivity with Stanmore London Underground Station.



Sainsbury's Supermarket, The Broadway, Stanmore

- 10.16 The Retail Study (2009) identifies the potential of Stanmore car park to provide additional retail floorspace in Stanmore district centre, and will be brought forward by the Council as part of a development brief for the wider site which includes Anmer Lodge.
- 10.17 The mixed-use redevelopment or conversion of redundant office buildings in Stanmore district centre offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses on the site. Appropriate community uses may also be supported where the benefit of the use outweighs any loss in employment value.

CORE POLICY CS 7

Stanmore & Harrow Weald

- A. Development will be managed to maintain the special character and identified views of Harrow Weald Ridge.
- B. The London Loop strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, be enhanced as part of the Borough's Green Grid projects. Priority will be given to the extension of the Belmont Trail to complete the accessible link to the Green Belt.
- C. Identified views of Harrow Weald Ridge will be safeguarded from inappropriate development through the Development Management Policies DPD.
- D. Proposals to secure the future Bentley Priory and the Royal National Orthopaedic Hospital will be supported where there is no conflict with Green Belt policy and the special character of Harrow Weald Ridge would be preserved.
- E. Opportunities to enhance the environmental quality of Stanmore district centre and improve its relationship with Stanmore London Underground Station will be sought and priority given to the co-ordination of public realm investment.
- F. The Council will bring forward Stanmore Car Park and Anmer Lodge

together for comprehensive, mixed use development which supports the vitality and viability of the district centre, enhances the Green Grid and makes an appropriate contribution to housing supply.

- G. Opportunities to enhance the environmental quality of Harrow Weald local centre will be sought, and priority given to the co-ordination of public realm investment
- H. The Council will manage Bentley Priory Open Space, Stanmore Park and Montrose Walk to maintain and enhance public access to, and the biodiversity value of, the Edgware Brook. Green Grid projects to enhance public access to, and the biodiversity value of, the Edgware Brook will be given high priority.
- I. Opportunities will be sought to open-up culverted sections of the Edgware Brook where this achieves sustainable flood risk management, habitat creation and, where appropriate, public access.
- J. The redevelopment of identified, previously developed sites including the major developed sites in the Green Belt at Harrow Weald College, the Royal National Orthopaedic Hospital and Bentley Priory to collectively contribute at least 712 homes towards the Borough's housing allocation, set out in Core Policy CS1 H, will be encouraged.



Edgware & Burnt Oak

AREA OBJECTIVES FOR EDGWARE AND BURNT OAK

1. Support appropriate retail development in Edgware major centre, consistent with its function and status.
2. Support development which enhances the vitality and viability of Burnt Oak district centre.
3. Improve the public realm of Burnt Oak district centre and Edgware major centre by co-ordinating investment.
4. Manage traffic congestion along Edgware Road.
5. Promote the Spring Villa business use area as a location for economic development.
6. Secure balanced diversification of the Ballard Mews business use area.
7. Ensure the business incubator premises provided as part of the Stanmore Place development are fully utilised to foster local small and medium sized enterprises.
8. Retain the Honeypot Lane Industrial Business Park and seek improvements to its environment to maintain its attractiveness to business.
9. Use the Green Grid to promote heritage awareness and protect the setting of Canons Park.
10. Maintain and enhance public access and the biodiversity value of the Edgware Brook



Post Office, Stratfield Road, Queensbury

Sub Area Issues and Characteristics

- 11.1** Edgware and Burnt Oak form Harrow's principal interface with the North London sub region and the strategic London-Luton-Bedford Co-ordination Corridor. To the south, in neighbouring boroughs, are the London Plan opportunity areas of Colindale/Burnt Oak (2,000 jobs and 12,500 new homes) and Cricklewood/Brent Cross (20,000 jobs and 10,000 new homes). The Edgware and Burnt Oak sub region has capacity to make a significant contribution to housing growth, but also includes a number of important employment, leisure and heritage assets. The strategy will therefore seek to realise the benefits for residents and businesses within the sub area of the opportunities that exist as part of the growth planned for the wider sub-region, whilst maintaining existing local opportunities and assets that contribute to quality of life.
- 11.2** Harrow's Housing Trajectory demonstrates capacity to provide 1,229 net additional homes comprising 977 with planning permission and 252 on identified, previously developed sites within the Edgware and Burnt Oak sub area, over the period 2009-2026. This includes schemes approved at the former Government Buildings at Honey Pot Lane (795 new homes), and at Edgware Town Football Club (189 new homes), which make up the majority of the identified housing development planned for the sub area. Strategic sites are identified in the Site Allocations DPD.
- 11.3** Edgware major centre is predominantly located within the London Borough of Barnet but extends into Harrow at its periphery on Edgware Road and Whitchurch Lane. The London Borough of Barnet has identified Edgware as a location for increased comparison retail offer, and has undertaken to prepare a framework to manage growth and change within the centre. Harrow Council will support the development of the framework and will identify sites, as required, in the Site Allocations DPD.
- 11.4** Burnt Oak district centre straddles the boundaries of Harrow, Brent and Barnet Boroughs. An Opportunity Area Planning Framework is being prepared by the Greater London Authority, in partnership with neighbouring boroughs, for the Burnt Oak/Colindale opportunity area. Harrow Council will engage in this process to ensure that growth in the area strengthens the vitality and viability of the district centre.
- 11.5** It is also important that Harrow works with the Boroughs of Brent and Barnet, as well as the Greater London Authority and Transport for London (TfL), to ensure that development does not put undue pressure on local infrastructure. An assessment of the implications of development has been commissioned by the North London Strategic Alliance. This builds on assessments already made in drawing up the North London Development and Investment Framework, published by the London Development Agency in 2007, and on work being undertaken by TfL.
- 11.6** Edgware and Burnt Oak centres both perform reasonably well and have a good variety of shops and services, with Edgware centre located close to two areas of business and industrial use. These provide employment facilities for small to medium sized businesses but are in need of regenerating in some instances. Redevelopment of Ballard Mews business use area is supported where provision is made for appropriate

economic uses (excluding main town centre uses) on the site but will be subject to impact upon neighbouring heritage. Community uses may also be supported where the benefit of the use outweighs any loss in employment value. Spring Villas business park continues to perform well and will be promoted as a location for economic development, subject to flood risk management.

- 11.7** The Honeypot Lane Industrial Business Park is identified in the London Plan as a strategic industrial location and therefore forms a part of the capital's strategic reservoir of land for business and industrial use. The redevelopment of the former Government Offices for residential use with some incubator premises at Stanmore Place has provided some modest employment renewal. The remaining components (Honeypot Lane/Dalston Gardens and the Honeypot Business Centre at Parr Road/Garland Road) are assessed as having a poor quality environment and some access constraints. Interventions which increase the attractiveness of the location for appropriate industrial and business uses, particularly for small and medium sized enterprises, will be sought.
- 11.8** Edgware and Burnt Oak centres suffer from heavy traffic and associated pollution due to the A5 road which runs through them, and this also forms a barrier to movement through the centres. Public realm improvements are needed in both centres to increase their attractiveness to new business and as destination shopping areas for local residents, especially with increasing competition from nearby growth areas at Brent Cross and Cricklewood.
- 11.9** There are archaeological priority areas located in this sub area, centred around Edgware centre, reflecting the settlement's Medieval origins, and the known Roman workings at Canons Park. The sub area also contains two conservation areas and the Council is preparing supplementary planning documents which will incorporate appraisals and management strategies for these. The Canons Park Estate Conservation Area is characterised by the good architectural quality of its inter-war houses and the incorporation of the carriage drive and basin of the former Canons Park. This area is adjacent to Canons Park Metropolitan Open Land with associated historic park and garden. The Edgware High Street Conservation Area is characterised by the survival of timber framed buildings and later Victorian development of the historic village of Edgware.
- 11.10** The sub area forms a part of the Brent Catchment with the Edgware Brook flowing through it. An area of flood risk follows the course of the Edgware Brook. Although outside of the Edgware and Burnt Oak sub area, flood storage areas have been created along its route at Whitchurch Playing Fields and Prince Edward Playing Fields, which help to alleviate flooding within this sub area. Opportunities will be sought to open-up culverted sections of the brook where this would achieve sustainable management of flood risk and enhance biodiversity.
- 11.11** The area in general enjoys good access to open spaces, including Chandos Recreation Ground and part of the William Ellis Sports Ground. Investment in open spaces should therefore focus on maintaining and enhancing the quality and value of these sites.
- 11.12** However, a significant area of deficiency in access to local natural and semi-natural greenspace, amenity greenspace and parks exists in the south part of the Edgware and Burnt Oak area. Opportunities to address these deficiencies will be sought, through on site provision and investment in existing spaces as appropriate. Priority will be given to the Brent River group of Green Grid projects which enhance access to and the biodiversity value of the River's tributaries. Enhancement of the Lake Grove natural and semi-natural site, to enhance its quality and value, will also be sought.



The Hive Football Academy

11.13 Outdoor sport facilities are provided at Chandos Recreation Ground; however investment to increase provision of and accessibility to multi-use games areas should focus on the north part of the Edgware and Burnt Oak area. Enhancement of facilities at Canons Park should focus on fulfilling the site's potential to provide youth space.

CORE POLICY CS 8

Edgware and Burnt Oak

- A. The Council will support the growth being promoted for Edgware major centre. Mixed-use redevelopment in the part of Edgware centre within the London Borough of Harrow will be encouraged where this does not conflict with heritage assets, is consistent with the role and function of the centre and improves pedestrian connectivity to Edgware Underground and bus station.
- B. The Council will work with the London Boroughs of Brent and Barnet, and the Greater London Authority as appropriate, to improve the vitality and public realm of Burnt Oak district centre in support of the significant growth proposed for the nearby Burnt Oak and Colindale Opportunity Area.
- C. Opportunities to enhance the environmental quality of Edgware major centre and Burnt Oak district centre will be sought and priority given to the co-ordination of public realm investment.
- D. Highway improvements in relation to Edgware Road that improve the capacity, reliability and general operating conditions for public transport, and reduce its impact as a barrier to pedestrians, will be prioritised.
- E. The Honeypt Lane Industrial Business Park will be retained for appropriate B1, B2 and B8 uses. Investment will be sought to improve the business environment and attractiveness of this strategic industrial location.
- F. Proposals for appropriate economic uses within the Spring Villas business use area will be supported.
- G. The mixed use redevelopment of Ballard Mews will be supported to provide employment and housing development where this enhances the site's relationship with Edgware major centre and surrounding heritage.
- H. New development will support restoration and deculverting projects along the Edgware Brook where these would achieve integrated flood management, biodiversity and where appropriate public access benefits as part of the Green Grid.
- I. The redevelopment of identified, previously developed sites to collectively contribute at least 1,229 homes towards the Borough's housing allocation, set out in Core Policy CS1 H, will be encouraged.



Borough Context Map

- Key
-  Strategic Industrial Area
 -  Open Space
 -  Centre
 -  Rail
 -  Distributor Road
 -  Area Boundary
 -  Borough Boundary

Kingsbury and Queensbury

AREA OBJECTIVES FOR KINGSBURY AND QUEENSBURY

1. Improve the vitality and public realm of Kingsbury and Queensbury centres by co-ordinating investment.
2. Retain the Honeypot Lane Industrial Business Park and seek improvements to its environment to maintain its attractiveness to business.
3. Continue to promote Prince Edward playing fields as a centre of sports excellence.
4. Maintain community access to sport and recreation facilities and encourage enhancement.
5. Manage the area's flood risk through de-culverting, re-development and open space retention.

Sub Area Issues and Characteristics

- 12.1** The Kingsbury and Queensbury sub area is extensively built-up of suburban development and includes some residential areas with low public transport accessibility. Together with a lack of major redevelopment opportunities, the sub area has limited scope to accommodate new homes over the next 15 years. However the sub area includes an industrial business park and a major new sport and leisure facility. The strategy will safeguard and seek to maximise the benefits of these assets for local residents and the wider sub regions of West and North London.
- 12.2** Harrow's Housing Trajectory demonstrates capacity to provide 25 net additional homes (with planning permission) within the Kingsbury and Queensbury sub area, over the period 2009-2026. Additional housing capacity will therefore only be sought from unforeseen opportunities on previously developed sites within the centres and others with high public transport accessibility, to be identified through the Site Allocations DPD.



Kenmore Road, Queensbury

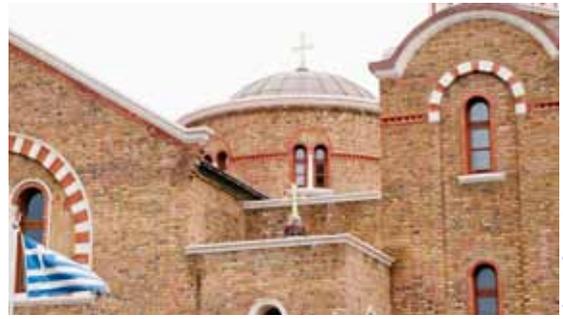
- 12.3** The area is predominantly suburban dominated by inter-war terraced and semi-detached housing providing family accommodation with reasonable gardens and access to local parks. However, there are parts of the sub area that exhibit poor public realm, due to a loss of character through alterations and the hardsurfacing of gardens.
- 12.4** Two town centres serve this area. Kingsbury district centre being the larger of the two and straddles the boundary

with Brent, where the majority of shops are located. Queensbury is a local centre, and has a predominantly convenience shopping role. Heavy traffic passes through Kingsbury along the Kenton Road, and public realm improvements in both centres are necessary.

- 12.5** The Retail Study (2009) identifies the potential of land at the junction of Kenton Road and Honeypot Lane to provide additional retail floorspace in this part of Kingsbury district centre, and will be brought forward as part of the Site Allocations DPD.
- 12.6** The Honeypot Lane Industrial Business Park is identified in the London Plan as a strategic industrial location and therefore forms a part of the capital's strategic reservoir of land for business and industrial use. The redevelopment of the former Government Offices for residential use with incubator premises has provided some employment renewal. The remaining components (Honeypot Lane/Dalston Gardens and the Honeypot Business Centre at Parr Road/Garland Road) are assessed as having a poor quality environment and some access constraints. Interventions which increase the attractiveness of the location for appropriate industrial and business uses will be sought.
- 12.7** The area benefits from reasonable access to open spaces, and accommodates Barnet Football Club's training centre and a footballing centre of excellence at The Hive on Prince Edward Playing Fields. The Council will continue to support this significant investment which provides important opportunities for community access to high quality facilities and local participation in sport. The continued use and development of Prince Edward Playing Fields will need to retain the flood storage capacity currently provided on this site.
- 12.8** The Kenton and Edgware Brooks flow through this sub area, parts of which are culverted and result in some localised flood risk. Harrow's Green Grid includes



The Hive Football Academy



St. Pantaleimon Greek Orthodox Church, Kenton Road, Kingsbury

a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the Kingsbury and Queensbury sub area, the River Brent group of projects will manage flood risk and improve the quality and accessibility of watercourses. In addition, the strategic street tree planting group of projects will deliver the objective of greening links through the urban area between existing open spaces.

- 12.9** Kingsbury and Queensbury are served by Centenary Park and Queensbury Recreation Ground, within the Borough, and to a lesser extent⁽²⁵⁾ by Woodcock Park within the London Borough of Brent. Available investment in parks will be co-ordinated towards qualitative improvements at Centenary Park and Queensbury Recreation Ground.
- 12.10** Throughout the area there is a high deficiency of playspace and amenity greenspace. New development will be expected to provide for children’s play and to combine this with additional amenity greenspace where appropriate. Kingsbury and Queensbury also lack natural and semi-natural greenspace, although Fryant Country Park within the London Borough of Brent is situated nearby⁽²⁶⁾.



Kenmore Park School, Moorhouse Road, Queensbury

CORE POLICY CS 9

Kingsbury & Queensbury

- A. Support development that contributes to the vitality of Kingsbury and Queensbury centres and improve the public realm in both centres and the relationship with the Brent side of Kingsbury.
- B. The Honeypot Lane Industrial Business Park will be retained for appropriate B1, B2 and B8 uses. Investment will be sought to improve the business environment and attractiveness of this strategic industrial location.
- C. A net contribution to housing supply will be sought as part of the mixed use conversion or redevelopment of sites within Kingsbury district centre (Harrow part) and Queensbury local centre.
- D. Prince Edward Playing Fields will be maintained as an important sporting destination and opportunities for enhanced community access will be sought, whilst ensuring that its function as a flood storage area is not adversely affected.
- E. River restoration and deculverting projects along the Kenton Brook should achieve integrated flood management, biodiversity and where appropriate public access benefits.
- F. Green Grid projects which restore and improve access to Kenton Brook will be prioritised.

25 Kenton Road is a significant physical barrier

26 but again Kenton Road represents a significant physical barrier



Borough Context Map



Kenton and Belmont

AREA OBJECTIVES FOR KENTON AND BELMONT

1. Improve the vitality and public realm of Kenton and Belmont Circle centres by co-ordinating investment.
2. Promote better connectivity between Kenton and Northwick Park London Underground stations.
3. Provide for improved access to open space, through enhanced connectivity, having regard to opportunities to enhance biodiversity and improve flood risk management.

Sub Area Issues and Characteristics

- 13.1** The Kenton and Belmont sub area is extensively built-up of suburban development and includes some residential areas with low public transport accessibility. This gives the area a leafy, low density feel, and is popular with families and larger households. Together with a lack of major redevelopment opportunities, the sub area has as a consequence a very limited scope to accommodate new homes over the next 15 years. The strategy will focus upon the protection and enhancement of open space particularly as a flood risk management asset.



Pine Court, Kenton Road, Kenton

- 13.2** Harrow's Housing Trajectory demonstrates capacity to provide 20 net additional homes (with planning permission) but identifies no previously-developed sites with major housing capacity within the Kenton and Belmont sub area, over the period 2009-2026. Additional housing capacity will therefore only be sought from unforeseen opportunities on previously developed sites within the centres and others with high public transport accessibility, to be identified through the Site Allocations DPD.
- 13.3** This sub area borders Brent to the South, with Kenton centre straddling the border. Kenton has been classified in the London Plan as a district centre and Belmont Circle is a local centre. They provide a range of shops and services to meet local residents' needs. Kenton in particular has a wide variety of shops, and is also home to a large format



The Travellers' Rest, Kenton Road, Kenton

Sainsburys supermarket which is located on the Brent side of Kenton Road. Both centres are in need of some public realm improvements, especially along Kenton Road, and opportunities to improve this, and linkages with Northwick Park Station (in the London Borough of Brent) approximately 200 metres away will be sought where possible. Belmont has no railway station serving it, and retains Metroland characteristics and a more suburban environment.

- 13.4** The area is well served by open space, including Kenton Recreation Ground, and borders a large area of Metropolitan Open Land at Stanmore Golf Course. An area of flood risk affects land to the east of Kenton centre along the Wealdstone Brook and, as with many areas of the Borough, parts of the watercourse are culverted including a substantial section through the recreation ground. A proposal to promote Kenton Recreation Ground as a model for 'green' local parks - where floodwater attenuation and retention functions are integral, ecological diversity maximised, food production for local consumption encouraged and resident involvement in park management maximised through education, voluntary and paid employment - has been accepted as meeting the criteria for phase one projects of the All London Green Grid. The most ambitious potential action involves the restoration of the brook through the recreation ground. The inclusion of this strategically important project, and the further investigation of the deculverting of the Wealdstone brook through Kenton Recreation Ground, will be supported.

- 13.5** Throughout Kenton and Belmont, investment will be directed to qualitative improvements which promote greater use of existing open spaces. Green Grid projects which enhance the biodiversity and accessibility value of the Belmont Trail will be prioritised, and opportunities to enhance the value of Vernon Drive amenity greenspace and Priestmead Recreation Ground will be encouraged.
- 13.6** There are no indoor sport facilities within the Kenton and Belmont sub area; however Harrow Leisure Centre is located at the interface of the sub area with the Harrow and Wealdstone Intensification Area. Some outdoor sport pitches within the sub area are located within public open space and valuable additional provision is made by community access to school and sports club sites. Investment to increase pitch provision and multi-use games areas should focus on the Kenton area to help address the outdoor sport shortfall in the central PPG 17 study area and to address a significant gap in games area accessibility.

CORE POLICY CS 10

Kenton & Belmont

- A. Support development that contributes to the vitality of the Kenton and Belmont Circle centres and improve the public realm in both centres and the relationship with the Brent side of Kenton.
- B. A net contribution to housing supply will be sought as part of mixed use conversion or redevelopment of sites within Kenton district centre and Belmont Circle local centre.
- C. Improved access to Kenton via public transport will be sought to clearly link and improve the connection between Kenton Station and Northwick Park Station in the neighbouring London Borough of Brent.
- D. The Council will work with partners to secure flood mitigation measures along the Wealdstone Brook and where possible enhance the flood storage role of open space.
- E. Improvements to the Belmont Trail will be sought and promoted as part of the Borough's Green Grid strategy to help connect the area's green spaces.

DELIVERY MECHANISMS

14 Delivery Mechanisms



14.1 The achievement of the spatial strategy will require a comprehensive, proactive approach to be taken to bring forward sites for development, especially those that require site assembly or the re-provision or relocation of existing uses. Such an approach is predicated on there being a robust and deliverable policy framework as well as support from the development industry and other delivery partners to achieve this. The Council will actively manage delivery, using its influence and the statutory tools at its disposal, to ensure that sites made available are brought forward for development, that development meets expectations and that housing, jobs and infrastructure targets are delivered. The following section sets out the delivery mechanisms and arrangements that the Council will put in place to achieve this.

The London Plan

14.2 The Council will continue to work jointly with the Greater London Authority in connection with the implementation of the London Plan within Harrow. In particular, in relation to the Harrow and Wealdstone Intensification Area, the future of strategic industrial locations at Stanmore and Wealdstone, the delivery of new homes and improving the quality of life for residents.



Playground, Kenton
Recreation Ground, Kenton

14.3 The London Plan forms part of the statutory development plan for Harrow and this also includes development management provisions which will be applied by the Council in its consideration of development proposals in the Borough.



Kadwa Patidar Centre,
Kenmore Avenue, Kenton

Joint Area Action Plan for the Harrow & Wealdstone Intensification Area

14.4 In consultation with local residents, the business community, landowners and developers, the Council and the Greater London Authority will prepare an Area Action Plan (AAP) for the Intensification Area (the preparation of the AAP will be subject to further public consultation and independent examination). The Area Action Plan will set out the development management policies and allocate sites for the delivery of development within the area. Policy provisions are likely to include building design, appropriate building heights across the area, sustainability requirements, transport improvements, parking, the management of employment land supply, flood risk management and the enhancement of the public realm. As set out in Core Policy 2 L, if deemed necessary or appropriate, the Council will also consider preparing a Supplementary Planning Document in support of the

Area Action Plan that will focus on urban design considerations. Site allocations will make provision for the delivery and phasing of housing, retail, office and other strategic development within the area, having regard to the evidence base, including the Strategic Flood Risk Assessment.

- 14.5** Consideration will be given through the Area Action Plan preparation process to the relationship of the Intensification Area with the delivery of wider spatial objectives for the Borough. This will include exploration of opportunities to increase connectivity, strategic transport links, the delivery of the Green Grid, and the impact of development within the Intensification Area upon the setting of Harrow Hill and views of St. Mary's Church.

Development Management Policies

- 14.6** Harrow's Development Management Policies DPD will focus on matters which require further, local, interpretation of national and regional policies and which give effect to the Core Strategy. Such matters may include:

- **Protection of structural features:** A presumption against harm to, and inappropriate development or uses of, Areas of Special Character, the Green Belt and Metropolitan Open Land;
- **Protection of identified views:** Identify important Borough views and viewpoints; criteria based policies for safeguarding identified views;
- **Protection of open space:** A presumption against insensitive development or inappropriate uses of, all other forms of open space; support for quantitative, qualitative and access enhancements including reconfiguration;
- **Management of sport, recreation and open space:** Criteria-based support for enhancement and inclusive access to sports, recreation and open space facilities; support for inclusive access supplementary planning documents;



Cycle Racks, Harrow & Wealdstone Station

- **Protection of biodiversity:** A presumption against harm to, and inappropriate development or uses of, sites of nature conservation importance and green chains;
- **Protection and enhancement of heritage:** A presumption against harm to, and inappropriate development or uses of, scheduled ancient monuments, listed buildings, conservation areas, archaeological priority areas, historic parks and gardens; support for conservation area supplementary planning documents and their management strategies; criteria for the assessment of impacts on heritage assets will be provided;
- **Protection of local character:** Criteria based policies for suburban development and presumption against garden development; support for residential design supplementary planning documents;
- **Promotion of high quality and sustainable building design:** Policies to set out the main considerations for residential and non-residential building design outside of the Intensification Area; support for residential and sustainable design supplementary planning documents;
- **Promotion of high quality and affordable housing:** Policies for wheelchair and lifetime homes; requirements for affordable housing provision; support for accessible homes supplementary planning document;
- **Management of employment land:** Support for the economic redevelopment of employment land and criteria-based policies for the managed release of surplus land;
- **Reduction of flood risk:** Set out requirements for a sequential approach to site design, buffer space, sustainable

urban drainage systems and greenfield run-off rates; criteria to secure opportunities for water environment enhancements, including deculverting and restoration;

- **Promotion of town centre vitality and viability:** Establish primary, secondary and tertiary frontages as appropriate within designated town centres and criteria based policies for retail and non-retail uses; criteria based policies for retail and non-retail uses within suburban parades not part of a town centre;
- **Promotion of sustainable transport:** A presumption in favour of development and uses which enhance sustainable transport provision; parking policies; and
- **Provision and protection of social and physical infrastructure:** Retaining existing community facilities, and establishing priorities for s.106 and arrangements for a Harrow Community Infrastructure Levy.

Site Allocations

- 14.7 The Site Allocations DPD will identify previously-developed sites for development outside the Intensification Area. The allocations will identify sites for mixed use development, housing, retail and employment and will specify the quantum of development anticipated, and any significant site-specific constraint, to give landowners and developers the certainty that they need to bring sites forward for development. The document will also identify sites and requirements for infrastructure such as schools and community use as appropriate.



Pinner Medical Centre,
Love Lane, Pinner



Whitefriars Children's Centre,
Whitefriars Avenue, Wealdstone

Joint West London Waste Plan

- 14.8 The West London Waste Plan DPD is being prepared jointly by the six boroughs in West London⁽²⁷⁾ to deal with the sub-region's waste over the next 15 years. The document will identify sites for waste management facilities and set out the planning policies that will be used to guide future waste development.

Supplementary Planning Documents

- 14.9 The Council has adopted two supplementary planning documents on accessibility: Access for All (2006) and Accessible Homes (2010) which provide detailed design guidance to achieve equality of access in new development and to secure 'lifetime' and 'wheelchair' accessible homes in residential development. The Council has also adopted a Residential Design Guide (2010) supplementary planning document which sets out design and layout guidelines for new development, conversions and householder extensions.
- 14.10 To address the impact of climate change the Council adopted a supplementary planning document on Sustainable Building Design (2009). It champions initiatives to incorporate sustainable design within proposals from the outset, to help reduce the impact of development and people's life choices on the environment.
- 14.11 In recognition of Harrow's significant heritage assets, the Council has adopted or is preparing supplementary planning documents in relation to all of the Borough's Conservation Areas: Harrow-on-the-Hill Conservation Areas (2008), Pinner Conservation Areas (2009), Harrow Weald Conservation Areas (in preparation) and

Stanmore and Edgware Conservation Areas (in preparation).

- 14.12** Related to the production of supplementary planning documents for the Borough's conservation areas, management strategies identify specific opportunities to preserve or enhance the character or appearance of conservation areas. The strategies are a tool for co-ordinated decision making in relation to development management, investment in the public realm and other components important to the area. Implementation is managed by the Council's Conservation Team.
- 14.13** These supplementary planning documents will be reviewed and re-adopted, as appropriate, to supplement the provisions of the Core Strategy and the Development Management Policies DPD.

Delivery Plan

- 14.14** The Council has prepared an Infrastructure Delivery Plan, which sets out a list of social and physical infrastructure requirements needed to support sustainable development, promote economic growth, and improve the quality of life for residents. The Infrastructure Delivery Plan represents the beginnings of a capital works programme, coordinating the Council's, developer's, and delivery partner's investment in infrastructure in Harrow. While the Infrastructure Delivery Plan sets out criteria for prioritising infrastructure investment, it must remain flexible enough to respond to changing circumstances, including new funding opportunities or the ability to 'piggy-back' on existing funded projects where this might enable other strategic objectives to be realised with little additional investment. However, given the uncertainties that exist around most funding streams, especially those attached to proposed development and public capital works programmes, it is highly likely that the priorities for infrastructure investment will be subject

to yearly review and updating, and might even require within year changes to be made. As such, the Infrastructure Delivery Plan is considered to be a living document, the monitoring of which is likely to be the only requirement for publishing.

- 14.15** To support the effective implementation and management of the Infrastructure Delivery Plan, the Council will secure the services of a specialist project manager. Their role will be to document proposals for investment in infrastructure in Harrow by the Council, including those set out in the strategies listed below, those of Harrow's Local Strategic Partnership, as well as developer proposals or requirements. A second strand of the role will be to understand what other funding might be made available, its timing, any specific requirements attached and the likelihood for success for Harrow. This might include monies raised through development via Harrow's Community Infrastructure Levy or Section 106, bids for existing or new grants, or tapping into other European, central or regional project initiatives. The specialist part of this role comes in aligning these proposals and potential funding opportunities with the list of infrastructure projects and priorities set out in the Infrastructure Delivery Plan and securing the coordination of their delivery.

Local Implementation Plan

- 14.16** Harrow's Local Implementation Plan sets out how the Borough proposes to implement the Mayor of London's Transport Strategy locally through policies, actions and a three-year programme of investment. The original Local Implementation Plan for 2005/06 to 2010/11 has now expired, and the Council has prepared a replacement known as LIP 2. The LIP 2 includes the following projects/actions:
- Harrow bus station: improvements to increase passenger capacity and bus standing space, and to enhance the interchange between the bus station and Harrow-on-Hill Station;



Royal National Orthopaedic Hospital, Stanmore

Open Spaces Strategy & Tree Strategy

14.18 The Council has commissioned the preparation of a strategy for the management of the Borough's open spaces, to be completed during 2011. Following on from the PPG 17 Open Spaces, Sport and Recreation Study (2010), the strategy will involve a more in-depth assessment of use and demand for pitches, and set how Harrow will manage open space to meet competing sport, recreation, nature conservation and other needs. In particular, it will identify the qualitative improvements needed to enhance the capacity of existing pitches and to increase participation in sport by all sectors of the community, and will consider how open space typologies may be redistributed to meet the needs of existing and future residents.

14.19 The tree strategy will provide an audit of the condition and value of the Borough's trees and how they should be managed in the future.

Green Grid

14.20 As part of a London-wide network, Harrow has developed its own Green Grid projects to interconnect the Borough's greenspaces, and to identify detailed proposals for quality and accessibility enhancement. The schedule of projects are grouped into four strategic areas:

- Belmont Trail: Improvements to the Belmont Trail and its northward extension to form a continuous green connection from Wealdstone to public open space with the Green Belt;
- Western Rivers: Improvements and extensions to accessible sections of the River Pinn, The Roxbourne and Yeading Brook watercourses within the west area of the Borough;
- Brent River: Improvements and extensions to accessible sections of the Edgware and Kenton Brooks, forming part of the River Brent catchment, within the east area of the Borough; and
- Green Belt: Improvements to public rights of way and public open space within the Green Belt, across the north of the Borough.

- Harrow-on-the-Hill Station: Harrow Council to continue to lobby Transport for London to include Harrow-on-the-Hill in its forward programme for station accessibility improvements;
- Harrow & Wealdstone Intensification Area: implement Legible London improvements between Harrow-on-the-Hill and Harrow & Wealdstone Stations (including wayfinding and realtime information at bus stops); completion of Station Road project to improve bus circulation and accessibility within Harrow town centre; liaise with Transport for London/Network Rail to enhance the quality and capacity of cycle parking at Harrow-on-the-Hill and Harrow & Wealdstone Stations;
- Rayners Lane: public realm improvements surrounding Rayners Lane Station and an improved footpath link to the new Strongbridge Close development; and
- Belmont Trail: as part of the Green Grid project, to make the Belmont Trail more cycle friendly and introduce wayfinding.

14.17 In addition to the above locationally specific projects/actions, LIP 2 schedules further projects/actions to improve transport across the Borough. They include a programme of bus stop upgrades to achieve disabled access; on-going review of bus services to ensure that residents are no more than 5 minutes' walk from a bus service; implementation of 20mph zones and controlled parking zones; installation of electric car charging points; and support for Travel Plans (including a Travel Plan website for schools). The Council is committed to the LIP 2 schedule but it should be noted that the anticipated timetable for identified projects and actions assumes no change in funding commitments.



The Basin, Carnons Drive, Edgware



Harrow Fire Station, Pinner Road, North Harrow

14.21 The preparation of the Green Grid has been informed by the Council's Biodiversity Action Plan (2008) and Public Rights of Way Improvement Plan (2007). The Biodiversity Action Plan identifies actions in relation to important habitats & species within the Borough. The Rights of Way Improvement Plan sets out actions to enhance the extent, accessibility and information about the rights of way network.

14.22 In addition, the Green Grid seeks to co-ordinate the Council's street-tree planting programme to create strategic green routes through the Borough's urban and suburban areas as part of the overall network. The Grid incorporates the London Loop and Capital Ring strategic walking routes to encourage visitors to enjoy Harrow's green spaces, and it is hoped that the Grid and its projects will encourage greater local appreciation of the Borough's valuable open space assets. The development of the Green Grid has been informed by Harrow's Biodiversity Action Plan with many individual projects designed to deliver improvements to the quality of and access to nature.

14.23 The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the Green Grid. This will include co-ordination of the use of existing resources associated with open space maintenance and street tree planting. Potential links through private land have been identified and realisation of these will be sought through negotiation or as part of development proposals, as appropriate. Financial contributions from development towards the implementation of projects may also be sought where this meets the tests for use of planning obligations.

Property Strategy and Joint Ventures

14.24 The Council does not have an extensive property portfolio but does own a number of potentially important strategic sites across the Borough, especially within the Harrow and Wealdstone Intensification Area. Where surplus to operational requirements, these sites will be released for development. This may involve simply marketing and disposing of some sites but in other circumstances a more strategic approach will be taken, where such sites are required to provide a catalyst for further development and regeneration, or to deliver upon other strategic requirements, including affordable housing, economic development or infrastructure provision. In such circumstances the Council will consider entering into joint venture arrangements, to ensure the maximum benefit of a site or sites is achieved.

Development Briefs

14.25 Development briefs will be prepared for Council owned sites where it is considered that they would give effect to the development and best use of the Borough's land assets. Such briefs will be used to masterplan and market sites.



Bradstowe House, Harrow

Joint Working Arrangements

- 14.26 Harrow participates in the London-Luton-Bedford growth-corridor partnership and is part of the West London Partnership group of Boroughs. The Council will use these existing links to work with neighbouring boroughs, as required, to address cross-boundary matters at the centres of Edgware, Burnt Oak, Kingsbury and Kenton.
- 14.27 Harrow also forms a part of the Brent Valley and Barnet Plateau Green Grid Framework. Through the Framework the Council will work with the London Borough of Brent to explore the possibility of an improved pedestrian link between Kenton London Overground Station and Northwick Park London Underground Station.

Compulsory Purchase Orders

- 14.28 Although a tool of last resort, the Council will use compulsory purchase orders when necessary to enable development that is in the public interest and which is consistent with the spatial strategy set out in the Core Strategy. Developers will be expected to meet the full cost to the Council of compulsory purchase.

Community Infrastructure Levy and Planning Obligations

- 14.29 Upon adoption of the Core Strategy the Council will prepare and consult upon a Community Infrastructure Levy to secure appropriate contributions from development towards the cost of physical and social infrastructure made necessary by growth in the Borough.
- 14.30 Planning Obligations under section 106 of the Town & Country Planning Act 1990 will continue to have a role in relation to site specific infrastructure and other requirements. Developers will be expected to meet the full cost to the Council of Planning Obligations (including monitoring).

Tax Incremental Financing

- 14.31 In the event of legislation to enable Tax Incremental Financing⁽²⁸⁾, the Council will consider prudent borrowing to fund infrastructure projects which support economic development and growth. Projects will only be pursued where the resulting economic development and growth accords with the spatial strategy set out in the Core Strategy.

Annual Monitoring Reports

- 14.32 The Council will continue to produce reports annually to monitor the effective implementation of the Core Strategy and other development and supplementary planning documents. In relation to the Core Strategy, measures have been developed which will monitor the effectiveness of delivery in relation to the objectives for the spatial strategy, the overarching policy and the sub area policies. Where monitoring indicates that objectives are not being met, the reasons for this will be investigated and appropriate remedial action (which may include a review of policy) taken.
- 14.33 A critical component of the report will be the monitoring of housing delivery and the realisation of the spatial strategy. The delivery of housing against London Plan targets is undertaken annually and this will continue. The realisation of the spatial strategy will take place over a longer period, potentially subject to the effects of short term economic conditions. For this reason, the monitoring arrangements include trajectories against key components of delivery and triggers at appropriate intervals throughout the Plan period.
- 14.34 In the event that monitoring reveals the need for intervention, the Council will consider the appropriate contingency which may include the release of land safeguarded for other uses, policy revisions or re-assessment of the impacts of Community Infrastructure Levy and other planning obligations upon development viability. Such contingencies will be considered and brought forward by the Council on a strategic planning basis and should not be determined by individual sites/proposals.

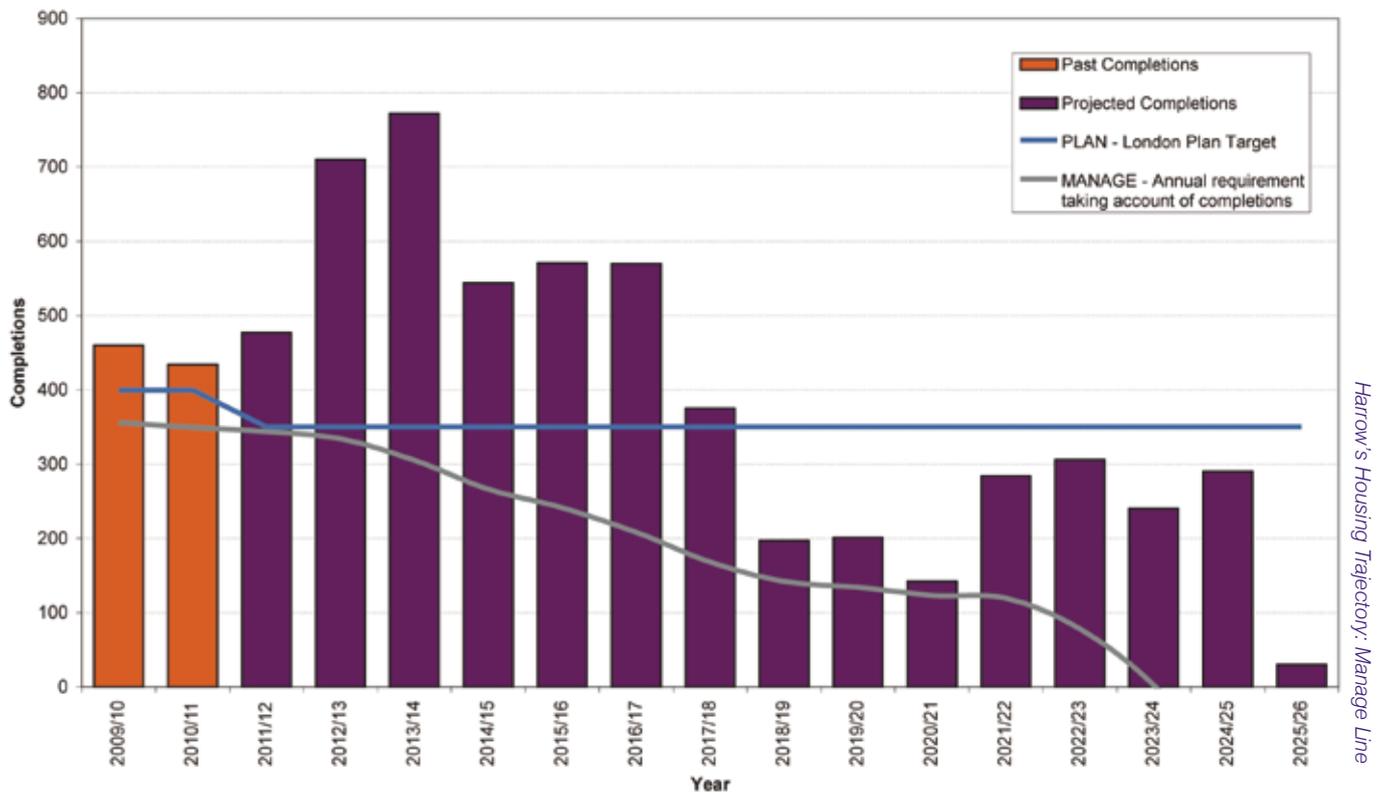
APPENDICES

- A Housing Trajectory
- B Town Centre Hierarchy and Neighbourhood Parades
- C Evidence Base and Strategies
- D Schedule of Superseded, Deleted and Saved UDP Policies
- E Monitoring Schedule
- F Glossary

Housing Trajectory

A

APPENDICES



Harrow's Housing Trajectory: Manage Line

A.1 The graph above shows Harrow's past and projected housing completions for the period 2009/10 to the end of the Plan period in 2025/26. It includes the Borough's past and present London Plan annualised targets, and a manage line showing the outstanding balance of completions relative to cumulative delivery.

A.2 PPS3 requires the Core Strategy to identify broad locations and specific sites to enable a continuous supply of housing for at least 15 years from the date of the Core Strategy's adoption. The Harrow Core Strategy must plan for housing provision to 2026.

Sub Area	2009/10 to 2010/11	2011/12 to 2015/16	2016/17 to 2020/21	2021/22 to 2025/26	Totals
Harrow and Wealdstone	189	1,408	871	310	2,778
Harrow-on-the-Hill and Sudbury Hill	49	88	43	120	300
South Harrow	247	59	0	100	406
Rayners Lane and North Harrow	121	135	0	169	425
Pinner and Hatch End	34	105	22	0	161
Stanmore and Harrow Weald	9	485	64	154	712
Edgware and Burnt Oak	218	895	0	116	1,229
Kingsbury and Queensbury	17	8	0	0	25
Kenton and Belmont	10	10	0	0	20
Totals	894	3,193	1,000	969	6,056

Harrow's Housing Trajectory: Phasing by sub area

- A.3** At the regional level, the London Plan (2011) is the strategic development strategy for London, and sets out an annual and 10 year housing target for each borough. For Harrow, this is 350 and 3,500 new homes respectively between 2011/12 to 2021/22. The London Plan does not set a strategic housing target for the Borough beyond 2021/22. The Core Strategy therefore assumes a continuation of the 2011 annualised target of 350 dwellings per annum to 2026. Prior to the adoption of the London Plan (2011) Harrow's annualised target was 400 dwellings per annum⁽²⁹⁾. The preparation of the London Plan (2011) was informed by a London-wide Strategic Housing Land Availability Assessment/Housing Capacity Study carried out in 2009, and 2009 is therefore taken as the starting point for establishing the overall housing requirement in this Core Strategy and for monitoring purposes. For the years 2009/10 and 2010/11 the annualised target of 400 dwellings per annum is used.
- A.4** To deliver the requirements of the London Plan (2011), the quantity of housing to be planned for and delivered through the Harrow LDF between 2009/10 and 2025/26 is a minimum of 6,050. This is based on the sum of 800 dwellings for the period 2009/10 to 2010/11 and 5,250 dwellings for the period 2011/12 to 2025/26.
- A.5** Policy CS1 H undertakes to allocate sufficient previously developed land to deliver the minimum of 6,050 net additional homes over the Plan period without reliance on windfall to achieve this. Nevertheless, as set out in paragraph 4.14, the Council still expects to receive planning applications for windfall site development, and where these represent appropriate development, they are expected to make a contribution to housing supply over and above the sufficient allocated sites. Such windfall development is not reflected in the housing trajectory, which is based on identified sites with or without planning permission - together with completion data for the years 2009/10 and 2010/11 - with an estimated capacity to deliver 6,056 homes.

Town Centre Hierarchy

B

APPENDICES

Town Centres

B.1 Annex 2 to the London Plan identifies a hierarchy of centres, based on size, role and function, for London's town centre network. The hierarchy is as follows:

- **International centres:** the West End and Knightsbridge;
- **Metropolitan centres:** multi-borough catchments, 100,000m² retail floorspace including a high proportion of comparison shops, good accessibility and a mix of other employment and leisure uses present;
- **Major centres:** borough-wide catchment, 50,000m² retail floorspace including a high proportion of comparison shops, and may also have a mix of other employment, leisure or civic uses; **District centres:** district catchment, 10-50,000m² retail floorspace providing mainly convenience shops and local services or specialist functions;
- **Local and neighbourhood centres:** small centres or parades providing

mainly convenience shops and walk-to services for a local catchment.

B.2 The London Plan classifies Harrow town centre as a Metropolitan centre and Edgware town centre (located mainly within the London Borough of Barnet) as a Major centre⁽³⁰⁾. A further nine Harrow centres are classified in the London Plan as district centres, including Burnt Oak (which straddles the London Boroughs of Brent and Barnet), Kingsbury (located mainly within the London Borough of Brent) and Kenton (partly located within the London Borough of Brent).

B.3 Local and neighbourhood centres are classified at borough level. In Harrow five centres have been classified as local centres. Kenton has historically been classified as a local centre but is now shown as a district centre, to reflect its classification in the London Plan and consistent with its wider role and function⁽³¹⁾.

B.4 The following table shows the status of all town centres in Harrow, the boundaries of

Sub Area	Centre	Status
Harrow and Wealdstone	Harrow town centre	Metropolitan
	Wealdstone district centre	District
Harrow-on-the-Hill and Sudbury Hill	Sudbury Hill local centre	Local
South Harrow	South Harrow district centre	District
Rayners Lane and North Harrow	Rayners Lane district centre	District
	North Harrow district centre	District
Pinner and Hatch End	Pinner district centre	District
	Hatch End local centre	Local
Stanmore and Harrow Weald	Stanmore district centre	District
	Harrow Weald local centre	Local
Edgware and Burnt Oak	Edgware town centre	Major
	Burnt Oak district centre	District
Kingsbury and Queensbury	Kingsbury district centre	District
	Queensbury local centre	Local
Kenton and Belmont	Kenton district centre	District
	Belmont local centre	Local

Harrow's Town Centres

³⁰ Note that Edgware centre is shown in the Harrow Unitary Development Framework (HUDF) as a district centre.

³¹ however Kenton continues to be designated as a local centre in Brent's Core Strategy.

which are identified on the proposals map. The Development Management Policies DPD will identify the primary and secondary frontages, as appropriate, and set out policies for the control of development and uses pursuant to the vitality and viability of these centres. The Site Allocations DPD will identify the extent of the primary shopping area in relevant centres.

Neighbourhood Parades

B.5 Although not a part of the main town centre network, neighbourhood parades nevertheless perform an important function providing small convenience shops and

services. They typically serve a mainly 'walk to' catchment within the immediate locality in which they are situated and therefore contribute to more sustainable lifestyles as well as providing affordable premises for independent retailers and service providers. The following table shows the general locations of neighbourhood parades within the Borough. The Development Management Policies DPD will set out policies for the control of development and uses pursuant to the continued functioning of these neighbourhood parades. The Site Allocations DPD will identify the premises in further detail.

Core Strategy Sub Area	Parade
Harrow and Wealdstone	Headstone Drive/Headstone Gardens/Harrow View/The Quadrant
	Hindes Road/Headstone Road
	Station Road (between Harrow town centre and Wealdstone district centre)
Harrow-on-the-Hill and Sudbury Hill	Northolt Road (east of Brooke Avenue junction)
	Northolt Road (Roxeth Hill junction)
	Shaftesbury Circle
	High Street, Harrow-on-the-Hill*
South Harrow	Eastcote Lane/Field End Road
	Eastcote Lane (east & west of Kings Road junction)
	Alexandra Avenue (north of Eastcote Lane junction)
	The Heights/Dabbs Hill Lane
	Northolt Road (east of Petts Hill/Alexandra Avenue junction)
	Northolt Road (between Park Lane and Corbins Lane junctions)
Rayners Lane and North Harrow	Alexandra Avenue (southward continuation of Rayners Lane district centre)
	Headstone Lane (north of Parkfield Avenue junction)
	Pinner Road (between Pinner View and Devonshire Road)
	Vaughan Road (West Harrow)
	Blenheim Road (West Harrow)
Pinner and Hatch End	Cannon Lane (junction Whittington Way/Lyncroft Avenue)
	Pinner Green (opposite and east of Ash Hill Drive junction)
	Long Elmes (east of Headstone Lane junction)
Stanmore and Harrow Weald	Brockhurst Corner (Uxbridge Road/Kenton Lane junction)
	Stanmore Hill (south of Green Lane junction)
	Canons Corner (London Road junction)
	Kenton Lane/College Hill Road (junction)
Edgware and Burnt Oak	Whitchurch Lane (west of Canons Park Underground Station)
	Whitchurch Lane (opposite Mead Road)
	Buckingham Road/Chandos Crescent (junction)
	Mollison Way (between Cotman Gardens and Constable Gardens)
Kingsbury and Queensbury	Honeypot Lane (south of Everton Drive junction)
	Kenton Road (east and west of Charlton Road junction)
Kenton and Belmont	Honeypot Lane (south of Brick Lane junction)
	Kenton Lane (between Ivanhoe Drive and Hartford Avenue junctions)
	Kenton Road (east of Kenton Lane junction)

*The core shopping area of Harrow-on-the-Hill is identified at Appendix 4 Harrow-on-the-Hill Conservation Areas Supplementary Planning Document (2008). The SPD makes sets out the conservation area considerations relevant to proposals for change of use and alterations within the identified core shopping area.

Evidence Base and Strategies

C

APPENDICES

C.1 There are a number of documents that have been developed for the Local Development Framework that provide a broad range of evidence for all LDF documents, and have helped inform the policies contained within the Core Strategy.

C.2 Housing

- Housing Needs Assessment 2006
- GLA Housing Capacity Study - SHLAA 2009
- West London Strategic Housing Market Assessment (SHMA) 2010

C.3 Retail

- Harrow Retail Study 2009

C.4 Employment

- Harrow Employment Land Study 2010

C.5 Environmental

- Strategic Flood Risk Assessment Level 1 - (2009) Strategic Flood Risk Assessment Level 2 - (2011)
- Characterisation Study (2011)

C.6 Leisure and Cultural

- PPG 17 Sports, Recreation and Open Space Study, 2011
- London Borough of Harrow - Provision for Sports Halls Report (January 2009)
- London Borough of Harrow - Provision for Swimming Report (January 2009)

C.7 Infrastructure

- Transport Audit 2010
- Local Implementation Plan 2 (2011)
- Sustainable Community Strategy 2009
- Development Appraisals and Viability Testing (2011)
- Infrastructure Assessment and Delivery Plan (2011)

C.8 Similarly, the Core Strategy has also been developed having regard to other Council and partners' strategies to help deliver relevant aims and objectives contained within them. The key strategies are listed below:

- Biodiversity Action Plan (2007)
- Harrow Sustainable Community Strategy (2009)
- Children and Young People Strategy (2009-11)
- Climate Change Strategy (2010)
- Crime, Disorder and Drugs Strategy (2005-08)
- Cultural Strategy (2006-08)
- Empty Homes Strategy (2002-07)
- Enterprising Harrow Strategy (2007)
- Green Belt Management Strategy (2006-11)
- Homelessness Strategy (2008-13)
- Housing Strategy (2007-12)
- Joint Carers' Strategy - Making Change Happen (2008-11)

- Local Economic Assessment (2011)
- Multi-agency Strategy for development of services for refugees and asylum in Harrow (2004)
- Older Persons' Housing Review (2005)
- Play Strategy (2007-12)
- Rights of Way Improvement Plan (2007)
- Supporting People Strategy (2008-11)
- Supported Accommodation Strategy (2010)
- Supported Accommodation Delivery (2011)
- Tourism Strategy (2009-12)
- West London Sub Regional Transport Strategy (2006)
- West London Waste Authority Plan (2008)

C.9 Alongside these evidence base documents and strategies, the Core Strategy has also been developed through four stages of public consultation, and the detail of these consultations, and how the Council has responded to representations, is available on the Council website, and is called a Regulation 30 statement. www.harrow.gov.uk/ldf

Schedule of UDP Policies

D

APPENDICES

Appendix D Schedule of Superseded, Deleted and Saved UDP Policies

D.1 The table below lists both the policies deleted by the Secretary of State on 28th September 2007, and the policies proposed to be deleted upon adoption of the Core Strategy. The policies to be deleted upon adoption of the Core Strategy will remain extant until this time.

Chapter	Policy	Title	Date of Deletion
Strategic Context	S1	Form of Development and Pattern of Land Use	Upon adoption of Core Strategy
	SEP1	Energy Use and Conservation	28th September 2007
	SEP2	Water	28th September 2007
	SEP3	Waste - General Principles	28th September 2007
	SEP4	Biodiversity and Natural Heritage	28th September 2007
	SEP5	Structural Features	Upon Adoption of the Core Strategy
	SEP6	Areas of Special Character, Green Belt and Metropolitan Open Land	28th September 2007
	SD1	Quality of Design	28th September 2007
	SD2	Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens'	28th September 2007
	SD3	Mixed Use Development	28th September 2007
	ST1	Land Uses and the Transport Network	28th September 2007
	ST2	Traffic Management	28th September 2007
	ST4	London-Wide Transport Investment	Upon Adoption of the Core Strategy
	ST5	London-Wide Traffic Restraint Proposals	Upon Adoption of the Core Strategy
	SH1	Housing Provision and Housing Need	28th September 2007
	SH2	Housing Types and Mix	28th September 2007
	SEM1	Development and the Borough's Regeneration Strategy	Upon Adoption of the Core Strategy
	SEM3	Proposals for New Employment Generating Development	28th September 2007
	SR1	Open-Air Leisure and Sporting Activities	28th September 2007
	SC1	Provision of Community Services	28th September 2007
SI1	Implementation and Resources	Upon Adoption of the Core Strategy	
SI2	Monitoring and Review	28th September 2007	

Harrow Unitary Development Plan (2004) Schedule of Policies

Environmental Protection and Open Space	EP7	Renewable Energy	28th September 2007
	EP8	Energy Conservation and Efficiency	28th September 2007
	EP9	Water Quality, Supply and Disposal	28th September 2007
	EP10	Sustainable Urban Drainage	28th September 2007
	EP11	Development within Floodplains	Upon adoption of the Core Strategy
	EP13	Culverting and Deculverting	Upon adoption of the Core Strategy
	EP17	Waste Generating Activities	28th September 2007
	EP18	Landfilling	28th September 2007
	EP19	Aggregates	28th September 2007
	EP20	Use of Previously-Developed Land	Upon adoption of the Core Strategy
	EP21	Vacant and Disused Land and Buildings	Upon adoption of the Core Strategy
	EP24	Air Quality	28th September 2007
	EP28	Conserving and Enhancing Biodiversity	Upon adoption of the Core Strategy
	EP32	Green Belt Acceptable Land Uses	Upon adoption of the Core Strategy
	EP33	Development in the Green Belt	28th September 2007
	EP48	Public Open Space	Upon adoption of the Core Strategy
Design and the Built Environment	D6	Design in Employment Areas	28th September 2007
	D8	Storage of Waste, Recyclable and Reusable Materials in New Developments	28th September 2007
	D13	The Use of Statutorily Listed Buildings	28th September 2007
	D16	Conservation Area Priority	Upon Adoption of the Core Strategy
	D17	Article Four Direction	28th September 2007
	D26	Advertisements & Signs on Buildings	28th September 2007
	D27	Free-Standing Advertisements	28th September 2007
	D28	Advertisement Hoardings	28th September 2007
Transport	T7	Improving Public Transport Facilities	Upon Adoption of the Core Strategy
	T8	Rail Freight Transport	28th September 2007
	T9	Walking	Upon Adoption of the Core Strategy
	T10	Cycling	Upon Adoption of the Core Strategy
	T11	Cycle and Motor Cycle Parking in Public Places	Upon Adoption of the Core Strategy
Housing	H4	Residential Density	28th September 2007
	H5	Affordable Housing	28th September 2007
	H6	Affordable Housing Target	28th September 2007
	H9	Conversions of Houses & Other Buildings to Flats'	28th September 2007
	H12	Houses in Multiple Occupation	28th September 2007
	H16	Travellers	Upon Adoption of the Core Strategy
	H18	Accessible Homes	28th September 2007

Employment, Town Centres and Shopping	EM4	New Office Developments	Upon Adoption of the Core Strategy
	EM5	New and Large-Scale Retail and Leisure and Other Developments	Upon Adoption of the Core Strategy
	EM8	Enhancing Town Centres	28th September 2007
	EM11	Regeneration Areas	Upon Adoption of the Core Strategy
	EM23	Environmental Impact of Existing Business	Upon Adoption of the Core Strategy
Recreation, Leisure and Tourism	R3	Public Open Space	28th September 2007
	R6	Informal Recreation	28th September 2007
	R9	Indoor Sports Facilities	28th September 2007
	R10	Arts, Culture and Entertainment	28th September 2007
	R12	Change of Use Above Ground Floor Level to Arts, Culture, Entertainment and Leisure	28th September 2007
	R14	Tourism	28th September 2007
Community Services and Accessibility	C4	Nursery Provision in other Premises	28th September 2007
	C5	Nursery and Childcare Facilities	28th September 2007
	C6	First and Middle Schools	28th September 2007
	C9	Doctors' Surgeries	28th September 2007
	C12	Community Protection and Emergency Services	28th September 2007
	C13	Statutory Bodies and Utility Companies	28th September 2007
Implementation, Resources and Monitoring	13	Planning Obligations and Legal Agreements	28th September 2007
	14	Enforcement	28th September 2007
	16	Supplementary Planning Guidance and Planning Briefs	28th September 2007
	17	Public Consultation	28th September 2007
Schedules	8	Use Classes Order	Upon Adoption of the Core Strategy
	9	Key Document References	Upon Adoption of the Core Strategy

D.2 The following table lists the proposals sites to be deleted upon adoption of the Core Strategy. These were identified on the UDP Proposals Map 2004 and are not illustrated on the Core Strategy Proposals Map. The remaining proposals sites to be carried forward are illustrated on the Core Strategy Proposals Map which accompanies this document. There are no other changes to planning designations on the proposals map as a result of Core Strategy policies. Changes will be made as necessary during the preparation of other DPDs, as the Proposals Map is a 'live document'.

Site	Proposal	Comment
Former Harrow Hospital and Nurses Hostel, Roxeth Hill (PS13)	Residential or community use	Development completed for residential
Former Kings Head Hotel, High Street, Harrow on the Hill (PS14)	Hotel, A3 or residential	Development completed for residential
TA Centre, Honeypot Lane, Kingsbury (PS17)	Retail, housing or community use	Defence Estates has indicated that this site is not currently earmarked for disposal.
Eastern Electricity Plc, the Brember Day Centre and land in Stanley Road (PS19)	Industrial Development	Electricity site completed for residential; day centre part of Brember Road Industrial Estate
Roxeth Allotments (PS20)	Public open space, subject to release from allotment use	Consider through open space strategy following PPG17 study
Roxeth Nursery, Roxeth Green Avenue (PS22)	Residential and / or Business Use	Development completed for residential
BAE Systems, Warren Lane (PS25)	Housing	Development completed for residential
Former Government Offices, Honeypot Lane (PS27)	Comprehensive development for B1/B2/B8 use or business/residential.	Development completed for residential and live/work premises
24-28 Station Road (PS28)	Community use (place of worship) and affordable housing	Development completed for Mosque
Ex BR site, Cecil Road (PS34)	Business use	Development completed for business use
Wealdstone library/youth centre, Grant Road	Residential	Development completed for residential

UDP Proposal Sites To Be Deleted Upon Adoption Of Core Strategy

Monitoring Schedule

E

APPENDICES

1. Protect the historical and environmental features that contribute to Harrow's character and distinctiveness as a place to live, work and visit

GREEN BELT, METROPOLITAN OPEN LAND AND PARKS					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS1 Objective 2 CS1 Objective 3	GMP1	Loss of, or inappropriate development on, Green Belt or Metropolitan Open Land	No net loss of, or inappropriate development on, Green Belt or Metropolitan Open Land	More than one appeal allowed for development on Green Belt or Metropolitan Open Land	Review reasons for decision Discuss with Mayor of London/GLA the effectiveness of policy controls Review available previously developed land for development needs; amend site allocations if necessary to ensure deliverable supply of previously developed land
Strategic Objective 1 CS1 Objective 5	GMP2	Number of parks managed to Green Flag award standard	77% of parks managed to Green Flag award standard (using 2010 as base year)	Less than 55% by 2017/18 Less than 66% by 2021/22	Review investment and management of parks; if necessary revise Open Space Strategy to address issues

GREEN BELT, METROPOLITAN OPEN LAND AND PARKS					
AREAS OF SPECIAL CHARACTER					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS3 Objective 1 CS6 Objective 1 CS7 Objective 1	ASC1	Development adversely affecting an Area of Special Character: <ul style="list-style-type: none"> •Borough-wide •Harrow Hill Area of Special Character •Pinner Hill Area of Special Character •Harrow Weald Ridge Area of Special Character 	No applications approved for development adversely affecting an Area of Special Character: <ul style="list-style-type: none"> •Borough-wide •Harrow Hill Area of Special Character •Pinner Hill Area of Special Character •Harrow Weald Ridge Area of Special Character 	More than one application approved involving development adversely affecting an area of special character over a rolling five year period: <ul style="list-style-type: none"> •Borough-wide •Harrow Hill Area of Special Character •Pinner Hill Area of Special Character •Harrow Weald Ridge Area of Special Character 	Identify reasons, and if necessary review policies for the protection of areas of special character and if necessary revise to strengthen

LOCAL VIEWS					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS1 Objective 10	LV1	Development adversely affecting an identified local view	No applications approved for development adversely affecting an identified local view	One application approved involving development adversely affecting identified local view over a rolling five year period	Review the reasons for the decision and if necessary review the policies for the protection of identified local views and if necessary revise to strengthen
CS3 Objective 3	LV2	Development adversely affecting an identified local view of St. Mary's Church	No application approved for development adversely affecting an identified local view of St. Mary's Church	More than one application approved involving development adversely affecting an identified local view over a rolling five year period	Identify reasons, and if necessary review policies for the protection of identified local views and if necessary revise to strengthen

HERITAGE					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Heritage Assets - General					
Strategic Objective 1 CS1 Objective 18 CS3 Objective 1 CS6 Objective 1 CS7 Objective 1	HER1	Heritage assets on the English Heritage 'at risk' register: •Borough-wide •Harrow Hill •Pinner Hill •Harrow Weald Ridge	None	Additional heritage assets on the English Heritage 'at risk' register: •Borough-wide •Harrow Hill •Pinner Hill •Harrow Weald Ridge	Review reasons and possible interventions If necessary amend heritage protection policies to strengthen
Strategic Objective 1 CS3 Objective 1	HER2	Development adversely affecting the setting of Harrow Hill	No applications approved for development adversely affecting the setting of Harrow Hill	One application involving development adversely affecting the setting of Harrow Hill over a rolling five year period	Review the reasons for the decision and if necessary review the policies for the protection of Harrow Hill and if necessary revise to strengthen
Strategic Objective 1 CS1 Objective 18	HER3	Development adversely affecting a heritage asset (except enabling development)	No application approved for development adversely affecting a heritage asset	More than one application approved adversely affecting a heritage asset over five years	Identify reasons and if necessary review policies for heritage protection and if necessary revise to strengthen
CS8 Objective 1	HER4	Development in Edgware centre (LB Harrow part) adversely affecting a heritage asset	No application approved for development adversely affecting a heritage asset	More than one application approved adversely affecting a heritage asset over five years	Identify reasons, and if necessary review policy which supports development in Edgware centre subject to no conflict with heritage and if necessary revise to strengthen

Heritage Assets – Listed Buildings

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS1 Objective 18	HER5	Up-to-date list of buildings of local architectural or historic buildings	Review list every five years	No review by end 2016/17 No further review by end 2021/22	Identify reasons and address as necessary
Strategic Objective 1 CS1 Objective 18	HER6	Up-to-date guidance leaflet for owners of locally listed buildings	Review guidance every five years	No review by end 2016/17 No further review by end 2021/22	Identify reasons and address as necessary
CS5 Objective 6	HER7	Planning appeals dismissed for development or alterations adversely affecting listed buildings within Rayners Lane district centre	100%	More than five appeals allowed for development adversely affecting Metroland and suburban character over a rolling three year period	Review policies for protection of character and if necessary revise to strengthen
CS6 Objective 6	HER8	Development adversely affecting the setting of Harrow Arts Centre	No application approved for development adversely affecting the setting of Harrow Arts Centre	No site allocation setting clear parameters for development of the car park site by end 2012/13	Identify reasons and address if necessary
CS7 Objective 3	HER9	Completion of Bentley Priory restoration and redevelopment	Complete by end 2013/14	Works stall by end 2012/13	Discuss with developer and heritage bodies to explore solutions

Heritage Assets – Conservation Areas

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS1 Objective 18 CS3 Objective 1 CS5 Objective 6 CS6 Objective 1 CS7 Objective 1	HER10	Conservation areas with adopted supplementary planning documents, area appraisals and management strategies	100% by 2017/18	Less than 70% by 2014/15	Review reasons for lack of progress and address as necessary

Heritage Assets – Parks & Gardens

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1 CS1 Objective 18 CS3 Objective 1	HER11	Historic parks and gardens with an adopted asset management plan	100% by 2025/26	Less than 50% by 2016/17 Less than 75% by 2020/21	Review reasons for lack of progress and address as necessary
Strategic Objective 1	HER12	Up to date list of locally important historic parks and gardens	Review list every five years	No review by end 2016/17 No further review by end 2021/22	Identify reasons and address as necessary

Local Character					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1	LC1	Planning appeals dismissed for inappropriate garden development	100%	More than one appeal allowed for inappropriate garden development over a rolling three year period	Identify reasons, and if necessary review policies for resisting inappropriate garden development and if necessary revise to strengthen
Strategic Objective 1 CS1 Objective 8	LC2	Planning appeals dismissed for development adversely affecting Metroland and suburban character	100%	More than five appeals allowed for development adversely affecting Metroland and suburban character over a rolling three year period	Identify reasons, and if necessary review policies for protection of character and if necessary revise to strengthen
CS1 Objective 8	LC3	Planning appeals dismissed for development adversely affecting Metroland and suburban character	100%	More than one appeal allowed for inappropriate garden development over a rolling three year period	Identify reasons, and if necessary review policies for protection of character and if necessary revise to strengthen
Strategic Objective 1	LC4	Planning appeals dismissed for works to protected trees	100%	More than five appeals allowed for works to protected trees over a rolling five year period	Review effectiveness of relevant tree preservation orders and management procedures
CS2 Objective 1	LC5	Area Action Plan adopted for Harrow & Wealdstone Intensification Area	Adopt area action plan by end 2013/14	No examination in public of area action plan during 2012/13	Identify reasons, and address through revised Local Development Scheme

Biodiversity					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 1	BIO1	Improve the quality of existing natural and semi-natural open space sites	70% of existing sites meet the recommended local quality standard by 2026 (based on the 2010 PPG17 figures)	Less than 60% by 2016/17 Less than 65% by 2021/22 New PPG 17 study in 2017/18 identifies material deterioration in quality compared to 2010 study	Review reasons why qualitative improvements are not being made and, if necessary, review the Open Space Strategy and Biodiversity Action Plan Review policies and amend if necessary to strengthen protection and delivery of qualitative improvements
Strategic Objective 1 CS3 Strategic Objective 2 CS6 Strategic Objective 2	BIO2	Sites of importance for nature conservation where positive conservation management has been or is being implemented	80% of SINC's where positive conservation management has been or is being implemented	Less than 60% by 2016/17 Less than 70% by 2021/22 No increase in the number of SINC's in positive conservation management over a rolling three year period	Review reason why positive conservation management is not being implemented Consider options to incentivise private landowners Review policies and amend if necessary to strengthen protection Review Biodiversity Action Plan and update if necessary
Strategic Objective 1	BIO3	Development adversely affecting functional flood plain	No application approved for development adversely affecting the functional flood plain	More than five applications approved for development adversely affecting the functional floodplain over five years (rolling)	Review available sites to meet development needs and further allocate sites if necessary outside of the functional flood plain

CS4 Objective 6	BIO4	Implementation of Biodiversity Action Plan programme of actions to improve Biodiversity at Newton Farm Ecology Park and Roxeth Park	Implementation by 2025/26	No delivery or no funded proposals for delivery by 2017/18	Review effectiveness and implementation of Biodiversity Action Plan; seek opportunities for alternative forms of funding
CS10 Objective 3	BIO5	Implementation of Biodiversity Action Plan objectives to improve Biodiversity along the Belmont Nature Walk	Implementation by 2025/26	No delivery or no funded proposals for delivery by 2017/18	Review effectiveness and implementation of Biodiversity Action Plan; seek opportunities for alternative forms of funding

2. Enhance the infrastructure, environment and other resources which make Harrow a desirable place to live, work and visit

INVESTMENT AND COMMUNITY INFRASTRUCTURE

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Infrastructure - General					
CS2 Objective 5	ICI1	Total annual public and private investments in the Borough	18% growth to 2026 on 2009 as the base year	Less than 3% growth over a rolling three year period	Discuss with Mayor of London/GLA; identify reasons and address
Strategic Objective 2 CS1 Objective 17	ICI2	Planning appeals dismissed for development not demonstrating adequate infrastructure capacity to serve the development	100%	More than 20% appeals allowed for development not demonstrating adequate infrastructure capacity to serve the development over three years (rolling)	Review viability and implementation of policies. Introduce development management policies to prioritise delivery (in case of viability) or improve policy implementation
CS2 Objective 5	ICI3	Harrow and Wealdstone Intensification Area maintained in future revisions of London Plan	Harrow & Wealdstone included in next replacement London Plan	Draft next replacement London Plan published with Harrow & Wealdstone Intensification Area excluded	Discuss with Mayor of London/GLA; identify reasons and address
Infrastructure - Educational					
Strategic Objective 2 CS1 Strategic Objective 5	ICI4	Provision of additional primary school capacity	Approval for and construction of new and extended schools in accordance with Harrow's School Places Plan	No permanent expansion under construction by the end 2012/13 and annually thereafter to 2015/16	Discuss with education providers to establish reasons and address Review Planning Obligation agreements and education contributions
Strategic Objective 2 CS1 Strategic Objective 5	ICI5	Provision of additional secondary school capacity	1 x new secondary school from 2016/17 and before 2025/26	No site identified for new secondary school by end 2016/17 No delivery or no funded proposals for delivery by end 2020/21	Discuss with education providers to establish reasons and, if required, allocate existing school sites for expansion as an alternative to new school provision
CS3 Objective 4	ICI6	Retention of Harrow School, John Lyon School and Whitmore High School in the Borough	No relocation of Harrow School, John Lyon School and Whitmore High School out of the Borough	Any proposal to relocate out of the Borough	Discuss with school authorities to identify reasons and address if necessary

INVESTMENT AND COMMUNITY INFRASTRUCTURE

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Infrastructure - Health					
CS7 Objective 3	ICI7	Completion of phase one of the RNOH (Stanmore) redevelopment	Complete by end 2014/15	Works stall by end 2013/14	Discuss with developer and hospital body to explore solutions
Strategic Objective 2 CS1 Strategic Objective 5	ICI8	Provision of additional health services capacity	Provision of two additional polyclinics or GP-led surgeries by the end of the plan period in 2026	No site identified for new polyclinics or GP-led surgeries by end 2015/16 No delivery or no funded proposals for delivery by end 2020/21	Discuss with health providers to establish reasons and, if required, allocate sites for alternative forms of provision in partnership with health providers and developers
Infrastructure - Sport					
CS3 Objective 4	ICI9	Engage schools in preparation of open spaces strategy and cultural strategy (as appropriate)	Schools engaged in strategy preparation by end 2012/13	Schools not invited to engage in strategy preparation by end 2011/12	Discuss with public realm and cultural services providers to identify reasons and address
CS3 Objective 9	ICI10	Community access to sports facilities at Harrow School, John Lyon School and Whitmore High School	Maintain	New PPG 17 study by 2017/18 identifies no loss of community access to facilities at Harrow School, John Lyon School and Whitmore High School	Discuss with school authorities to identify reasons and address if necessary
CS9 Objective 3	ICI11	Completion of The Hive sport development	Completion of The Hive sport development by 2016/17	Complex not substantially complete by 2014/15	Discuss with developer to identify reasons; seek alternative funding to ensure the complex is completed.
CS9 Objective 4	ICI12	Community access to sports facilities at The Hive	Maintain	New PPG 17 study by 2017/18 identifies no loss of community access to facilities at The Hive	Discuss with The Hive owner/operator to identify reasons and address if necessary
Infrastructure – Community					
Strategic Objective 2 CS1 Strategic Objective 5	ICI13	Retention of community uses	No net loss of community facilities unless compensation is provided	Loss of more than one community facility to other non-community uses, without compensation (using 2010 as the base year)	Review viability and implementation of policies. Introduce development management policies to prioritise retention (in case of viability) or improve policy implementation
Strategic Objective 2 CS1 Strategic Objective 5 CS2 Objective 9	ICI14	Provision of performing arts space	An additional performing arts space by 2025/26	No site identified for new performing arts space by end 2015/16 No delivery or no funded proposals for delivery by end 2020/21	Discuss with cultural service providers to establish reasons and address Discuss with cultural service providers to secure the delivery of alternatives by 2025/26
CS7 Objective 8	ICI15	Scoping study to determine viability of cemetery extension	Publish scoping study by end 2015/16	No scoping study commission/underway by end 2014/15	Alternative sites to be explored, or continued cross boundary provision to be secured

TRANSPORT

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Transport Infrastructure - Trains					
CS2 Objective 13	TRA1	Capacity of peak train services serving Harrow on the Hill and Harrow & Wealdstone stations	Maintain and where possible increase the number of services serving Harrow on the Hill and Harrow & Wealdstone stations	Reduction in capacity of peak train services	Discuss with Mayor of London/GLA/TfL; identify reasons and if possible address
CS2 Objective 12	TRA2	Successful lobbying of TfL for to bring forward improved disabled access at Harrow on the Hill station	Inclusion in revised Mayor's Transport Strategy of upgrade to Harrow on the Hill station to secure full disabled access to ticket hall and platforms	Not included in revised Mayor's Transport Strategy by end 2020/21	Discuss with Mayor of London/GLA/TfL; identify reasons and if possible address
Transport Infrastructure - Buses					
Strategic Objective 2 CS1 Objective 13 CS2 Objective 4 CS8 Objective 4	TRA3	Highway improvements at key junctions used by buses	100% by 2026	80% of key junction not improved or no funded proposals for improvement by 2016/17 50% of key junction not improved or no funded proposals for improvement by 2020/21	Discuss with delivery partners the reasons for performance and, if necessary, review transport study and seek to include funded projects for improvements at key junctions in subsequent LIP document or sub-regional transport plan
CS1 Objective 13 CS2 Objective 13	TRA4	Improved orbital bus routes	Additional orbital bus route(s) by 2025/26	No delivery or funded proposals for delivery of additional orbital bus routes by 2017/18	Discuss with TfL/Mayor of London Review LIP and amend as necessary
CS2 Objective 12	TRA5	Increase bus station capacity by provision of additional bus standing space on Kimberley Road	Provision of additional bus standing space in Kimberley Road by end 2017/18	No funded proposals to secure additional bus standing space in Kimberley Road by end 2013/14	Discuss with transport department and consider alternative forms of additional provision
CS2 Objective 13	TRA6	Number of bus routes serving Harrow town centre and Wealdstone	Maintain and where possible increase the number of routes serving Harrow town centre and Wealdstone	Reduction by one or more route(s)	Discuss with Mayor of London/GLA/TfL; identify reasons and if possible address
CS3 Objective 6 CS4 Objective 1 CS6 Objective 5	TRA7	Implementation of bus stop accessibility improvements	100% of schemes funded by 2026	No improvements or funded proposals for improvements by 2021 in: <ul style="list-style-type: none">• Sudbury Hill local centre• South Harrow centre• Hatch End centre	Discuss with TfL and transport department; address reasons if necessary

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Transport Infrastructure - Buses					
CS5 Objective 4	TRA8	Completion of Rayners Lane bus priority scheme	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS5 Objective 4	TRA9	Completion of Elm Park Road/Cannon Lane/Rayners Lane bus stop accessibility corridor	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS5 Objective 4	TRA10	Completion of Pinner Road bus priority scheme	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS7 Objective 4 CS8 Objective 3	TRA11	Implementation of Stanmore Hill and Edgware Road bus stop accessibility schemes	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS7 Objective 6 CS9 Objective 1 CS10 Objective 1	TRA12	Implementation of bus stop accessibility improvements	Funded by 2026	No improvements or funded proposals for improvements by 2012 in: <ul style="list-style-type: none"> • Harrow Weald centre • Kingsbury/Queensbury centres • Kenton/Belmont centres 	Discuss with TfL and transport department; address reasons if necessary

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Transport Infrastructure – Harrow Local Implementation Plan Schemes					
CS1 Objective 13	TRA13	Implementation of Harrow's LIP 2	As set out in the LIP	As set out in the LIP	Discuss with local highways and transport department to establish reasons for non delivery and how these can be addressed
CS2 Objective 4	TRA14	Implementation of Station Road major scheme (LIP2)	Completion of Station Road major scheme by end 2025/26	Scheme not approved by TfL by end 2014/15	Explore alternative forms of delivery e.g. as part of development or through developer funding
CS2 Objective 11 CS3 Objective 5	TRA15	Legible London signing for Harrow town centre and Wealdstone	Provision of Legible London signs by end 2017/18	No funded proposals to secure Legible London signs by end 2013/14	Discuss with transport department and consider alternative forms of additional provision
CS5 Objective 4	TRA16	Implementation of footway maintenance (High Worple to 383 Alexandra Avenue)	Project complete by 2021	Project not underway by end 2012/13	Discuss with transport department; review reasons and address
CS5 Objective 4	TRA17	Rayners Lane accessibility major project (including link to Strongbridge Close)	Project complete by 2021	Project not underway by end 2011/12	Discuss with transport department; review reasons and address

CS5 Objective 4	TRA18	Northumberland Road 20mph zone	Scheme implemented by 2015	Scheme not submitted to TfL by end 2011/12 Project not underway by end 2013/14	Discuss with transport department; review reasons and address
CS5 Objective 5	TRA19	Improved pedestrian access from Harrow View to Harrow Museum and Headstone Manor	Improved access implemented by 2026	No funded proposals for improved access in place by 2020/21	Review reasons and assess alternative proposals for improving access from roads served by local bus routes.
CS7 Objective 4	TRA20	Implementation of Stanmore Hill/Uxbridge Road signal work/ congestion relief scheme	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS7 Objective 6	TRA21	Implementation of the Long Elmes/College Avenue/The Avenue cycle improvement scheme	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address
CS8 Objective 3 CS8 Objective 4	TRA22	Investigation and implementation of signing strategy for London lorry ban	Complete investigation by end 2013/14 Implement by end 2015/16	Investigation not commenced by end 2012/13 Implementation not commenced by end 2014/15	Discuss with transport department; review reasons and address
CS9 Objective 1	TRA23	Implementation of Streatfield Road/ Christchurch Avenue cycle improvements	Complete by end 2012/13	Works stall by end 2011/12	Discuss with transport department; review reasons and address

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Transport Infrastructure – Public Realm works					
CS3 Objective 6 CS4 Objective 1 CS5 Objective 4 CS6 Objective 5 CS7 Objective 4 CS8 Objective 3 CS9 Objective 1 CS10 Objective 1	TRA24	Renewal/rationalisation of street furniture and highway signage in: <ul style="list-style-type: none"> • Sudbury Hill local centre • South Harrow centre • North Harrow & Rayners Lane centres • Hatch End centre • Stanmore district centre • Edgware district centre • Kingsbury and Queensbury centres • Kenton and Belmont Circle centres 	Renewal/ rationalisation of street furniture and signage by end 2025/26	No published programme for rationalisation/ renewal by end 2017/18 No funded proposals for implementation by end 2020/21	Discuss with public realm and highways departments; address reasons if necessary
CS6 Objective 5 CS7 Objective 4	TRA25	Investment in public realm and way finder sign improvements between: <ul style="list-style-type: none"> • Hatch End centre and Hatch End Station • Stanmore and Stanmore Station 	Additional signs within 2 years as part of the Legible London scheme.	No improvements or new way finder signs have been built.	Review legible London Sign distribution and secure funding from other sources such as CIL to complete the required improvements.

CS10 Objective 2	TRA26	Investment in public realm and way finder sign improvements between Kenton and Northwick Park stations.	Additional signs within 2 years as part of the Legible London scheme by end 2017/18	No plans for improvements or new way finder signs by end 2016/17	Review legible London Sign distribution and secure funding from other sources such as CIL to complete the required improvements.
CS10 Objective 2	TRA27	Secure agreement with London Borough of Brent to work together to improve pedestrian connectivity between Kenton and Northwick Park stations	Agreement secured by end 2014/15	No progress towards agreement by end 2013/14	Identify reasons and address

Transport – Outcomes

Strategic Objective 2	TRA28	Proportion of trips made by public transport	Reduce the proportion of trips made by car from a baseline (currently estimated at 51.9% of modal share), by a minimum of 5% over the period to 2026	Less than a 1% reduction in the periods 2013/14, 2016/17, 2019/20, & 2022/23	Discuss with Mayor of London/TfL to establish reasons for performance, and how these can be addressed
Strategic Objective 2	TRA29	Number of applications approved for major development in areas of low public transport accessibility (PTALs 0, 1 and 2) that do not enhance the PTAL of the site	None	More than five applications approved for major development in areas of low public transport that do not enhance the PTAL of the site over a rolling five year period	Identify reasons, and if necessary review implementation of policies and amend if necessary

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Green Grid					
Strategic Objective 2 CS1 Objective 5 CS4 Objective 5	GG1	Implementation of Green Grid projects	100% of projects funded and/or implemented by 2026	Less than 30% of projects funded and/or implemented by 2016/17 Less than 60% of projects funded and/or implemented by 2021/22	In association with local amenity groups review the reasons for performance to date and, if necessary, amend the project implementation arrangements, including funding streams, including the requirements and effectiveness of s106 & Community Infrastructure Levy

TOWN CENTRES AND RETAIL DEVELOPMENT

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
New Retail Floorspace					
Strategic Objective 2	TCR1	Pipeline supply of new retail floorspace (comparison and convenience)	44,000 m ² net additional retail floorspace by 2026	Less than 15,000 m ² by end 2016/17 Less than 29,000 m ² by end 2020/21	In consultation with local Trader Associations, town centre managers, and industry, and review reasons why the trajectory is not being met and, if necessary, review the Retail Study and ensure up-to-date projections of need for new retail floorspace and identify any barriers to delivery Review site allocations and development management policies in partnership with developers to secure delivery
Strategic Objective 2 CS1 Objective 11 CS2 Objective 2 CS2 Objective 9	TCR2	Pipeline supply of new retail floorspace (comparison only) in Harrow town centre	22,500 m ² net additional retail floorspace by 2026	Less than 7,000 m ² by 2016/17 Less than 14,500 m ² by 2020/21	In association with key stakeholders, including the Town Centre Forum, review reasons why the trajectory is not being met and, if necessary, review the Retail Study and ensure up-to-date projections of need for new retail floorspace and identify any barriers to delivery Review area action plan in partnership with developers to secure delivery
Strategic Objective 2 CS1 Objective 11 CS2 Objective 2	TCR3	Number of applications approved for major retail development in out of centre locations	None	One or more applications approved for major retail development in out of centre locations over a rolling five year period	Review reasons for decisions and , if necessary, review site allocations and development management policies in partnership with developers to strengthen future delivery within town centres

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Hotel Development					
Strategic Objective 2 CS1 Objective 11 CS2 Objective 2	TCR4	Number of hotel bedspaces in Harrow town centre ¹	Increase the number of hotel bedspaces to 500 within the town centre by 2026 (using September 2011 as the base year)	Less than a 20% increase (i.e. 410 hotel bedspaces) by end 2015/16 Less than a 35% increase (i.e. 460 hotel bedspaces) by end 2020/21	Discuss with applicants the reasons why planning permissions are not being implemented In consultation with the hotel industry, review interest/market for new hotel development in Harrow as part of a review of the Tourism Strategy and identify/address any barriers to delivery Review area action plan in partnership with hotel developers to secure delivery
CS2 Objective 9	TCR5	Number of hotel bedspaces in Wealdstone town centre	Increase the number of hotel bedspaces to 50 within Wealdstone town centre by 2026 (using September 2011 as the base year)	Less than a 40% increase (i.e. 20 hotel bedspaces) by end 2015/16 Less than a 80% increase (i.e. 40 hotel bedspaces) by end 2020/21	Discuss with applicants the reasons why planning permissions are not being implemented In consultation with the hotel industry, review interest/market for new hotel development in Harrow as part of a review of the Tourism Strategy and identify/address any barriers to delivery Review area action plan in partnership with hotel developers to secure delivery

Town Centre Health

Strategic Objective 2 CS2 Objective 3 CS4 Objective 2 CS5 Objective 1 CS7 Objective 5	TCR6	Vacancy rate for each centre (total measured retail frontage): <ul style="list-style-type: none"> •Borough-wide •Wealdstone district centre •South Harrow district centre •North Harrow district centre •Stanmore district centre 	No increase of vacancy rates in Primary Shopping frontage from 2009 to 2026 (Borough-wide) No more than 10% vacant frontage (in centres)	An increase in vacant retail frontage of more than 5% in any centre over a rolling five year period	Analyse causes of footfall decline in the centre(s) affected and identify measures. Revise development management policies if necessary
Strategic Objective 2 CS2 Objective 3 CS4 Objective 2 CS5 Objective 1 CS7 Objective 5	TCR7	Average footfall in Metropolitan and district centres: <ul style="list-style-type: none"> •Borough-wide •Wealdstone district centre •South Harrow district centre •North Harrow district centre •Stanmore district centre 	Not to fall more than 10% below 2009/10 levels	Footfall more than 10% below 2009/10 levels in: <ul style="list-style-type: none"> •any centre over five years (rolling) •Wealdstone district centre over five years (rolling) •South Harrow district centre over five years (rolling) •North Harrow district centre over five years (rolling) •Stanmore district centre over five years (rolling) 	Analyse causes of vacancy in the centre(s) affected and identify measures. Revise development management policies if necessary

TOWN CENTRES AND RETAIL DEVELOPMENT

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strengthening Harrow Town Centre's Role					
Strategic Objective 2 CS1 Objective 11 CS2 Objective 2 CS2 Objective 8	TCR8	Number of applications for development on sites with existing B1 use in Harrow town centre	80% to include re-provision of office floorspace through redevelopment	Less than 50% over a rolling three year period	Review reasons for performance and if necessary amend area action plan policies to secure optimum viable delivery or address implementation issues
Strategic Objective 2 CS1 Objective 11 CS2 Objective 2 CS2 Objective 8	TCR9	Office vacancy rates in Harrow town centre	Reduce to vacancy to 10% by 2026	Not greater than 15% by 2015/16 Not greater than 12% by 2020/21	In consultation with agents, review supply and demand of Harrow town centre office space; Undertake benchmarking to understand the Harrow position in relation to the outer west London picture; If necessary, amend area action plan policies to relax conversion/redevelopment of offices

TOWN CENTRES AND RETAIL DEVELOPMENT

Strategic Objective 2	TCR10	Number of applications for 100% major residential development in Harrow town centre	None	More than three applications approved for 100% major residential development in Harrow town centre over a rolling five year period	Identify reasons, and if necessary review viability and implementation of policies. If necessary amend area action plan policies
CS1 Objective 1	TCR11	Amount of retail and office floorspace built/delivered in Harrow town centre annually	70% of all new retail and office floorspace to be provided in Harrow town centre	Less than 40% of overall retail and/or office floorspace provided in Harrow town centre over a rolling three year period	Review reasons for under delivery against target Review Development Management Plan policies to promote retail and commercial development within the Intensification Area
CS2 Objective 10	TCR12	Delivery of new Civic Centre within Harrow town centre	Provision of a new Civic Centre by end 2025/26	No site identified for a new civic centre by end 2015/16 No delivery or no funded proposals for delivery by end 2020/21	Discuss with property services department to establish reasons and consider alternative forms of provision
CS2 Objective 10	TCR13	Delivery of new polyclinic or GP-led surgery within Harrow town centre	Provision of an additional polyclinic or GP-led surgery by end 2025/26	No site identified for a new polyclinic or GP-led surgery by end 2015/16 No delivery or no funded proposals for delivery by end 2020/21	Discuss with health providers to establish reasons and address the need to allocate a site(s) for alternative forms of provision in partnership with health providers
CS2 Objective 10	TCR14	Delivery of new central library within Harrow town centre	Provision of a new central library by end 2025/26	No site identified for a new central library by end 2015/16 No delivery or no funded proposals for delivery by end 2020/21	Discuss with cultural services department to establish reasons and to consider alternative forms of provision

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Enhancing Other Centres					
CS5 Objective 1	TCR15	Adoption of a local development order for ground floor shop premises in North Harrow district centre	Local development order adopted by end 2012/13	No progress on preparation of local development order by end 2011/12	Identify reasons for lack of progress and address
CS5 Objective 2	TCR16	Number of applications for 100% major residential development in Rayners Lane district centre	None	More than 5 applications approved for 100% major residential development in Rayners Lane district centre over five years (rolling)	Identify reasons, and if necessary review viability and implementation of policies; amend policies if necessary
CS7 Objective 5	TCR17	Disposal of Stanmore car park/Anmer Lodge for development	Complete sale of site by end 2012/13	Marketing of site not complete by end 2011/12	Investigate reasons and address

CS7 Objective 5	TCR18	Planning permission granted for comprehensive (mixed use) redevelopment of the site in accordance with an adopted site allocation and brief	Planning permission granted by end 2017/18	No planning application by end 2016/17	Investigate reasons and address
CS8 Objective 1	TCR19	Positive response to consultations from London Borough of Barnet on proposals for appropriate retail development	100% positive response on appropriate proposals	Negative response on proposals for appropriate retail development	Identify reasons and address in partnership with London Borough of Barnet
CS8 Objective 2	TCR20	Positive response to consultations from London Boroughs of Barnet or Brent on proposals for appropriate retail development	100% positive response on appropriate proposals	Negative response on proposals for appropriate retail development	Identify reasons and address in partnership with London Boroughs of Barnet or Brent

EMPLOYMENT LAND MANAGEMENT

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Overall Supply					
Strategic Objective 2	ELM1	Amount of industrial land released for redevelopment to other uses	Not more than 11.2 hectares between 2009 and 2026	More than 11.2 hectares industrial land released for redevelopment to other uses	Identify reasons, and if necessary review supply and demand of industrial space; if necessary amend policies to restrict further losses
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Industrial Land					
CS2 Objective 3	ELM2	Post adoption of the Area Action Plan, the amount of strategic industrial land in Wealdstone released to uses not within the definitions and exceptions of Policy 2.17 of the London Plan	No release of SIL land over and above any limit (hectares) permitted through the area action plan	More than five applications approved for redevelopment of SIL land to uses not within the definition and exceptions of Policy 2.17 of the London Plan over five years (rolling)	Discuss with Mayor of London/GLA the policy controls; review supply and demand of SIL land. If necessary amend policies and site allocations to safeguard the best remaining SIL and manage the release of other parts
CS8 Objective 8 CS9 Objective 2	ELM3	Hectares of allocated strategic industrial location (SIL) land at Honeypot Lane released for redevelopment to uses not within the definition and exceptions of Policy 2.17 of the London Plan	No release of SIL land over and above any limit (hectares)	More than five applications approved for redevelopment of SIL land to uses not within the definition and exceptions of Policy 2.17 of the London Plan over five years (rolling)	Discuss with Mayor of London/GLA the policy controls; review supply and demand of SIL land. If necessary amend policies and site allocations to safeguard the best remaining SIL and manage the release of other parts

EMPLOYMENT LAND MANAGEMENT

CS8 Objective 8 CS9 Objective 2	ELM4	Develop a strategy for the environmental improvement of Honeypot Lane SIL in partnership with the Mayor of London/GLA	Strategy adopted by end 2017/18	No strategy undergoing preparation by end 2016/17	Discuss with GLA to identify reasons and address
Strategic Objective 2	ELM5	Square metres of new floorspace on strategic industrial location (SIL) land for uses within the definition of Policy 2.17 of the London Plan	25,000 m ² (gross) by 2026	Less than 3,500 m ² (gross) by 2017/18; Less than 11,000 m ² (gross) by 2020/21	Discuss with Mayor of London/GLA/ site owner the policy controls; if necessary amend local policies to encourage appropriate new development.

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Allocated Business and Industrial Use Land					
Strategic Objective 2	ELM6	Square metres of new floorspace on business use and industrial & business use land for economic development uses	4,000 m ² (gross) by 2026	Less than 1,000 m ² (gross) by 2015/16 Less than 2,500 m ² (gross) by 2020/21	Discuss with landowners reason for performance and review market conditions and identify any barriers to development; if necessary amend local policies to encourage new economic development
CS2 Objective 3	ELM7	Post adoption of the Area Action Plan, the amount of designated employment land in Wealdstone released to non economic development uses	No release of designated employment land over and above any limit (hectares) permitted through the area action plan	More than five applications approved for redevelopment of designated employment land to non economic development uses over five years (rolling)	Review supply and demand of industrial space in Wealdstone; amend policies if necessary
CS3 Objective 8	ELM8	Square metres of new/refurbished floorspace at Brember Road estate for economic development uses	A minimum of 1,000 m ² new/refurbished floorspace by 2020/2021	No planning permission or pre-application proposal by 2017/18	Review market conditions and identify any barriers to development; if necessary amend policies to encourage new economic development
CS3 Objective 8 CS4 Objective 3	ELM9	Percentage of premises that are vacant within: <ul style="list-style-type: none"> • the Brember Road industrial estate • South Harrow Arches 	Less than 10%	More than 10%	Review level of vacancy relative to comparable estates in the Borough; if necessary amend policies on diversification/uses
CS8 Objective 7	ELM10	Incubator units vacancy rates at Stanmore Place	No vacancy	Occupancy below 80%	Review supply and demand of employment space to ensure it meets market demands

EMPLOYMENT LAND MANAGEMENT

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Office Renewal					
Strategic Objective 2	ELM11	Gross change in square metres of office (B1a) floorspace	40% reprovision (new or refurbished) upon redevelopment of existing office floorspace within the town centre	Less than 40% over a rolling three year period	Review supply and demand for offices in Harrow town centre and the Borough. If necessary amend policies to restrict loss of existing office space
Strategic Objective 2 CS3 Objective 7 CS4 Objective 4 CS5 Objective 3 CS8 Objective 6	ELM12	Office (B1a) vacancy rates in: <ul style="list-style-type: none"> • the Borough • Northolt Road business use area • North Harrow and Rayners Lane district centres • Ballard Mews business use area 	Not greater than 10% by 2025/26	Not greater than 15% by 2015/16 Not greater than 12% by 2020/21	Review supply and demand for offices Borough-wide. If necessary amend policies to relax conversion/ redevelopment of offices Review supply and demand of offices in the specified areas; if necessary amend policies to manage further diversification
CS3 Objective 7 CS4 Objective 4 CS5 Objective 3 CS8 Objective 6	ELM13	Residential development enabled optimum provision of new floorspace for appropriate economic uses: <ul style="list-style-type: none"> • Northolt Road business use area • North Harrow and Rayners Lane offices • Ballard Mews 	Provision of new floorspace for economic uses by 2026	No floorspace for economic uses approved by 2020/21	Review implementation and effectiveness of policy; revise if necessary
CS8 Objective 5	ELM14	Square metres of new/ refurbished floorspace at Spring Villa estate for economic development uses	A minimum of 1,000 m ² new/ refurbished floorspace by 2020/2021	No planning permission or pre-application proposal by 2017/18	Review market conditions and identify any barriers to development; if necessary amend policies to encourage new economic development
CS8 Objective 5	ELM15	Percentage of premises within Spring Villa estate that are vacant	Less than 10%	More than 10%	Review level of vacancy relative to comparable estates in the Borough; if necessary amend policies on diversification/uses

HOUSING SUPPLY					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Overall Supply					
Strategic Objective 2 CS1 Objective 6	HOU1	Number of net additional dwellings built each year as monitored through the AMR	Deliver a minimum of 6,050 net additional dwellings over the plan period to 2026	Where the cumulative total completions (as measured from 1997) falls below more than 30% of the cumulative London Plan target (as measured from 1997) for a period of two consecutive years, or by more than 300 units in the first year, according to the housing trajectory in the AMR	Review net dwellings granted planning permission, lapsed permissions and implemented permissions over the past five year period Meet with key stakeholders (developers, landowners and delivery partners) to review effectiveness of the site allocations DPD and area action plan implementation; if necessary amend policies to address housing delivery Review policies controlling conversions and garden development Review industrial land release; if necessary amend policies to relax losses for housing
CS3 Objective 10	HOU2	Net additional dwellings in Harrow on the Hill and Sudbury sub area from 2009	In excess of 250 net additional dwellings by end 2025/26	Less than 80 by end 2015/16 Less than 175 by end 2020/21	Identify reasons, and if necessary review site allocations and policies relating to sub area; if necessary amend to address housing delivery
CS4 Objective 7	HOU3	Net additional dwellings in South Harrow sub area from 2009	In excess of 456 net additional dwellings by end 2025/26	Less than 120 by end 2015/16 Less than 260 by end of 2020/21	Identify reasons, and if necessary review site allocations and policies relating to sub area; if necessary amend to address housing delivery
CS6 Objective 8	HOU4	Net additional dwellings in Pinner and Hatch End sub area from 2009	In excess of 161 net additional dwellings by end 2025/26	Less than 40 by end 2015/16 Less than 90 by end of 2020/21	Identify reasons, and if necessary review site allocations and policies relating to sub area; if necessary amend to address housing delivery

HOUSING SUPPLY					
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Affordable Housing Supply					
Strategic Objective 2 CS1 Objective 7	HOU5	Proportion of affordable housing from 2009	40% (2,420) of housing delivered between 2009 and 2026 affordable	Less than 500 by 2014/15 Less than 1,000 by 2018/19 Less than 1,600 by 2022/23	Discuss with Housing and the Affordable Housing Delivery Group the reasons for performance to date and review the affordable housing pipeline Review policy application, viability and effectiveness; amend policy (in terms of tenure, size etc), review policy implementation (s106 arrangements/terms), or CIL requirements as necessary

HOUSING SUPPLY

Strategic Objective 2	HOU6	Proportion of 1, 2, 3, 4 and 5+ bedroom social/affordable rent units	Proportion in accordance with up-to-date target mix; currently: 7% one bedroom 36% two bedrooms 30% three bedrooms 17% four bedrooms 10% 5+ bedrooms	More than a 10% variance over a five year rolling to any target within an up to date target mix	Review implementation of policies with housing and development control officers, RSL partners and developers and amend if necessary
Strategic Objective 2	HOU7	Proportion of 1, 2, 3 and 4+ bedroom intermediate units	Proportion in accordance with up-to-date target mix; currently: 35% one bedroom 30% two bedrooms 21% three bedrooms 14% four+ bedrooms	More than a 10% variance over a five year rolling to any target within an up to date target mix	Review implementation of policies with developers and development control officers and amend if necessary
Family Housing Supply					
Strategic Objective 2	HOU8	Proportion of private and affordable dwellings providing family accommodation	25% of all housing to be 3 or more bedrooms	Less than 15% over a rolling five year period	Review reasons for missing target Discuss with developers, local agents and RSL partners potential changes to policies, s106 arrangements and/or site allocations; amend if necessary

OPEN SPACE

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Quantity					
Strategic Objective 2 CS1 Objective 4 CS9 Objective 5	OS1	Loss of open space to development (excluding appropriate functional development): • Borough-wide • Kingsbury & Queensbury sub area	No net loss of open space to development	One application approved involving a net loss of open space to development over a rolling five year period	Review the reason(s) for the decision Review supply and demand of open space and open spaces strategy Review policies and amend policies if necessary to strengthen protection of open space Review impact in relation to flood management and drainage; amend policies if necessary Review impact on supply and demand of open space in the sub area
Strategic Objective 2	OS2	Open spaces strategy with deliverable action plan in place	Adopted open spaces strategy by end 2012/13	No adopted open spaces strategy by end 2013/14	Review reasons for lack of progress and address as necessary

OPEN SPACE

Quality

Strategic Objective 2 CS1 Objective 4 CS3 Objective 9	OS3	% of existing sites within each open space typology currently not meeting the recommended local quality standard (based on the 2010 PPG17 figures)	20% reduction on the 2010 PPG17 figure for each open space typology	Less than a 6% reduction achieved on four out of the six open space typologies by 2015/16 Less than a 13% reduction achieved on four out of the six open space typologies by 2021/22	Review reasons why qualitative improvements are not being delivered Review policy requirements and effectiveness of securing planning obligations towards qualitative improvements
CS9 Objective 4	OS4	Quality improvements to PPG 17 open space typologies within Kingsbury & Queensbury sub area	Identify opportunities for quality improvements in new open spaces strategy		Identify reasons; seek inclusion in future renewal of open spaces strategy
Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency

Accessibility

Strategic Objective 2 CS1 Objective 5 CS3 Objective 9	OS5	Accessibility improvements to PPG 17 open space typologies	Reduce deficiencies by 5% on the 2010 baseline for each open space typology	Less than a 1.5% reduction achieved on four out of the six open space typologies by 2015/16 Less than a 3% reduction achieved on four out of the six open space typologies by 2021/22	Undertake analysis to understand the barriers to achieving improved accessibility to open space Consider options to address identified barriers, including non-policy interventions (e.g. incentivising public use of private open space) alongside changes to relax policies on net loss where enhancements to accessibility can be secured in areas of greatest deficiency Alternatively consider options for more direct policy intervention
CS4 Objective 5	OS6	Accessibility improvements to natural greenspace in South Harrow sub area	Identify opportunities for accessibility improvements in new open spaces strategy	Opportunities for improvements not included in open space strategy by end 2014/15	Identify reasons; seek inclusion in future renewal of open spaces strategy
CS9 Objective 4	OS7	Accessibility improvements to PPG 17 open space typologies	Identify opportunities for accessibility improvements in new open spaces strategy	Opportunities for improvements not included in open space strategy by end 2014/15	Identify reasons; seek inclusion in future renewal of open spaces strategy

WORKPLACE TRAINING

Objective Number	Indicator Number	Indicator	Target	Trigger	Action/Contingency
Strategic Objective 2	WT1	Planning obligations on major development with workplace training provisions	70% of planning agreements on major development schemes	Less than 70% over a rolling three year period	<p>Review reason(s) why an obligation towards workplace training was not secured</p> <p>Review recent evidence to support the requirement</p> <p>Strengthen policies in light of the above if necessary</p> <p>Bring forward an SPD on Planning Obligations</p>

3. Manage the Borough's contribution to climate change and increase resilience to flooding

EFFICIENT LAND USE

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 3 CS1 Objective 1 CS2 Objective 6	EFU1	Net additional dwellings from 2009 within the Harrow & Wealdstone Intensification Area	In excess of 2,800 net additional dwellings by end 2025/26	<p>Less than 1,000 by end 2015/16</p> <p>Less than 2,000 by end 2020/21</p>	<p>Identify reasons, and if necessary review effectiveness of area action plan implementation; if necessary amend policies to address housing delivery</p> <p>Review industrial land release; if necessary amend policies to relax losses for housing</p>
CS1 Objective 1	EFU2	Number of residential dwellings delivered on allocated sites or previously developed land	100% of all residential development over the plan period to 2026	Less than 95% over a rolling three year period (excluding special circumstances in the Green Belt)	Identify reasons, and if necessary review effectiveness of area action plan implementation in consultation with development industry; if necessary amend policies to address barriers to housing delivery, and if necessary review industrial land release
Strategic Objective 3	EFU3	Number of applications approved for major development in areas of low public transport accessibility (PTALs 0, 1 and 2) that do not enhance the PTAL of the site	None	More than five applications approved for major development in areas of low public transport that do not enhance the PTAL of the site over a rolling five year period	Identify reasons, and if necessary review implementation of policies and amend if necessary
Strategic Objective 3	EFU4	Number of applications approved for major residential development within 30 minutes public transport journey time of a GP, primary school, secondary school, areas of employment and a major health centre	100%	More than five applications approved for major residential development within 30 minutes public transport journey time of a GP, primary school, secondary school, areas of employment and a major health centre over a rolling five year period	Identify reasons, and if necessary review implementation of policies and site allocations to further focus delivery of major development in areas of good or better public transport accessibility

CLIMATE CHANGE MITIGATION

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategy					
Strategic Objective 3	CCM1	Up to date, adopted local policies on sustainable design and construction	Area action plan and development management sustainable design and construction policies in place by end 2013/14	Area action plan and development management sustainable design and construction policies not in place by end 2013/14	Review reasons for lack of progress and address as necessary
Strategic Objective 3	CCM2	Up to date framework for the delivery of a district wide combined heat and power network within the Harrow & Wealdstone Intensification Area if feasible	Area action plan in place by end 2013/14	Area action plan not in place by end 2013/14	Review reasons for lack of progress and address as necessary
CS1 Objective 14	CCM3	Up to date, adopted Borough climate change strategy	Review and adopt revised climate change strategy by end 2014/15	Updated climate change strategy not in place by end 2014/15	Review reasons for lack of progress and address as necessary
Sustainable Design					
Strategic Objective 3	CCM4	Number of major applications approved which incorporate combined heat and power infrastructure	80%	Less than 65% over a rolling three year period	Review reasons and seek to address feasibility issues, including CIL/s106. If necessary amend policies or CIL or other obligations to address these issues
Strategic Objective 3	CCM5	Number of applications approved which incorporate renewable energy generation infrastructure	80%	Less than 65% over a rolling three year period	Review reasons and if necessary amend policies to address these
Strategic Objective 3	CCM6	Proportion of applications approved for major residential development that achieve water use efficiency of 80 litres potable water per person per day	95%	Less than 75% over a rolling three year period	Review reasons and if necessary amend policies to address these
Emissions					
CS1 Objective 14	CCM7	Per capita carbon dioxide emissions in the Borough	Reduce by 4% per annum (improvements on 1990 baseline) ²	Less than 3% over two consecutive years	Review climate change strategy and amend if necessary Identify reasons, and if necessary review implementation and effectiveness of sustainable design and construction policies; amend if necessary

WASTE

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 3	WAS1	Tonnes of municipal solid waste (MSW) arising in the Borough	Tonnes of municipal waste arising no greater than or below London Plan projections (129,000 tonnes by 2026)	More than 123,000 tonnes by end 2016/17 More than 126,000 tonnes by end 2021/22	Identify reasons, and if necessary review effectiveness and implementation of waste management policies and amend as necessary
Strategic Objective 3	WAS2	Tonnes of commercial and industrial waste (C&I) arising in the Borough	Tonnes of commercial waste arising no greater than or below London Plan projections (134,000 tonnes by 2026)	More than 139,000 tonnes by end 2016/17 More than 136,000 tonnes by end 2021/22	Identify reasons, and if necessary review effectiveness and implementation of waste management policies and amend as necessary
Strategic Objective 3 CS1 Objective 16	WAS3	Municipal waste recycled and composted	50% by 2020	Less than 45% by 2014/15 Less than 47% by 2017/18	Identify reasons, and if necessary review effectiveness and implementation of waste management policies and amend as necessary
Strategic Objective 3 CS1 Objective 16	WAS4	Construction and demolition waste recycled	95% by 2020	Less than 80% by 2014/15 Less than 85% by 2017/18	Identify reasons, and if necessary review effectiveness and implementation of waste management policies and amend as necessary
CS1 Objective 16	WAS5	Amount of waste going to landfill	Reduce below 2009/10 levels (60,754 tonnes)	An increase in more than one year above 2009/10 levels over five years (rolling)	Identify reasons, and if necessary review effectiveness and implementation of waste management policies and amend as necessary

FLOODING

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 3 CS1 Objective 15	FLO1	Development approved contrary to Environment Agency advice	None	More than five applications approved over a rolling five year period	Identify reasons for decision, and if necessary review site allocations relative to development need; if necessary allocate additional sites in areas of lower flood risk
Strategic Objective 3 CS1 Objective 15	FLO2	Proportion of applications approved which achieve greenfield run off rates	75% of qualifying applications	Less than 60% over a rolling three year period	Identify reasons, and if necessary review policies in respect of viability/feasibility considerations and effectiveness of implementation; amend policies if necessary

AIR POLLUTION

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 3	AP1	Annual mean value of nitrogen oxide (NO ₂) and particulates (PM ₁₀)	Achieve 20 ug m ⁻³ by 2020	Not achieved 25 ug m ⁻³ by 2015	Review Harrow's Air Quality Management Plan and amend/update as necessary; review effectiveness of spatial strategy at matching development capacity to public transport accessibility
Strategic Objective 3	AP2	Major applications that include the installation of electric charging points	90%	Less than 75% over a rolling three year period	Identify reasons, and if necessary review effectiveness and viability of policy and planning obligation procedures; amend if necessary

4. Adapt to population and demographic changes to meet people's needs and quality of life

EMPLOYMENT					
Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 4 CS1 Objective 1 CS1 Objective 12	EMP1	Net additional jobs in the Borough ³	4,000 jobs by end 2025/26	Less than 1,000 jobs by end 2015/16 Less than 2,000 jobs by end 2020/21	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend policies if necessary
Strategic Objective 4 CS1 Objective 1 CS1 Objective 12 CS2 Objective 7	EMP2	Net additional jobs in the Harrow & Wealdstone Intensification Area	3,000 jobs by end 2025/26	Less than 750 jobs by end 2015/16 Less than 1,800 jobs by end 2020/21	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend policies if necessary
CS1 Objective 12	EMP3	The number of businesses located in the Borough	5% increase on 2009 baseline by 2026	Less than 2% increase by 2016/17 Less than 3% increase by 2020/21	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend if necessary Review Local Economic Assessment to identify reasons and possible interventions

HOUSING NEED					
Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Gypsies and Travellers					
Strategic Objective 4 CS1 Objective 7	HN1	Number of additional G&T pitches	At least three additional pitches by end 2017/18	No site allocation or deliverable proposal(s) for three additional pitches by end 2014/15	Identify reasons, and if necessary review policy criteria and viability/effectiveness of implementation; amend policies if necessary Establish working group with the Gypsy and Traveller community to identify and allocate a site

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Residential Quality and Accessible Homes					
Strategic Objective 4 CS2 Objective 1	HN2	Major residential developments approved with 'good' or 'very good' Building for Life assessments	80% of major residential development achieving 'good' or 'very good' assessments by 2025/26	Less than 50% by 2015/16 Less than 65% by 2020/21	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend policies if necessary
Strategic Objective 4 CS1 Objective 7	HN3	Homes approved that comply with Lifetime Home standards	100% of new homes by 2025/26	More than five applications approved for residential development that do not achieve 100% of homes complying with Lifetime Home standards over a rolling five year period	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend policies if necessary

Strategic Objective 4 CS1 Objective 7	HN4	Homes approved that comply with Wheelchair Home standards	10% of new homes by 2025/26	More than five applications approved for residential development that do not achieve 100% of homes complying with Wheelchair Home standards over a rolling five year period	Identify reasons, and if necessary review policies and viability/effectiveness of implementation; amend policies if necessary
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Supported Housing

Strategic Objective 4 CS1 Objective 7	HN5	Number of additional leasehold sheltered dwellings	682 leasehold sheltered dwellings by end 2020/21	Less than 200 sheltered dwellings by 2015/16 Less than 400 sheltered dwellings by 2018/19	Identify reasons for under delivery, especially rates of converting existing social housing and in discussion with Housing consider further options including allocating site, negotiation on private schemes, and use of s106 Discuss with housing team the effectiveness/ implementation of the supported accommodation strategy; amend if necessary
CS1 Objective 7	HN6	Number of additional supported housing units for people with learning disabilities	At least 103 units by end 2020/21	Less than 40 units by end of 2015/16 Less than 60 units by end of 2018/19	Identify reasons, and discuss with housing team the effectiveness/ implementation of the supported accommodation strategy; if necessary review site allocations to make provision
CS1 Objective 7	HN7	Number of additional supported housing units for people with mental health problems	At least 185 units by end 2020/21	Less than 70 units by end of 2015/16 Less than 110 units by end of 2018/19	Identify reasons, and discuss with housing team the effectiveness/ implementation of the supported accommodation strategy; if necessary review site allocations to make provision

HOUSING NEED

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Estate Renewal					
CS3 Objective 10	HN8	Opportunity to renew Grange Farm Estate identified	Opportunity identified by end 2025/26	No preliminary options available for estate renewal by end 2020/21	Discuss with housing providers; review funding streams and explore joint ventures to secure the regeneration of the estate
CS4 Objective 7	HN9	Completion of Rayners Lane Estate redevelopment	Completion by end 2012/13	Works stall by end 2011/12	Discuss with housing providers; review funding streams and explore joint ventures to secure the completion of the estate redevelopment
CS6 Objective 8	HN10	Completion of Mill Farm Estate redevelopment	Completion by end 2014/15	Works stall by end 2013/14	Discuss with housing providers; review funding streams and explore joint ventures to secure the completion of the estate redevelopment

HEALTH AND WELLBEING

Specific Objective	Indicator Number	Indicator	Target	Trigger	Contingencies
Strategic Objective 4	HAW1	Mode share of residents: percentage of trips by walking	30.5% of residents' trips by walking by end 2013/14; maintain or increase thereafter	Average proportion of residents' trips by walking less than 30.5% over five years (rolling)	Review delivery of development in relation to public transport accessibility and car parking standards; amend policies if necessary Review effectiveness of Harrow LIP 2 and amend if necessary Review effectiveness of area action plan delivery of public realm and wayfinding improvements; amend if necessary
Strategic Objective 4	HAW2	Mode share of residents: percentage/number of trips by cycling	1.5% of residents' trips by cycling by end 2013/14; maintain or increase thereafter	Average proportion of residents' trips by cycling less than 1.5% over five years (rolling)	Review delivery of development in relation to public transport accessibility and car parking standards; amend policies if necessary Review effectiveness of Harrow LIP 2 and amend if necessary Review effectiveness of area action plan delivery of public realm and wayfinding improvements; amend if necessary
Strategic Objective 4	HAW3	Percentage of the adult population who participated in sport and active recreation, at moderate intensity, for at least 30 minutes on at least 12 days out of the last 4 weeks (equivalent to 30 minutes on 3 or more days a week) Percentage of adults (16+) participating in at least 30 minutes of sport at moderate intensity at least three times a week	Increase above 16.5% by 2025/26 Increase to at least 20% by 2025/26	17% by 2015/16 18.5% by 2020/21	Identify reasons, and if necessary review effectiveness of policies for delivery of quantity, quality and accessibility improvements to open space; amend if necessary
Strategic Objective 4	HAW4	Multiple deprivation	Improve Harrow's ranking to the level achieved in 2004 (29th in London, where first is most deprived)	No improvement in Harrow's ranking by end 2017/18	Identify reasons, and if necessary review effectiveness and implementation of policies in relation to employment creation, affordable housing delivery and design
CS2 Objective 1 CS4 Objective 2	HAW5	Up-to-date sustainable community strategy in place	Renew the Harrow sustainable community strategy by end 2014/15	No draft replacement sustainable community strategy in place to being prepared by end 2013/14	Investigate reasons for lack of progress and address

Glossary

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APPENDICES

Affordable Housing Housing which is subsidised and available to people whose incomes mean that they are unable to otherwise meet their housing needs locally via the open housing market. Such housing is classified as either Social Rented Housing or Intermediate Housing which meet the criteria as set out in the London Plan. Affordable Housing would include homes that are rented, under shared ownership and key worker housing.

Annual Monitoring Report (AMR) The Annual Monitoring Report assesses the progress and the effectiveness of the Council's LDF against indicators set by the Government and the Local Authority. In particular AMRs assess the LDF based on the effectiveness of the policies in achieving targets, intended consequences and whether sustainable development is being delivered, as well as whether the assumptions and objectives behind the policies are still relevant.

Area Action Plan (AAP) A type of development plan document focused upon a specific location or an area subject to conservation or significant change (for example, major regeneration). In Harrow, this comprises an Area Action Plan for the Harrow & Wealdstone Intensification Area.

Biodiversity The range and variety of life (including plants, animals and micro-organisms) as well as habitats, ecosystems and ecological processes.

Biodiversity Action Plan (BAP) The Harrow Biodiversity Action Plan was adopted in 2008 and identifies habitats and species of importance to the Borough's biodiversity, as well as a programme of costed projects for the protection and/or enhancement of these habitats and species.

BREEAM This is an acronym of the Building Research Establishment Environmental Assessment Method. The method applies a series of standards which are designed to address the environmental impact of buildings and are updated in line with the national Building Regulations. Credits are awarded in relation to the following impacts: management, health & wellbeing, energy, transport, water, material & waste, land use & ecology, and pollution. A set of environmental weightings then enables the credits to be added together to produce a single overall score of pass, good, very good or excellent.

Carbon Dioxide (CO₂) Carbon dioxide is a chemical compound produced naturally by plants and animals, and emitted by the burning of fossil fuels. CO₂ is a 'greenhouse gas', meaning that it is one of the gases which has been found to trap heat within the Earth's atmosphere and a major contributor to climate change.

Climate Change Climate change is any long-term significant change in the "average weather" that a given region experiences. Average weather may include average temperature, precipitation and wind patterns. Mainstream scientific consensus suggests a link between human activity and recent climate change.

Code for Sustainable Homes This code is a Government accreditation system for measuring the sustainability of new housing development. Like the BREEAM standard it measures the environmental performance of new homes, but it also gives credit for 'health and wellbeing' measures such as daylight, sound insulation and lifetime homes, and for 'good management' such as considerate contractor measures and site security.

Combined Heat and Power (CHP) CPH is the simultaneous generation of usable heat and power (usually electricity) in a single process that can be used within the local area.

Community Facilities These include leisure and culture facilities (including arts, entertainment and indoor sport facilities but excluding outdoor sports assets), community offices and meeting places (including places of worship, libraries), facilities for children (from nursery provision to youth clubs), education (including adult education), social services, police and emergency services facilities, primary healthcare facilities (except for the use of premises attached to the residence of the consultant or practitioner), public toilets and facilities for cyclists.

Community Infrastructure Levy The Community Infrastructure Levy is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Comparison Goods This term is used to describe the retailing of goods such as clothing, household goods, furniture, DIY, electricals etc. for which consumers usually 'shop around'.

Conservation Area An area of special architectural or historic interest, the character of which is desirable to preserve or enhance. Conservation Areas are usually designated by the Council although the Secretary of State can also designate them.

Convenience Goods This term is used to describe the retailing of goods purchased on a regular basis, typically food, groceries, cleaning products etc.

Core Output Indicator (COI) This is a set of indicators included within the AMR devised and employed at national and regional level to develop consistency between datasets on issues of strategic importance such as housing, employment and the environment.

Cultural Heritage Buildings and other structures considered to be of a special architectural or historic quality or interest. This includes, but may not be limited to, Listed Buildings and Conservation Areas.

Deculverting A culvert is a conduit used to enclose a flowing body of water. During the development boom of the 1920/30s many of Harrow's brooks and streams were culverted. Deculverting is the process of re-opening culverted waterways.

Demographic Projections These are projections of population change given as total figures but are also provided broken-down by age, sex and ethnicity. In London demographic projections are provided by the GLA's Data Management and Analysis Group. The 'round' refers to period in which the projections were made, so the '2008 Round' refers to the projections prepared in 2008.

Density (dwellings) Measure used to describe the numbers of housing units within a given area, usually expressed in terms of the number of habitable rooms per hectare. The site area would include the total area within the defined site including roads within the site and also private garden space, car parking space, incidental open space and landscaping, and children's play areas where these are provided.

Destination Parks A classification for parks in Harrow which serve the needs of residents over a wider area than just those who live in the immediate vicinity of the park. These are: Harrow Weald Common; Canons Park; Byron Recreation Ground; Pinner Memorial Park; Stanmore Country Park; Harrow Recreation Ground; West Harrow Recreation Ground; and Headstone Manor Recreation Ground.

Development Plan Documents (DPDs) Documents that help to make up the Local Development Framework including the Core Strategy, Proposals Map, Site Specific Allocations, Area Action Plans.

District Centre This is the term used for those town centres that are larger than local centres, serving a district-wide catchment, but have a more limited role and function than major or metropolitan centres. The London Plan defines

district centres as those comprising between 10,000 and 50,000 square metres retail floorspace and providing mainly convenience shops and local services or specialist functions.

Centres which provide a retail function for local communities together with a range of other services including financial services, restaurants and cafes. These centres also fulfil an important function as a focus for the local community they serve as well as a public transport node.

Economy The system of human activities related to the production, distribution, exchange, and consumption of goods and services. Harrow's economy is part of the wider London, United Kingdom and world economy.

Environment Includes the 'natural' environment (air water, land, plants and animals and all associated cycle and ecosystems) and the 'built' environment (buildings and other structures built by humans).

Greenspace Information for Greater London (GIGL) is the biodiversity records resource for London.

Greater London Assembly The assembly is the body of elected members which scrutinises the activities of the Mayor of London and is a part of the governance of the Greater London Authority.

Greater London Authority (GLA) The regional tier of Government covering London. It is led by the Mayor of London and he is held to account by the London Assembly.

Green Belt An area subject to special control under a national designation. The purpose of Green Belts is to protect the countryside from further development. There is a general presumption against development in the Green Belt.

Green Grid An interconnected, integrated network of green, open spaces that can include waterways, parks, footpaths, and other corridors to link open spaces.

Harrow Strategic Partnership (HSP) The Partnership brings together a group of people who represent the statutory, private, business, community and voluntary sectors in Harrow. Community views and partners' data are used by the Partnership to shape and influence the Borough's priorities in the Sustainable Community Strategy.

Hectare A hectare is a unit of measuring area, comprising 10,000m²

Housing Needs Assessment This was an assessment carried out by Fordham Research on behalf of Harrow Council to provide an overview of the housing situation in the Borough.

Hub and Spoke The hub and spoke model is a commonly used term to describe a larger, central node linked to smaller, satellite points. In service provision, this would mean a high level or central service unit supported by smaller, localised service units.

Intermediate Housing Defined by the London Plan as sub-market housing which is above target rents, but is substantially below open market levels. This category can include shared ownership and other sub-market rent provision as well as key worker housing.

Intensification Area A London Plan designation, Intensification Areas are typically built-up areas with good existing or potential public transport accessibility which can support redevelopment at higher densities. They have significant capacity for new jobs and homes (but at a level below that which can be achieved in the sister designation 'opportunity areas'). The London Plan identifies Harrow & Wealdstone as an intensification area to provide at least 1,500 new homes and with an indicative employment capacity of 2,000 jobs.

Key Stakeholders A person or organisation with a legitimate interest in various aspects of the planning process in Harrow.

Lifetime Homes A Lifetime Home is a dwelling that conforms to standards (the Lifetime Homes Standards) which make it accessible to disabled people and flexible enough to be adapted for the needs of occupiers throughout a life cycle.

Listed Building A building that is of national, architectural or historic importance. The Secretary of State (Department of Media, Culture and Sport) is responsible for the Statutory List of Buildings of Architectural or Historic Interest. Any building they deem to be of national historic and architectural value can be added to this list, and therefore becomes a listed building.

Local Centre This is the term used for those town centres that are serving only a local catchment, providing mainly convenience shops and walk-to services.

Local Development Documents (LDD) Individual planning documents comprising of Development Plan Documents and Supplementary Planning Documents.

Local Development Framework (LDF) The portfolio of planning documents that makes up the Development Plan for a Local Authority.

Local Development Scheme (LDS) The Council's time-scaled programme for the preparation of Local Development Documents that must be agreed with the Greater London Authority and reviewed every year.

Local Implementation Plan 2 (LIP2) This is a statutory document which sets out how the Council together with its partners will deliver integrated transport improvements over the next five years.

Local Indicator This is a set of indicators included within the AMR devised and employed locally on issues of local importance such as housing, employment and the environment.

London Plan The London Plan provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London.

Major Centre This is the term used for those town centres that are larger than local and district centres, serving a borough-wide catchment, but have a more modest role and function than metropolitan centres. The London Plan defines major centres as those comprising over 50,000 square metres retail floorspace, with a high proportion of comparison shops, and where a mix of other town centre uses may also be present.

Metropolitan Centre This is the term used for a small number of centres throughout London which fall below the international centres of Knightsbridge and the West End. The London Plan defines metropolitan centres as those which have multi-borough catchments and comprise around 100,000 square metres retail floorspace, with good accessibility and a mix of other town centre uses including employment and leisure.

Mixed Use Development A development that contains two or more uses e.g. residential, employment, leisure, and community uses

Neighbourhood Parades This is the term used for small parades of shops outside of designated town centres which serve the immediate neighbourhoods in which they are located, providing convenience shops and other commercial uses.

Planning Obligations (sometimes known as Section 106 Agreements) These are legal obligations through which developers undertake to fulfil planning requirements that cannot otherwise be dealt with as a condition of planning permission or through the CIL. Typically they are site specific and include the transfer of homes to Registered Social Landlords (RSLs) to be provided as affordable housing.

Place Shaping This is a term used in Planning Policy Statement 12 Local Spatial Planning (2008) to describe the process of creating unique, distinctive places. The PPS points out that, today, local authorities' place shaping functions are more likely to be fulfilled in partnership with the public, private and voluntary sectors with direct input from local communities.

Planning Policy Statements (PPS) Statements of national planning policies set out by Communities and Local Government which are gradually replacing Planning Policy Guidance (PPG).

Post HUDP Indicator This is a set of indicators included within the AMR devised following the adoption of the Harrow Unitary Development Plan (HUDP) 2004 to measure its effectiveness.

Previously Developed Land Previously developed land, often referred to as brownfield land, is defined at Annex B of the Government's Planning Policy Statement 3: Housing (2006):

'Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure'. The definition expressly excludes amongst other things: private gardens, land occupied by agricultural or forestry buildings; and land in built-up areas such as parks, recreation grounds and allotments which, although may feature paths, pavilions and other buildings, has not previously been developed. There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Proposals Map A map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.

Public Transport Accessibility Level (PTAL) The extent and ease of access, by public transport, from one place to another. Usually given a rating from 1 to 6, the PTAL is calculated taking into account the distance from any given point to the nearest public transport stops and the frequency of the service from those stops. On the scale, 6 is close to public transport and 1 is further away.

Registered Social Landlords (RSLs) These are Housing Associations, supported by the Homes and Communities Agency to provide affordable housing.

Regulation 27 This refers to the relevant regulation of the Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (Amendment) (England) Regulations 2008, which requires public consultation on development plan documents before submission with regards to their soundness.

Section 106 Contributions See 'Planning Obligations'

Sites of Importance for Nature Conservation (SINC) These are sites of biodiversity significance, identified and kept under review by Greenspace Information for Greater London (GIGL). Sites are classified in the following order of importance: Sites of Metropolitan Importance; Sites of Borough Importance (Grade I); Sites of Borough Importance (Grade II); and Sites of Local Importance.

Sites of Special Scientific Interest (SSSI) An area that Natural England designates for its special nature conservation interest, which can include land or water containing plants, animals, geological features or land forms of special interest and which therefore must be protected. Sites are protected under the provisions of the Wildlife and Countryside Act 1981 (as amended),

Social Rented Housing Defined by the London Plan as housing provided to rent by the Local Authority or Registered Social Landlords. Rents are substantially below open market levels and are no higher than target rents set by the government for housing association and local authority rents at a level that are genuinely affordable by local people whose incomes mean that they are unable to otherwise meet their housing needs.

Spatial Development Strategy Provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London and is generally referred to as the "London Plan".

Statement of Community Involvement (SCI) A statement prepared by the Local Authority for consultation on the LDF as a whole (as well as on planning applications). This explains how information is to be made available, who is to be consulted and how and when consultation is to take place.

Strategic Housing Land Availability Assessment (SHLAA) The requirement for SHLAAs is set out in Planning Policy Statement 3 Housing (2006); their role is to identify sites with housing potential, including potential capacity, and to assess when they are likely to be developed. In London the SHLAA has been carried out at regional level,

by the Mayor of London, with input from each borough. The Mayor of London's 2009 SHLAA and Housing Capacity Study was published October 2009.

Supplementary Planning Document (SPDs)

SPDs expand upon or add detail to policies within Development Plan Documents. They do not introduce new policies and must be consistent with local, regional and national policies. They can take the form of design guides or area development briefs.

Sustainability Appraisal (SA) An assessment prepared by the Local Authority that considers the social, environmental and economic effects of a plan or policy and incorporates the requirements of the SEA Directive (European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment").

Sustainable Community Strategy The Sustainable Community Strategy shows how the organisations making up the Harrow Strategic Partnership will try to shape the effects of global, national, regional and local trends and events to work towards successful outcomes for Harrow.

Sustainable Development/Design

Development that meets the needs of the present generations without compromising the ability of future generations to meet their own needs. Sustainable design refers to building techniques and associated measures that can help to achieve sustainable development.

Tenure Describes the type of ownership of a property eg. privately rented, affordable, owner occupier etc.

Town Centre Places within the borough with shopping, services and leisure functions. In Harrow there is one Metropolitan Centre as well as District and Local Centres.

Transport for London (TfL) Transport for London is the executive body of the Mayor of London responsible for implementing the Mayor's Transport Strategy for London and managing transport services across the Capital for which the Mayor has responsibility

Unitary Development Plan (UDP) The UDP is a land use plan which is to be superseded by the LDF. It provides the statutory planning framework for the local planning authority setting out the objectives, policies and proposals for the use of land and buildings in the borough.

Use Classes Order (UCO) The UCO is shorthand for the Town and Country Planning (Use Classes) Order 1987, as amended. The purpose of the order is to classify different types of land use to enable uses to allow controls to be effectively applied and to enable certain changes of use to take place without the need for planning permission. 'A' uses are those appropriate to town centres comprising A1 (Retail), A2 (Financial and Professional Services), A3 (Cafés and Restaurants), A4 Drinking Establishments, A5 (Hot Food Take-aways). 'B' uses are those that apply to employment comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution). 'C' uses are residential in character: C1 (Hotels), C2 (Residential Institutions) and C3 (Dwellings). 'D' uses comprise D1 (Non-Residential Institutions) and D2 (Assembly & Leisure).

Vulnerable Uses These are the vulnerable uses referred to at Annex D of Planning Policy Statement 25 Development and Flood Risk (2006) which classifies uses according to their vulnerability to flood risk.

Waste Management Strategy (2009) The Council's strategy for managing the Borough's waste.

West London Sub-Region One of the sub-regions established by the London Plan. The West London Sub-Region comprises the seven boroughs of Hammersmith and Fulham, Brent, Ealing, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. It has a population of 1.6 million and provides over 900,000 jobs.

Wheelchair Homes A Wheelchair Home is a dwelling that conforms to standards (the Wheelchair Homes Standards) which make it suitable for independent occupation by a wheelchair user.



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