

AGENDA ITEM 9- APPENDIX A

- The wording struck-through in the report shows policy and/or paragraph deletions as recommended by the Inquiry Inspector in his report.
- The underlined wording shows new wording or replacement wording as either recommended by the Inquiry Inspector or additions made to reflect new policy wording
- Where a criterion has been struck-through in Policy, consequential amendments to the letter or number of remaining criteria have been made.

INTRODUCTION

UDP Policy/Para No.	I R Ref.	Proposed Modification	Reason for Modification
Introduction General – definition of “sustainable” or “sustainability”	15	<p>Definition: <u>Sustainable development, is a concept that aims to ensure that land use planning practices create and maintain:-</u></p> <ol style="list-style-type: none"> 1. <u>economic well being through the equitable distribution of economic resources and infrastructures,</u> 2. <u>inclusive communities and a cohesive society through regeneration initiatives, helping people to help themselves, thus becoming part of the mainstream of society and enhancing their development without compromising the natural world.</u> 3. <u>effective protection of the environment and natural systems.</u> 4. <u>prudent use of the given stock of resources such as energy, water, trees, soil quality etc. and a reduction in the use of inappropriate materials which contribute towards global warming.</u> <p><u>The link between these individual objectives are important as they all overlap, and thus mixed use schemes, mixed tenure, sustainable transport networks, renewable energy installations etc are all techniques which will be promoted and employed by the Council to ensure that sustainability is being secured.</u></p> <p><u>These four sustainable development objectives need to be addressed at the same time if we are to ‘meet the needs of the present without compromising the ability of future generations to meet their own needs’.</u> (The definition is to go after the 4th sentence in para 2.1 in the Introduction chapter of the Plan).</p>	Accept Inspector’s recommendation

PART 1 CHAPTER 2 – STRATEGIC CONTEXT AND PART 1 POLICIES

UDP Policy/Para No.	I R Ref.	Proposed Modification	Reason for Modification
Key Diagram (Page 10)	17	KEY DIAGRAM-Include Sites of Metropolitan Importance for Nature Conservation on the Key Diagram.	Accept Inspector's recommendation
<p>Population context paras 2.18-2.21</p> <p>Para 2.18</p> <p>Para 2.19</p> <p>Para 2.20</p> <p>Para 2.21</p>	11	<p>POPULATION CONTEXT</p> <p>2.18 Significant changes are occurring in the structure and composition of Harrow's population. With a resident population of around 213,100, the The population of Harrow has been steadily increasing in the last ten years. since the 1991 Census. The 2001 Census recorded a resident population of 206,800, but the subsequent 2002 Mid-Year Estimate for Harrow records a population nearly 5,000 higher, at 211,600. This latter figure accounts for under enumeration in the 2001 Census. Projections (currently based on the 2001 Census figures) show that Harrow's population could further increase by as much as 14-5% in the 15 14 years up to 2016. Whilst the The number of people of retirement age is not currently predicted to change much fall slightly in the same period. the most Other noteworthy changes are likely to be in the an increase in the number of people aged 15-29 and 45-64. A corresponding increase rise in the number of households is also taking place. In 1991, there were approximately 75,500 households in Harrow, in 2001 it is currently estimated to be around 84,000 households, rising perhaps to 103,000 by 2016 rising to over 79,100 by 2001.</p> <p>2.19 Demographic changes need to be taken into account in the development of planning policies and proposals so that the Plan is appropriate to the needs of Harrow's population. In particular, the changing household structure, with an on-going growth in single person and other multi-person households, will need to be reflected in housing policies. It is likely that the amount, type and size of housing provided at the end of the Plan period will need to be appreciably different from the current situation, if the housing needs of residents are to be more adequately addressed. Results from recent Housing Needs and Housing Condition Surveys have informed the preparation of the Plan and the further results of from the 2001 Census and subsequent household and population projections, based on the 2002 Mid-Year Estimates will supplement this information in due course.</p> <p>2.20 The multi-cultural society in which we live is well represented in Harrow. Harrow is culturally diverse, with over 26-41% of residents were of non-white ethnic origin in 1994 2001. In four of Harrow's 21 wards over 50% of residents are from non-white minority ethnic groups. and population projections (LRC, 1999) show that this proportion is now likely to have risen to 38%, and will continue to rise over the Plan period. Community services policies, in particular, need to address the diverse cultural backgrounds and aspirations of Harrow's residents.</p> <p>2.21 In 1994 2001 65.8-68.5% of residents of working age aged 16-74 in Harrow were economically active (in work or seeking work) – nearly 107,000 103,000 people, and Whilst this proportion is expected to increase to just under 67% by 2016, in line with the overall population projections. the number of economically active residents may rise</p>	Updated information to reflect 2001 Census results added

		<p>by 18,000. With around 55,000 over 65,000 jobs provided in more than 7,000-7,500 businesses in Harrow (Annual Employment Survey, 1997 Business Inquiry, 2001), significant proportions of residents already work outside the Borough. An increasing economically active workforce could lead to higher levels of out-commuting, which sustainable employment and transport policies will seek to address. Unemployment levels in Harrow are traditionally lower than in many other London Boroughs, with a current unemployment rate of 2.4 3.1% (ONS, December 2000 October 2003) in Harrow. This compares to rates of 5.5-6.7% in neighbouring Brent, 3.7 4.2% in Ealing and 3.4 4.1% in Barnet.</p>	
Para 2.35	25	<p>2.35 Sustainable development is the idea of ensuring a better quality of life for everyone, now and for generations to come. However, this must be achieved within the environmental carrying capacity of global and local eco-systems. Key to achieving this will be finding ways to accommodate and work with natural processes rather than against them. In order to determine whether a development makes a positive contribution, it is necessary to consider a wide range of factors that contribute to a development's 'ecological footprint', that is its wider impact on the environment. In particular, the location, design and built form of development should secure sustainable use of resources, facilitate sustainable lifestyles and complementary economic activities and contribute to the creation of equitable, socially inclusive communities. While it is clearly possible to enhance some renewable resources such as air, land and water, and securing an improved quality of life for residents in the Borough requires that this is carried out at every opportunity, the best that can be hoped for of non renewable resources such as coal and other minerals is that they are conserved or their rate of depletion is reduced. The pattern and distribution of land uses influences the need to travel, and the mode of transport used, and has resource implications and environmental impacts. The Council will therefore seek development that secures a distribution of land uses that reduces the need to travel, thereby saving energy and time, reducing pollution and helping to provide good air quality <u>and which takes due account of current population trends. With regard to local biodiversity, some sites will also be 'non renewable' or incapable of replacement. Furthermore, encouragement will be given to modes of travel, such as walking and cycling, which reduce reliance on the use of the private motor car.</u></p>	Accept Inspector's recommendation
Para 2.37	25	<p>2.37 The location, design (including built form) and layout of buildings should minimise resource consumption, including energy and water resources, and the amount of waste and pollution produced. New development can provide an opportunity to enhance natural resources, <u>including local biodiversity.</u> Use of sustainable construction materials and techniques, including where possible, use of local materials and resources and disposal of waste in line with the proximity principle, will also secure the conservation of resources. The Council wishes to see good practice in all new development, encourages renewable energy and low energy schemes, and will seek demonstration projects exemplifying the principles of sustainable design, use and construction. Developments are more likely to contribute towards sustainability where they provide local employment and use local labour in their construction and maintenance. More effective use of land and resources will also be achieved by flexible forms of development that can accommodate dual or multi-use or future changes of use, new technologies or other changed requirements.</p>	Accept Inspector's recommendation

<p>SEP5: Structural Features</p>	<p>27</p>	<p>Structural Features SEP5 THE COUNCIL WILL SEEK THE PROTECTION AND ENHANCEMENT OF THE FOLLOWING STRUCTURAL FEATURES:-</p> <ul style="list-style-type: none"> A) AREAS OF SPECIAL CHARACTER; B) GREEN BELT; C) METROPOLITAN OPEN LAND; D) GREEN CHAINS; E) PUBLIC OPEN SPACE, HISTORIC PARKS AND GARDENS; F) PRIVATE OPEN SPACE; G) EDUCATIONAL OPEN SPACE; H) ALLOTMENTS; I) CEMETERIES; J) INFORMAL OPEN SPACE; K) TREE MASSES AND SPINES; L) REAR GARDEN INTERFACES; M) AREAS EXHIBITING A HIGH QUALITY OF STREETSIDE GREENNESS AND FORECOURT GREENERY; AND N) WATERCOURSES, RIVER CORRIDORS, WETLANDS AND OTHER WATER FEATURES; <u>AND</u> O) SITES OF NATURE CONSERVATION IMPORTANCE. <u>O) SSSI'S AND OTHER SITES OF NATURE CONSERVATION IMPORTANCE, NAMELY THE COUNTRYSIDE CONSERVATION AREA, SITES OF LOCAL AND METROPOLITAN IMPORTANCE AND SITES PENDING SUCH DESIGNATION.</u> <p>IN CONSIDERING PROPOSALS WHICH AFFECT A STRUCTURAL FEATURE, AN ASSESSMENT WILL BE UNDERTAKEN OF THE CONTRIBUTION THE SITE MAKES TO THE DISTRIBUTION OF LAND USES AND PHYSICAL CHARACTER OF THE LOCALITY AND TO THE CUMULATIVE VALUE OF THE CATEGORY OF THE STRUCTURAL FEATURE IN WHICH IT FALLS.</p>	
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SD1: Quality of Design	28	<p>Quality of Design SD1 THE COUNCIL WILL SEEK REQUIRE A HIGH AN APPROPRIATE STANDARD OF DESIGN AND LAYOUT IN ALL DEVELOPMENT REQUIRING PLANNING PERMISSION AND WILL REQUIRE THAT ALL SUCH DEVELOPMENT MAKES A POSITIVE CONTRIBUTION TO WITH THE AIM OF IMPROVING THE QUALITY OF THE BUILT ENVIRONMENT, FACILITIES FACILITATING ACCESS, ESPECIALLY BY SUSTAINABLE MODES, AND ENHANCING THE CHARACTER AND APPEARANCE OF THE BOROUGH.</p>	Accept Inspector's recommendation in part. Alternative wording referring to seeking high quality design in all new development would provide more consistent wording with PPG1 and PPG12.
ST1: Land Uses and the Transport Network and paras 2.64 and 2.65 Para 2.64	30	<p>Land Uses and the Transport Network ST1 PROPOSALS FOR THE DEVELOPMENT AND REDEVELOPMENT OF LAND AND BUILDINGS IN THE BOROUGH MUST ACCORD WITH THE POLICIES WITHIN THE HARROW LOCAL TRANSPORT STRATEGY AND IN PARTICULAR, WITH THE FOLLOWING CRITERIA:-</p> <p>A) MAJOR TRIP-GENERATING DEVELOPMENTS SHOULD BE LOCATED WHERE THERE IS GOOD PUBLIC TRANSPORT, CYCLE AND PEDESTRIAN ACCESS;</p> <p>B) NEW DEVELOPMENTS WHICH EXPAND THE RANGE OF FACILITIES, INCLUDING LOCAL FACILITIES, THAT CAN BE VISITED IN ONE TRIP WILL BE ENCOURAGED TO LOCATE IN TOWN CENTRES;</p> <p>C) MIXED-USE AND HIGHER DENSITY DEVELOPMENT WILL BE ENCOURAGED TO LOCATE WHERE PUBLIC TRANSPORT ACCESS IS GOOD.</p> <p>D) IMPROVEMENTS TO THE PUBLIC TRANSPORT NETWORK WOULD BE FACILITATED TO MEET THE INCREASE IN TRAVEL DEMAND.</p> <p>2.64 The Council's overall aim is to improve the quality of the local environment through promotion of alternative modes of transport other than the car and the reduction in the amount of journeys made. The Council's policy which seeks to concentrate major facilities in areas of good accessibility Local Transport Strategy will comprehensively set out complements its the Council's vision for tackling the growing congestion, pollution and environmental damage caused by motorised traffic, set out in the Local Transport Strategy. The Strategy forms the basis on which bids for transport infrastructure funds are made annually to central government. These bids are made within the Council's annual Local Implementation Plan (LIP). During the time period covered by the HUDP, the projects submitted through the LIP bid for funding will vary, as new opportunities arise. It is will be essential to ensure that the land use effects implications of major developments these are fully assessed and in accord with the HUDP's policies, and conversely, that any proposals for development do not prejudice other Council's policies. the infrastructure projects in the LIP, planned or underway. The policy also supports the wider strategic aims of traffic reduction, promoting and encouraging walking and cycling and ensuring the vitality and viability of town centres.</p>	Accept Inspector's recommendation

Para 2.65		<p>2.65 The guiding principles for the location of all new development as indicated are set out in this the policy. They are in accordance with current central government guidance. It should enable Mmajor trip-generating developments are those where sufficient numbers of people will visit the facility to be located in a more sustainable way and without detrimental effect on cause a significant difference in either traffic flows, on the public highway network or the public transport network, around it. These developments might include large retail, employment and housing developments, as well as leisure or community facilities. The location grouping together of complementary facilities - whether in Harrow Metropolitan Centre, or in the District and Local Centres - encourages several journey purposes to be carried out in one trip. Good local facilities can help to shorten distances travelled, and short distances are more likely to be walked or cycled. The careful siting <u>location</u> of new developments in relation to the transport infrastructure is one of the main contributions land use planning can make towards creating a more sustainable Borough, where the impact of everyday activities on the environment is minimised.</p>	
SH1 Housing Provision and Housing Need	36	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
SH2 : Housing Types and Mix	37	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
SEM1: Development and the Borough's Regeneration Strategy	38	Add to Schedule 1: Glossary of Terms: 'Regeneration: An holistic approach to improving geographical areas which experience one or more of the following: high unemployment, poor housing, social exclusion, environmental decline, high incidence of ill health, compared to surrounding areas. Problems are tackled with an inter-disciplinary and inter-agency approach.'	Accept Inspector's recommendation

Para 2.90	39	<p>2.90 The term “Town Centres” denotes, collectively, Harrow Metropolitan Centre, the District Centres and the Local Centres. The hierarchy is based upon the one set out in RPG3, and reflects the draft London Plan LPAC 1996 Supplementary Advice on Strategic Town Centres. Harrow Metropolitan Centre, District and Local Centres and local parades/shops provide the major locations for shopping and office employment in the Borough. The hierarchy is shown on the Proposals Map. The Town Centre hierarchy is not a rigid assessment of the differing sizes and strengths of individual centres. It is acknowledged that the position of a centre in the hierarchy may change in time, according to the relative health of its retail and other town centre functions, or as they adapt to emerging trends and roles. The Council regularly monitors the health of all the town centres, in order to gain early warning of any problems, and address them. However, a change in the functions of the centre could still occur, <u>after consultation, including with local community organisations</u>, and the Council will consider reclassifying a centre if this would be beneficial to its vitality and viability. For example, housing could be a beneficial use to take the place of some retail units once a permanent and structural reduction in the retail element has been identified. The Council proposes to keep the hierarchy under review and modify it if necessary.</p>	<p>Accept Inspector’s suggested change will improve the policy but the use of the word ‘local’ may give the impression that consultation will be limited to a certain category. A further modification is therefore necessary to embrace wider public engagement in the planning process. It is suggested that the word ‘, including...’ be added in the inspector’s wording after the word ‘consultation’.</p>
Para 2.100	155	<p>Subject to detailed consideration under the Inspector’s recommendation for Policy R5 in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel’s Decisions.</p>	

PART 2 CHAPTER 3 – ENVIRONMENTAL PROTECTION AND OPEN SPACE

UDP Policy/ Para No.	I R Ref.	Proposed Modification	Reason for Modification
Para 3.4 Para 3.4a	45	<p>3.4 Links between development and water supply, quality and availability have long been recognised. Planning has an important role to play in safeguarding water resources by providing a framework that ensures development does not have adverse impacts on watercourses, water quality or lead to flooding and secures a more sustainable approach to water supply, quality, use and drainage. Flooding can endanger lives and cause damage to property. PPG25: Development and Flood Risk (Consultation draft - 2001) emphasises the positive role of land use planning in reducing flood risk, by guiding, regulating and controlling development so that it does not increase flood risk. Authorities are advised to apply the precautionary principle to decision making and to consider how climate change may affect flood risk over the lifetime of developments. It is also acknowledged that watercourses perform important roles in nature conservation, including acting as Green Chains and Green Corridors, <u>as well as being wildlife habitats in their own right.</u></p> <p>3.4a Watercourses, river corridors and their associated floodplains provide important linking habitats to both people and wildlife alike. As landscape features they perform an essential function in both conveying water during normal flows and accommodating and attenuating flood waters.</p>	Accept Inspector's recommendation
EP7 and Para 3.17	46	<p>Renewable Energy EP7 THE COUNCIL WILL ENCOURAGE RENEWABLE ENERGY SCHEMES, SUCH AS PASSIVE AND ACTIVE SOLAR SCHEMES, AND SMALL SCALE WINDPOWER AND OTHER APPROPRIATE RENEWABLE TECHNOLOGIES BY:-</p> <p>A) REQUIRING NEW DEVELOPMENTS TO BE DESIGNED IN SUCH A WAY AS TO MAXIMISE THE POTENTIAL FOR PASSIVE SOLAR ENERGY AND NATURAL VENTILATION AND, WHERE PRACTICABLE, TO ACCOMMODATE FUTURE INSTALLATION OF SOLAR PANELS TO INCORPORATE PHOTOVOLTAICS OR ACCOMMODATE THEIR FUTURE INSTALLATION;</p> <p>B) SUPPORTING INNOVATIVE PROPOSALS AND DEMONSTRATION SCHEMES;</p> <p>C) PROVIDING ADVICE, INCLUDING SUPPLEMENTARY PLANNING GUIDANCE AND ADVICE ON GRANTS,</p> <p>PROVIDED THERE IS NO UNACCEPTABLE IMPACT ON THE ENVIRONMENT OR RESIDENTIAL AMENITY.</p> <p><u>THE COUNCIL WILL REQUIRE NEW DEVELOPMENTS TO BE SO DESIGNED AS TO MAXIMISE THE POTENTIAL, TO THE EXTENT THAT THIS IS PRACTICABLE, VIABLE AND CAUSE NO UNDUE HARM TO THE ENVIRONMENT OR RESIDENTIAL AMENITIES, OF RENEWABLE ENERGY SCHEMES SUCH AS MAKE USE OF SOLAR ENERGY, PHOTOVOLTAICS AND NATURAL VENTILATION.</u></p>	Accept Inspector's recommendation

Para 3.17		<u>3.17 The Government's focus on renewable energy has increased, and has been reflected in the Energy White Paper (February 2003), and the Mayor's draft Energy Strategy (January 2003) and other sustainable energy strategies. The Council encourages and emphasises the need for much greater energy efficiency and a growing reliance/progression on renewable energy sources such as solar energy, wind power and bio energy to meet the UK target for carbon reduction. The Council will facilitate and promote energy installations in the borough to:</u> <u>A) promote sustainable energy from these beacon installations and</u> <u>B) raise awareness of renewable energy within the broad community.</u>	
EP8 and Para 3.25: Energy Supply and Generation	47	Energy Supply and Generation Policy EP8 and its reasoned justification to be deleted.	Accept Inspector's recommendation
EP10 and para 3.31	48	Water Quality, Supply and Disposal THE COUNCIL WILL NOT PERMIT DEVELOPMENT WHICH IT CONSIDERS LIKELY TO HAVE AN ADVERSE EFFECT ON A) RIVER CORRIDORS, OR B) THE WATER OR ECOLOGICAL QUALITY OF RIVERS, LAKES, GROUNDWATER OR OTHER WATER AREAS, WHETHER BY SURFACE OR WASTE WATER DISCHARGE, DISTURBANCE OF CONTAMINATED LAND, OR OTHER ACTIVITY (INCLUDING ABSTRACTION)	Accept Inspector's recommendation
Para 3.31		3.31 The Council will encourage proposals that enhance and protect the water environment for the purposes of conservation, recreation and habitat improvement. Developers will be expected to ensure their proposals do not harm the water quality of rivers, lakes and other water areas and to take any steps necessary to prevent this. The river corridor must be retained and where possible restored such that no development will be permitted within <u>8 metres of top of bank of main rivers, or within 5 metres of ordinary watercourses.</u>	
New Para		<u>Water environments are important wildlife habitats and make a valuable contribution to biodiversity.</u> The Council will need to be satisfied that proposed development will not harm the aquatic environment before granting permission and may, by condition or agreement, require measures to be taken to protect or improve water quality through better management or sensitive planting, to protect and enhance ecological quality and biodiversity. The Council, in conjunction with the Environment Agency, will seek to restrict development that would have a detrimental impact upon water quality <u>habitat value and biodiversity, both of which are dependent on good water quality.</u> Every opportunity will be taken to environmentally enhance the value of the river corridors whether in relation to development proposals through the planning process or through other Borough initiatives.	

<p>EP11 and Para 3.34: Sustainable Urban Drainage</p> <p>Para 3.34</p>	<p>49</p>	<p>Sustainable Urban Drainage EP11 NEW DEVELOPMENT AND REDEVELOPMENTS WILL BE EXPECTED TO INCORPORATE SUSTAINABLE URBAN DRAINAGE SYSTEMS <u>WHERE PRACTICABLE.</u></p> <p>3.34 RPG3 points out the need for development to be planned so that it does not run ahead of the necessary provision of water supply and infrastructure. SUDS control the volume, speed and quality of run-off at source or before it reaches watercourses, are closer to natural drainage patterns and can include rainwater harvesting and grey water recycling, which reduces water demand. SUDS can help recharge groundwater, which in turn helps sustain river flows. Where existing infrastructure, for sewerage, drainage and water supply, is close to capacity, SUDS may enable development to be built to a higher density than would otherwise be the case. SUDS should be considered in the first instance for all sites over and above traditional piped systems. There are many types of SUDS and which is appropriate will depend on factors such as site characteristics and the nature, scale, and location of development proposed. However the Council recognises that there may be occasions when SUDS is not an appropriate system for the drainage of surface water from the site. The Council will consult with the Environment Agency, sewerage undertakers and water authorities, <u>including seeking ecological advice,</u> regarding the implementation of SUDS.</p>	<p>Accept Inspector's recommendation</p>
<p>Para 3.46</p>	<p>50</p>	<p>3.46 New development normally increases surface water run-off, where permeable surfaces are replaced by impermeable surfaces such as roofs and paving, and through compaction from vehicular movement. Increasing the risk of flooding, pollution and silt deposition, untreated run-off damages habitats and leads to river instability. Effects can occur at a distance remote from the development. Flood risk management needs to be applied to the whole river catchment and not be restricted to floodplains. Developers are advised to give careful consideration to the role that trees, open land, <u>including where appropriate, rough grassland and scrub,</u> and vegetation play in slowing down the flow of rainwater into the drainage system, offsetting some of the adverse effects of surface water run off. In areas susceptible to flooding or where significant surface water run off can be expected to result from new development, the Council may require trees to be retained, additional trees to be planted, and soft landscaping/open land to be retained for these purposes. The Council, where appropriate in consultation with the Environment Agency, will assess the surface run-off implications of new development proposals and the environmental impact of such proposals. New developments will only be permitted where the Council is satisfied that suitable measures designed to mitigate the adverse impact of surface water run-off into non-main rivers and watercourses are included as an integral part of the development. Where appropriate the development should include provision for the long-term management of these measures. Consideration should be given to the use of SUDS, retention of vegetation and role of tree planting in reducing surface water run off and hence reducing flood risk. The Council seeks to sustain the natural drainage processes within catchments and will normally require new development and redevelopments to incorporate sustainable urban drainage systems such that the 1 in 100 year critical storm is attenuated on site. Policy EP11 gives further guidance on sustainable drainage systems.</p>	<p>Accept Inspector's recommendation</p>

Para 3.54: Waste Management, Disposal and Recycling Facilities	52	3.54 Each year, the Council collects around 75,000 tonnes of household and commercial waste; a further 30,000 tonnes is delivered to the Civic Amenity Site. However, this accounts for less than half the waste arising in the Borough. Much of the Borough's waste is non-household waste, and includes construction, demolition, industrial and commercial wastes whose disposal is managed by the private sector. Household waste is projected to grow 2-3% a year. During 1998/9 household waste grew by 6% across the West London Waste Authority catchment area. If waste continues to grow at 3% a year the volume of waste produced would double in twenty years time; at 6 percent growth waste would double in less than twelve years <u>about 12 years</u> .	Accept Inspector's recommendations
Para 3.87	56	3.87 The Council wishes to extend opportunities to enjoy the natural environment to all the Borough's residents and will encourage the creation of locally appropriate new habitats where possible. Under the European Habitats Directive, member states are required to encourage the management of features of the landscape which are of major importance for wild flora and fauna. Plans should be concerned not only with designated areas, but also with other land of conservation value and the possible provision of new habitats. Among the variety of habitats that exist within the Borough, are heathland, a national priority habitat, woodland, including an ancient woodland at Bentley Priory and wetland. <u>A variety of habitats exist within the Borough, including a number of National Priority Habitats such as Lowland Heathland, Ancient/Species-rich Hedgerow and Wet Woodland. In addition, there is a range of woodland types, including ancient woodland, as well as wetland and grassland. Whilst habitats can decline as a result of natural processes (succession) or neglect, through positive and appropriate management they can be protected, enhanced and in some instances created.</u>	Accept Inspector's recommendation
Para 3.90	57	3.90 Certain species of flora and fauna are protected by national and international legislation and Local Planning Authorities are required to have regard to these when determining planning applications. In addition, 'protected species' in Harrow include priority species in national, London and local biodiversity action plans. Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species <u>badgers or species</u> protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981, as amended, or priority species or habitats in national, London or local biodiversity plans (including species in neighbouring boroughs' plans where habitats overlap). Where development is likely to affect badgers or habitats of species listed in the Wildlife and Countryside Act, English Nature should be contacted. Other animals protected by the Act vulnerable to development, include bats, water voles, great crested newts and other species of newt, lizards, slow worms and nesting birds. Some examples of animals receiving protection under the Act include nesting beds, all bat species and their roosts: kingfisher, fieldfare, redwing, hobby: water vole and great crested newt. <u>Where development is likely to affect badgers or habitats of species listed in the Wildlife and Countryside Act, English Nature should be contacted. Other animals protected by the Act vulnerable to development, include bats, water voles, great crested newts and other species of newt, lizards, slow worms and nesting birds. Some examples of animals receiving protection under the Act include nesting beds, all bat species and their roosts: kingfisher, fieldfare, redwing, hobby: water vole and great crested newt.</u> Measures should be taken to protect habitats before, during and after any development that may have an adverse impact. Badgers are protected under the 1992 Protection of Badgers Act and a licence from English Nature is required to permit interference with a sett. A list of protected species in London is set out in the London Ecology Unit booklet 'Protected Species in London' and in the London Biodiversity Audit (2000).	Accept Inspector's recommendation

<p>EP28 and Paras 3.92, 3.96 and 3.97: Conserving and Enhancing Biodiversity</p>	<p>59</p>	<p>Conserving and Enhancing Biodiversity EP28 THE COUNCIL WILL CONSERVE AND ENHANCE BIODIVERSITY BY:-</p> <p>A) RESISTING DEVELOPMENT THAT WOULD HAVE AN DIRECT OR INDIRECT ADVERSE IMPACT ON SITES OF SPECIAL SCIENTIFIC INTEREST, <u>STATUTORY LOCAL NATURE RESERVES</u>, OTHER SITES OF IMPORTANCE FOR NATURE CONSERVATION, COUNTRYSIDE CONSERVATION AREA AND GREEN CORRIDORS;</p> <p>B) ENSURING THAT ALL DEVELOPMENT PROPOSALS TAKE ACCOUNT OF NATURE CONSERVATION WHERE RELEVANT AND ENSURING THAT ALL DEVELOPMENT PROPOSALS <u>CONSIDERED LIKELY TO MATERIALLY AFFECT ON</u> SITES OF NATURE CONSERVATION IMPORTANCE TAKE INTO ACCOUNT THEIR IMPACT ON WILDLIFE AND THE ECOLOGY OF THE SITE;</p> <p>C) ENCOURAGING DEVELOPERS TO RETAIN HABITATS AND FEATURES OF VALUE TO ENHANCE THE NATURE CONSERVATION INTEREST OF SITES AND MAKE PROVISION, WHERE APPROPRIATE, FOR PEOPLE TO ENJOY THESE FEATURES;</p> <p>D) IDENTIFYING SITES FOR STATUTORILY AND LOCALLY DESIGNATED NATURE RESERVES IN CONSULTATION WITH ENGLISH NATURE AND REGIONAL AND LOCAL NATURE CONSERVATION GROUPS;</p> <p>E) WHERE THE COUNCIL CONSIDERS IT APPROPRIATE, REQUIRING DEVELOPERS TO DEMONSTRATE HOW THEIR PROPOSAL WILL IMPACT UPON WILDLIFE AND NATURAL FEATURES AND CONTRIBUTE TO CONSERVING AND ENHANCING BIODIVERSITY IN THE BOROUGH ; <u>AND</u></p> <p>F) ENSURING THAT ANY LOSS OF HABITAT (EG WOODLAND, WETLAND) IS COMPENSATED BY PROVISION OF AT LEAST AN EQUIVALENT AREA OF HABITAT UNDER THE TERMS OF A PLANNING OBLIGATION.</p> <p><u>F) ENSURING THAT ANY LOSS OF HABITAT E.G. WOODLAND, WETLAND ETC., IS COMPENSATED FOR BY PROVISION OF AT LEAST AN EQUIVALENT AREA OF LAND OF EQUIVALENT HABITAT QUALITY UNDER THE TERMS OF A PLANNING OBLIGATION.</u></p>	<p>Accepted Inspector's recommendation</p>
<p>Para 3.92</p>		<p>3.92 Harrow's environment supports a wide diversity of wild plants, birds and animals. In recent years certain species have declined or come under threat as a result of human activities, including development. The Council wishes to retain and enhance this diversity in recognition of the many benefits this brings - social, educational, economic - to the Borough's residents and will promote awareness and enjoyment of the natural environment. Key to maintaining diversity is the protection, <u>appropriate management</u> and enhancement of habitats throughout the Borough. Identification of nature reserves and protection of Sites of Special Scientific Interest (SSSIs) is an important element, but it is also important to consider existing or potential habitats within open spaces, housing areas, gardens, playing fields, industry and public utilities (space around buildings, vacant land), along road verges and railway land. Such sites may be worthy of protection ecologically and may be enhanced by appropriate management.</p>	

Para 3.117	70	3.117 PPG2 (Annex C) recognises the presence of some major developed sites in the Green Belt which may be in continuing use or redundant. In dealing with such sites, the Council will consider the extent of the development and any development brief for the site. In addition, any future development proposals would need to conform to the criteria set out in paragraph C3 and C4 as well as paragraphs C15-C17 of PPG2 Annex C, in association with the policies of this Plan. <u>The development envelope for Harrow College (Weald Campus), indicating substantially the existing extent of development, is shown on the Proposals Map.</u>	Accept Inspector's recommendation
EP41A: Watling Chase Community Forest Para 3.126a	72	EP41A Watling Chase Community Forest 3.126a The Watling Chase Community Forest covers an extensive area in Hertfordshire stretching down to the northern edge of London. The intention is to create a large well-wooded 'forest' landscape for wildlife, work, recreation and education. Although only a small part of the Forest lies within the Borough (see Text Map 3B), the Council wishes to support the principles behind its creation as set out in the Community Forest Plan, and appropriate proposals which contribute to its development. Where appropriate, the Council will support proposals which facilitate improved access to the countryside and provide appropriate outdoor leisure and recreation facilities. All proposals within the Forest should include landscaping proposals that are compatible with their location within this part of the Forest. This will usually involve tree planting and/or landscaping that enhances the current landscape. The Council will consider the need to produce Supplementary Planning Guidance where this will assist the development of the Forest.	Accept Inspector's recommendation
EP46 and Paras 3.137 and 3.141 and a new para: Open Space	78	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
EP49 Informal Areas of Open Space Para 3.153		3.153 Small open spaces have a vital role to play in creating an attractive urban environment and can support a variety of plants and wildlife, thereby providing opportunities for people to enjoy nature close to where they live. Informal and incidental open spaces can contribute to Biodiversity Action Plan objectives. <u>The Council encourages sustainable ecological projects in partnership with the local community and others. The development of agreed management plans will enable the local community to play an active role in securing ecologically sound nature conservation management of appropriate sites on informal and incidental open spaces.</u> A network of inter-linked open spaces will create conditions for a wider range of species to thrive than would be possible with isolated spaces. Consideration will also be given to identifying, creating and enhancing links between smaller open spaces and larger open spaces or areas of nature conservation interest, where resources permit. Only in exceptional circumstances where sites are devoid of nature conservation and amenity value (existing or potential) and serve no other useful purpose (such as breaks in the urban fabric, play areas), will their use for off-street parking or extensions to gardens or houses be permitted.	Accept Inspector's recommendation

CHAPTER 4 – DESIGN AND THE BUILT ENVIRONMENT

UDP Policy/Para No.	IR Ref	Proposed Modification	Reason for Modification
Para 4.10: Design and Built Env. Objectives	81	<p>DESIGN AND BUILT ENVIRONMENT OBJECTIVES</p> <p>4.10 i) To ensure that development secures the most efficient and effective use of land through good design, thereby enhancing the built environment;</p> <p>ii) To promote more sustainable types and layouts of development, including mixed use development; and</p> <p>iii) To seek the preservation <u>protection</u> and enhancement of the historic environment.</p> <p>iv) To promote more sustainable travel patterns through layouts and design, giving greater priority to pedestrians, cyclists and public transport users in appropriate cases.</p>	Accept Inspector's recommendation
Para 4.20	84	<p>4.20 Parking spaces within new developments should be located as close as possible to the buildings they serve, especially in the case of residential development. If this is not possible, then small groups of off-street parking spaces with good linkages to the housing should be provided. Car parking should be considered as an integral part of the overall design of a development, and spaces located conveniently to the buildings they serve. However, this should not be at the expense of secure and convenient access by other transport modes. The provision of safe and direct routes for pedestrians and cyclists, and links to public transport, should be considered before land for car parking is allocated, especially in residential development. Parking space within residential curtilages should be sited to minimise its visual intrusion and suitable landscaping and boundary treatment provided to ensure that parked cars do not dominate the streetscene. Where off-street or courtyard parking is provided, bays should be located in small groups, overlooked by adjoining buildings and passing pedestrians, with good linkages to the housing. Road design will need to ensure that inappropriate car parking is discouraged so that continuous access for emergency and other essential vehicles is maintained.</p>	Accept Inspector's recommendation
D5: New Residential Development - Amenity Space and Privacy	85	<p>New Residential Development - Amenity Space and Privacy</p> <p>D5 NEW RESIDENTIAL DEVELOPMENT SHOULD:-</p> <p>A) PROVIDE AMENITY SPACE WHICH IS SUFFICIENT:-</p> <ol style="list-style-type: none"> 1) TO PROTECT THE PRIVACY AND AMENITY OF OCCUPIERS OF SURROUNDING BUILDINGS; 2) AS A USABLE AMENITY AREA FOR THE OCCUPIERS OF THE DEVELOPMENT; AND 3) AS A VISUAL AMENITY. <p>FAMILY ACCOMMODATION SHOULD BE LOCATED AT GROUND FLOOR WHEREVER POSSIBLE, WITH ACCESS TO PRIVATE GARDEN SPACE;</p>	Accept Inspector's recommendation

<p>Para 4.31</p> <p>Para 4.33</p>		<p>B) MAINTAIN ADEQUATE SEPARATION BETWEEN BUILDINGS AND DISTANCE TO SITE BOUNDARIES IN ORDER TO PROTECT THE PRIVACY AND AMENITY OF OCCUPIERS OF EXISTING AND PROPOSED NEW ADJOINING DWELLINGS. PROPOSALS SHOULD PROVIDE SPACE AROUND BUILDINGS TO REFLECT THE SETTING OF NEIGHBOURING BUILDINGS; AND</p> <p>C) HAVE REAR GARDENS THAT RESPECT THE CHARACTER OF THE SURROUNDING AREA AND ENSURE THAT THE AMENITY AND PRIVACY OF OCCUPIERS OF EXISTING AND PROPOSED DWELLINGS IS SAFEGUARDED.</p> <p>IN OR ADJACENT TO TOWN CENTRES, IT MAY BE ACCEPTABLE TO PROVIDE FLATS WITH ONLY LIMITED EXTERNAL AMENITY SPACE. IN SUCH INSTANCES ALTERNATIVE PROVISION SUCH AS BALCONIES, ROOF GARDENS OR INTERNAL COMMUNAL AREAS WILL BE SOUGHT.</p> <p>4.31 Amenity space can form a ‘visual’ amenity setting for buildings and/or form a ‘usable’ amenity area in the form of gardens or private communal areas. New residential development should provide sufficient usable amenity space for residents. There should be a clear definition between private amenity space and public space. Wherever possible, private amenity space should be located to the rear of the property. Blocks of flats, particularly in and around town centre locations, require ‘visual’ amenity space in the form of a landscaped setting. Private balconies, roof gardens and internal communal areas can provide an effective form of private amenity space for people in flats. However, the siting and design of balconies should minimise any overlooking of neighbouring properties.</p> <p>4.33 The size and length of rear gardens <u>form and amount of useable amenity space that should be provided in new development</u> will depend on the character of the surrounding area and the configuration of the site. General levels of privacy in the immediate area will be taken into account. For example, it would be taken into consideration whether new dwellings would be backing onto open space, or surrounded by tightly constrained houses with small rear gardens. In considering rear garden areas and lengths <u>the form and amount of usable amenity space</u> the Council will not be seeking to ensure that they meet any minimum or maximum standard. Each case will be assessed, taking account of the general standard of amenity in the surrounding area. In some instances, new development may offer the opportunity to achieve an improvement in privacy standards of the surrounding area. The design, as well as the proximity, of developments can also affect adjoining gardens. Further guidelines will be included in Supplementary Planning Guidance.</p>	
<p>D10: Rear Garden Interface</p>	<p>88</p>	<p>D10 Rear Garden Interface Policy D10 and its reasoned justification to be deleted.</p>	<p>Accept Inspector’s recommendation</p>

D13: Locally Listed Buildings	89	<p>Locally Listed Buildings D13 THE COUNCIL WILL ENCOURAGE THE RETENTION, MAINTENANCE, AND RESTORATION OF LOCALLY LISTED BUILDINGS AND SEEK THE PRESERVATION OF THEIR LOCAL HISTORIC OR ARCHITECTURAL INTEREST BY RESISTING APPLICATIONS FOR INAPPROPRIATE ALTERATIONS OR EXTENSIONS. WHERE DEMOLITION IS PROPOSED, IT SHOULD BE DEMONSTRATED THAT ALL REASONABLE MEANS OF PRESERVING THE BUILDING HAVE BEEN THOROUGHLY INVESTIGATED AND SHOWN TO BE UNREALISTIC.</p>	The deletion of policy D14 and recommended change to D13 reflect the fact that there are no statutory powers to require the retention of locally listed buildings. It is considered, however, that para. 4.52 is consistent with PPG15 guidance encouraging their retention and should remain unchanged.
D14 Locally Listed Buildings	89	<p>D14 Locally Listed Buildings Policy D14 and its reasoned justification to be deleted.</p>	Accept Inspector's recommendation
D15: The Use of Statutorily and Locally Listed Buildings	90	<p>The Use of Statutorily and Locally Listed Buildings D15 WHERE IT CAN BE CLEARLY DEMONSTRATED TO THE COUNCIL'S SATISFACTION THAT A CHANGE OF USE OF A STATUTORILY OR LOCALLY LISTED BUILDING IS REQUIRED TO PRESERVE THAT BUILDING, AND WHERE ALTERATIONS REQUIRED FOR THE NEW USE DO NOT DIMINISH THE ARCHITECTURAL OR HISTORIC VALUE OF THE BUILDING OR ITS SETTING, SUCH A PROPOSAL MAY BE CONSIDERED TO OVERRIDE OTHER PLAN POLICIES AND BUILDING CONTROL STANDARDS IN APPROPRIATE CASES.</p>	Accept Inspector's recommendation
D25: Lighting, Including Floodlighting	93	<p>D25 Lighting, Including Floodlighting Add new paragraph after 4.78 <u>In general, planning permission will be required for a lighting installation if it constitutes operational development involving some permanent physical change to land, or has a material effect on the external appearance of a building. Most forms of lighting on columns for example, for lighting outdoor sports events or for security purposes, will require permission. In addition, lighting installations on Listed Buildings that materially affect their character, or illumination of some types of outdoor advertisements, will also require consent under related legislation</u></p>	Accept Inspectors recommendation

D26: Telecommunica tions Development	94	<p>Telecommunications Development D26 PROPOSALS FOR TELECOMMUNICATIONS DEVELOPMENT WILL BE CONSIDERED FAVOURABLY PROVIDED:-</p> <p>A) NO SATISFACTORY ALTERNATIVE MEANS FOR TELECOMMUNICATIONS ARE AVAILABLE;</p> <p>A) B) NO SATISFACTORY ALTERNATIVE, AND LESS HARMFUL, MEANS OF MEETING THE NETWORK COVERAGE DEFICIENCY IDENTIFIED BY THE PROSPECTIVE OPERATOR IS AVAILABLE.</p> <p>B) C) CONSIDERATION HAS BEEN GIVEN TO SITING EQUIPMENT ON AN EXISTING BUILDING OR STRUCTURE OR TO SHARING FACILITIES (EITHER USING EXISTING FACILITIES OR REPLACING EXISTING FACILITIES WITH SHARED FACILITIES);</p> <p>C) D) THERE WOULD BE NO DETRIMENTAL IMPACT ON CONSERVATION AREAS, LISTED BUILDINGS, IMPORTANT LOCAL VIEWS AND LANDMARKS OR OTHER STRUCTURAL FEATURES IDENTIFIED IN POLICY SEP5, AND, HAVING REGARD TO OPERATIONAL NEED, THERE WOULD BE NO SERIOUS RISK TO AMENITY IN RESIDENTIAL AREAS;</p> <p>D) E) THE PROPOSED INSTALLATION WOULD BE SITED AND DESIGNED TO MINIMISE VISUAL IMPACT, AND, WHERE PRACTICABLE, TO ACCOMMODATE FUTURE SHARED USE. CAREFUL CONSIDERATION SHOULD BE GIVEN TO SCREENING AND PLANTING; AND</p> <p>E) F) THE PROPOSED SITE AND ANY EMISSIONS ASSOCIATED WITH IT DO NOT PRESENT ANY HEALTH HAZARDS.</p>	Accept Inspector's recommendation, subject to minor correction by deletion of the words 'TO HIM' at the end of criterion A)
D32: Public Art and Design	95	<p>D32 Public Art and Design THE COUNCIL WILL ENCOURAGE THE PROVISION OF PUBLIC WORKS OF ART IN ALL MAJOR COMMERCIAL DEVELOPMENT AND ADJACENT PUBLIC SPACES.</p> <p><u>IN CONSIDERING APPLICATIONS FOR MAJOR DEVELOPMENT OF SIGNIFICANT PUBLIC VISIBILITY, THE COUNCIL WILL ENCOURAGE, WHERE THE SITE LOCATION IS FAVOURABLE, THE PROVISION OF WORKS OF ART.</u></p>	Accept Inspector's recommendation

CHAPTER 5 – TRANSPORT

UDP Policy/Para No.	I R Ref.	Proposed Modification	Reason for Modification
Para 5.12: Transport Objectives	98	<p>TRANSPORT OBJECTIVES</p> <p>5.12 i) To help bring about a land use pattern where the necessity to travel, especially by car, is minimised, and where there is a realistic choice of mode of transport;</p> <p>i) <u>To help bring about a land use pattern where travel, particularly by car, is minimised, and where there is a realistic choice of mode of transport.</u></p> <p>ii) To promote sustainable travel patterns by encouraging walking, cycling and the use of public transport by better maintenance and improvement of the provision made for these modes, and to promote safe and convenient interchange between different modes of transport;</p> <p>iii) To protect the environmental quality of the Borough from the impact of traffic; and</p> <p>v) To manage the highway network effectively for all users without increasing its overall capacity for private motorised vehicles, and creating further capacity where appropriate for priority use by sustainable transport modes.</p>	Accept Inspector's recommendation
T7: Designing New Development with Good Access in Mind	99	<p>T7 Designing New Development with Good Access in Mind</p> <p>Policy T7 and its reasoned justification to be deleted.</p>	Accept Inspector's recommendation
Para 5.21b: Rail Freight Transport	102	<p>5.21b Opportunities for new rail connections to industrial or warehousing premises in the Borough are, however, very limited. These will largely be along the West Coast Main Line, where there are currently industrial and warehousing premises. If these are redeveloped, developers will be encouraged to investigate the feasibility of including rail sidings and loading/unloading facilities. The appropriateness of these will, of course, be determined by the nature of the business to be undertaken in the new premises. Transhipment depots may be acceptable, but many of the roads in the vicinity of the railway line are not suitable for additional heavy goods vehicle movements. At transhipment depots goods are transferred from rail to lorry or vice-versa. Facilities are provided either to break a train-load into smaller consignments for onward transport by lorry, or for several lorry-loads to be consolidated into one train-load. <u>The Strategic Rail Authority, Network Rail and the relevant Train Operating Companies will be consulted on any proposal.</u></p>	Accept Inspector's recommendation, and amend to reflect changed circumstances.

T13 & Schedule 6: Parking Standards	110	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
T14 and para 5.32: New Development and On-Street Parking	112	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
T15: Making Better Use of Parking Provision	113	T15 Making Better Use of Parking Provision Policy T15 and its reasoned justification to be deleted.	Accept Inspector's recommendation
T17 and Para 5.37: Station Car Parks	114	T17 Station Car Parks Policy T17 and its reasoned justification to be deleted.	Accept Inspector's recommendation
T18 Servicing of New Developments	115	Servicing of New Developments T18 FOR ALL APPROPRIATE DEVELOPMENT, OFF-HIGHWAY SERVICE AREAS AND ACCESS ROADS SHOULD BE PROVIDED, TO THE COUNCIL'S ADOPTABLE STANDARDS SO AS TO PROVIDE A SAFE ENVIRONMENT AND ENABLE VEHICLES TO LEAVE, AND REJOIN, THE PUBLIC HIGHWAY IN FORWARD GEAR. THEY SHOULD BE DESIGNED SO THAT THERE IS NO UNACCEPTABLE LOSS OF AMENITY TO SURROUNDING OCCUPIERS. DIRECT CONNECTION OF ACCESS ROADS OR SERVICE AREAS TO LONDON DISTRIBUTOR OR BOROUGH DISTRIBUTOR ROADS WILL BE DISCOURAGED, UNLESS CONNECTION TO A LOCAL ACCESS ROAD IS UNDESIRABLE DUE TO ROAD SAFETY OR AMENITY REASONS. IF CONNECTION TO A DISTRIBUTOR ROAD IS NECESSARY, APPROPRIATE HIGHWAY WORKS FINANCED BY THE DEVELOPER WILL BE REQUIRED TO MINIMISE THE DISRUPTION TO TRAFFIC, AND TO ENSURE ROAD SAFETY.	Accept Inspector's recommendation
T19: Servicing of New Developments	116	Servicing of New Developments T19 THE COUNCIL WILL REQUIRE THE PROVISION OR IMPROVEMENT OF SERVICE ROADS TO CURRENT ADOPTABLE STANDARDS IN CONNECTION WITH DEVELOPMENTS AS SHOWN ON THE PROPOSALS MAP AND ON PLANS IN SCHEDULE 7 AND WILL SEEK OTHERS WHERE APPROPRIATE.	Accept Inspector's recommendation

CHAPTER 6 – HOUSING

UDP Policy/Para No.	I R Ref:	Proposed Modification	Reason for Modification																																																																																																								
New Policy	118	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	Accept Inspector's recommendation																																																																																																								
Para 6.7		<p data-bbox="488 379 1384 405">SUPPLY OF NEW HOUSING- COMPLETIONS (JAN 1992 TO DEC 2002)</p> <table border="1" data-bbox="488 405 1733 1104"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">CONVERSIONS/CH. USE</th> <th colspan="2">NEW BUILD</th> <th colspan="2">TOTAL</th> </tr> <tr> <th>GROSS</th> <th>NET</th> <th>GROSS</th> <th>NET</th> <th>GROSS</th> <th>NET</th> </tr> </thead> <tbody> <tr> <td>1992</td> <td>25</td> <td>16</td> <td>340</td> <td>289</td> <td>365</td> <td>305</td> </tr> <tr> <td>1993</td> <td>9</td> <td>1</td> <td>230</td> <td>211</td> <td>239</td> <td>212</td> </tr> <tr> <td>1994</td> <td>34</td> <td>-5</td> <td>292</td> <td>272</td> <td>326</td> <td>267</td> </tr> <tr> <td>1995</td> <td>57</td> <td>13</td> <td>155</td> <td>146</td> <td>212</td> <td>159</td> </tr> <tr> <td>1996</td> <td>39</td> <td>25</td> <td>141</td> <td>110</td> <td>180</td> <td>135</td> </tr> <tr> <td>1997</td> <td>23</td> <td>-2</td> <td>185</td> <td>172</td> <td>208</td> <td>170</td> </tr> <tr> <td>1998</td> <td>102</td> <td>69</td> <td>239</td> <td>212</td> <td>341</td> <td>281</td> </tr> <tr> <td>1999</td> <td>64</td> <td>43</td> <td>83</td> <td>57</td> <td>147</td> <td>100</td> </tr> <tr> <td>2000</td> <td>31</td> <td>17</td> <td>60</td> <td>22</td> <td>91</td> <td>39</td> </tr> <tr> <td><u>2001</u></td> <td><u>136</u></td> <td><u>112</u></td> <td><u>365</u></td> <td><u>354</u></td> <td><u>501</u></td> <td><u>466</u></td> </tr> <tr> <td><u>2002</u></td> <td><u>61</u></td> <td><u>37</u></td> <td><u>346</u></td> <td><u>316</u></td> <td><u>407</u></td> <td><u>353</u></td> </tr> <tr> <td>TOTAL</td> <td>384</td> <td>177</td> <td>1725</td> <td>1491</td> <td>2109</td> <td>1668</td> </tr> <tr> <td></td> <td><u>581</u></td> <td><u>326</u></td> <td><u>2436</u></td> <td><u>2161</u></td> <td><u>3017</u></td> <td><u>2487</u></td> </tr> </tbody> </table> <p data-bbox="488 1142 1845 1417">6.7 The housing completion rates in the last five years have been variable (see table on page 135). Following an average completion rate of 461 between 1986-1990, the rate declined to an average of 264 <u>306 (gross)</u> between 1991-1995. In the period between 1996-2000 the average fell to 193 (gross). This, among other things, is an indication that the scope for increasing housing supply was very limited in Harrow under the policies then in force. In the period 1997-2001, a total of 1288 (gross) or 1056 (net) additional dwellings were completed, an annual average of 257 (gross) (210 net). However, in the last two years completions have averaged 454 (gross) per annum. The supply of additional housing has come largely from new build, which has accounted for nearly 90% over 80% of total completions between 1989 and 2000, but 78% in 2001-2. The remainder has been provided by a combination of conversion of houses into flats and changes of use of buildings.</p>		CONVERSIONS/CH. USE		NEW BUILD		TOTAL		GROSS	NET	GROSS	NET	GROSS	NET	1992	25	16	340	289	365	305	1993	9	1	230	211	239	212	1994	34	-5	292	272	326	267	1995	57	13	155	146	212	159	1996	39	25	141	110	180	135	1997	23	-2	185	172	208	170	1998	102	69	239	212	341	281	1999	64	43	83	57	147	100	2000	31	17	60	22	91	39	<u>2001</u>	<u>136</u>	<u>112</u>	<u>365</u>	<u>354</u>	<u>501</u>	<u>466</u>	<u>2002</u>	<u>61</u>	<u>37</u>	<u>346</u>	<u>316</u>	<u>407</u>	<u>353</u>	TOTAL	384	177	1725	1491	2109	1668		<u>581</u>	<u>326</u>	<u>2436</u>	<u>2161</u>	<u>3017</u>	<u>2487</u>	Updating of Information
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Para 6.17: National Policy Context	120	6.17 Circular 6/98 and PPG3 state that a community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies and deciding planning applications. Whilst the primary objective is to ensure that there is sufficient land for housing to meet agreed need in terms of numbers, the Circular reiterates the need to ensure that local authorities provide a mix of dwellings and encourage mixed and balanced communities to avoid social exclusion. The Circular encourages the development of policies that seek an element of affordable housing in new residential developments and the need to indicate how many affordable homes will be needed through the Plan period. Great emphasis is placed on securing on-site development of affordable housing in schemes which are required to have an element of affordable housing.	Accept Inspector's recommendation
H4 and Para 6.27: Housing Provision on Previously-Developed Land	123	H4 Housing Provision on Previously-Developed Land Policy H4 and its reasoned justification to be deleted.	Accept Inspector's recommendation
H5: Residential Density	125	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
H6: Affordable Housing and H7: Housing for Key Workers	131	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
Para 6.47: Dwelling Mix	132	6.47 PPG3 recognises the need to achieve a better balance between the range of dwellings and household types. Those living in Harrow have a range of housing needs which can only be met through the provision of a variety of housing types. It is therefore important that a variety of dwellings is provided, on larger development sites. This will ensure a range of accommodation appropriate to the needs of a balanced and mixed community. A mix of unit sizes is particularly needed in the Borough to help to respond to change in household composition and ensure flexibility and movement within the housing stock, both at present and in the future. Whilst the precise housing mix required is likely to alter during the Plan period, due to changes in the population structure and household composition, effective monitoring should ensure that the application of the policy responds to the most up-to-date situation. Where new housing development is to be provided on a site of one hectare or above, a reasonable mix and balance of house types and sizes will be required.	Accept Inspector's recommendation
H10: Conversions of Houses and Other Buildings to Flats	134	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	

H13: Houses in Multiple Occupation	135	<p>Houses in Multiple Occupation H13 THE COUNCIL WILL ENCOURAGE THE RETENTION OF EXISTING HOUSES IN MULTIPLE OCCUPATION AND FAVOURABLY CONSIDER APPLICATIONS FOR THE CONVERSION OF BUILDINGS TO HOUSES IN MULTIPLE OCCUPATION, PROVIDING THAT:-</p> <p>A) THERE IS NO ADVERSE IMPACT ON ENVIRONMENTAL CONDITIONS OR ON THE AMENITY OF THE SURROUNDING AREA;</p> <p>B) THERE IS NO ADVERSE IMPACT ON TRAFFIC, HIGHWAY SAFETY AND PARKING;</p> <p>C) THE BUILDING AND ACCOMMODATION PROVIDED IS SUITABLE IN TERMS OF SIZE, LAYOUT AND LOCATION; AND</p> <p>D) THE LEVEL OF CONVERSIONS IN THE ROAD HAS NOT EXCEEDED 25%.</p>	Accept Inspector's recommendation
H16: Hostels	135	<p>Hostels H16 THE COUNCIL WILL FAVOURABLY CONSIDER PROPOSALS FOR PURPOSE-BUILT HOSTELS OR THE CONVERSION OF AN EXISTING BUILDING TO A HOSTEL USE PROVIDING:-</p> <p>A) THE PROPOSAL IS LOCATED IN OR NEAR TO THE METROPOLITAN OR DISTRICT CENTRES OR AREAS OF GOOD PUBLIC TRANSPORT ACCESSIBILITY; <u>AND</u></p> <p>B) THERE WILL BE NO HARMFUL CONCENTRATION OF SUCH USES OR UNACCEPTABLY ADVERSE ENVIRONMENTAL OR AMENITY PROBLEMS IN THE SURROUNDING AREAS; AND</p> <p>C) THERE IS ADEQUATE OFF STREET PARKING.</p>	Accept inspector's recommendation
H19: Mobility and Lifetime Homes	136	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	

CHAPTER 7 – EMPLOYMENT, SHOPPING AND TOWN CENTRES

UDP Policy/Para No.	I R Ref:	Proposed Modification	Reason for Modification
National Policy Context - para 7.18	139	<p>7.18 PPG3 advises that, where allocations of land for employment uses cannot realistically be taken up in the quantities envisaged over the lifetime of the Plan, then these allocations should be reviewed, and possibly reallocated for housing or mixed-use development. <u>The government resolve on this issue has been given a new impetus by the current proposal to make changes to PPG3 to make provision for releasing unused and under-used industrial and employment land for residential development. The presumption in favour of using industrial and commercial land for housing is aimed at removing barriers to delivering the housing needed in our communities and ensure that the planning system is not a brake on an adequate and continuing supply of sites for housing in sustainable locations. The greatest challenge for the Council is how to produce a policy framework that will secure more affordable housing as part of the timely delivery of agreed housing numbers without a negative effect on sustainability agenda in areas where there is significant imbalance in land allocation between housing and other uses. Whilst the Council would be sympathetic to planning proposals for housing or mixed-use development affecting land allocated for industrial or commercial use, it is expected that developers demonstrate through an up to date assessment that the land or buildings are surplus to requirements. The Council accepts that redundant industrial or commercial buildings that are no longer needed for such use should be allocated for housing or appropriate mixed use. Regular and up-to-date assessments of the need for land to be allocated fro employment uses over the plan period will be required. A detailed review of the sustainability of particular sites for housing or other uses will also be carried out through development and planning briefs. Having reviewed the Borough's remaining sites in 1996, the Council believes that the remaining land available to be taken up is very small indeed, (see para 7.4, above) and therefore the advice in PPG3 does not apply in the context of Harrow. Further assessment of industrial and employment land would be required during the Plan period.</u></p>	Accept Inspector's recommendation
EM4: New Office Development Para 7.23	141	<p>New Office Development EM4 MAJOR NEW OFFICE DEVELOPMENT AND REDEVELOPMENT SHOULD BE LOCATED IN HARROW METROPOLITAN CENTRE AND NORTHOLT ROAD, SOUTH HARROW. ALL OTHER NEW OFFICE DEVELOPMENT AND REDEVELOPMENT SHOULD BE LOCATED IN THE METROPOLITAN, DISTRICT AND LOCAL CENTRES OR IN LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY PUBLIC TRANSPORT. IN MAJOR OFFICE DEVELOPMENTS A SUBSIDIARY ELEMENT OF OTHER APPROPRIATE USES WILL BE ACCEPTABLE. IN MIXED USE DEVELOPMENTS IN TOWN CENTRE LOCATIONS AN OFFICE ELEMENT WILL BE ENCOURAGED.</p> <p>7.23 healthy and vibrant town centre depends on a mix of uses, but the main sources of employment in the centres, especially in Harrow, will continue to be office based. The majority of Harrow's economically active population has jobs or skills that traditionally have been office-based. <u>Harrow Metropolitan Centre will continue to be the main sources of employment in the Borough. However, a healthy and vibrant town centre depends on a mix of uses. Even with changing working practices, the demand for officespace in the future, particularly in the financial and professional services which typify Harrow's office market, is not likely to be so severely curtailed as the to justify no further planned growth for office space. should be planned. Furnishing opportunities for Harrow people to</u></p>	Accept Inspector's recommendation

<p>Para 7.24</p>	<p>work in the Borough assists in achieving the sustainability aim of reducing distances travelled to work. This aim is more sustainable, and more supportive of social inclusion, if the local work journey is made, and it can conveniently be made, by a non-car mode of travel, such as public transport, walking or cycling.</p> <p><u>7.24 The Council will encourage diversification of uses in the town centres as a whole whilst recognising and supporting the shopping function of the primary shopping area. Diversity of uses in the Borough town centres and their accessibility to people living and working in the area make an important contribution to their vitality and viability. A reasonable range of available office premises is required in order to encourage enterprise. In order to encourage enterprise, a reasonable range of available office premises is required.</u> This will help to support new enterprise, which typically will require small low cost suites, right through to those companies expanding their operations, and wanting rather larger, perhaps purpose built, single user buildings. <u>A wider mix of uses that fits better with the surrounding community and the retail patterns of the Borough town centres will encouraged.</u></p>	
<p>Para 7.26</p>	<p>7.26 Mixed uses, such as offices, retail, leisure or housing in the same development, or even in the same building, are important in town centres, because the occupiers can mutually support each other. In particular, security for office premises can be enhanced if there are other occupiers in the building and environs outside office hours. Encouraging a variety of uses also helps to create opportunities for generating a diverse range of new jobs. However, in order to allow for sufficient office floorspace to meet forecast demands, it is important that in major developments and redevelopments non office uses are not allowed to predominate. A major new office development is defined as one being 2000m² or more total gross floor area. Therefore in Harrow Metropolitan Centre, and Northolt Road, South Harrow, the non office element of any scheme should not exceed as a guideline, around 10% of gross floorspace of the scheme. Other town centres in the Borough have traditionally catered for small office suites, and these can more flexibly be accommodated in developments containing other uses, with these other uses possibly predominating.</p> <p>Reasoned justification paragraph 7.25 remains unchanged.</p>	

<p>EM5: New Large Scale Retail and Leisure Development</p>	<p>144</p>	<p>New Large Scale Retail, Leisure and other Developments</p> <p>EM5 PROPOSALS FOR NEW RETAIL, LEISURE DEVELOPMENT AND OTHER INVOLVING LARGE SCALE USES ATTRACTING CONSIDERABLE NUMBERS OF PEOPLE, OR MAJOR EXTENSIONS TO EXISTING DEVELOPMENTS, SHOULD BE LOCATED WILL BE PREFERRED IN METROPOLITAN AND DISTRICT CENTRES. APPLICATIONS FOR PLANNING PERMISSION WILL BE CONSIDERED IN ACCORDANCE WITH A SEQUENTIAL APPROACH. IF A SUITABLE SITE IS NOT AVAILABLE IN THESE CENTRES, THEN AN EDGE-OF-CENTRE OR LOCAL CENTRE SITE MAY BE ACCEPTABLE. ONLY IF THERE ARE NO SUITABLE SITES AVAILABLE IN THESE LOCATIONS MAY OUT-OF-CENTRE SITES BE CONSIDERED. ALL EDGE-OF-CENTRE OR OUT-OF-CENTRE PROPOSALS OF 500 SQUARE METRES GROSS FLOORSPACE OR OVER WILL ALSO BE REQUIRED TO MEET THE FOLLOWING TESTS. THE ORDER OF PREFERENCE FOR THE LOCATION OF DEVELOPMENT SHOULD BE AS FOLLOWS:</p> <p>A) PROPOSALS FOR FUTURE INVESTMENT AND REGENERATION WITHIN THE TOWN CENTRE WOULD NOT BE SERIOUSLY PREJUDICED;</p> <p>B) THERE WOULD NOT BE ANY SERIOUS EFFECT ON: THE VITALITY AND VIABILITY OF A TOWN CENTRE; ITS QUALITY AND ATTRACTIVENESS; ITS ROLE IN THE ECONOMIC AND SOCIAL LIFE OF THE COMMUNITY; THE RANGE OF SERVICES PROVIDED; THE PHYSICAL CONDITION OF THE TOWN CENTRE, OR THE LIKELY INCREASE IN THE NUMBER OF VACANT UNITS IN THE PRIMARY FRONTAGE;</p> <p>C) THE PROPOSAL WOULD BE LOCATED AND DESIGNED SO AS TO REDUCE THE NEED TO ACCESS IT BY CAR; WOULD BE EASILY ACCESSIBLE BY CYCLISTS, PEDESTRIANS AND THOSE USING PUBLIC TRANSPORT; AND WOULD MAXIMISE OPPORTUNITIES FOR MAKING VISITS TO OTHER FACILITIES IN THE SAME TRIP.</p> <p>FOR SCHEMES WHICH CONTAIN 500M² OR MORE GROSS FLOORSPACE OR ATTRACT LARGE NUMBERS OF PEOPLE, DEVELOPERS WILL BE REQUIRED TO SUBMIT AN IMPACT ANALYSIS. FOR SCHEMES OUTSIDE TOWN CENTRES OR THOSE NOT ALLOCATED AS A PROPOSAL SITE IN THIS PLAN DEVELOPERS WILL ADDITIONALLY BE REQUIRED TO SUBMIT AN ASSESSMENT OF THE NEED FOR THE DEVELOPMENT AND A SEQUENTIAL ANALYSIS OF ALTERNATIVE SITES.</p> <p>A) <u>SITES IN METROPOLITAN AND DISTRICT CENTRES</u> B) <u>AN EDGE-OF-CENTRE OR LOCAL CENTRE SITE</u></p> <p><u>IN CONSIDERING PROPOSALS TO DEVELOP EDGE OF CENTRE OR OUT OF CENTRE LOCATIONS, THE DEVELOPER MUST DEMONSTRATE THAT:</u></p> <p>A) <u>THERE IS A NEED FOR THE DEVELOPMENT AND ALL OTHER SEQUENTIAL PREFERABLE OPTIONS ARE INAPPROPRIATE;</u> B) <u>THE VITALITY AND VIABILITY OF EXISTING CENTRES WOULD NOT BE COMPROMISED:</u></p>	<p>Accept Inspector's recommendation</p>
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Para 7.27	<p>7.27 The Council's primary concern is to enhance the vitality and viability existing town centres by focussing on retail and leisure and other key town centre uses which attract a lot of people within those centres. Government guidance stresses the importance of maintaining existing town centres and avoiding major out of centre development that could threaten their vitality and viability. as the main foci for investment. Shopping, office, retail and a wide variety of other uses can all be provided in a location well served by public transport. Policy SEM2 reiterates this view. Two of the Council's goals are: the encouragement of complementary uses of an appropriate size and layout in the town centres; and resisting development prejudicial to the health of the town centres.</p>	
Para 7.27A	<p><u>7.27A The principle of a sequential approach applies to both retail and other major development such as leisure and the Council considers it appropriate to fully explore the development potential of town centres for these uses. Where a need has been established developers will be required to demonstrate that all potential town centre options have been thoroughly accessed before considering other locations. Developers should first consider town centre sites followed by edge of centre and only then out of centre sites in locations that are accessible by a choice of means of transport. In line with PPG6 the Council favours an approach in which a developer, in search for a site, would commence by looking at Harrow Metropolitan Centre and all other centres before considering less central locations.</u></p>	
Para 7.28	<p>7.28 The Council recognises that each town centre is unique, with different strengths, weaknesses and functions. Therefore, the Council will formulate Town Centre Strategies for those centres which require a clear statement of how competitiveness can be maintained, or in some cases, how the centre can be regenerated. Building on the successful partnership already in place between businesses in Harrow and Wealdstone town centres the strategies may be produced jointly with the private sector, where possible. Such These strategies, as well as setting out aims and objectives, may also contain specific proposals, all within the framework set out in this Plan. Many of these will be too detailed to include in the UDP (such as town centre management measures) but some will involve specific sites, and in order to establish them within a land use framework these are set out in the list of Proposal Sites in Chapter 10.</p>	
Para 7.29	<p>7.29 The strategies will be produced jointly where possible with the private sector, building on the successful partnership already in place between businesses in Harrow and Wealdstone town centres, the Town Centre Manager, and the Council. Their progress will be monitored regularly and updated as appropriate. The thrust of the strategies will be to allow for the consolidation of the centres. The strategies will assist them to remain competitive against neighbouring centres by means of qualitative improvements, replacement of outworn buildings and infrastructure, and, in some cases, modest growth in the quantity of retail provision or other complementary uses.</p>	
Para 7.30	<p><u>7.30 PPG6 sets out a number of tests for new developments which may have an impact on nearby town centres, if they are located out of centre. District Centres, Local Centres and local parades are particularly vulnerable. The likely impact of the development on a whole range of indicators of the vitality and viability of existing town centres should be considered. , as set out in tests A) and B) of this Policy. For major proposals, the onus will be on the developer should to demonstrate that there is need and that no significant harm will not be suffered by nearby town centres with reference to the indicators above. Smaller proposals will be encouraged to locate in District or Local Centres as appropriate. The Council acknowledges that the shopping hierarchy should not be unbalanced by permitting development of inappropriate character or which would attract custom from too wide catchments of other</u></p>	

<p>Para 7.31</p> <p>Para 7.32</p>		<p>centres. Applications for major developments should be accompanied by transport, environmental as well as economic impact assessment studies.</p> <p>7.31 Town centres are the best locations for ensuring good access by public transport, and the Council is working to improve access for cyclists and pedestrians, too. New developments must have good access by modes other than the car. In line with Government guidance, securing public transport and highway improvements will be the subject of planning conditions, if the traffic generated by the scheme warrants these. For large schemes, the Council will expect the developer to demonstrate the means by which the number of people travelling by foot, cycle or public transport to and from the proposal can be maximised. This should be achieved both by measures designed into the proposal from the outset (e.g. parking provision in line with the Council's standards; access by foot, cycle and public transport deliberately designed to be more convenient than that by car; enhanced bus service provision, if appropriate etc.) and by operational means (such as implementing a Travel Plan, etc.) (see also Policies T5, T6, T8, T9, in Chapter 5 and Policy EP25 in Chapter 3).</p> <p>7.32 The Government (Parliamentary Ministerial statements) have made it clear that for retail or leisure proposals which are not in accordance with the Development Plan, or where the need for the type of development is not established in the Plan, developers must demonstrate the need for additional facilities on the edge of centre, or outside, town centres and provide an indication that the sequential approach has been applied. This requirement applies to extensions to existing developments as well. Whilst minor extensions or developments may not have a significant impact on the viability and vitality of nearby town centres, all those proposals which are of more than 500m² gross floorspace area or would attract large numbers of people, must include a demonstration of the need for the development if the proposal is outside a town centre, on the edge of or on sites is not allocated as a proposal site in the Plan. Need should not just be defined in terms of the physical capacity for the proposal, or the demand for it (often based on the available expenditure within a proposal's catchment area). Other types of need that might be relevant include: the need to maintain a balance of land uses in the Borough; the need to encourage vitality, viability and investment in existing town centres; the need to bring about regeneration in some of the town centres, such as Wealdstone and the need to ensure continuing investment by existing traders in those centres. This list is not exhaustive other types of need could be material considerations. An explanation of how the sequential test has been applied, including the sites and centres considered, should also be included with the proposal, together with an analysis of the impact on the vitality and viability of surrounding centres. In line with PPC6, the Council has identified the need for some additional retail and leisure floorspace in town centre and edge of centre sites which are identified as Proposals Sites.</p>	
<p>EM13: New Technology Industries</p>	<p>144</p>	<p>EM13 New Technology Industries Policy EM13 and its reasoned justification to be deleted.</p>	<p>Accept Inspector's recommendation</p>

<p>EM14: Business Use - Designated Area: BAE Systems site</p>	<p>149</p>	<p>EM14 THE COUNCIL WILL RESIST THE LOSS OF LAND AND BUILDINGS WITHIN THE FOLLOWING BUSINESS USE AREAS, AS DEFINED ON THE PROPOSALS MAP, FROM BUSINESS AND LIGHT INDUSTRIAL (B1) USES:-</p> <p>ARCHES 9-17 AND 62-73, RAILWAY ARCHES, SOUTH HARROW;</p> <p>BRITISH RAIL GOODS YARD, CECIL ROAD, WEALDSTONE;*</p> <p>BAE SYSTEMS, WARREN LANE, STANMORE; BALLARDS MEWS, HIGH STREET, EDGWARE;</p> <p>SPRING VILLA PARK, OFF HIGH STREET, EDGWARE;</p> <p>18-30, 47-61, MASONS AVENUE AND 2-22, HERGA ROAD, WEALDSTONE;*</p> <p>NORTHOLT ROAD, SOUTH HARROW (NORTH OF SOUTH HARROW STATION).</p> <p>WHERE BUILDINGS ARE NOT CURRENTLY IN B1 USE, THE COUNCIL WILL ENCOURAGE REDEVELOPMENT FOR THAT PURPOSE.</p> <p>THOSE SITES MARKED ABOVE WITH AN ASTERISK (*) ARE PART OF THE WEALDSTONE PREFERRED INDUSTRIAL LOCATION AS DEFINED BY THE LONDON PLANNING ADVISORY COMMITTEE/GREATER LONDON AUTHORITY. THOSE INDUSTRIAL AREAS LISTED ABOVE OUTSIDE THESE STRATEGIC DESIGNATIONS ARE OF BOROUGH SIGNIFICANCE, AND WILL BE PROTECTED EQUALLY FROM LOSS TO OTHER USES.</p>	<p>Accept Inspector's recommendation</p>
<p>EM17: Change of Use of Shops – Primary Shopping Frontages</p>	<p>150</p>	<p>Change of Use of Shops – Primary Shopping Frontages</p> <p>EM17 IN THE PRIMARY SHOPPING FRONTAGE OF HARROW METROPOLITAN CENTRE AND OF THE DISTRICT CENTRES, THE CHANGE OF USE OF SHOPS (CLASS A1) TO (PROFESSIONAL AND FINANCIAL SERVICES) (CLASS A2) OR (FOOD AND DRINK) (CLASS A3) WILL NORMALLY BE PERMITTED PROVIDED THAT:-</p> <p>A) THE PROPOSED USE PROVIDES A SERVICE THAT IS DIRECTLY RELATED TO A SHOPPING TRIP AND SUPPORTS THE RETAIL FUNCTION OF THE CENTRE;</p> <p>B) THE LENGTH OF THE PRIMARY FRONTAGE IN NON-RETAIL USE AT STREET LEVEL IN THE CENTRE (INCLUDING ANY OUTSTANDING PERMISSIONS) WOULD NOT EXCEED 15% OF THE TOTAL IN HARROW METROPOLITAN CENTRE AND 25% OF THE TOTAL IN THE DISTRICT CENTRES;</p> <p>C) A HARMFUL CONCENTRATION OF NON-RETAIL USES IS NOT CREATED OR ADDED TO;</p>	<p>Accept Inspector's recommendation</p>

		<p>D) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;</p> <p>D) E) THE PREMISES CAN BE ADEQUATELY SERVICED WITHOUT CAUSING HARM TO HIGHWAY SAFETY AND CONVENIENCE; AND</p> <p>E) F) A WINDOW DISPLAY OR OTHER FRONTAGE APPROPRIATE TO THE SHOPPING AREA IS MAINTAINED.</p> <p>NON CLASS A USES WILL NOT BE PERMITTED IN PRIMARY FRONTAGES.</p>	
EM18: Change of Use of Shops- Secondary Shopping Frontages and Local Centres	151	<p>Change of Use of Shops – Secondary Shopping Frontages EM18 IN THE SECONDARY SHOPPING FRONTAGES OF HARROW METROPOLITAN CENTRE AND OF THE DISTRICT CENTRES, THE CHANGE OF USE OF RETAIL SHOPS (CLASS A1) TO NON-RETAIL USES WILL NORMALLY BE PERMITTED PROVIDED THAT:-</p> <p>A) THE USE IS APPROPRIATE TO A TOWN CENTRE;</p> <p>B) THE USE IS PRIMARILY FOR VISITING MEMBERS OF THE PUBLIC;</p> <p>C) THE USE REQUIRES AN ACCESSIBLE LOCATION;</p> <p>D) THE LENGTH OF THE SECONDARY FRONTAGE IN NON-RETAIL USE AT STREET LEVEL IN THE CENTRE (INCLUDING ANY OUTSTANDING PERMISSIONS) WOULD NOT EXCEED 50% OF THE TOTAL;</p> <p>E) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;</p> <p>E) F) THE PREMISES CAN BE ADEQUATELY SERVICED WITHOUT CAUSING HARM TO HIGHWAY SAFETY AND CONVENIENCE;</p> <p>F) G) A WINDOW DISPLAY OR OTHER FRONTAGE APPROPRIATE TO THE SHOPPING AREA IS MAINTAINED; AND</p> <p>G) H) A HARMFUL CONCENTRATION OF NON-RETAIL USES IS NOT CREATED OR ADDED TO.</p> <p>IN INSTANCES WHERE THE LONG TERM VACANCY RATE OF THE SECONDARY FRONTAGE OF THE CENTRE EXCEEDS 10%, THE COUNCIL WILL NORMALLY ALLOW ANY TOWN CENTRE USE, SUBJECT TO CRITERIA D) – <u>G</u>) ABOVE.</p>	Accept Inspector's recommendation

EM19: Change of Use of Shops- Designated Shopping Frontages of Local Centres	151	<p>Change of Use of Shops – Designated Shopping Frontages of Local Centres EM19 IN THE DESIGNATED FRONTAGE OF LOCAL CENTRES, THE COUNCIL WILL NORMALLY PERMIT ONLY RETAIL SHOPS (CLASS A1) AT GROUND FLOOR LEVEL. EXCEPTIONS MAY BE MADE IF THE FOLLOWING CRITERIA ARE MET:-</p> <p>A) THE PROPOSED USE IS APPROPRIATE TO THE CENTRE AND WILL IMPROVE THE RANGE OF SERVICES AVAILABLE TO LOCAL RESIDENTS AND VISITING MEMBERS OF THE PUBLIC TO HELP MEET THEIR DAY TO DAY NEEDS;</p> <p>B) THE LENGTH OF FRONTAGE IN NON-RETAIL USE AT STREET LEVEL IN THE CENTRE (INCLUDING ANY OUTSTANDING PERMISSIONS) WOULD NOT EXCEED 30% OF THE TOTAL DESIGNATED FRONTAGE OF THAT CENTRE;</p> <p>C) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;</p> <p>C) D) THE PREMISES CAN BE ADEQUATELY SERVICED WITHOUT CAUSING HARM TO HIGHWAY SAFETY AND CONVENIENCE; AND</p> <p>D) E) A WINDOW DISPLAY OR OTHER FRONTAGE APPROPRIATE TO THE SHOPPING AREA IS MAINTAINED; AND</p> <p>E) F) A HARMFUL CONCENTRATION OF NON-RETAIL USES IS NOT CREATED OR ADDED TO.</p> <p>IN INSTANCES WHERE THE LONG TERM VACANCY RATE OF THE LOCAL CENTRE FRONTAGE EXCEEDS 10%, THE COUNCIL WILL NORMALLY ALLOW ANY TOWN CENTRE USE, PROVIDED THAT THE TOTAL PROPORTION OF NON-RETAIL FRONTAGE DOES NOT EXCEED 50%, AND SUBJECT TO CRITERIA C) – <u>E</u> ABOVE.</p>	Accept Inspector's recommendation
EM20: Change of Use of Shops in Non- Designated Parades	152	<p>Change of Use of Shops in Non - Designated Parades EM20 THE COUNCIL WILL NORMALLY PERMIT CHANGES OF USE FROM RETAIL SHOPS (A1) IN NON-DESIGNATED PARADES OF HARROW METROPOLITAN CENTRE, THE DISTRICT CENTRES AND LOCAL CENTRES, PROVIDED THAT:-</p> <p>A) THE USE IS APPROPRIATE TO A TOWN CENTRE; <u>AND</u></p> <p>B) PARKING IS PROVIDED IN ACCORDANCE WITH THE COUNCIL'S STANDARDS;</p> <p>B) THE PREMISES CAN BE ADEQUATELY SERVICED WITHOUT CAUSING HARM TO HIGHWAY SAFETY AND CONVENIENCE.</p>	Accept Inspector's recommendation

CHAPTER 8 – RECREATION, LEISURE AND TOURISM

UDP Policy/Para No.	I R Ref:	Proposed Modification	Reason for Modification
R5 and Para 8.28: Outdoor Sports Facilities	155	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
R12: Protecting Arts, Culture, Entertainment and Leisure Facilities	157	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
R14 and paras 8.49 and 8.50: Libraries	158	R14 Libraries Policy R14 and reasoned justification to be deleted.	Accept Inspector's recommendation
Para 8.60	159	8.60 Opportunities to increase the supply of hotels may arise through redevelopment or change of use. Development involving a change of use and/or redevelopment of dwellings to provide hotels and guest houses can significantly alter the character of an area, through introducing a commercial use into a residential area: visually, through provision and siting of nameboards and large hardsurfaced areas; socially, by attracting a transient population; and environmentally, through increased traffic. Outside town centres, only sites alongside London Distributor Roads will be considered suitable. There may be exceptions to this in non-residential locations well served by public transport. Further guidance on conversion or redevelopment of dwellings can be found in Chapter 6 Housing.	Accept Inspector's recommendation

CHAPTER 9 – COMMUNITY SERVICES AND ACCESSIBILITY

UDP Policy/Para No.	I R Ref:	Proposed Modification	Reason for Modification
C2 (C18 in FDD): Provision of Social and Community Facilities	161	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
C7 (C6 in FDD): High Schools and Tertiary Colleges	164	C7 High Schools and Tertiary Colleges Policy C7 and its reasoned justification to be deleted.	Accept Inspector's recommendation
C8 (C7 in FDD): Harrow College	165	C8 Harrow College Policy C8 and its reasoned justification to be deleted.	Accept Inspector's recommendation
C9 (C8 in FDD): Dual Use of School Facilities and Playing Fields	165	C9 Dual Use of School Facilities and Playing Fields Policy C9 and its reasoned justification to be deleted.	Accept Inspector's recommendation
C10 (C9 in FDD): Extensions to School Premises	166	C10 Extensions to School Premises Policy C10 and its reasoned justification to be deleted.	Accept Inspector's recommendation

C11 (C10 in FDD): New Education Facilities	167	<p>C11 New Education Facilities THE COUNCIL WILL SEEK TO ENSURE THAT APPROPRIATE EDUCATION FACILITIES ARE PROVIDED. IN CONSIDERING PROPOSALS FOR NEW SCHOOLS OR THE EXPANSION OF EXISTING ONES, THE FOLLOWING CRITERIA WILL BE TAKEN INTO ACCOUNT:</p> <p>A) THE LOCAL POPULATION AND THE NEED FOR NEW EDUCATION FACILITIES IN THE AREA;</p> <p>B) ADEQUATE PROVISION FOR CAR PARKING;</p> <p><u>BC) ACCESSIBILITY OF THE SITE WITH REGARD TO ITS CATCHMENT AREA AND TO PUBLIC TRANSPORT, PAYING PARTICULAR REGARD TO ENSURING THAT THE SITE IS READILY ACCESSIBLE BY NON-CAR MODES AND INTEGRATED INTO THE SURROUNDING AREA; AND</u></p> <p><u>CD) THE AVAILABILITY OF SAFE SETTING-DOWN AND PICKING-UP POINTS WITHIN THE SCHOOL SITE.</u></p>	Accept Inspector's recommendation
C20 (C19 in FDD): Access to Buildings and Public Spaces	169	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	

CHAPTER 10 – IMPLEMENTATION, RESOURCES AND MONITORING

UDP Policy/Para No.	I R Ref:	Proposed Modification	Reason for Modification
I4: Planning Obligations – Residential Development and School Accommodation	175	I4 Planning Obligations – Residential Development and School Accommodation Policy I4 and its reasoned justification to be deleted.	Accept Inspector's recommendation

PROPOSAL SITES

UDP Policy/Para No.	I R Ref.	Proposed Modification	Reason for Modification
PS 6: Harrow-on-the-Hill Station, and adjoining land	184	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
New Proposal Site-BAE Systems, Warren Lane, Stanmore	149	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
PS7: Land north of Junction Road	184	This is a very prominent site on the western edge of the town centre but is constrained by the adjoining elevated section of the Roxborough Bridge flyover. A substantial building, to a very high design standard, would be appropriate at this gateway location, reflecting the scale of adjacent buildings and its relationship to the flyover. The site has good public transport accessibility and restraint based parking would apply.	Accept Inspector's recommendation
PS15: Roch Avenue Allotments, Roch Avenue, Tenby Road, Edgware	186	PS15: Roch Avenue, Allotments, Roch Avenue, Tenby Road, Edgware Delete site from proposal site schedule and proposals map.	Accept Inspector's recommendation
PS17: Former Harrow Hospital, and nurses hostel, Roxeth Hill	187	<p>The Harrow Hospital site lies within the Roxeth Hill Conservation Area and Area of Special Character, and is accessed from Roxeth Hill, a borough distributor road. The main hospital building is Grade II listed and the site is adjoined to the west by the Grade II listed Christ Church and to the east by Siddons House, a locally listed building. The main hospital building is also included on the English Heritage Register of Buildings at Risk in Greater London. The former nurses hostel is located some 55m west of the hospital site.</p> <p>There would be a strong presumption against the demolition of the main part of the hospital, and any other buildings that make a positive contribution to the Conservation Area. Conversion of retained buildings to residential use or similar community uses would be appropriate. Residential infill over the remainder of the site may be acceptable but would require careful design to take account of the amenities of adjoining properties, especially to the south and east, and the location of the site on the lower slope of Harrow on the Hill. Vehicular access to Roxeth Hill presents a particular constraint. This is likely to affect developments which would result in significant peak-time traffic generation. <u>The aim should be for an imaginative scheme achieving high density provision whilst suitably recognising the prevailing constraints and design implications of all these factors.</u></p>	The recommended change provides greater consistency with PPG3 and the Development Brief endorsed by the Council. The suggested reference to "design implications", however, could fail to properly address the impact

		<p>The Council has endorsed a Planning Brief for the site prepared on behalf of the Harrow and Hillingdon Healthcare NHS Trust.</p>	<p>of development on the character of the Conservation Area. The inclusion, in addition, of "...prevailing constraints..." would overcome this omission, and more accurately reflect the Inspector's assessment.</p>
<p>PS18: Former Kings Head Hotel, High Street, Harrow on the Hill</p>	<p>188</p>	<p>The Kings Head Hotel is a Grade II listed building, and an architecturally and historically important site at Harrow on the Hill. The Kings Head is also included on the English Heritage Register of Buildings at Risk in Greater London. Development will be guided by a set of principles for the redevelopment and refurbishment of the site, approved in October 1997 by the Development and Planning Committee.</p> <p>The Council's first preference for the site would be for a development of a viable hotel. <u>Should the development of an hotel not be viable, then the Council will consider as an alternative scheme based on the following principles:</u></p> <ol style="list-style-type: none"> a) <u>The conversion of the most historic parts of the building for residential and A3 use (subject to viability/sustainability issues being addressed).</u> b) <u>The demolition of Assembly Rooms as part of a comprehensive scheme.</u> c) <u>The provision of purpose built new housing on the site consistent with the need to ensure the character of the Conservation Area and historic interest of the listed building is preserved; the relationship with adjacent properties is not materially harmed; adequate areas are set aside for amenity purposes and account is taken of existing trees covered by TPO's.</u> <p>Conversion of the most historic parts of the building for residential and A3 use, together with the replacement of the Assembly Rooms, garage block and other parts of the building which are of no special interest with purpose built housing could also be acceptable, in conjunction with the refurbishment and repair of the listed building. The retention of the majority of the hotel gardens in the north east part of the site would provide adequate amenity space for any new residential units. Residential parking should be provided on site and methods of providing adequate parking for any A3 use should be investigated. Any new building or hard surfacing should take account of existing trees covered by Tree Preservation Orders.</p> <p>This is a key site in the context of Harrow on the Hill. Comprehensive development is required to ensure that the special historic interest of the former hotel, and all land within its curtilage, is preserved. If necessary, the Council will consider using its compulsory purchase powers to ensure that this is achieved. Before any scheme is considered there should be a thorough site evaluation, including a detailed historic buildings survey.</p>	<p>The recommended change reflects the current planning position and provides a more precise basis for the consideration of future development proposals. Amending the second paragraph as suggested, however, would create a potential conflict with the development guidelines referred to in para. 1 of the Development Objectives and Constraints column. These serve no useful purpose having been superseded by the recent appeal decision to allow residential</p>

			development of the site, and can now be deleted from the plan. The qualification to paragraph 1 recommended by the Inspector is unnecessary.
PS23: Rayners Lane	189	PS23: Rayners Lane Removal from the proposals map the open space designations for land at Drinkwater Road/Swifts Close and at Thackney Close.	Accept Inspector's recommendation
PS 29: Land at Stanmore Station and adjacent land, London Road	190	This narrow site includes the station buildings, car park and the airspace over the railway. Housing adjoins to the east, although there is a significant difference in site levels, and part of the site is of nature conservation interest. Any proposal must protect the residential amenity of nearby properties and address the needs of cyclists. The current station car park would need to be retained at its present capacity in any redevelopment. <u>A footpath should be provided through the site between its frontages to London Road and Dalkeith Grove, as part of a link to Canons Park and Stanmore Country Park.</u>	Accept Inspector's recommendation

SCHEDULES

UDP Policy/Para No.	I R Ref.	Proposed Modification	Reason for Modification
Schedule 1	194	Add definition of 'Regeneration' Delete definition of 'Affordable Housing', but include cross reference to the definition in the reasoned justification to new Policy H6.	Accept Inspector's recommendation
Schedule 6	110	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	
Schedule 8	134	Subject to detailed consideration in another report to the Panel on 5 January 2004. Information in this schedule will be updated to reflect the Panel's Decisions.	