

# Core Strategy Draft Preferred Options

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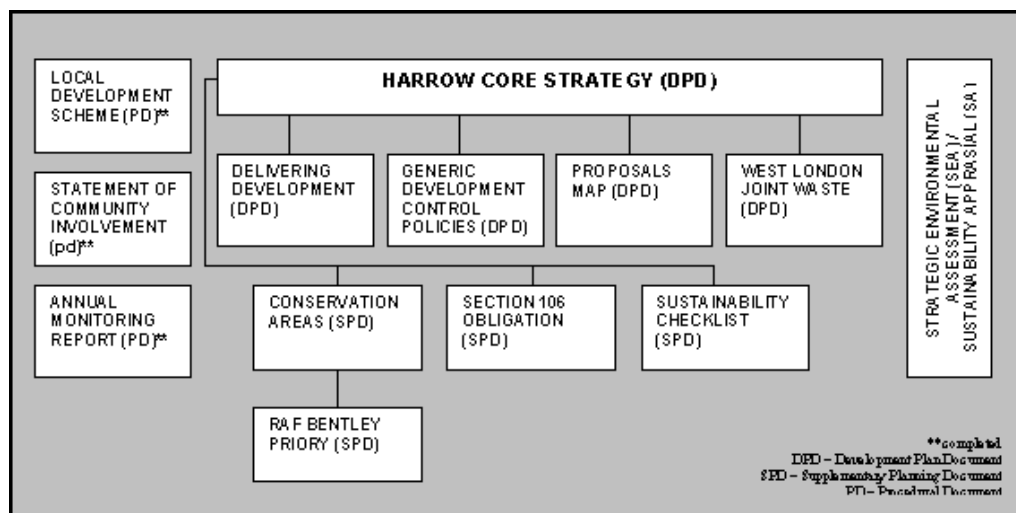
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### 1 Introduction

- 1.1 The core strategy lies at the heart of the Local Development Framework (LDF) ( Page 77) and will set out the long term spatial vision and objectives for Harrow, as well as the strategic policies that will help to shape the future development of the Borough over the next 15 years and beyond. It will also provide a context for the preparation of other LDF documents which, together, will eventually replace the Harrow Unitary Development Plan ( Page 78) adopted in 2004. Refer to **Figure 1.1** for an overview of how the relevant local planning documents fit together.
- 1.2 This current document takes forward a plan-making process that began in September 2006 when the Council sought views on a number of key themes in its “Issues and Options” consultation, followed in January 2007 by consultation on four possible growth options for Harrow in the “Strategic Priorities” paper. This resulted in the Council gaining a much clearer picture of what people considered important in writing this new plan for the Borough. The earlier consultation has informed this “preferred options” stage and the responses to the questions asked at that stage have been important in shaping the preferred options now being discussed.
- 1.3 This document identifies 2 overarching growth options to deliver strategic development needs such as housing, employment, retail, leisure and recreation, schooling, health care, community facilities, essential public services and transport development. As well as the comments received from public consultation, it takes account of national and regional issues and a wide range of existing strategies of the Council (including the Sustainable Community Plan ( Page 78) and the Council’s Corporate Plan), where they have implications for the delivery of sustainable communities and the development of land. Refer to **Appendix A** for the strategic policy overview.
- 1.4 The core strategy preferred options has been prepared by the Council in accordance with the provisions of the Planning and Compulsory Purchase Act 2004 and in partnership with the local community and key stakeholders with an interest in Harrow and its future. Appraisals of the sustainability of the policies proposed in this document have been carried out and are available in a separate report.
- 1.5 This document will be open to comments from residents, businesses, community groups, government and other organisations. Comments and issues raised during the formal consultation period will be used to narrow down the two proposed growth options to a single option in the final draft version of the core strategy, which will then be subject to further consultation before submission to the Secretary of State for examination.

**Figure 1.1 Harrow Local Development Framework**



1.6 The core strategy is one of the most important documents that will make up the ‘Local Development Framework’, and all other documents will have to be consistent with it. (refer to **Figure 1.1**).

1.7 Documents that will be prepared when the core strategy is in place include:

- borough-wide generic development control policies development plan document (DPD)( Page 76), which will translate the strategic priorities of the core strategy into more detailed policies and will be used when assessing planning applications;
- site specific allocations DPD, which will provide further details for sites which are identified to meet the need for housing and other uses;
- spatial proposals map ( Page 77), which will detail the geographical extent of the policies and proposals identified in all development plan documents for Harrow;
- joint West London DPD, which will identify sites on a sub regional basis for waste recycling, reuse and composting;
- in addition, several Supplementary Planning Documents (SPDs) ( Page 78) are being prepared to provide specific planning guidance on key policy issues that require more immediate consideration.

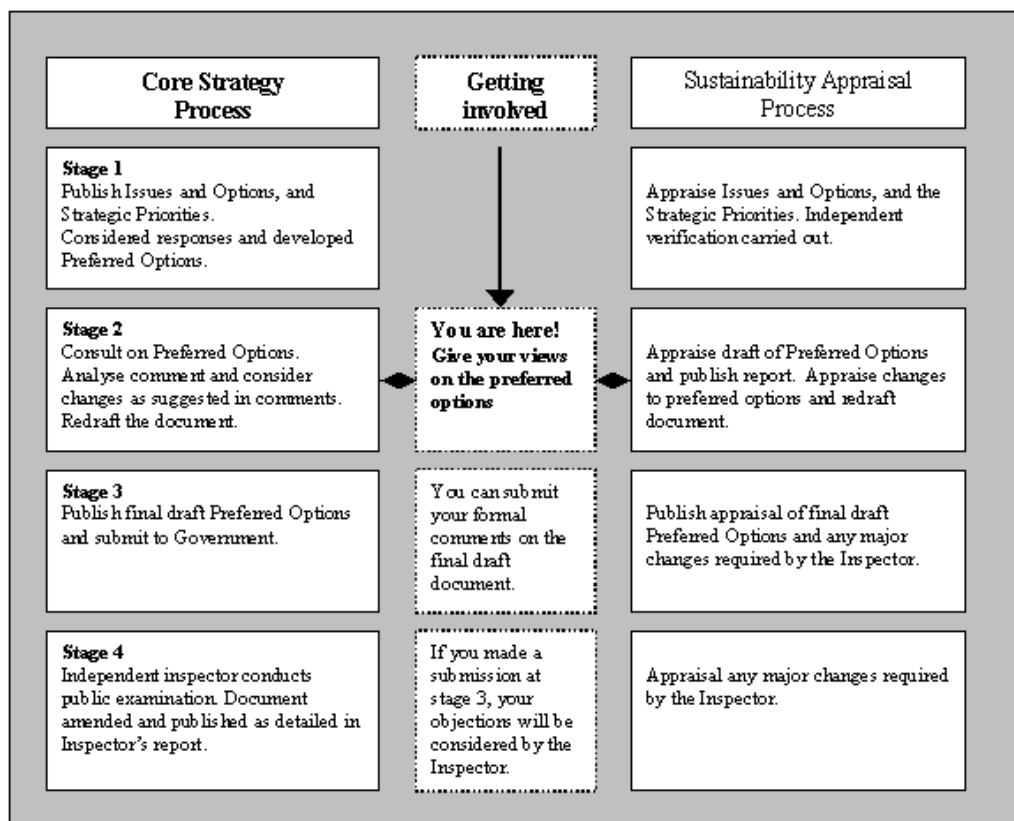
1.8 To support the development of the core strategy preferred options, the Council is also assessing the growth options and policies, through a sustainability appraisal (SA). This document will consider how well the growth options and policies will encourage positive outcomes from development for Harrow’s residents. Refer to **Figure 1.2** for an overview of how the sustainability appraisal ( Page 78) fits with the core strategy.

- 1.9** The Harrow Unitary Development Plan 2004 and the London Plan ( Page 77) will continue to form the development plan for Harrow until the relevant documents that make up the Local Development Framework have been adopted.

### **Community consultation and involvement**

- 1.10** One of the main purposes of this document is to encourage the local community and stakeholders to become more involved throughout the process of producing the Local Development Framework. The Council's detailed approach is set out in the Statement of Community Involvement ( Page 78), and is summarised in **Figure 1.2** below.
- 1.11** To actively engage with you, the Council intends to hold exhibitions and meetings to present the preferred options set out in this document and invites your views on how you would like Harrow to be developed in the future. **Your views are very important to us, as they will help us to make changes to the proposed policies and determine how the Council will plan for Harrow's future growth.** We look forward to your contribution.
- 1.12** The formal public consultation stage on this document will start on **6 June 2008** until **18 July 2008**. There will also be a further consultation stage early in 2009 (which is proposed in January 2009) when the strategy will be closer to being finalised.
- 1.13** To better assist you with making any comments and a representation, the Council now has the facility for you to do this securely over the internet through the Council's interactive website. **To access this please go to our website <http://harrow.limehouse.gov.uk> and follow the link to register to use this facility.** It is quick and easy and will enable us to keep you better informed of policy planning information, updates, consultations and outcomes. Additionally, you may send your completed form **{to be attached}** to the following freepost address **{insert postal info}**

**Figure 1.2 Overview of how to get involved in the Core Strategy**



### Structure of the core strategy preferred options

1.14 The following document is structured as follow:

- **Chapter 1** - (this chapter) sets out the purpose of the core strategy preferred options development plan document. It summarises how the document has been prepared, the statutory basis for the core strategy and its relationship with other local development plan documents, the timescale and consultation information.
- **Chapter 2** - identifies the spatial vision and objectives for the core strategy.
- **Chapter 3** - identifies the 7 strategic policies and key issues that Harrow considers to be most important when managing future growth within the borough.
- **Chapter 4** – identifies how the core strategy strategic policies will be monitored within existing monitoring processes.
- **Appendix A** – identifies in more detail the relationship of the core strategy with relevant national, regional and local planning documents.
- **Appendix B** – identifies existing national, regional and local planning documents and policies that are relevant to this core strategy.
- **Appendix C** – identifies the policy options from earlier consultation that have been incorporated in chapters 2 and 3, as well as those options not selected and the reasons why.

- **Appendix D** – identifies the largest sites that are likely to be developed over the next 5-10 years.
- **Appendix E** – includes the London Plan Housing Density ( Page 76) Matrix, as referred to in strategic policy 2 and 3.
- **Appendix G** – identifies key words where further explanation of terms and concepts are needed.

## 2 Core Strategy Strategic Vision and Objectives

*From our earlier consultation on the issues and options and strategic priorities in 2006/07, you told us that;*

- *the vision was not specific and needed to be more focused*
- *the green belt ( Page 76) should be protected from development*
- *new homes should be built on previously developed land within existing built-up areas and that there should be more 'Appendix' F 'Glossary' affordable housing*
- *tall buildings are appropriate in Harrow town centre ( Page 78) and around major transport links, but development needs to be managed to prevent town cramming and tower blocks*
- *new development should be close to public transport or where they reduce the need to travel by car*
- *future employment needs should be encouraged through more intensive use of existing employment sites*

*The following section aims to address the concerns you have raised by identifying the key issues facing future development and its location within Harrow, as well as provide a concise statement of the Councils' spatial vision and objectives.*

### **Spatial Vision for Harrow**

- 2.1 The principal vision statement for Harrow expressed in the core strategy needs to convey not only the spatial aspirations of the Borough, but also support the vision and overarching key themes in the Sustainable Community Plan, the corporate plan and other relevant documents detailed in this chapter. In addition the core strategy must also reflect the priorities of the Mayor's London Plan (the regional spatial strategy).



- 2.2** Within this context, and reflecting on the priorities and concerns raised through the consultation process to-date as detailed above, the following concise statement is proposed as the guiding or principal visions for Harrow's Local Development Framework as the Borough plans for development up to 2025:

### **Harrow's Spatial Vision and Objectives**

By 2025, Harrow will be a more sustainable outer London Borough that has maintained and enhanced its existing infrastructure and communities, enabled greater development opportunities and provided for regeneration. Its residents and visitors will have benefited from an improved quality of life with better access to a range and choice of housing, jobs, services, recreational and cultural facilities.

In order to achieve the spatial vision of Harrow's Core Strategy, the following cross-cutting strategic objectives have been identified as integral to guide all developments and growth within the Borough to help deliver the vision;

**Cross-cutting strategic objective 1:** To ensure development meets the needs of our residents and businesses, regardless of gender, disability, sexual orientation, religion or belief without compromising the well-being of future generations.

**Cross-cutting strategic objective 2:** To ensure a thriving cohesive and sustainable community by locating development where it will enable local residents to easily access jobs and key services, such as education, healthcare, recreation and other facilities, both within Harrow Town centre and district centres, in a sustainable manner.

**Cross-cutting strategic objective 3:** To promote community safety as a high priority in the design of new developments in order to create attractive and safe places in which to live, work and play.

**Cross-cutting strategic objective 4:** To ensure all residents have a choice of good quality and affordable housing in a variety of tenures ( Page 78), and in particular improve the availability of larger affordable family housing, to meet their current and future needs.

**Cross-cutting strategic objective 5:** To promote walking and cycling and ensure that residents and businesses in the Borough have the best possible access to reliable public transport.

**Cross-cutting strategic objective 6:** To ensure the existing extensive greenbelt, parks and open spaces are accessible to all for cultural, leisure and recreational activities in order to promote healthy lifestyles and enjoyment for all residents.

**Cross-cutting strategic objective 7:** To ensure that new developments are of a high quality design and are appropriate in terms of their scale, size and location by adopting a design-led approach to development and enhancing the existing built and public realm (particularly in and around Harrow Town Centre).

**Cross-cutting strategic objective 8:** To ensure global sustainability initiatives are integrated into all developments, to reduce the impact of society on the environment ( Page 76) by reducing the carbon footprint, waste, pollution and energy consumption and by promoting sustainable construction and design through the use of renewable energy, conservation of water and reduced flood risk.

Note the numbering of the strategic objectives does not imply any ranking of importance.

### **Harrow - a spatial portrait and implications of growth**

**2.3** Harrow is an outer London Borough in north west London, approximately 10 miles from central London and has an area of 5,047 hectares ( Page 76) (50 square kilometers or 20 square miles) making Harrow the twelfth largest Borough in Greater London. Harrow is adjacent to the London Boroughs of Hillingdon (to the west), Barnet (to the east), and Ealing and Brent (to the South). To the north, Harrow borders Three Rivers and Hertsmere district councils, both of which are located within Hertfordshire. Refer to the **the key diagram**.

**2.4** Within Harrow there are 21 wards and 16 town centres – Harrow town centre is the largest and is defined as a metropolitan centre ( Page 77) in the London Plan. There are nine district centres( Page 76): Wealdstone, South Harrow, Rayners Lane, North Harrow, Pinner, Stanmore, Edgware, Burnt Oak and Kingsbury and local centres ( Page 76), including Kenton, Sudbury Hill, Hatch End, Harrow Weald, Belmont and Queensbury. Parts of Edgware, Burnt Oak and Kingsbury district centres and Kenton local centre extend beyond Harrow and lie in adjoining Boroughs.

### **Population**

**2.5** Harrow has a population of 214,600, which is predicted to rise to 223,000 by 2025. Generally there are fewer people living in the north of the Borough than in the south, as development is largely constrained by the greenbelt in the north. The most densely populated area in the borough is West Harrow (Vaughan Road, Butler Avenue and Rayners Lane Estate in Roxbourne) with over 100 people per hectare. The areas with the lowest density Cannons, Stanmore Park and Harrow Weald with only have 18 people per hectare.

### **Ethnicity**

**2.6** In addition to varying levels of population across the Borough, Harrow is distinctive in that just over half of the population is from minority ethnic communities. The population includes people from at least 137 different

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countries and has the highest level of religious diversity of any local authority in England and Wales. Within Harrow there are 13 super output areas recognised as being in top twenty percent of most deprived areas across England 2007 .

- 2.7 The ethnicity diversity and wide range in household income of Harrow's population have implications on the housing, health, education, employment, shopping, recreation and leisure facilities in the Borough.

#### **Housing**

- 2.8 Harrow is largely recognised as a residential suburban Borough, with a majority of the housing stock being detached and semi detached houses constructed in the inter war period. Broadly there is larger, lower density housing in the north of the Borough, whilst central and southern areas are more intensively developed with smaller houses at a higher density. Since much of Harrow is already built, there is limited surplus brownfield ( Page 75) land available for new housing development. Therefore, meeting housing targets in a sustainable way will require higher densities to be achieved in appropriate locations. To avoid an adverse affect on existing communities, such development will require higher design standards to be met and supporting infrastructure to be provided.

- 2.9 The provision of affordable homes, particularly larger affordable family housing and homes for residents who want to buy but cannot afford current market prices, is a critical issue facing the Borough. Achieving the appropriate scale of new housing and the right mix of smaller units and larger affordable family homes is essential to reduce the historic and continuing trend of too few affordable family homes to meet increasing demand.

- 2.10 The age, type of housing and quality of housing also have implications on the ability to meet the future housing needs of Harrow's residents. Since much of the housing stock is of a similar age, there is the potential for large areas of ageing housing requiring renovating or redevelopment at a similar time and this will impact on the current character of the neighbourhoods and suburbs in Harrow.

#### **Open space and recreation**

- 2.11 The extent of open space helps to make Harrow one of London's greenest suburban Boroughs. Harrows green belt covers around 11 square kilometers (6.84 square miles or 1088 hectares), this is equivalent to eight Hyde Parks and about one fifth of the Boroughs total area. The north of the Borough is characterised by an extensive greenbelt bordered by fewer but generally larger houses making the suburbs more open and leafy.

The greenbelt also forms the boundary between London and Hertfordshire. Major tree masses are predominantly located within areas of open space.

- 2.12 The ease with which the general public can access public open spaces, including the greenbelt, Metropolitan Open Land and local parks, varies throughout the Borough since not all open space land is 'open' to the public. In addition the level and type of leisure and recreational facilities also varies throughout the Borough. The location of new development will have implications for the future demand put on facilities from existing and future residents and visitors and the type of facilities needed.

### Transport

- 2.13 Harrow is well served by public transport, with four radial underground lines – the Metropolitan, Piccadilly, Bakerloo and Jubilee lines. In addition there are several national rail routes which also serve the Borough linking Harrow to Aylesbury, Birmingham, Northampton, Milton Keynes, Gatwick and Brighton. In total there are 13 stations in Harrow, with five others just outside the Borough. There is also a comprehensive network of bus services in the Borough, with around 37 bus routes, including five night bus services. The central part of the Borough, particularly around Harrow Town Centre and Wealdstone, has the highest public transport level (PTAL) ( Page 77) for the Borough. While Harrow appears to be well served by public transport, the frequency, reliability and access to public transport within and around the Borough can be limited, which has implications on the amount of time people spend travelling by car and the level of congestion and pollution. Refer to **maps A** and **B** for areas with a high accessibility rating in the Borough.
- 2.14 In addition to public transport, the road network is extensive with links to the M1 motorway and the A40 trunk road to the south. The 'London to Luton coordination corridor', in the London Plan, runs along the north east of the Borough adjoining London Borough of Barnet. However, while radial transport links are strong into and out of central London, orbital links around the Borough and beyond into neighboring Boroughs are weak. There is a high level of car dependency, though continual efforts are being made to improve public transport provision, capacity and improvements to facilities for cyclists and pedestrians. The lack of adequate alternative modes of transport other than use of private cars has implications on road congestion within the Borough.
- 2.15 New development will be encouraged on previously developed land within existing built-up areas and where it is accessible by public transport to reduce the need to travel by car. It is unlikely that there will be any significant rail upgrades affecting Harrow to increase the number of trains running or reduce the level of overcrowding experienced at some stations

or on some trains. However, the Council will work to enhance the existing capacity of the transport system (particularly buses) in an attempt to ensure that the current level of service does not negatively impact on existing residents or inhibit future development in the Borough.

#### **Economy, employment and skills**

**2.16** A key challenge facing Harrow in the future is the need to retain existing businesses (retail, commercial and industrial sectors), both within Harrow Town centre and district centres. As well as helping new businesses start up, grow and develop, in order to encourage a diverse economy ( Page 76) and provide a stable and viable employment sector. This is particularly important as, increasingly, international markets are having an effect on local employment opportunities, as older industrial plants close due to new technology and subsequently consolidate, move to cheaper locations or relocate off shore (for example the Kodak's recent rationalisation of it's site in Wealdstone).

**2.17** Given that Harrow is a predominantly residential suburb with high levels of commuting to employment locations both in and outside the Borough, there is little prospect of attracting large scale business development into the Borough or achieving significant economic expansion. It is important to encourage the right conditions to help local small businesses stay and grow in the borough. To minimise travel demand by car, and create a sustainable local economy, will involve a greater emphasis on local markets, local business creation and retention, and local skills development, particularly in town centers.

**2.18** Harrow has a number of strategic employment locations, industrial areas and local business centres. Industrial land is increasing coming under pressure from the housing sector. Therefore, the Council recognises that while some employment land may be better used for housing and other purposes, it is important to protect land that is providing local employment opportunities to reduce the need for all residents to travel out of the borough for work.

#### **Culture, heritage and tourism**

**2.19** Harrow has over 300 listed buildings ( Page 76), 28 conservation areas ( Page 75), a number of scheduled ancient monuments, archaeological priority areas and historic parks and gardens. These buildings and areas are of the highest architectural and environmental quality in the Borough, and serve to illustrate its historical evolution, as well as making it locally distinct. Their preservation and enhancement is considered to be of great importance to the Council.

- 2.20** Ongoing maintenance and enhancement of Harrows heritage and cultural buildings and places is important to the Council to ensure the identity and character of the locality is maintained in any future development of these areas, as well as providing areas of interest for tourism.

#### **Overarching wider infrastructure provision**

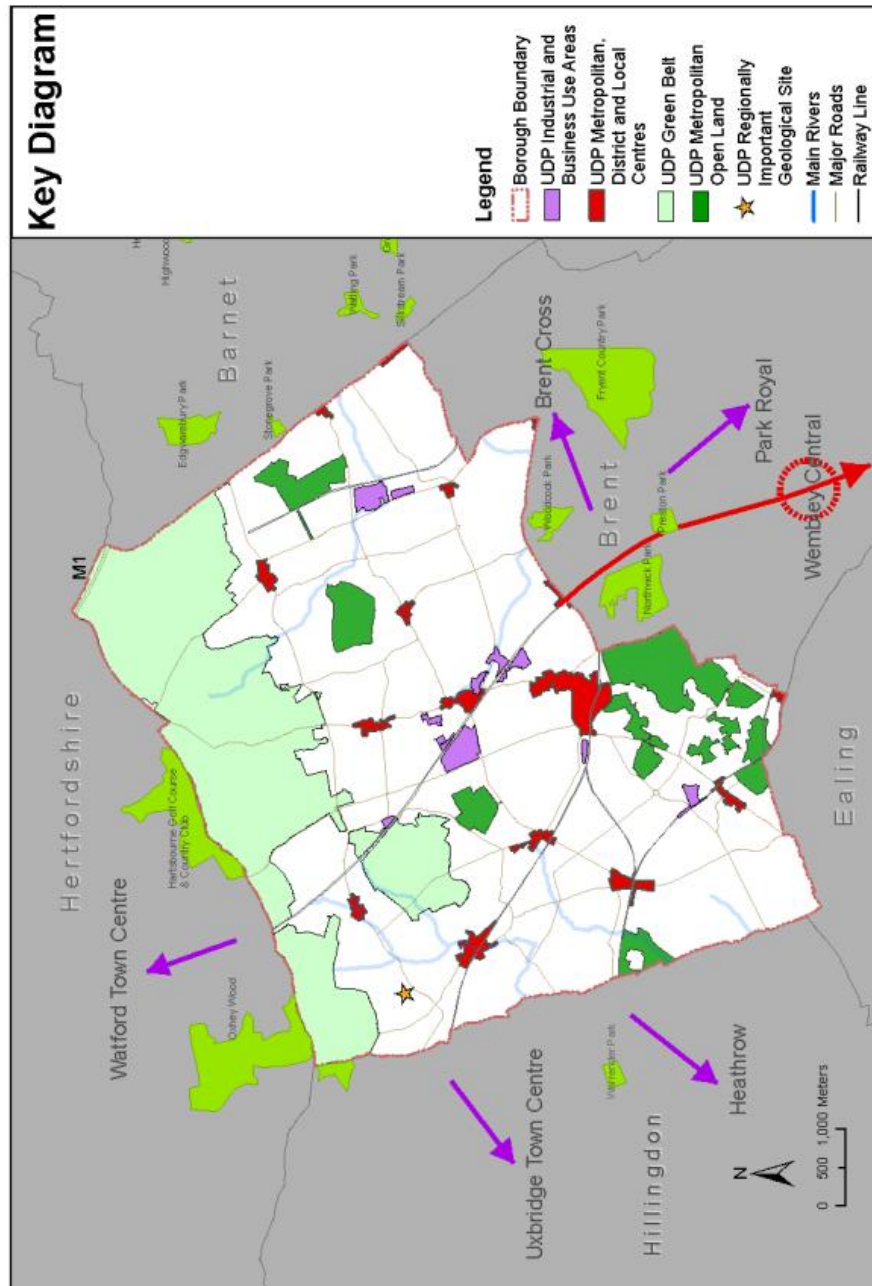
- 2.21** The Harrow Town centre and Wealdstone corridor is recognised as an area where high levels of growth are most likely to happen, due to the availability of larger sites for redevelopment and strong public transport links. The Council has started to work with partners and stakeholders, such as the Harrow Primary Care Trust, Thames Water and the education department of the Council, to identify the infrastructure that may be needed to support the new growth. Timely delivery of such services will be critical to supporting the new growth within Harrow. Therefore, the Council will continue to work with partners and stakeholders to ensure they are kept informed of the level of future development, the implications of growth on infrastructure need and where possible to align common objectives in relevant plans, policies and documents.

#### **Environment**

- 2.22** The Council recognises that there is a need to safeguard and enhance the quality of the public realm, the built environment and the wider environment as part of this strategy. Reducing carbon emissions will be an important overall objective, as will mitigating the effects of climate change. The council will seek to ensure that all developments will minimize any impact on the environment by reducing carbon emissions, encouraging greater use of renewable energy, making use of best practice in terms of sustainable design, life-time home standards. Protection and enhancement of trees and open space will also be priority to ensure that Harrow preserves its green, leafy and suburban reputation. Designs to control urban flooding and water conservation will also be encouraged.



Map 2.1 Key Diagram





### 3 Harrows Strategic Priorities

**3.1** The preceding section of this document identified the proposed strategic vision and strategic objectives for Harrow. This chapter deals with how the proposed vision and objectives will be implemented and applied to new development within Harrow.

**3.2** The preferred options stage of the core strategy refines the issues previously consulted on in the Issues and Options stage and the Strategic Priorities documents. Where possible the Council has taken your consultation responses into account to help inform the proposed strategic policies in the following section. In particular:

- The overarching growth options for where development will be focused in Harrow have been narrowed from four to two options (strategic policy 1); and
- The key strategic issues for Harrow relating to housing (strategic policy 2 and 3), economic growth (strategic policy 4), transport (strategic policy 5), heritage, recreation and community facilities (strategic policy 6) and resource use (strategic policy 7) have been refined.
- The preferred options stage of the core strategy, refines the issues previously consulted on in the Issues and Options stage and the Strategic Priorities documents. Where possible the Council has taken your consultation responses into account to help inform the proposed strategic policies in the following section. In particular:
- The overarching growth options for where development will be focused in Harrow have been narrowed from four to two options (strategic policy 1); and
- The key strategic issues for Harrow relating to housing (strategic policy 2 and 3), economic growth (strategic policy 4), transport (strategic policy 5), heritage, recreation and community facilities (strategic policy 6) and resource use (strategic policy 7) have been refined.

**3.3** The Council is consulting on all of the strategic policies in this document. **Your views and comments are essential** to guide us in determining if we have identified the key issues facing the borough and its future development.

- **For strategic policy 1, we are seeking your views on which proposed growth option you prefer.**
- **For strategic policies 2 to 7, we are seeking your views on the proposed options.** No alternatives have been selected, as the Council considers these to be the main strategic issues facing the Borough.

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- **For all strategic policies please make comments on any changes or new issues you would like included.**
- **The Council would also welcome suggestions on any alternative options.**

**3.4** It is hoped that this document better identifies the key issues facing Harrow and gives you more certainty on what the potential outcomes from development are likely to be and how they may impact on the Borough. Please note that the numbering of the proposed strategic policies do not imply a ranking of importance and all strategic policies will be considered together when assessing a planning application.

**3.5** The strategic priorities and policies set out how we will make sure growth has a positive impact on the Borough.

### 3.1 Broad Development Options

#### Overview summary

- The population projections show that we will need to accommodate 10,000 more people in the Borough by 2026 and build in excess of 4000 new homes.
- There are two development options proposed for where most of the future growth will be built in the Borough.
- Both options will require ongoing partnership working between the Council and the PCT, education providers and utility providers to ensure the necessary infrastructure such as health, education and water facilities are provided to meet the needs of future residents.

#### Key Issues

- Where should Harrow Council encourage future development and growth?
- What is the best way of achieving sustainable development ( Page 78) within Harrow while providing for the future needs of Harrow residents?

#### Growth Option A - Harrow Central Growth Corridor

##### 3.6 Overview of growth option A:

- development will be concentrated on sites with the highest levels of public transport accessibility (called a PTAL with levels 4-6 being best) and specifically the regeneration of the Harrow Central Growth Corridor;
- development will primarily be focused in Harrow Town Centre, Wealdstone, Rayners Lane, South Harrow and small parts of Kenton and Edgware;
- development will be tightly drawn around these town and district centres, based on distance from the transport hubs.
- regeneration and enhancement of Harrow Town centre, Wealdstone, Rayners Lane and South Harrow will be encouraged to create a vibrant economy with a choice of retail, leisure and housing options within a high quality public realm; and
- development will be promoted to maximize housing density and site use in line with the London Plan density matrix (reproduced at **Appendix E**).

Refer to **Map A** for an overview of how much of the borough will be covered by this option.

**Summary: This will provide the opportunity to bring about regeneration within the Harrow Central Growth Corridor. This will provide the opportunity for more intensive redevelopment in the growth corridor and result in a vibrant, cosmopolitan identity, some taller buildings and a new distinctive appearance.**

**3.7** The opportunities from growth option A include:

- reducing the development pressures over a large part of the Borough, particularly the greenbelt and open spaces, by focusing growth within a relatively small area;
- limiting the impact of development on existing drainage and sewer systems throughout the borough and potentially reducing the impact in known flood areas;
- encourage and promote the regeneration of the Harrow Town centre, Wealdstone, Rayners Lane, South Harrow, Kenton, Edgware and Burnt Oak to support a more varied shopping experience and a vibrant night-time economy;
- upgrading of public realm in areas of highest pedestrian activity;
- reducing the demand for travel by car by focusing development in that part of the Borough best served by public transport.

**3.8** The challenges from growth option A include:

- limited opportunity to promote cultural, leisure and open space facilities close to where people are living;
- limited land available in the growth area to accommodate all the necessary housing growth to meet the London Plan housing targets;
- the potential to reduce the economic viability of other district centres around the Borough with the increased focus on the central growth corridor;
- having a visual impact within a relatively small area, particularly the scale, size, density and height of predominantly residential development;
- the timely provision of infrastructure needed to support the proposed level of development, specifically transport capacity, education, health care, open-space, leisure, recreational and cultural facilities.
- As well as sustainable energy supplies, upgrades to the storm water and sewer system and other utility infrastructure to reduce the impact of development on the networks.

**Growth Option B - Public Transport Growth Focus overview:**

**3.9** Overview of growth option B:

- development will be concentrated in sites with medium to high public transport accessibility (ie PTAL levels 3-6);

- development will primarily include all the areas identified in Option A but will also include Pinner, Stanmore, Harrow Weald and North Harrow, which are less accessible by public transport. This will create a transition zone between the highest density areas immediately around transport hubs to the lower density housing that currently exists;
- development will radiate further out from each district centre, than envisaged in Option A above;
- higher density development schemes will be encouraged in the most accessible areas, in common with option A while high-medium density will be encouraged in the areas that surround them; and
- regeneration of the district centres, in addition to the areas identified in option A, will be encouraged to bring opportunities for new housing, jobs, facilities and cultural opportunities around the Borough.

Refer to **Map B** for an overview of how much of the Borough will be covered by this option.

**Summary: This will provide for a lower intensity of regeneration, than option A by spreading development over a wider area within appropriate locations, as identified in Map B. This is likely to result in new buildings of a more modest scale and more familiar appearance for residents.**

**3.10** The opportunities from growth option B include:

- reducing the visual impact of development by encouraging housing developments at a density that relate in size and scale to the existing communities in areas accessible by public transport;
- reducing congestion and the need for short car journeys as new developments and residents are strongly encouraged to take full advantage of public transport options;
- encouraging greater mixed use development ( Page 77) to allow residents to live, work, shop and play within the Borough;
- spreading the demand for access to education, health, open space, leisure and recreational services and the provision of these facilities around the Borough;
- creating more distinctive neighbourhoods, focused around local centres;
- limiting the impact of development on existing drainage and sewer systems and potentially reduce the impact in known flood areas.

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**3.11** The challenges from growth option B include:

- encouraging growth throughout the Borough particularly where the demand and availability of land may be limited;
- managing the impacts of encouraging more dispersed growth around the Borough on existing neighbourhoods;
- promoting development to a high standard across the borough;
- ensuring that the infrastructure needed to support growth across much of the borough is provided in time to meet the needs of development and local residents;

**Strategic Policy for growth options A or B**

- 3.12** Irrespective of which option the community and the Council promote in the final core strategy, the following strategic policy will apply to either option;

### **Strategic Policy 1 – Managing Growth in Harrow**

Regeneration of Harrow's town and district centres will promote residential and mixed use development to support a vibrant economy that offers a choice of retail, employment, leisure, recreational and housing options within a high quality public realm. Development will be focused in areas with a high level of public transport accessibility, to reduce the need for the use of cars and improve the 'environment' within the borough. Development will take into account and contribute to the wider infrastructure needs of the community, specifically the health, educational, leisure, recreational, cultural, heritage and social infrastructure. Developments will be encouraged to achieve a high level of housing density in line with the London Plan density matrix.

Therefore, the Council will promote and encourage:

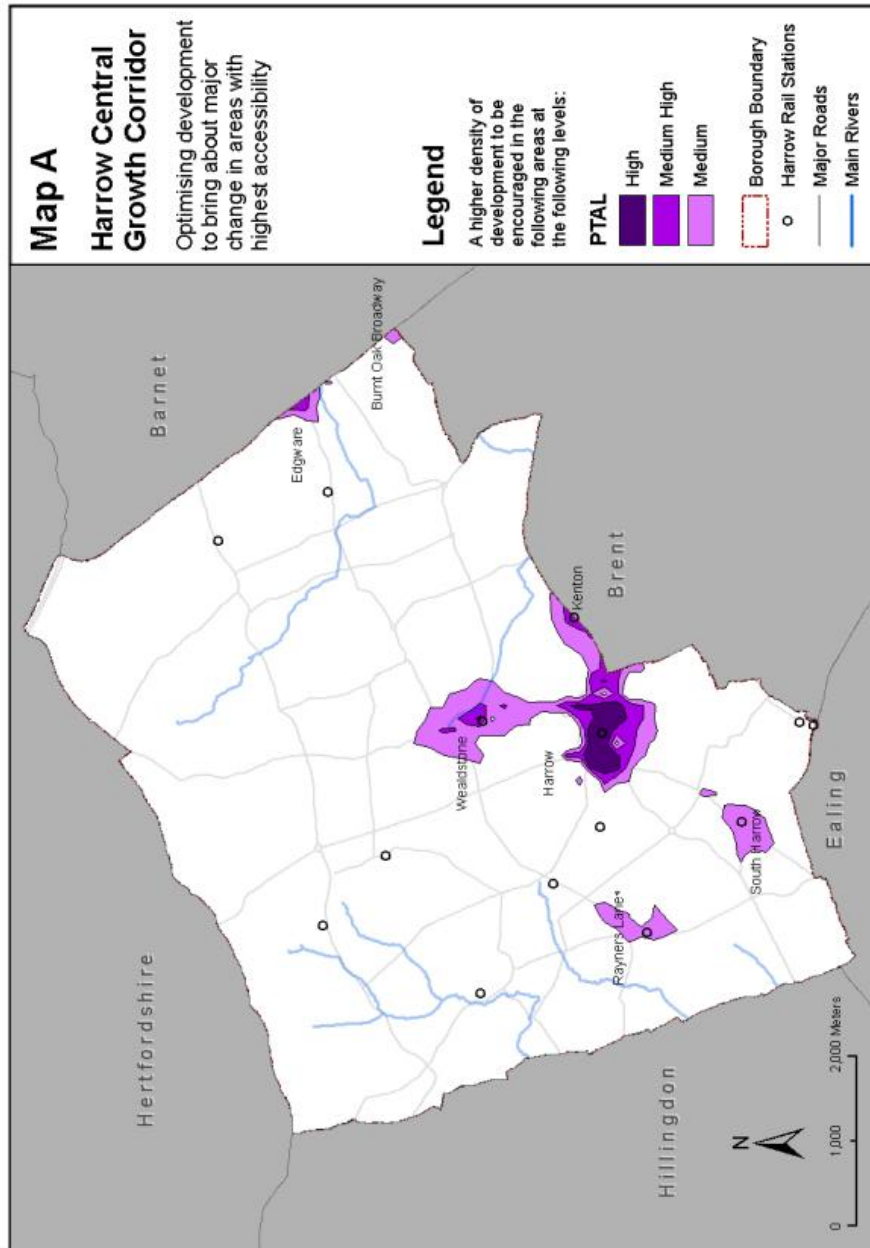
- a) intensive use or re-use of brownfield land;
- b) innovative design solutions that will maximise land use potential and add a new and distinctive dimension to the visual character of the Borough, without adversely affecting the quality of life of existing communities;
- c) joint working with key stakeholders and partners to ensure the provision of community infrastructure that meets the change in demand particularly education, healthcare, leisure, open space and recreation facilities, as well as power, gas, water infrastructure.;
- d) the provision of environmental enhancements through the use of high quality, inclusive design, appropriate building materials, biodiversity( Page 75) by design and similar initiatives, particularly where they enhance the Borough's character and streetscape and positively contribute to improving the public streetscape, public realm and encourage greater investment activity;
- e) better sustainability by minimising the use of scarce resources, energy consumption and reduce, reuse or recycle waste to improve the quality of the environment;
- f) development design (including transport schemes) to take account of the need to reduce the opportunities for crime, disorder and anti-social behaviour, and promote safe living environments within existing and new developments;
- g) the protection and enhancement of the natural and existing built environment to minimise the flood risk in known flood areas within Harrow and beyond, particularly into Brent and other Boroughs and catchments downstream of Harrow;



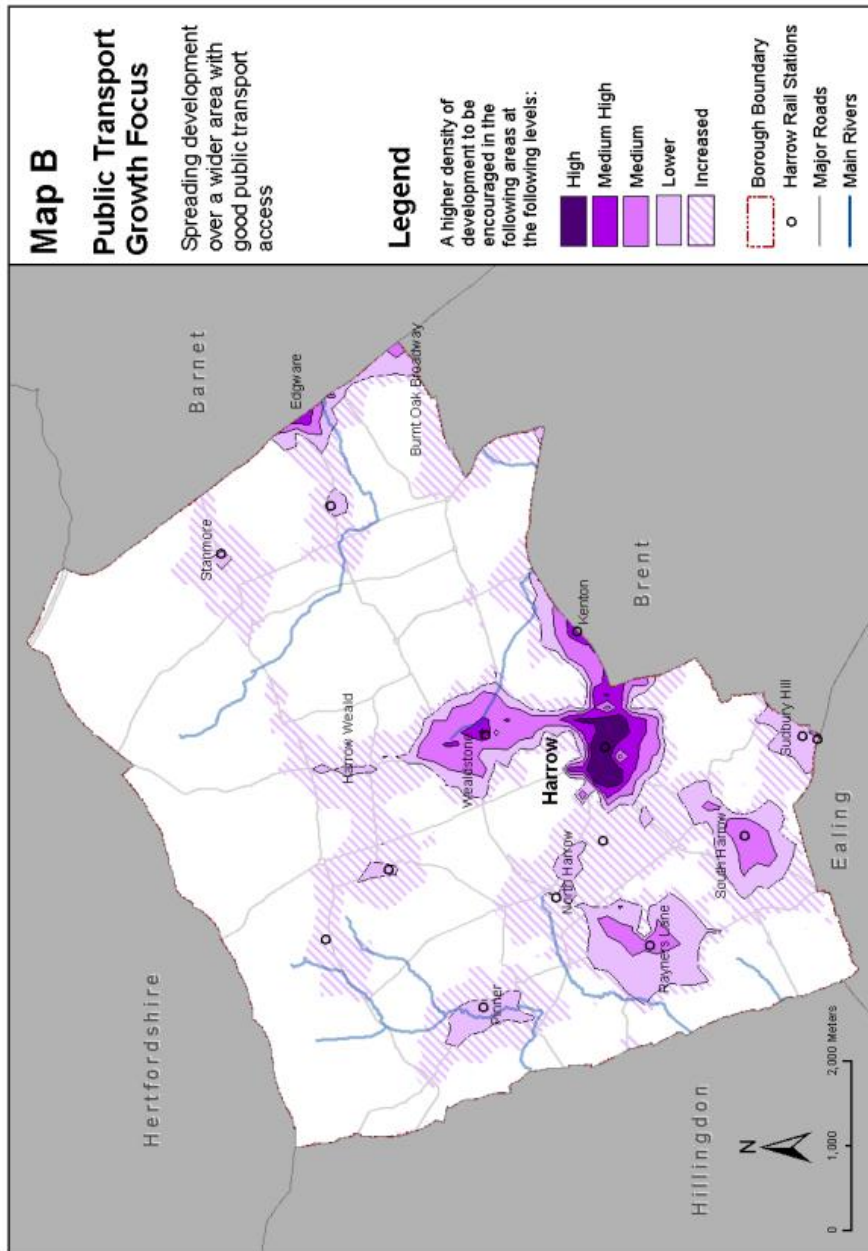
h) convenient access via footpaths, cycle paths and public transport (either existing or proposed), to promote the use of more sustainable travel modes for local journeys and reduce the need to travel by private car. This will be easier in Harrow Town Centre, South Harrow, Rayners Lane, North Harrow, Pinner, Kenton and Edgware; and

i) the maintenance and enhancement of employment land to provide local residents with the opportunity to work and live within the Borough.

Map 3.1 Harrow Central Growth Corridor



Map 3.2 Public Transport Growth Focus



### 3.2 Living in Harrow

#### Overview summary

**The following section identifies the amount of housing that the Borough must provide up to 2025/26, the type of affordable housing ( Page 75) most needed and additional infrastructure that may be required to support any new development.**

*From our earlier public consultation on the issues and options and strategic priorities in 2006/07, you told us that;*

- *size, type and tenure of new housing developments should reflect the needs and character of the local area. In particular, protecting family housing from conversion and encourage more family housing for sale, along with more affordable housing for larger families, young professionals, singles and couples*
- *higher density should be encouraged in Harrow & Wealdstone and support tall buildings, particularly within Harrow Town Centre and other key regeneration sites*
- *sight lines and important views should be protected from tall buildings and new development*
- *new housing should be in accessible locations and near local facilities, i.e. shops, schools, healthcare and community centres*
- *mixed use developments should be promoted, particularly where they encourage retail and residential mix*
- *new housing should provide for the needs of various ethnic groups, older people, disabled people, gypsies and travellers, as well as encouraging better integration between existing and new communities*
- *the amount of housing should be increased to reduce homelessness and improve the quality of social rented housing ( Page 77)*
- *infrastructure needs should be identified and provided to match housing demand*
- *allotments, greenbelt, and parks should continue to be protected from development*
- *high quality design should be encouraged , particularly in higher density developments, character areas and town centres*
- *new housing should be managed in way that does not compromise the distinctive heart of Harrow's neighbourhoods*

*The following section aims to address the concerns you have raised by identifying the key issues facing the historic and future housing provision in Harrow. The following strategic policies aim to provide greater certainty of how the Councils spatial vision and objectives will be promoted in accordance with either growth option A or B and any future planning applications.*

### **Strategic Policy 2 – Sustainable Housing Provision**

To meet Harrow's housing needs and achieve the regional housing target (set by the Mayor of London), Harrow Council will work with housing developers and other service providers to ensure that sustainable good quality residential communities are created, enhanced and promoted to meet both the current and future needs of the diverse communities in Harrow.

This will be achieved by:

- a) ensuring the wider physical, social and environmental infrastructure needed to support and integrate any new development is assessed and delivered in time to meet additional demand. The Council will expect developers to make a contribution of an appropriate scale towards the provision of appropriate infrastructure to mitigate any impacts of development;
- b) encouraging any empty homes in Harrow being brought back into use and minimising any net loss of existing housing in Harrow;
- c) promoting development in areas well served by public transport to reduce the length of journeys between home, work, educational, shopping and leisure opportunities and enhance the overall quality of the environment and well-being of Harrow's residents;
- d) ensuring new development provides the housing type, mix and tenure needed in Harrow;
- e) ensuring that all new development is of a build and design quality, to the Building for Life standards and that positively impacts on the Borough, both visually and environmentally. The standards required for affordable housing funded by the Housing Corporation are also encouraged for private housing;
- f) ensuring that high density development makes provision for mixed use activities on site, including play and informal recreation provision for children and young people, and
- g) ensuring that new development takes into account the safety and security of residents.

### **Strategic Policy 3 – Harrow Housing Needs, Mix and Affordability**

Harrow Council seeks to provide a range and choice of good quality, energy efficient and affordable homes for all its residents, while ensuring that new housing contributes appropriately to the identified housing needs and aspirations of the Borough.

This will be achieved by:

a) providing a more balanced mix of housing size and types, particularly affordable family sized accommodation of three or more bedrooms;

b) increasing the Borough's stock of affordable housing by ensuring that new housing in schemes with a capacity of ten or more dwellings makes the maximum reasonable on-site contribution to Harrow's target in the London Plan for affordable housing;

c) ensuring that the affordable element of new developments provides a balance of housing tenure to achieve a 70/30% split between social rented and intermediate housing ( Page 76);

d) ensuring all housing is designed and constructed to meet 'lifetime homes standards'; 10% of ground floor units and those with lift access should be designed and constructed to wheelchair accessible / adaptable standards with 10% of the affordable housing designed and constructed to full wheelchair standard at the outset;

e) ensuring that housing meets the requirements of gypsies and travellers, supported, vulnerable and elderly residents where there is a genuine and proven need and demand; and

f) ensuring that the specific housing requirements of older people are met through the design and construction of specialist housing that incorporates a mix of housing tenures including affordable housing.

### **Discussion of Harrow's housing need**

**3.13** Irrespective of which growth option Harrow promotes in the final core strategy, the Borough needs to plan for and provide greater numbers of housing units. As detailed in the Mayor of London's Housing Capacity Study (2006) and further alterations to the London Plan (2007), Harrow is required to provide a minimum of 4000 homes within a 10 year period (i.e. 2006-2016).

**3.14** The scale, distribution and type of housing that is to be provided in Harrow is a significant issue that the LDF must address. The LDF has a major role to play through the allocation of land and setting the framework for

delivering planning applications and the supporting infrastructure. In wider spatial planning and sustainable communities terms, the LDF Core Strategy needs to encourage future housing development to be located so as to maximize the use of land, conserve energy and be within easy access of jobs, schools, shops and public transport. Future housing within Harrow should help to support economic growth, particularly within Harrow town centre and the district centres. Additionally, all housing will need to offer a range of housing choices to address the significant shortage of affordable housing and larger family accommodation.

- 3.15** The Harrow Housing Needs Assessment (2006) states that Harrow has a total housing stock of 82,250 dwelling units. Two-thirds of the existing housing stock was constructed during the inter-war period and is predominantly three-bedroom, two-storey semi-detached houses, which is generally in good condition. In addition to the inter-war housing, there are some older pre-1919 dwellings, particularly cottages and large houses, predominantly located in the Borough's historic village centres such as Harrow-on-the-Hill, Pinner and Stanmore. Much of this housing is within a conservation area and changes to the existing housing stock will be restricted to maintain the character of such areas. There is a belt of older housing between Wealdstone and Harrow Metropolitan Centre and stretching down to South Harrow. The quality of residential buildings varies throughout the borough.
- 3.16** However, despite the built-up residential nature of the Borough, there is a significant shortage of affordable homes to meet the historic, existing and future needs of Harrow's residents. Within the Borough, there is an under supply of 3 and 4 bedroom plus affordable housing units. The Council is keen to ensure the maximum reasonable amount of affordable housing is provided on residential and mixed-use schemes, while taking into account other scheme requirements and ensuring wider infrastructure is also provided.
- 3.17** The Council is continuing to investigate the amount of land available to meet the demand for housing through a Borough housing trajectory (as required by Planning Policy 3). The Council has identified a number of sites that are expected to come forward for development within the next 5 to 10 years. The sites that have been identified as providing this growth are detailed in **Appendix D** - Harrow 5 year housing trajectory. Therefore, the Council is confident the minimum housing target set by the GLA will be comfortably achieved within the next 10 years, if not sooner.
- 3.18** Beyond 2016/17 the London Plan has identified an interim housing target range up to 2025/26, which will be revised at a later date by the Mayor. The Council is undertaking further work to identify additional sites that may come forward in this timeframe to enable the Borough to meet any subsequent housing target.



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- 3.19** However, the Council recognises that to accommodate the future housing levels it will be necessary to encourage greater development density, which will result in physical and visual changes, particularly to Harrow Town Centre and Wealdstone areas. The Council also recognises that providing for the existing and future scale of housing may require the provision of additional or new physical and social infrastructure, such as education, health, leisure facilities and public transport upgrades. Ensuring sustainable housing development is provided in Harrow, will require all development sites to accommodate the number and types of homes most appropriate to meet demand and take into account each site's location, existing local environment, townscape and the amenities enjoyed by the community. New development will be assessed against Building for Life standards and will need to be of silver standard or above.

### 3.3 Working in Harrow



### Overview summary

#### The following section identifies the ....

*From our earlier public consultation on the issues and options and strategic priorities in 2006/07, you told us that;*

- *future employment needs should be met through more intensive redevelopment of existing employment sites and mixed use development opportunities*
- *strategic employment land should be protected from residential redevelopment*
- *you support the retention of existing business on land for business uses*
- *skills and employment opportunities for local people, particularly minority groups, need to be improved*
- *accommodation for SME's with training and education provision to ensure greater success for local residents should be better integrated*
- *affordable office space is needed, particularly to support and encourage more start up and small businesses*
- *mixed use opportunities in Harrow Town Centre, on the Kodak site and on Council owned land should be encouraged*
- *a diverse employment base in Harrow to support sustainable communities should be encouraged*
- *mixed use development in town centres, particularly for office, community and leisure facility uses should be supported*
- *support and objections received for out of centre development*
- *use employment land for waste, but do not use industrial land for waste purposes*

*The following section aims to address the concerns you have raised by identifying the key issues facing economic development in Harrow. The following strategic policy aims to provide greater certainty of how the Council's spatial vision and objectives will be promoted in accordance with either growth option 1a or 1b and any future planning applications.*

#### **Strategic Policy 4 – Delivering economic growth and prosperity**

Harrow seeks to maintain and protect a range of employment opportunities that encourage and enhance the economic vitality and viability of the Borough, as well as make the most sustainable use of land in identified strategic employment locations (Honeypot Lane and Wealdstone Industrial Areas), strategic industrial locations, town and local centres.

This will be achieved by:

- a) promoting a range of employment uses including retail, office, leisure, indoor sports, social, health and community facilities, which enhance Harrow (predominantly within Harrow Town Centre and other district centres) as a place to work, shop and live;
- b) encouraging the retention of small employment sites within the Borough, particularly in the district centres (Burnt Oak, Kingsbury, Kenton, Pinner, Wealdstone, Rayners Lane, South Harrow, Stanmore and North Harrow) to maintain local employment and service centres for Harrow's communities;
- c) encouraging the redevelopment of vacant and underused sites, particularly those close to public transport and within Harrow town centre and other district centres, giving preference to mixed use development to support great local diversity and sustainability. For example, to encourage and facilitate a range of incubator units and other facilities to support new business growth and move on space within Harrow, particularly where they support local skills and development for the benefit of Harrow's residents, and reduce the need to travel; and
- d) individually assessing each site to ensure the maximum contribution to economic development from larger sites is achieved.

#### **Discussion of delivering economic growth in Harrow**

- 3.20** The Enterprising Harrow (economic development) strategy aspires to help Harrow become 'a largely community/freelancing borough with high levels of employment within the London region but with a significant range of employment in local businesses with regional as well as local markets making the most of its vibrant centres by 2016.

- 3.21** The research carried out during the development of the strategy shows that Harrow's economy now and in the future depends on the healthy flow and growth of a relatively large number of new and small businesses. This will require an emphasis on retaining employment land, particularly where there are strong public transport links, good access to the main road network (necessary for transporting goods) and where mixed-use activities can be accommodated.
- 3.22** Strategic Policy 1 promotes mixed-use development to help support greater local business and employment opportunities. This will be encouraged through the redevelopment of employment land (where appropriate) to provide modern premises at appropriate sizes and in suitable locations to support all employment sectors, attract more businesses and ultimately provide more job opportunities for Harrow's residents.
- 3.23** Harrow Town centre is classed as a Metropolitan Centre, which serves a catchment wider than the Borough and offers a high level of retail shopping. Unlike most other Metropolitan Centres, Harrow is distinct in that nearly 30% of local employment is provided in offices within and around the town centre. This makes excellent use of the transport links into the town centre.
- 3.24** However, the demand for office space in Harrow has been low with relatively high vacancy rates. The Harrow Employment Land Study stated the need for better quality office space and smaller sized units. The high level of entrepreneurship in the Borough and creative industries ( Page 75) is likely to be driving this demand. Since 1995 the number of firms providing business services (such as professional consultancy services, architectural and engineering, research and development and other miscellaneous activities) has increased by almost 65%. Additionally, creative industries currently employ over 5,000 people in Harrow . Therefore, supporting the growth and development of micro and sole businesses operating in Harrow is important to maintain a diverse employment base.
- 3.25** In addition to offices, Harrow Town centre offers a range of high street retail shopping opportunities. However, the Council recognises that in terms of scale, Harrow Town centre is not large enough to compete effectively with neighbouring larger centres such as Watford, Brent Cross or potentially White City. To better compete, Harrow Town Centre needs to attract a wider range of 'anchor' high street stores and encourage more locally distinct shopping experience with a range of individual stores that encourage (in particular) more residents to shop locally. However, the Council recognises that to encourage a more vibrant pedestrian friendly centre, development within the town centre needs to be of high quality design, with a mix of residential and employment uses to encourage and support a day and night time economy. Harrow Town centre businesses

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and the Council are working together to establish a Business Improvement District ( Page 75) in the town centre to coordinate services and improve its marketing, safety and cleanliness.

- 3.26** The London Plan recognises that for every 1,000 residents, 230 new jobs are created. An additional 2 – 3,000 jobs will be needed in total to cover the increase in population of 10 ,000 people expected in Harrow. The Council recognises that there is very little undeveloped land in the Borough with increasing pressure being put on existing sites for redevelopment (mostly for housing). Therefore, it is important to protect strategic employment land and industrial locations from housing and other pressures, to maintain and enhance local employment opportunities.

### 3.4 Transport in Harrow

### Overview summary

#### The following section identifies ....

*From our earlier public consultation on the issues and options and strategic priorities in 2006/07, you told us that;*

- *sustainable modes of travel need to be promoted and the need for private car use reduced*
- *greater public transport services and links need to be provided*
- *the bus network needs to be improved*
- *walking and cycle networks need to be enhanced, increased and improved*
- *more parking is needed in new developments*
- *parking should be limited, particularly in and around Harrow Town Centre and in residential areas close to public transport*
- *transport infrastructure and future improvements should be linked to section 106 ( Page 77) contributions from developers*

*The following section aims to address the concerns you have raised by identifying the key issues facing Harrow to reduce traffic congestion, encourage more sustainable forms of transport and reduce short 'local' journeys. The following strategic policy*

*aims to provide greater certainty of how the Council's spatial vision and objectives will be promoted in accordance with either growth option A or B and any future planning applications.*

#### **Strategic Policy 5 – Integrating transport and development**

Harrow will seek to reduce reliance on the car by encouraging development on sites that are easily accessible on foot, cycle or public transport. The use of sustainable forms of travel is promoted to improve the quality of life for residents and businesses in Harrow and to ensure the economic and environmental sustainability of the environment.

The Council will continue to lobby the Mayor of London to ensure the existing transport network has sufficient capacity to support the future level of growth of the Borough. Additionally, the Council will promote better orbital bus travel between the borough and further a-field to ensure the existing gaps in service are better addressed and ultimately reduced.

This will be achieved by:

- a) encouraging new development, including housing, retail, commercial, cultural, health, leisure and community facilities (primarily in areas with a PTAL rating of 3-6) within the hierarchy of town centres, and other appropriate locations, in accordance with the Spatial Vision and Strategic Policies 1a or 1b;
- b) assessing the impact of development proposals on the transport network and work with service providers and partners to promote necessary infrastructure upgrades to meet demand. Where infrastructure is insufficient, development may be restricted;
- c) promoting accessibility improvements to all forms of transport to better provide for the particular needs of those with mobility difficulties;
- d) encouraging low levels of private off-street parking in locations that are well served by public transport to help reduce congestion in and around the Borough making essential car use, distribution of goods and emergency services journeys easier and quicker. Zero car developments may be acceptable on sites that have the highest public transport accessibility rating;
- e) educating Harrow residents to ensure people are more fully aware of the implications of their travel choices, provide them with greater access to more sustainable modes of transport, including secure, accessible and sheltered cycle parking and attractive, safe pedestrian routes, in new development, along with the preparation of green travel plans for all major developments.

### Discussion of increasing accessibility in Harrow

**3.27** The accessibility of public transport is recognised as being one of the key factors necessary to ensure that future development, growth and services promote sustainable communities. In order to promote a healthy sustainable community, the Council needs to reduce the reliance on the private car and encourage better choice and access to public transport. The Council is committed to encouraging new developments within areas that are well served by public transport in an attempt to promote a more sustainable use of land and to:

- improve the environment through reduced pollution (air, noise, water),
- increase the health, fitness and wellbeing of Harrow's communities with better pedestrian and cycle facilities,
- improve the safety and security of residents, workers and visitors when using the transport system including when on foot or wheelchair,
- improve accessibility within and around the Borough to support economic and business growth, and
- promote sustainable transport particularly in those parts of the Borough with limited transport choice. It is likely that the Council will need to introduce more parking restrictions for new development particularly in the Harrow Town centre / Wealdstone area in line with expected growth in these areas.

**3.28** Harrow is very well located in transport terms, although, for the most part, its major road and rail routes are radial from central London. There are strong overland and underground rail links from Harrow and beyond between central London and Euston Station, which are heavily relied on by commuters. In addition to rail services, there is an extensive bus network service throughout the Borough. The highest levels of public transport accessibility (pta) within the Borough are around the Harrow Town centre and Wealdstone.

**3.29** Being a suburban Borough, there is a tendency to rely on cars for transport, irrespective of public transport services. Within Harrow, 77% of all households have a car and 66% have two or more cars. Additionally, 50% of Harrow's residents in employment travel to work by car compared with 36% of all London residents. The use of public transport and walking within the borough is much lower than that for London. The high level of car ownership in Harrow means that encouraging car owners to change the way they travel to a more sustainable form of transport (such as public transport, cycling or walking) for a majority of their trips is likely to remain a key issue for the Council over the life span of the core strategy. Hence, the Council has identified that ongoing education is essential to promote and encourage people to reduce private car travel.

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- 3.30** In line with the rest of London, bus travel in Harrow has continued to improve as a result of continued investment and improved bus reliability. In particular, joint work done between neighbouring Boroughs on bus route 140 has benefited travel in Harrow. Buses in Harrow offer good services to the rest of Northwest London, Mill Hill, Brent Cross, Wembley and Edgware and in addition provide a direct link to Heathrow airport. Feeder services in the Borough serve the most popular underground stations and also Mount Vernon Hospital. Increasing bus services in and around the borough requires less infrastructure improvements than rail and remains one of the ways the Council can improve public transport accessibility through Harrow in the short to medium term. Improving bus lanes will help to speed up bus services, reduce waiting times and encourage greater use.
- 3.31** Increasing the capacity of the public transport network to accommodate the predicted level of development, both within Harrow and West London as a whole, is essential to ensure transport needs are identified and planned for enabling infrastructure to be delivered in a timely manner to support development. The Council is currently working to assess the potential impacts of development and will work with partners, such as the West London Alliance through the Ten Point Plan for Transport in West London, to identify capacity and infrastructure options. This work, where possible, will be incorporated in the final core strategy.



### 3.5 Enjoying Harrow

#### Overview summary

**The following section identifies the protect Harrow's heritage, Retain and enhance open space...**

*From our earlier public consultation on the issues and options and strategic priorities in 2006/07, you told us to;*

- *resist the loss of community facilities and encourage the co-location of community facilities on one site*
- *increase protection for historic buildings and secure wider benefits for the future conservation and management of heritage assets*
- *protect sight lines and important views*
- *refuse new housing in the greenbelt and protect the greenbelt and metropolitan open land from development as per the London Plan and PPG2*
- *encourage informal greenbelt uses for Harrow's residents to enjoy the rural character and nature conservation of the borough*
- *protect and promote geodiversity and increase tree planting within the borough, particularly on metropolitan open land*
- *improve access to green belt and recreation land (particularly from the south of the borough) and secure new open space, particularly in the south of the borough and close to Harrow Town Centre*
- *encourage bus services to outlying tourist attractions, promote 'day' trip tourism and recognise green heritage as a worthy borough attraction*
- *encourage hotel development*

*The following section aims to address the concerns you have raised by identifying the key issues facing Harrow to ensure new development brings positive benefits to maintain and enhance the greenbelt, leisure and recreation opportunities, and the heritage and character of the borough. The following strategic policy aims to provide greater certainty as to how the Council's spatial vision and objectives will be promoted in accordance with either growth option A or B and any future planning applications.*

### **Strategic Policy 6 – Heritage, cultural, recreational and community facilities**

Harrow will safeguard and enhance heritage, cultural, recreational, leisure and community assets for the benefit of Harrow residents' health, well being and enjoyment. New development will be required to protect, enhance and improve access (for all levels of mobility) to existing and new facilities for its residents and visitors.

This will be achieved by:

- a) Heritage - ensuring that Harrow's heritage assets are protected (as detailed in local conservation management strategies and plans) and that all new development protects and enhances cherished local townscape, buildings and landscapes;
- b) Culture and tourism - retaining existing cultural, recreational, leisure and community facilities, and ensuring that new development enhances, improves access and provides any additional facilities to ensure that Harrow's cultural icons are retained and improves any related tourism opportunities;
- c) Recreation - ensuring that recreational and leisure facilities are improved and enhanced and that new development improves the quantity and quality of passive and active leisure and recreational open space, outdoor sports, leisure and children's play spaces;
- d) Open space - ensuring that open spaces are protected from inappropriate development, access to and use of open spaces is improved and that their role in maintaining Harrow's biodiversity and local flood risk management is enhanced; and
- e) Streetscape and urban spaces - enhancing the urban environment by encouraging better use of the public realm, particularly within Harrow Town centre, Wealdstone and other district centres, through innovative design to create spaces that have a positive contribution and value to visual amenity, public safety and built form as well as providing for cultural and recreational activity.

### **Discussion of heritage, cultural, recreational and community facilities in Harrow**

- 3.32 The Council recognises that both growth options 1a and 1b will result in significant change to how Harrow, particularly Harrow Town centre and Wealdstone, will look. The Council recognises that many residents may be concerned with the level of growth proposed and how this may affect existing heritage, cultural, recreational and community facilities. In particular, the existing listed buildings, conservation areas, scheduled ancient monuments, archaeological priority areas and historic parks and

gardens all serve to illustrate its historical evolution, as well as making it locally distinct. Therefore, the council is committed to protecting the open spaces within Harrow from development, particularly where they improve and strengthen the leisure, cultural and heritage sectors of the Borough.

**3.33** The Council recognises that the proposed level of development, particularly in the Harrow Town centre /Wealdstone area will increase pressure and demand on existing open spaces, leisure and recreational facilities. The Council will need to provide the infrastructure needed to support the future growth in the borough. In addition to the core strategy, the Council will rely on a number of local and regional plans, strategies and documents to ensure that development needs are identified, assessed and provided for, as detailed in the following:

- Harrow PPG17 Sports, Recreation and Open Space Study Sport (August 2005),
- Harrow Green Belt Management Strategy (March 2006)
- Harrow Tourism Strategy (2005)
- Public Rights of Way Improvement Plan (October 2007)

**3.34** Environmental improvement in Harrow is being promoted through the Harrow Biodiversity Action Plan (2007). This document seeks to protect and enhance a number of priority habitats and species, many of which are found within Harrow's open spaces. The Council recognises that all new development must protect and enhance the biodiversity in our open spaces, for the benefit of existing and future generations. The Biodiversity Action Plan in addition to protecting and enhancing biodiversity in Harrow, also aims to improve public awareness about wildlife conservation issues and provide opportunities to enjoy wildlife, whether this is within areas of open countryside or within an urban park. As a result, opportunities for increased access to the countryside and enjoyment of biodiversity should be viewed as integral aspects of new development.

**3.35** In addition to the open space provision and need, the Council recognises that the appearance of the Boroughs streets and 'built' public spaces is fundamental to the success of its shopping centres, its safety and to the enjoyment of residents and visitors. A significant investment over the next few years in the wider Harrow Town centre and Wealdstone area should bring about a marked improvement in its quality and style. The Council will require high design and built quality within the Council's own schemes and large developments to set the benchmark for new development positively creating a vibrant new public realm.

**3.36** The Council will identify its priorities for all heritage, cultural, recreational and community facilities infrastructure improvements through the forthcoming Section 106 supplementary planning document.

#### 3.6 Environmental Harrow

##### Overview summary

- The following section identifies how Harrow will achieve greater efficiency of natural resource use when managing future development in the borough.

From our earlier public consultation on the issues and options and strategic priorities in 2006/07, you told us to;

- to support and enhance biodiversity particularly in development areas
- that there are enough conservation areas in the Borough
- to provide a locally listed building policy
- to encourage renewable energy technology, rainwater and grey-water harvesting, particularly in new buildings and promote zero carbon developments
- to prevent contaminated surface water run off from entering land and rivers and encourage sustainable water management and flood alleviation for the River Pinn flood zone
- to support and promote waste management, recycling targets for construction and demolition waste and to use energy efficient transport or public transport links for moving waste
- to use employment land for waste, but not to use industrial land for waste purposes

The following section aims to address the concerns you have raised by identifying the key issues facing Harrow to ensure new development brings positive benefits to maintain and enhance the natural environment of the

Borough. The following strategic policy aims to provide greater certainty of how the Councils spatial vision and objectives will be promoted in accordance with either growth option A or B and any future planning applications.

### **Strategic Policy 7 – Harrows resource use**

Harrow Council will encourage the most efficient and sustainable use possible of natural and renewable resources (such as renewable energy generation and combined heat and power initiatives) to reduce Harrow's impact on climate change ( Page 75) and ensure the general quality of life for its residents is at a high standard. Harrow will seek to ensure that the highest standards of sustainable design, construction and technology are integrated in all new and existing developments and schemes to ensure its communities and the environment are not adversely affected by the actions of natural or other forces.

Harrow Council will require all development to be built in accordance with all relevant national, regional and local guidance on 'sustainable development' and 'climate change', such as Building for Life, Sustainable Code for Development and will work towards carbon neutrality, through the use of both active and passive measures to influence choice and encourage a behaviour change of its residents.

This will be achieved by:

- a) integrating the requirements of existing and emerging best practice on renewable energy technologies and water efficiency to reducing potable water consumption for all development;
- b) integrating waste management (sorting, recovering and recycling) into new and retrofitted developments and build on the existing success of Harrow's kerbside and other recycling initiatives by continuing to educate residents, businesses and visitors on the benefits of recycling and waste minimisation;
- c) identifying sites for waste management facilities on a local and sub-regional basis. As well as developing new proposals to reduce, recycle and re-use waste, to ensure Harrow continues to exceed waste recycling, composting and reuse targets set in the London Plan and in national guidance, with the overall aim of reducing the amount of waste for landfill disposal;
- d) protecting natural flood retention areas (particularly green spaces) and requiring all development to reduce the flood risk within the catchment, by restricting hard surfacing of front gardens (as required in the Harrow Vehicle Crossing Policy), provide on site surface water attenuation, through the use of sustainable urban drainage systems (SUDS); and

#### Discussion of environmental issues in Harrow

- 3.37** The Council signed up to the Nottingham Declaration in 2007 and is committed to tackling the causes and effects of a changing climate on our Borough, through the implementation of this document and through continuing to educate the community of our role and impacts on the natural and physical environment.
- 3.38** The Council recognises that there is clear national guidance from the government on the need to reduce energy use, waste and reduce impacts on climate change. Ensuring that the environmental quality of Harrow is maintained and where possible improved, for residents, visitors and Londoners as a whole, is a major concern for the LDF, and is inherent throughout the core strategy. Strategic policy 7, identifies locally specific issues, in addition to relevant national and regional plans, specifically:
- planning policy statements (25, PPS1 supplement)
  - the Code for Sustainable Development
  - the London Plan (chapter 4A)
  - Vehicle Crossing policy (2007)
  - the West London Joint Waste DPD and the Sustainability SPD (both are currently being developed)
- 3.39** Concentrating new development in areas with good public transport links will reduce the environmental problems caused by traffic generated pollution and congestion. New housing is a major user of materials, energy and water and should be designed and constructed in a way that minimises the use of scarce materials and non-renewable resources. It is feasible to design and build new housing that will consume much less energy and water than older existing housing. Additionally, retrofitting existing homes will help improve the quality of existing homes and reduce their energy use. Larger housing developments, with their inherent 'economies of scale', offer greater opportunity to use the most sustainable design and construction techniques, such as solar and photo voltaic panels for energy production and 'grey water' and sustainable urban drainage (SUDS) recycling systems, renewable energy generation and combined heat and power initiatives.
- 3.40** Waste is now considered a resource, which can be reduced, reused and recycled to minimise the amount disposed of, particularly to landfill. The Council has made significant progress to encourage recycling by all residents and is now one of the leading London Boroughs for recycling.
- 3.41** Planning Policy Statement 10 requires the London Plan to specify the annual amounts of waste that each authority should manage within its own boundaries and establish the pattern of waste management facilities. Harrow is then required to allocate any additional sites needed to manage this level of waste. The Council intends to provide greater policy direction

on possible waste sites and their management in the forthcoming West London joint waste development plan document. The joint waste development plan is being prepared in partnership with the London Boroughs of Hounslow, Brent, Ealing, Hillingdon, Hammersmith & Fulham and Richmond. This work is still being carried out and, where possible, the implications of this work will be incorporated in the final core strategy.

### 4 Implementation

- 4.1 The new Local Development Framework must be capable of being implemented. In order to do so it is important that a clear and concise framework is developed at this early stage. This will be developed in such a way that minimises duplication, but gives a clear steer on who is responsible for implementing policies and proposals, by when and the resources that will be required. This will give greater confidence that the plan we are putting forward can be achieved.
- 4.2 An Annual Monitoring Report (AMR)( Page 75 ) has to be produced by the 31 December each year, reflecting the activity in the previous financial year (1 April – 31 March). This looks at
- how the borough is performing against national monitoring targets
  - how policies are working in practical terms
  - how our policies are being implemented – i.e sites being taken up and developed
  - how our plans and policies are affecting the wider indicators – unemployment, deprivation and similar matters that are part of the monitoring system that has been developed, and
  - how our work programme is progressing (an whether any adjustment is required)
- 4.3 A single monitoring report will be produced covering the national targets, outgoing Unitary Development Plan and each of the Local Development Documents ( Page 76) as they emerge.
- 4.4 The following table details the proposed monitoring framework.



# Core Strategy Draft Preferred Options

## Core Strategy Draft Preferred Options

Strategic Policy	Principal Implementation Routes	Who is Responsible	By When	Resource Implications	Target / Indicator
SP1a Overall Growth – Harrow Central Growth Corridor and	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Sustainability SPD	Strategic Planning Policy in liaison with Development Control	SPD due for adoption by December 2008	Within existing budgets	SPD adoption
	Section 106 SPD	Strategic Planning Policy in liaison with Development Control	SPD due for adoption by ? 2009	Within existing budgets	SPD adoption
SP1b Overall Growth – Public Transport Growth Focus	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with either SP1a or SP1b
SP2 – Sustainable Housing Provision	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with either SP2

# Core Strategy Draft Preferred Options

## Core Strategy Draft Preferred Options

Strategic Policy	Principal Implementation Routes	Who is Responsible	By When	Resource Implications	Target / Indicator
SP3 – Harrow Housing Needs, Mix and Affordability	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with SP3
SP4 – Delivering Economic Growth and Prosperity	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with SP4
SP5 – Integrating Transport and Development	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Green Travel Plans	To be completed	To be completed	To be completed	To be completed

# Core Strategy Draft Preferred Options

## Core Strategy Draft Preferred Options

Strategic Policy	Principal Implementation Routes	Who is Responsible	By When	Resource Implications	Target / Indicator
	Harrow Transport Strategy	To be completed	To be completed	To be completed	To be completed
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with SP5
SP6 – Heritage, Cultural, Recreational and Community Facilities	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Recreation and Open Public Rights of Way Improvement Plan (October 2007) Space Plan	To be completed	To be completed	To be completed	To be completed
	PPG17 Sports, Recreation and Open Space Study Sport (August 2005)	To be completed	To be completed	To be completed	To be completed
	Harrow Tourism Strategy (2005)	To be completed	To be completed	To be completed	To be completed

# Core Strategy Draft Preferred Options

## Core Strategy Draft Preferred Options

Strategic Policy	Principal Implementation Routes	Who is Responsible	By When	Resource Implications	Target / Indicator
	Green Belt Management Strategy (March 2006)	To be completed	To be completed	To be completed	To be completed
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with SP6
SP7 – Harrows Resource Use	More detailed policies within the LDF Site-Specific Allocations and Development Control Policies DPDs.	Strategic Planning Policy	On-going	Within existing budgets	See other DPDs and timetable in LDS
	Conservation Area Appraisals and Management Plans	Conservation team	On-going	Within existing budgets	% conservation areas with appraisals / management plans
	Harrow Biodiversity Action Plan	Conservation team	On-going	Within existing budgets	% species increased
	West London Joint Waste DPD	West London Boroughs	On-going	Within existing budgets	% waste recycled, reused or composted
	Assessment of major development proposals	Development Control in liaison with Strategic Planning Policy	On-going	Within existing budgets	% permissions complying with SP7

### 'Appendix' A Strategic Policy Overview

- 1 To ensure that the spatial vision, objectives and policies in the core strategy are sound, it is necessary to take into account the European, national, regional and local policy context. This chapter examines the key over-arching policy context relevant to Harrow's emerging core strategy preferred options.

#### **European planning context**

- 2 Sustainable development is a cornerstone of international and European policy. It means that development required to meet the current physical, social and economic needs of the community should not prejudice present environmental, social and economic conditions for future communities and generations. This position was reaffirmed at the World Summit on Sustainable Development (2002) and is the underlying basis for all new policy formulation.
- 3 The United Kingdom has signed up to the European Spatial Declaration on Sustainable Development (1999) to promote a consistent approach to land-use development in the European Union, through:
  - The development of more balanced metropolitan areas based upon a 'polycentric region', formed by a strong network of urban centres and the close integration of town and country;
  - Improved transport links and parity of access to knowledge and opportunities;
  - The wise management of the natural and cultural heritage ( Page 75), and water resources.

#### **National planning context**

- 4 The UK Government Sustainable Development Strategy – "Securing the future" identifies the following five key objectives:
  - living within environmental limits;
  - ensuring a strong, healthy and just society;
  - achieving a sustainable economy;
  - promoting good governance and;
  - using sound science responsibly.
- 5 In order to provide more guidance (for policy and planning decisions) to regional and local authorities, the government has issued a series of Planning Policy Guidance notes (PPGs) ( Page 77) and Planning Policy Statements (PPS) , which explain the statutory provisions and provide guidance to local authorities and others on the operation of the planning system. They also explain the relationship between planning policies and

### Core Strategy Draft Preferred Options

other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing their development plans.

- 6 Planning Policy Statement 1 (PPS1) sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. PPS 1 states that:

“Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people’s lives and helps to deliver homes, jobs, and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone. But poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, crime and disorder, and the loss of our finest countryside to development.”

- 7 ‘Sustainable Communities in London – Building for the Future’ (ODPM, February 2003) is part of a national programme of action setting out how the government intends to achieve sustainable communities for all. The main strategic challenge facing London is identified as the need to ‘accommodate growth and to alleviate poverty and deprivation’. To address this challenge, the government recognises that within London we need to:

- provide more and better designed and affordable homes, including homes for our key workers;
- improve public transport and other vital infrastructure required to support the development of new and growing communities;
- raise education standards and skill levels across the capital;
- tackle crime, anti-social behaviour and the fear of crime.

- 8 The Council has taken account of all these relevant government policies in formulating the Harrow Local Development Framework and the following core strategy preferred options.

#### **Regional planning context**

- 9 Section 24 of the Planning and Compulsory Purchase Act (2004) requires that Local Development Documents must be in “general conformity” with the Spatial Development Strategy ( Page 78) for London. This document is prepared by the Mayor of London and is generally referred to as the “London Plan”. It provides the regional context for the planning of all London Boroughs, including Harrow. The ‘current’ London Plan was

adopted in February 2004 and subsequently amended in the 'early alteration' in December 2006 and 'further alterations' in 2007. The London Plan (consolidated with alterations), republished in February 2008 includes the following six key objectives to:

- accommodate London's growth within its boundaries without encroaching on open spaces,
- make London a healthier and better city for people to live in,
- make London a more prosperous city with strong, and diverse long term economic growth,
- promote social inclusion and tackle deprivation and discrimination,
- improve London's accessibility, and
- make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

**10** The underlying driver for the London Plan is providing sustainable housing, jobs and transport for the predicted increase in the capital's population of 1,140,000 people up to 2026. To accommodate the predicted level of growth, the London Plan (2008) recognises that Harrow needs to support a minimum of 4,000 new dwellings up to 2016/17. From 2016 to 2026 the London Plan has indicated a range to guide housing delivery, however, the Council expects that a future review of the housing provision in the Mayor's 2004 London Housing Capacity Study, will more accurately identify the housing need over this longer timeframe.

**11** In addition to housing provision, the London Plan (2008) introduces new policies for London's waste management, which incorporates requirements of the Mayor of London's Municipal Waste Management Strategy. Therefore, Harrow Council is working with Brent, Ealing, Hammersmith & Fulham, Hillingdon, Hounslow, and Richmond Councils to produce a joint Waste Development Plan Document. This document is currently being developed and where possible the outcomes of this will be included in the final core strategy document.

**12** Harrow forms part of the West London sub-region ( Page 79) and the following key London Plan policies with direct strategic implications (in addition to those above) for the Harrow Core Strategy preferred options include:

- Policy 2A.8 Town Centres – recognises that Harrow Town Centre (a metropolitan centre) is in an accessible location in terms of London's public transport network and, as such, has significant potential to promote sustainable development.
- Policy 2A.9 The Suburbs – Supporting Sustainable Communities – identifies the role suburban London has to play as the places where most people live and work. The policy encourages investment and

- improvements to promote a better quality life and economic prosperity.
- Policy 2A.10 Strategic Industrial Locations and Policy 3B.4 Industrial Locations – recognises the need to promote, manage and, where necessary, protect industrial sites from other land uses. Table A2.2 identifies Honeypot Lane, Stanmore (in part) as an ‘industrial business park’ for businesses requiring a high quality environment. Table A2.1 identifies Wealdstone Industrial Park as a ‘preferred industrial location’ for businesses with less demanding requirements.
  - Policy 3B.1 Developing London’s Economy – recognises London’s global position, role in Europe and national and regional impact. As such, it needs a range of work spaces of different types, sizes and costs are required in order to meet the needs of different sectors in the economy.
  - Policy 3B.2 Office Demand and Supply – seeks a significant increase in provision of new office stock through changes of use and development of existing brownfield sites as well as the renovation and renewal of existing stock to enhance the quality and flexibility of London’s office market.
  - Policy 3D.1 Supporting Town Centres and 3D.2 Town Centre Development – recognises the strategic importance of vibrant town and district centres and seeks to encourage and enhance a wider range of uses within those centres. Table A1.1 and map 3D.1 identifies Harrow town centre as a metropolitan centre and shows 6 district centres within the borough and 3 district centres bordering the borough boundary.
  - Policy 3D.11 Open Space Provision in DPDs and Policy 3D.12 Open Space Strategies – recognise the importance of providing opportunities to access parks and open space with the facilities and play equipment suited to meet the needs of the population.
  - Policy 3D.14 Biodiversity and Nature Conservation – recognises the strategic importance of maintaining areas of London’s biodiversity and protecting those in the LDF, as well as identifying areas of deficiency in access to nature. Map 3D.4 identifies an ‘area of deficiency in access to nature’ which extends across much of the central part of the borough.
  - Policy 3D.16 Geological Conservation – recognises the need to protect such areas from the impacts of development. Map 3D.6 identifies a geological site in Harrow Weald.
  - Policies 4A.1 Tackling Climate Change, 4A.2 Mitigating Climate Change and 4A.3 Sustainable Design and Construction – acknowledge the impacts that climate change could have on the built environment and the impact our actions can have and require new and retrofit developments to mitigate the impacts of climate change and minimise carbon dioxide emissions.
  - Policy 4A.12 Flooding and Policy 4A.13 Flood risk management – identify flood risks and the impact on the built and natural



environment. Map 4A.1 identifies the areas at risk of flooding within Harrow.

- Policy 4A.21 Waste Strategic Policy and Targets and 4A.22 Spatial Policies for Waste Management – seek to protect existing waste management sites and identify new sites as well as promote the co-ordination of different Borough’s waste policies and set recycling and composting targets. Table 4A.3 identifies Harrow’s waste reduction targets.
- Policy 6A.8 Phasing of development and transport provision – identifies the need to ensure infrastructure phasing matches development need. Table 6A.1 identifies the phasing targets for jobs and homes across West London.

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In summary, the main requirements of the London Plan with which the Council’s LDF (including this core strategy preferred options) should generally conform with are:

- Harrow’s network of town centres should be identified and their key role in fostering sustainable development should be promoted;
- a minimum supply of new housing, including affordable housing, in accordance with the London Plan target;
- the role of Harrow Town Centre as a Metropolitan Centre should be acknowledged and policies should aim to optimise employment, retail and housing to support a vibrant economy;
- support Harrow’s role within suburban London as a place where people live and work;
- require developments to make the fullest contribution to the mitigation of climate change, minimise carbon dioxide emissions and waste; and
- encourage forms of development that reduce the need to travel, especially by car and seek to improve public transport, walking and cycling accessibility.

### **Harrow specific planning context**

14

Sustainable Community Plan – ‘Harrow will be a place which offers the best of capital and country and is loved by its residents. Harrow will be a desirable place to live, learn, work and play’. This plan shows how the organisations making up 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’s community. Specifically, it will:

- Celebrate what we have in common and capitalise on our diversity;
- Be an example to the rest of London of how communities from different backgrounds can form a cohesive society and have the lowest crime and fear of crime in London;

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- Be a place where people are healthy and stay healthy and have reduced health inequalities between wards and communities by leveling up health outcomes;
- Have reduced the pockets of deprivation that affect parts of our Borough to increase social inclusion;
- Be recognised as a leader in the race to reduce carbon emissions through technological innovation and community action;
- Have a choice of housing in distinctive neighbourhoods ;
- Be entrepreneurial and an ideal place to set up high skills businesses;
- Be a place where children and young people are healthy and safe, fulfil their potential and help other people and be family friendly and promote older people's independence;
- Have vibrant neighbourhood centres and the Premier Town Centre in North-West London;
- Be easy to get around for everyone and offer the best commuter experience by public transport in the south east; and
- Protect its green spaces.

**15** In addition to the Sustainable Community Plan, the following local initiatives and strategies are key documents that have influenced the development of the core strategy preferred options and will continue to do so up to the final submission document;

- the Corporate Plan
- Industrial Land study
- Retail study
- Cultural plan
- Sports Recreation and Open Space Study
- Transport plan
- Tourism Strategy

**16** The visions and objectives of the key local documents have been encapsulated in the following core strategy preferred options (chapters 3 onwards).

'Appendix' B Strategic Policy Links

Strategic Policy	National policies	Regional policies	Sub-regional policies	Local Harrow policies
<p><b>Broad Development Options</b></p> <p><b>Strategic Policy 1</b></p>	<p>PPS1, PPS3 , PPG13</p> <p>Planning for a Sustainable Future: White Paper (May 2007)</p>	<p>London Plan: Chapter 3A Living in London, specifically policies ; 3A.1, 3A.2, 3A.3, 3A.4, 3A.5, 3A.6, 3A.7, 3A.8, 3A.9, 3A.11 and 3A.13. Also policies 3C.1 and 3C.2</p>	<p>West London Sub Regional Development Framework (2006)</p>	<p>Harrow Housing Capacity Study</p> <p>Harrow's Spatial Vision, Objectives 1, 3 &amp; 4</p>
<p><b>Living in Harrow</b></p> <p><b>Strategic Policy 1</b></p> <p><b>and</b></p> <p><b>Strategic Policy 2</b></p>	<p>PPS1, PPS3 , PPG13</p> <p>Planning for a Sustainable Future: White Paper (May 2007)</p>	<p>London Plan: Chapter 3A Living in London specifically policies 3A.1, 3A.2, 3A.3, 3A.4, 3A.5, 3A.6, 3A.7, 3A.8, 3A.9, 3A.11 and 3A.13. Also policies 3C.1 and 3C.2</p> <p>London Plan SPG ( Page 78): Housing (2005)</p>	<p>West London Sub Regional Development Framework (2006)</p>	<p>Harrow Housing Capacity Study</p> <p>Harrow's Spatial Vision, Objectives 1, 3 &amp; 4</p>
<p><b>Working in Harrow</b></p> <p><b>Strategic Policy 4</b></p>	<p>PPS1, PPG4, PPS6</p> <p>Planning for a Sustainable Future: White Paper (May 2007)</p>	<p>London Plan Chapter 3B Working in London specifically policies 3B.1, 3B.2, 3B.3, 3B.4, 3B.11</p> <p>London Plan SPG: Industrial Capacity (2008)</p> <p>London Office Policy Review (2006)</p> <p>London Industrial Study</p>	<p>West London Sub Regional Development Framework (2006)</p> <p>West London Economic Strategy</p> <p>Enterprising Harrow (2007)</p>	<p>Harrow Retail Study (2006)</p> <p>Harrow Town Centre Development Strategy (2005)</p> <p>Links to UDP policies – Part 7 Employment, Town Centres and Shopping and specifically policies EM5, EM8, EM13, EM14, EM15</p> <p>Harrow's Spatial Vision, Objectives 1, 3 &amp; 4</p>

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Strategic Policy	National policies	Regional policies	Sub-regional policies	Local Harrow policies
<b>Transport in Harrow</b>  <b>Strategic Policy 5</b>	<p>PPS1, PPS3, PPS6, PPG13</p> <p>Safer by Design: The Planning System and Crime Prevention (2004)</p> <p>Planning and access for disabled people: a good practice guide (2003)</p> <p>'A Better Quality of Life' (1999)</p> <p>Planning for a Sustainable Future: White Paper (May 2007)</p>	<p>Experian Business Strategies (2004)</p> <p>London Plan Chapter 3C specifically policies 3C.1, 3C.2, 3C.3, 3C.4.</p>	<p>West London Sub Regional Development Framework (2006)</p> <p>West London Transport Strategy Ten Point Plan</p>	<p>Harrow Transport Strategy</p> <p>Harrow's Spatial Vision, Objectives 1, 2, 3, 4 &amp; 5</p> <p>Links to UDP policies ST3, ST4, ST5, T6, T7, T9, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, C18</p>
<b>Enjoying Harrow</b>  <b>Strategic Policy 6</b>	<p>PPG3, PPG15, PPG16, PPG17</p> <p>Planning for a Sustainable Future: White Paper (May 2007)</p>	<p>3D Enjoying London specifically policies 3D.8, 3D.9, 3D.10, 3D.11, 3D.12, 3D.13, also policies 3A.17, 3A18, 4A.12, 4A.13, 4B.11, 4B12, 4B13, 4C.3, 4C.4</p>	<p>West London Sub Regional Development Framework (2006)</p> <p>West London Transport Strategy Ten Point Plan</p>	<p>Harrow Transport Strategy</p> <p>Harrow Cultural Strategy 2003-2008</p> <p>Harrow Town Centre Development Strategy</p> <p>Draft Harrow Sport, Recreation and Open Space Strategy 2006-2016</p>

Strategic Policy	National policies	Regional policies	Sub-regional policies	Local Harrow policies
				<p>Harrow's Green Belt Management Strategy 2006-2011</p> <p>Harrow's Spatial Vision, Objectives 1, 2, 6, 7 &amp; 8</p> <p>Links to UDP policies D11, D12, D14, D15, D16, D18, D19, D20, D21, D22, D30, D31, R4, R5, R7, R8, R11, R13, R15, C17</p>
<p><b>Environmental Harrow</b></p> <p><b>Strategic Policy 7</b></p>	<p>PPS1, Supplement to PPS1, PPS9, PPS10, PPS22, PPS23, PPG2, PPG4, PPG5, PPG17</p> <p>'A Better Quality of Life' (1999)</p>	<p>London Plan Chapter 3D specifically policies, 3D.8, 3D.9, 3D.10, 3D.11, 3D.14, 3D.15, 3D.16, 3D.17, also policies 2A.1, 4A.1, 4A.2, 4A.3, 4A.10</p>	<p>Sub Regional Development Framework - West London (2006)</p> <p>Improving the Evidence Base for the Waste Development Plan Document Process in West London</p> <p>West London Waste Siting Study Generic Report</p> <p>Organic Waste Reprocessing Feasibility Study Draft Scoping Report</p>	<p>Harrow's Spatial Vision, Objectives 1, 2, 3 &amp; 8</p> <p>UDP Policies EP11, EP12, EP13, EP14, EP15, EP16, EP26, EP27, EP28, EP29, EP30</p>

## 'Appendix' C Alternative Policies

The 'strategic priorities' consultation, identified the following four development approaches, only two have been taken forward in the core strategy preferred options. The following section provides an overview of the reasoning as to why the Council has only taken forward two of the initial four development options in the preferred options consultation (refer to chapter 3.1 Broad Development Options of the main document).

### Overview of initial development options

#### **a) Do nothing -**

This implies that the market knows best – the Council would simply sit back and allow development proposals to be promoted and assessed on their individual merits. The Council will not attempt to manage where development will occur within the Borough or to actively plan for development expansion.

Reasoning: After assessing this development option in accordance with the Sustainability Appraisal objectives, the Council does not consider that this option will enable the Council to successfully plan for the future of Harrow.

#### **b) Manage decline -**

This would accept population-decline as inevitable and simply seek to soften the worst impacts of that situation.

Reasoning: After assessing this development option in accordance with the Sustainability Appraisal objectives, the Council does not consider that this option will enable the Council to successfully plan for the future of Harrow.

#### **c) Allow dispersed growth and development across the Borough -**

This would ensure that everyone benefits from new development by spreading this evenly across the Borough. The approach suggested in this option would essentially be to allocate land for development within each ward of the Borough or equally across each town centre.

Reasoning: This was proposed in Option 1 'dispersed development' and Option 2 'balanced town centre focused development' of the strategic priorities consultation. Neither option is considered to be a viable growth option in the core strategy preferred options.

#### **d) Concentrate development within existing town centre hubs or along areas well served by public transport -**

This would target development to those areas with well established infrastructure, where economies of scale and demand for new accommodation may be high and attract development.

Reasoning: In the strategic priorities consultation Option 3 'public transport focused development' and Option 4 'town centre dominant + public transport focus' were proposed.

Both options are considered to be viable growth options to manage the future development within Harrow. The Council is concerned that in the earlier consultation the differences between these two options was not sufficiently clear to allow you to fully appreciate the impact either option may have on how development could change Harrow.

Therefore, to enable you better understand the two growth options, the Council has better described each option and redrawn the maps. In particular, the differences between each option have been more clearly identified.

At the start of the core strategy process the Council consulted on a number of themes and key issues through the 'Issues and Options' document. The outcome of this consultation has meant that the Council has been able to reduce the key local themes to 6 areas (refer to chapter 3 of the preceding report).

The following section identifies issues that were consulted on and whether these have been incorporated into the core strategy preferred options, along with the reasons if they have not been included. To make this easier to understand, the earlier Issues and Options have been grouped under the relevant sections in chapter 3 of the main report.

### Section 3.2 Living in Harrow

- 1        **H1** – Require new housing developments (including affordable housing) to provide a range of house types, house sizes, room sizes and the amount and type of amenity space as determined by the Council. Reasoning: Incorporated in the document
- 2        **H2** – Allow new housing to determine its own housing types and housing sizes. Reasoning: This is contrary to the Planning and Compulsory Purchase Act (2004), the housing targets in the London Plan, the Harrow Housing Needs Assessment and is not considered to achieve sustainable communities within Harrow.
- 3        **H3** – Require all new housing to be built to 'Lifetime homes' standards. Reasoning: Incorporated in the document.
- 4        **H4** – Require 10% of new housing designed to be wheelchair accessible standards. Reasoning: Incorporated in the document.
- 5        **H5** – Identify sites that would be suitable to accommodate older persons accommodation such as supported housing developments. Reasoning: Incorporated in the document.

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- 6 **H6** –Protect the existing site for Gypsies and Travellers. Reasoning:Incorporated in the document.
- 7 **H7** – Establish the criteria for assessing a new site for Gypsies and Travellers. Reasoning:Incorporated in the document.
- 8 **H8** - Encourage and promote empty homes in Harrow to be brought back into housing use. Reasoning:Incorporated in the document.
- 9 **H9** - Set standards for residential conversions in terms of minimum house size, amenity space, access, location and overall number in any give area. Reasoning:Restrictions on residential conversions are not considered a strategic issue facing Harrow.
- 10 **H10** - Ensure that any development which will result in the net loss of existing housing includes proposals for its replacement. Reasoning:The housing trajectory identifies the future growth of housing in the Borough to far exceed any possible net loss of existing housing.
- 11 **H11** - Promote improvements to existing housing to support the changing housing needs of the community. Reasoning:Incorporated in the document.

### Affordable Housing

- 12 **H7** – Maintain the site size threshold for where an affordable housing contribution is sought at 15 dwellings. Reasoning: This is contrary to the housing thresholds in the London Plan (2008).
- 13 **H8** – Increase the site size threshold for where an affordable housing contribution is sought at 25 dwellings. Reasoning: This is contrary to Planning Policy 3 and the housing thresholds in the London Plan (2008).
- 14 **H9** – Set a strategic target that 50 per cent of all new housing provision is affordable (this includes affordable housing obtained outside of the planning system such as through RSL's). Reasoning:Incorporated in the document.
- 15 **H10** – Set a strategic target for all new housing to be affordable at less than 50%. Reasoning:Incorporated in the document.
- 16 **H11** – Seek 70% of new affordable housing as social rented housing and 30% as intermediate housing. Reasoning:Incorporated in the document.
- 17 **H12** – Seek 50% of new affordable housing as social rented housing and 50% as intermediate housing. Reasoning:Evidence from the Harrow Needs Assessment 2006 confirms the need for affordable housing in the ratio of 70:30 social rented housing to intermediate.



- 18 **H13** – Promote shared ownership in Harrow. Reasoning: Evidence from the Harrow Needs Assessment 2006 confirms the need to promote shared ownership.
- 19 **H14** – Seek, as a starting point in negotiations, that a contribution of 50% of new housing in a proposal be affordable subject to the overall financial viability of the proposal. Reasoning: Incorporated in the document.
- 20 **H15** – Seek, as a starting point in negotiations, that a contribution of 30% of new housing in a proposal be affordable subject to the overall financial viability of the proposal. Reasoning: This is contrary to the housing requirements in the London Plan 2008.

### Section 3.3 Working in Harrow

#### Supporting Business in Harrow

- 21 **B1** – Require in mixed use developments a certain percentage of space for commercial premises suitable for small and medium sized businesses. Reasoning: Specifying the amount of space for commercial premises suitable for small and medium sized businesses is not a strategic issue.
- 22 **B2** – Require new developments and redevelopments to provide flexible employment workspaces that can be adapted to meet a range of business sizes. Reasoning: Incorporated in the document.
- 23 **B3** – Encourage but not require the provision of serviced employment spaces suitable for small and medium sized business start up. Reasoning: Incorporated in the document.
- 24 **B4** – Encourage the development of live-work units in residential developments and facilitate the expansion of businesses working from home. Reasoning: Encouraging live-work units is not a strategic issue.
- 25 **B5** – Only allow the release of employment land to mixed use developments where the same level of floor space is provided for. Reasoning: The preferred options protects existing strategic employment land and promotes mixed use development where possible. Restricting development to provide like for like is not a strategic issue.
- 26 **B6** – Promote office development as part of wider residential developments or retail/leisure mixed use developments. Reasoning: Incorporated in the document.
- 27 **B7** – Focus office developments in existing employment areas or town centre locations. Reasoning: Incorporated in the document.

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- 28        **B8** – Consolidate and concentrate new office developments in Harrow Town Centre and allow only limited office developments in other centres. Reasoning: Restricting office developments within the town centre is not a strategic issue.
- 29        **B9** – Facilitate the reuse of existing but unoccupied office space. Reasoning: Incorporated in the document.

### Town Centres and Retail Uses

- 30        **R1** – Allow more flexibility of uses and ensure that new developments include space suitable for a range of other uses such as office, community uses and leisure uses. Reasoning: Incorporated in the document.
- 31        **R2** – Use planning powers and Council land ownerships to assemble sites that are suitable for retail or mixed use developments. Reasoning: Incorporated in the document.
- 32        **R3** – Identify sites that are appropriate for large-scale retail and mixed-use developments. Reasoning: Incorporated in the document.
- 33        **R4** – Only allow retail uses to locate in town centres and on the edge of town centres. Reasoning: Restricting office developments locations is not a strategic issue.
- 34        **R5** – Only allow retail uses to locate in town centres and on the edge of town centres. Reasoning: Incorporated in the document

### Section 3.4 Transport

- 35        **T1** – Support improvements to public transport facilities, including the London Bus Priority Network. Reasoning: Incorporated in the document.
- 36        **T2** – Identify and promote new walking routes and/or improve existing walkways within the Borough. (please make suggestions as to where this might happen)? Reasoning: Incorporated in the document.
- 37        **T3** – Minimise parking provision and encourage minimal parking developments and no parking developments. Reasoning: Incorporated in the document.
- 38        **T4** – Encourage the provision of greater parking in new developments. Reasoning: New developments will be encouraged on sites with access to public transport minimising the need for large parking provisions in new developments.

- 39 **T5** – maintain, extend or reduce current restrictions on heavy goods vehicle movements in the Borough. Reasoning:Restrictions on heavy goods vehicles are not considered to be a strategic issue.

### Section 3.5 Enjoying Harrow

#### Good design

- 40 **D1** – Require that all new development is accessible and usable for everyone in the community. Reasoning:Incorporated in the document.
- 41 **D2** – Encourage and promote modifications to the existing built and natural environment so as to maximise accessibility and usability for everyone in the community. Reasoning:Incorporated in the document.
- 42 **D3** – Continue to protect existing identified views which currently comprise views of St Mary’s Church, views of HarrowWeald Ridge, and locations where extensive panoramic views over Harrow and beyond exist (see Figure 14 for the location of existing views). Reasoning:Intent incorporated in the document, although specific restrictions on views are not considered to be a strategic issue.
- 43 **D4** – Identify other views of importance that should be protected. Reasoning:Intent incorporated in the document, although specific restrictions on views are not considered to be a strategic issue.
- 44 **D5** – Promote sustainable design and construction in new development. Reasoning:Incorporated in the document.
- 45 **D6** – refer to policy 7 below
- 46 **D7** – Identify gateway sites which mark key entrances to the Borough which should be the focus for good design so as to make a strong positive impression as people enter Harrow. This could include key transport interchanges and on main roads into the Borough. Reasoning: Intention of good design is incorporated in the document, although identification of gateway sites in not considered to be a strategic issue.
- 47 **D8** – Require major new development to provide public art. Reasoning:Intention incorporated in the document, although public art provision is not considered to be a strategic issue.

#### Tourism

- 48 **T1** - Develop tourism based on the cultural and historic heritage in the borough, including RAF Bentley Priory and the Harrow on the Hill conservation assets. Reasoning:Intention incorporated in the document.

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- 49        **T2** - To target the high yield business tourism market to create viable revenue streams for heritage attractions and hotels in the local area. Reasoning: Not considered to be a strategic issue.
- 50        **T3** - To work in partnership with neighbouring boroughs wherever possible to create interesting itineraries and exploit Harrow's geographical situation as a base to stay within close proximity of Wembley Stadium, central London and the Home Counties. Reasoning: Incorporated in the document.
- 51        **T4** - Identify specific sites for the development of hotel accommodation. Reasoning: Identifying sites for hotel development is not considered to be a strategic issue.
- 52        **T5** - Improve the general standard of guesthouse accommodation in Harrow by encouraging providers to sign up to quality assessment schemes. Reasoning: Quality of guest house accommodation is not considered to be a strategic issue.
- 53        **T6** - Encourage bed and breakfast accommodation subject to impact on the amenity of adjoining homes. Reasoning: Bed and Breakfast accommodation is not considered to be a strategic issue.

### Conservation Areas

- 54        **C1** – Identify and designate new conservation areas taking full account of the need not to devalue existing areas. Reasoning: Conservation areas are already designated, no further conservation areas exist.
- 55        **C2** – regularly review existing conservation areas to ensure they continue to be of special historic or architectural interest. Reasoning: Ongoing reviews of conservation areas are not considered to be a strategic issue.

### Historic Buildings

- 56        **HB1** – Protect Statutory Listed Buildings which are buildings of national importance and which represent the best of architectural and historic built heritage. Reasoning: Incorporated in the document.
- 57        **HB2** – Continue to maintain, and further develop, a list of buildings which have local significance for their architectural or historic interest and ensure their protection through the development control system. Reasoning: Incorporated in the document.
- 58        **HB3** – Ensure that the wider setting of historic buildings are considered as part of the overall historic values of the building. Reasoning: Incorporated in the document.

- 59 **HB4** – Develop a sequential approach to the use of listed buildings which favours the on-going or recommencement of the buildings original use and only where this has been fully explored and deemed unviable (through evidence) will alternative uses be considered. Reasoning: Sequential approach not considered to be a strategic issue for the core strategy.

### Historic Parks and Gardens

- 60 **HP1** – Identify and designate additional historic parks and gardens (local significance) based on a thorough assessment of the heritage values that may exist. Reasoning: Not considered to be a strategic issue.
- 61 **HP2** – Protect existing parks and gardens and their historic values. Reasoning: Incorporated in the document.
- 62 **HP3** – Protect scheduled ancient monuments and other nationally important sites and monuments. Reasoning: Intention incorporated in the document.
- 63 **HP4** – Ensure that the setting is considered as part of the overall values of ancient monuments. Reasoning: Intention incorporated in the document.
- 64 **HP5** – Ensure that important archaeological remains are identified and protected. Reasoning: Incorporated in the document.
- 65 **HP6** – Ensure that the wider setting of historic parks and gardens are considered as part of the overall historic values of these areas. Reasoning: Incorporated in the document.

### The Green Belt

- 66 **GB1** – Maintain existing approach to managing development in the Green Belt by not allowing development that compromises the character and openness of these areas. Reasoning: Incorporated in the document.
- 67 **GB2** – Support redevelopment of major developed sites where the building site area and bulk of existing buildings are not exceeded. Reasoning: Redevelopment of sites is incorporated in the document, although restricting the size of buildings is not considered to be a strategic issue.
- 68 **GB3** – Support redevelopment only where it results in a reduction in the building site area and bulk of existing buildings. Reasoning: Redevelopment of sites is incorporated in the document, although restricting the size of buildings is not considered to be a strategic issue.

## Core Strategy Draft Preferred Options

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- 69      **GB4** – Support agricultural uses in the Green Belt. Reasoning:Not considered to be a strategic issue.
- 70      **GB5** – Support outdoor recreation and sport uses in the Green Belt. Reasoning:Incorporated in the document.
- 71      **GB6** – Support the extension, alteration and replacement of existing buildings in the Greenbelt. Reasoning:Incorporated in the document.

### Metropolitan Open Land

- 72      **MOL1** – Support additional leisure, recreation, sports, arts and cultural activities in Metropolitan Open Land. Reasoning: Intention incorporated in the document, although not restricted to Metropolitan Open Land.
- 73      **MOL2** – To ensure that all development protects and enhances the key features of Metropolitan Open Land. Reasoning: Intention incorporated in the document, although not restricted to Metropolitan Open Land.
- 74      **MOL3** – Improve the setting of Metropolitan Open Land by considering the impact that nearby developments may have on its values. Reasoning: Intention incorporated in the document, although not restricted to Metropolitan Open Land.

### Open Space and A Greener Harrow

- 75      **OS1** – Explore opportunities to improve open space in areas of identified deficiency. Reasoning: Incorporated in the document.
- 76      **OS2** – Expand the extent of green features, such as vegetation, throughout the borough. Reasoning: Incorporated in the document.
- 77      **OS4** – Seek to increase the environmental values of waterways. Reasoning: Incorporated in the document.
- 78      **OS5** – Ensure that trees are protected and enhanced in recognition of the important contribution they make to the landscape and urban character of Harrow. Reasoning:Incorporated in the document.
- 79      **OS6** – Improve the setting of open spaces and green spaces by considering the impact that nearby developments may have on its values. Reasoning:Incorporated in the document.

### Biodiversity and Nature Conservation

- 80      **B1** – Continue to protect existing Sites of Nature Conservation Importance. Reasoning:Incorporated in the document.

- 81 **B2** – Continue to protect existing local nature reserves. Reasoning: Incorporated in the document.
- 82 **B3** – Designate new additional Sites of Nature Conservation Importance. Reasoning: Intention incorporated in the document, although no specific reference to new Site of Nature Conservation made.
- 83 **B4** – Designate new additional local nature reserves. Reasoning: Intention incorporated in the document, although no specific reference to additional local nature reserves made.
- 84 **B5** – Protect back gardens from redevelopment. Reasoning: Intention incorporated in the document, although no specific reference to back gardens made.

### Building Sustainable Communities

- 85 **SC1** – The Council will resist the loss of any community facilities in the Borough. Reasoning: Intention incorporated to enhance community facilities, although the Council recognises that it may be necessary to provide community facilities in a way that meets current need.
- 86 **SC2** – Accommodate the need for more sports facilities in the Borough on existing sites. Reasoning: Intention incorporated to enhance sports facilities.
- 87 **SC3** – Revise current policy to allow health facilities to locate in residential areas, nearer to their patients and customers even if this means the loss of a residential dwelling. Reasoning: Intention to work with PCT and partners to provide health facilities that meet the need of the community is incorporated.
- 88 **SC4** – Encourage the co-location of community facilities on the one site. Reasoning: Intention incorporated to enhance community facilities.

### Section 3.6 Environmental Harrow

#### Good Design

- 89 **D6** – Require development to incorporate mechanisms to reduce water uses (e.g. water recycling, harvesting rain water). Reasoning: Incorporated in the document.

#### Renewable Energy in Harrow



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- 90**      **RE1** – Should the Council promote a zero-carbon development in the Borough as required by the London Plan? Reasoning: Incorporated in the document.
- 91**      **RE2A** – Do you agree that it is appropriate that we request that: at least 10% of energy requirements of all large developments to come from renewable sources? Reasoning: Intention incorporated in the document, although no specific reference to 10% of energy requirements made.
- 92**      **RE2B** – Should the Council require a higher figure? Reasoning: Consultation Question, not covered in document.
- 93**      **RE3A** – Below is a list of possible approaches to renewable energy generation. Are there any missing that you want the Council to consider? Wind Turbines, Individual building specific turbines, Solar energy technologies, Waste to energy, Combined heat and power Plants, Biomass, Geo-Thermal, Hydraulic. Reasoning: Consultation Question, not covered in document.
- 94**      **RE3B** – Which renewable energy technologies would you like to see developed in Harrow? Reasoning: Consultation Question, not covered in document.
- 95**      **RE4** – The Council will require developers to consider the opportunity for incorporating renewable energy appliances in all new developments. Small scale renewable energy schemes utilising new technologies such as solar panels, biomass heating, small scale wind turbines, photovoltaic cells and combined heat and power schemes (CHP) can be incorporated both into new developments and some existing buildings. Reasoning: Incorporated in the document.

### Water

- 96**      **W1** – Water quality will be protected by ensuring that surface water run-off is not contaminated and that appropriate steps are taken when decontaminating existing contaminated land to avoid contamination of ground water an drivers. Reasoning: Incorporated in the document.
- 97**      **W2** – Require a sustainable approach to water management and in particular sustainable drainage systems (SUDS), to mitigate the effect of surface water run-off and ensure sustainable water management. Reasoning: Incorporated in the document.

### Waste



- 98 **WR1A** – The Council requires new development to manage waste in ways that protect the environment and human health, including producing less waste, incorporating recycling facilities and systems into developments. Reasoning: Incorporated in the document.
- 99 **WR2** – Require the recycling of materials from demolition and using waste as a resource wherever possible. Reasoning: Incorporated in the document.
- 100 **WR3** – Protect sites, which are required to manage waste in Harrow? Reasoning: Incorporated in the document.
- 101 **WR4** – Allow waste management, sorting and disposal developments on land designated for employment use? Reasoning: Incorporated in the document.

## 'Appendix' D Harrow Housing Trajectory

- 1 **Table 1** below identifies the sites that the Council has recognised that have the potential to provide for major housing development up to 2016/17. A total of 2887 houses are currently predicted on sites that could provide for developments with more than 50 units.
- 2 The Council emphasises that the list of sites below and potential number of units is indicative. Planning permission for these sites has not been granted and their inclusion on this list does not confirm that planning permission will be granted either in-principle nor for the number of units shown.
- 3 **Table 2** identifies sites that the Council granted planning permission for development. A total of 2106 units currently have planning permission and are either under construction or waiting to be built.
- 4 The housing trajectory will be updated prior to submission of the final core strategy to the Government and will be reported and updated annually through the Annual Monitoring Report.
- 5 Information to be inserted.

### 'Appendix' E London Plan Density Matrix

Inserted from the London Plan (consolidated) 2008, Chapter 3A Living in London, Table 3A.2 Density matrix (habitable rooms and dwellings per hectare)

Setting - indicative average dwellings size	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
<b>Suburban</b>	<b>150 - 200 hr/ha</b>	<b>150 - 250 hr/ha</b>	<b>200 - 350 hr/ha</b>
3.8 - 4.6 hr/unit	35 - 55 u/ha	35 - 65 u/ha	45 - 90 u/ha
3.1 - 3.7 hr/unit	40 - 65 u/ha	40 - 80 u/ha	55 - 115 u/ha
2.7 - 3.0 hr/unit	50 - 75 u/ha	50 - 95 u/ha	70 - 130 u/ha
<b>Urban</b>	<b>150 - 250 hr/ha</b>	<b>200 - 450 hr/ha</b>	<b>200 - 700 hr/ha</b>
3.8 - 4.6 hr/unit	35 - 65 u/ha	45 - 120 u/ha	45 - 185 u/ha
3.1 - 3.7 hr/unit	40 - 80 u/ha	55 - 145 u/ha	55 - 225 u/ha
2.7 - 3.0 hr/unit	50 - 95 u/ha	70 - 170 u/ha	70 - 260 u/ha
<b>Central</b>	<b>150 - 300 hr/ha</b>	<b>300 - 650 hr/ha</b>	<b>650 - 1100 hr/ha</b>
3.8 - 4.6 hr/unit	35 - 80 u/ha	65 - 170 u/ha	140 - 290 u/ha
3.1 - 3.7 hr/unit	40 - 100 u/ha	80 - 210 u/ha	175 - 355 u/ha
2.7 - 3.0 hr/unit	50 - 110 u/ha	100 - 240 u/ha	215 - 405 u/ha

### 'Appendix' F Glossary

**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 being delivered as well as whether the assumptions and objectives behind the policies are still relevant.

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

**Brownfield** (site/land) Previously developed land.

**Business Improvement District (BID)** A Business Improvement District is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements to enhance their trading environment. BIDs do not affect the level or quality of service provided by the local authority to the area. A BID is initiated, financed and led by the commercial sector, providing additional or improved services as identified and requested by local businesses, to the baseline services provided by the local authority in that area.

**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 modern climate change.

**Conservation Area** An area of special architectural or historic interest, the character of which is desirable to preserve or enhance. There is a total of 28 Conservation Areas in Harrow of varying size and character. Conservation Areas are usually designated by the Council although the Secretary of State can also designate them.

**Creative Industries** Industries including advertising, architecture, art and antiques markets, arts and crafts, design, film and video, music and performing arts, publishing, software and television and radio among others.

**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.

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**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.

**Development Plan Documents (DPDs)** Documents that make up the Local Development Framework including the Core Strategy, Proposals Map, Site Specific Allocations, Area Action Plans, Supplementary Planning Documents and others.

**District Centre** 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 ( Page 77).

**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).

**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.

**Hectare** 10,000m<sup>2</sup>

**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.

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

**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** Centres which provides shopping and services for the local community and have a limited catchment area.

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

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

**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.

**Metropolitan Centre** Defined in the London Plan as a regionally important centre serving a wide catchment area covering several boroughs and offer a high level and range of shopping including multiple retailers and department stores. A Metropolitan Centre would also have a broad and varied range of other services including financial services, restaurants and cafes. They also have significant employment, service and leisure functions and have well established and high frequency transport links.

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

**Node** A place where activity and routes are concentrated

**Office of the Deputy Prime Minister (ODPM)** The Government department that was responsible for planning until May 2006. Communities and Local Government is the department now responsible for determining national planning policies as well as the rules that govern the operation of the planning system.

**Planning Policy Guidance (PPG)** National planning policies set out by Central Government.

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

**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.

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

**Planning Obligations / Section 106 Agreements** Are legal agreements that secure measures and or controls that could not be achieved by imposing planning conditions.

**Social Rented Housing** Defined by the London Plan as housing provided to rent by the Local Authority or Registered Social Landlords (RSLs). 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.

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**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.

**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.

**Supplementary Planning Guidance (SPGs)** SPGs expand upon or add detail to policies within the London Plan. Like SPDs (above) they do not introduce new policies and must be consistent with regional and national policies. They too 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 Plan** The Sustainable Community Plan 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** Development that meets the needs of the present generations without compromising the ability of future generations to meet their own needs.

**Tenure** Describes the type of ownership of a property eg. privately rented, socially rented, freehold 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.

**Unitary Development Plan** 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.

**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 & Fulham, Brent, Ealing, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. It has a population of 1.6 million and provides over 900,000 jobs.