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# Introduction

Draft Core Strategy (Pre-Submission) for O&S

### Introduction

#### 1. Introduction

##### Box 1

###### **Status of the document and consultation**

This is the proposed Submission draft of the Harrow Core Strategy. The Council will consult formally for six weeks on this document from **x** to **x** 2011 (Please note that all comments received during this stage will be in the public domain). After this the Council will submit it to the Secretary of State, who will test it for soundness. More details are set out in Section 1.**x** (Next Steps)

The Core Strategy and all supporting documentation can be found on the Council's website at [www.harrow.gov.uk](http://www.harrow.gov.uk) (under Local Development Framework) and also via our external consultation portal at <http://harrow-consult.limehouse.co.uk>. Hard copies of the Core Strategy are available for inspection and short term loan from the Council's offices at the Civic Centre and at all public libraries in the Borough.

###### **How you can make your comments**

If you wish to comment on the soundness of the document, the easiest way is to use our online external consultation portal, otherwise you will need to use the response form provided. Please note that a separate form will need to be completed for each comment you wish to make. Copies of the response form are available from the Council's website, the consultation portal, the Civic Centre and at all public libraries in the borough. Once completed, these can be return to the Council in the following ways:

- Electronically by filling in the response form online on the Council's website or through the Council's consultation portal at <http://harrow-consult.limehouse.co.uk>;
- By email to [ldfconsultation@harrow.gov.uk](mailto:ldfconsultation@harrow.gov.uk); or
- Filling in the response form and posting it to: Planning Policy Team, Room 301, Harrow Council, Civic Centre, Station Road, Harrow HA1 2XF

The closing date for receipt of comments is the **X April 2011**

Guidance on using our online external consultation portal are set out in Appendix 1, along with further details on how to fill in the response form.

## 1.1 Harrow's Core Strategy

.1 Over the next fifteen years and beyond, Harrow will experience changes from population growth, increased diversity, an uncertain economic climate, the need to address the impacts of climate change and technology innovations. Growth and development in Harrow provides the opportunity to bring about real and positive change to address local issues and to meet identified community needs for housing, jobs and wellbeing.

.2 The challenge for Harrow is to ensure that we pro-actively plan for and manage growth and the changes it brings in a way that delivers these opportunities while preserving the qualities, character and environment that our communities value. The Core Strategy seeks to meet these challenges through a shared vision for how the borough is to develop and strategic objectives setting out what needs to be done to deliver our vision. In particular, it establishes where and how change will be promoted in Harrow (the spatial strategy), and specifies the quantum and types of development and land use (core policies) that will be needed to bring about such change.

.3 The purpose of the Core Strategy is to ensure that the Council and its delivery partners in the public, private and voluntary sectors work together to deliver the vision and realise benefits and opportunities afforded by new development and growth – including securing the improvements needed in social and physical infrastructure to build stronger communities and to create an economic environment that attracts further inward investment, and that provides our residents with an equal opportunity to thrive in work, social and family life.

.4 The Core Strategy has been developed having regard to:

- the shared local priorities of the Harrow Sustainable Community Strategy (March 2009);
- comments received to previous consultations<sup>0</sup> on options for growth;
- the evidence base, which is available on the Council's website; and
- the need to give effect to national planning policy and the regional spatial plan (the London Plan 2008 and draft Replacement London Plan), elaborating on these as necessary to take account of local circumstances, of identified needs and opportunities.

## 1.2 The Core Strategy in Context

### Local Development Plan

.5 Eventually the Core Strategy will be supported by a range of accompanying documents that will set out in more detail, the potential development sites, policies to manage development and growth, and area action plans for specific parts of the Borough. Collectively these documents are known as the Local Development Framework which, along with the London Plan, forms the local development plan for Harrow.

### The London Plan

.6 London is the nation's economic engine and Harrow, like other outer London boroughs, plays an important role in contributing to London's continued success as a prosperous and competitive global city. This status will see London continue to grow and change to meet this role. Within this

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Strategic Options for the Future Development of Harrow (December 2006), the draft Core Strategy Draft Preferred Options (June 2008) and the Core Strategy Preferred Option (November 2009))

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context Harrow has two functions. Firstly, as one of 33 boroughs that each need to play their part in contributing towards the strategic future of London and, secondly, as a city within a city that needs to provide for the range of jobs, housing and the high quality of life that its residents expect.

**.7** The London Plan is the overall strategic plan for London, setting out policies to achieve integrated economic, environmental and social development over the next 20-25 years. It provides both a strategic and spatial framework for London as a whole, and includes targets and policies to be applied and achieved at the borough level. Section 24 of the Planning and Compulsory Purchase Act (2004) requires that this Core Strategy be 'in general conformity' with the policies in the London Plan in addition to any national policies. The challenge for the Core Strategy has been to ensure that it meets Harrow's local needs and aspirations for its future, and in doing so clearly contributes to, and supports, the achievement of the broader London-wide objectives.

**.8** The London Plan is currently the subject of review and replacement. It has been the subject of consultation and examination. However, this revision has taken place at a time of significant change to the regional planning structure in the UK, so it remains to be seen what for the final document might take, especially in respect of strategic targets for housing and standards for development. Nevertheless, Harrow's strategy for managing growth and development was consistent with the earlier drafts and has sought to capitalise upon the proposals that Mayor outlined in the draft Plan.

### **Harrow's Local Development Framework**

**.9** Harrow's Local Development Framework comprises a suite of planning policy documents, which help to give effect to the Core Strategy and the achievement of the spatial vision and strategic objectives. To support the Core Strategy the Council will in due course produce the following documents:

- Development Management Policies - Provide specific detailed policies against which to assess development, ensuring that future development meets the vision and strategic objectives of the Core Strategy.
- Site Specific Allocations - Identifies and allocates specific sites for future large scale development within Harrow and provides further site specific policy context.
- Harrow and Wealdstone Area Action Plan - Sets out the specific policies relating to development and land use within the Harrow and Wealdstone area of intensification to ensure development is managed in a comprehensive manner and set in the context of delivering the built form as well as social, environmental and economic outcomes sought for this area.
- Joint West London Waste Plan - Provides the policy framework for the management of waste, recycling and disposal across the west London sub-region.
- The Proposals Map illustrates the LDF policies on a reference map and is also available to view interactively online at: <http://harrow.addresscafe.com/app/exploreit/>.
- Supplementary Planning Documents - these documents provide detailed guidance to assist applicants in interpreting development plan policies.

**.10** A list of the planning policy documents that the Council is intending to prepare and the proposed timetable for each are set out in Harrow's Local Development Scheme.

**.11** The Harrow Unitary Development Plan (UDP) 2004 and the London Plan will continue to form the development plan for Harrow until the relevant documents that make up the Local Development Framework have been adopted. The Core Strategy, once adopted, will replace the remaining UDP policies within Section 2 - Strategic Context and Part 1 policies.

.12 A list of superseded, deleted and saved UDP Policies is contained at Appendix 2.

### **National policy context**

.13 [Needs redrafting regarding reform of current PPSs]

### **Sustainability**

.14 A sustainability appraisal of the Core Strategy has been prepared to test whether the strategic policies are consistent with the Council's sustainability objectives. These objectives consider a range of important social, economic and environmental issues which need to be met if the Harrow LDF is to be regarded as sound, as well as consistent with the wider aims of the Council's Sustainable Community Strategy.

.15 The sustainability appraisal incorporates the requirements of the EU Strategic Environmental Assessment Directive and Habitats Directive. The appraisal process has guided the Council's assessment of policy alongside its consideration of whether the policies contained within the Core Strategy are consistent with national policy, regional policy (the London Plan and other guidance), the Sustainable Community Strategy and the findings of public consultation.

### **Next steps**

.16 Following the consultation on this document in March 2011, copies of all responses received during pre-submission publication will then be forwarded to the Planning Inspectorate for consideration alongside the Submission Core Strategy, together with a Summary of Key Issues setting out the council's response to points raised. In contrast to previous stages of consultation, the Council will not be making any further substantial changes to the Core Strategy prior to submitting the Plan. However, a Schedule of Minor Post-Publication Changes (editing) will be prepared and submitted to the Planning Inspectorate. The examination in public will then be held by an independent Planning Inspector (anticipated in August 2011). The Inspector's report will be binding on the Council and the Council expects to formally adopt the the final Core Strategy following receipt of the Inspector's report towards the end of the year.





# Core Strategy Context

Draft Core Strategy (Pre-Submission) for O&S

## Core Strategy Context

### The Story of Harrow

**.1** Harrow has developed from a series of village centres into a successful outer London borough that continues to perform an important role within the overall housing market of west London. Its network of town centres, high quality open spaces and extensive Green Belt, good schools, low crime rate, along with its historic assets and excellent transport links to central London have combined to contribute significantly to its desirability as a place to live, work and visit. These considerable existing attributes, and its potential to develop further, make it attractive to investment. However, this masks the fact that the borough also has pockets of deprivation and many of the community assets are in need of renewal or replacement. The challenge for Harrow is to accommodate further development but in a manner and form that is tailored to meet our local needs, provides for our future social and economic wellbeing, addresses areas in decline, and protects and improves those elements and features that make Harrow attractive.

**.2** In respect of economic and regeneration activities, Harrow is not as competitive as it could be. Harrow town centre is one of 12 metropolitan centres in London but has not kept pace with growth experienced by neighbouring centres and is in need of some renewal. The office and industrial sectors have been in decline and are not attracting regional market interests. Yet, despite the current economic climate, our town centres and employment areas have maintained their viability with relatively low vacancy rates and significantly, demand for new hotel developments and education and training facilities. We also have unique strengths, in terms of our diverse, highly skilled and entrepreneurial population that provide the opportunity for the borough to carve out a clear role for itself in support of west and outer London's wider economic offer.

**.3** This section of the Core Strategy further elaborates on the matters raised above and highlights the significant opportunities and key drivers that will shape the future of the borough.

#### **.4 2.1 Figures at a Glance**

- 5047 ha in area (1,334ha open space (26%), 2,621ha residential (52%), 89ha employment (1.8%) and 1,003ha roads & infrastructure);
- A population of 218,000, rising to 223,500 by 2026;
- Over 51% of residents were from ethnic minority groups in 2001;
- Annual strategic housing requirement of 400 reducing to 350 from 2011
- 2787 net new dwellings completed over the past 5 years (2005/6 – 2009/10);
- 768 affordable homes delivered over the same period (27.6%);
- 75% of housing in owner-occupier sector;
- Average household price is eight times the average household gross income;
- Second lowest crime rates in London but with pocket problem areas;
- Disproportionately high fear of crime;
- As many as 20,000 people with carer responsibilities in the Borough;

#### **.5 2.2 Population and Demographics**

**.6** [Need new figures to reflect latest ONS estimates]

.7 Harrow residents enjoy good life expectancy (78.9 years for men and 83.1 years for women) resulting in a disproportionately high increase in the proportion of older residents and adults living alone. Nearly 14% of the Harrow population are over the age of 65 compared to a London average of 11%. Forecasts show these trends are set to continue with an increasing number of people aged over 85. However, at the opposite end of the age spectrum, the borough will also see a growth in the under 15 age group (9.8%). This has short-term implications, especially for primary school provision, and more acutely, provision serving the central part of the borough. The increase in older people will result in a corresponding increase in the need for different health and social care services. With many services now be tailored to the individual, this is enabling older residents to remain in their homes, placing greater pressure on provision for new family accommodation.

.8 Harrow is already one of the most diverse boroughs in London and the most religiously diverse in England (see Figure 1). A significant proportion of Harrow's residents are of Indian origin and overall around 53% of the population are from minority ethnic groups. As the population grows Harrow can expect to see further increases in the proportion of its black and ethnic minority population and housing growth will need to take account of the specific needs arising from this diverse population.

.9 Figure 1: Harrow's Ethnic Origins [to insert]

## .10 2.3 Environment and Infrastructure

.11 The borough is well served by both mainline rail and underground services. Four underground lines traverse the borough – the Metropolitan, Jubilee, Bakerloo and Piccadilly lines with stations situated across the borough. The mainline rail provides services to central London, Northampton, Birmingham, Gatwick, Watford and Aylesbury. While provision and capacity in both rail and underground are good, disabled and step-free access to platforms remains an issue, especially at the Harrow-on-the-Hill station which serves the main town centre and acts as a central transport hub.

.12 Road links are good, with a good grid network of major roads which link to the M1, M25 and M40 motorways. These road links support a comprehensive bus service proving 30 routes that are crucial to providing radial connections to our neighbouring outer London boroughs in the absence of an orbital rail service.

.13 With regard to climate change and carbon reduction, the Council signed up to the Nottingham Declaration in 2007 and is committed to fulfilling its obligations under the declaration. A major challenge for the Council, in seeking to reduce carbon dioxide emissions (and tackle air quality problems), is the reliance on the car as a means of transport among residents in the borough. For many who commute to work outside the borough but not to central London, the car is an integral part of life. Over 70% of households in Harrow owned a car at the time of the 2001 Census and two thirds recorded that they had access to two or more cars at home.

.14 New development will provide the opportunity to achieve modern, high standards of efficiency in resource use, particularly for heating, and water consumption. However the predominance of pre-war period detached and semi-detached housing in Harrow represents a significant climate change challenge for the borough. This is being addressed in part, by the Decent Homes Programme and other initiatives such as Warmzone, which seeks to give support and advice to landowner and tenants on accessing available funding to install or improve thermal insulation; including loft insulation, cavity walls insulation, draught proofing and central heating.

**.15** Harrow has a substantial environmental resource in its extensive network of open spaces, gardens and watercourses. These assets contribute significantly to Harrow’s reputation as a green and leafy suburban borough. Over a quarter of the borough (1334ha) consists of open space. These range from large areas around Harrow Hill to smaller gardens and recreation grounds. However, the distribution of provision is uneven and the central part of the borough, which includes the Intensification Area, is identified as being deficient in most types of open space provision. It is unlikely, given the limited availability of land that such deficiencies will ever be adequately addressed but improvements in the accessibility to, and quality of, our open spaces will go some way to alleviating perceived concerns. To this end, the Council is in the process of developing an Open Spaces Strategy and Green Grid.

**.16** A further attractor to the borough is its good educational record. Harrow features many state-funded primary and secondary schools as well as handful of voluntary aided schools and several large tertiary colleges. However, it is the independent schools of Harrow School, John Lyon, North London Collegiate, Heathfield, Pinner, Orley Farm and Reddiford that contribute significantly to Harrow’s worldwide reputation. Recent changes to the transfer age and the use of bulge years has helped to address some of the immediate deficiencies in capacity but there is a need to provide at least two new primary schools to serve the central part of the borough. Further expansion of sixth form provision in the secondary schools is also required to retain more pupils and to provide an alternative to more costly tertiary colleges.

**.17 2.4 Economy**

**.18** Harrow, like many outer London boroughs, has a small but strong local economy while at the same time having significant links with the employment opportunities in central London and neighbouring boroughs. Around 31% of Harrow’s residents work within the borough, 22% commute into central London, and about 25% work across the borough boundary in Brent, Hillingdon, Barnet and Ealing. There is also significant in-commuting into the borough from neighbouring boroughs and central London but most notably from south Hertfordshire (Watford, Hertsmere).

**.19** There are just over 10,000 businesses in Harrow (Annual Business Inquiry – Workplace Analysis 2008). 78% of these are small businesses employing less than 4 people (See Table 2). Many of these are in the professional and business service sectors. However, there are only 38 businesses in the borough that employ 200 or more people – but significantly, these account for 25% of the total number of jobs in the borough. The current local economic conditions, although difficult, do show signs of recovery. Nevertheless, with 18,000 people (27%) of Harrow’s workforce being employed in the public sector, the reductions to public spending are likely to have a significant effect at the local level in the short and medium term. Also, having a small number of large businesses means that the borough is vulnerable should any of these large businesses decide to relocate or close.

**.20** Table 2: Local Units by Employment Size Band

	Harrow	London	Ealing	Brent	LBHF	H'don	H'low
All VAT and/or PAYE Based Local Units	<b>10215</b>	401445	14010	12035	11740	11105	10405
All 0 to 4 Persons Employed	<b>7985</b>	288870	10625	9060	8710	7550	7425

Percent	<b>78.2</b>	72	75.8	75.3	74.2	68	71.4
All 5 to 9 Persons Employed	<b>1165</b>	52335	1615	1475	1400	1490	1360
Percent	<b>11.4</b>	13	11.5	12.3	11.9	13.4	13.1
All 10 to 19 Persons Employed	<b>545</b>	29105	855	755	770	840	725
Percent	<b>5.3</b>	7.3	6.1	6.3	6.6	7.6	7
All 20 or More Persons Employed	<b>520</b>	31135	915	745	860	1225	895
Percent	<b>5.1</b>	7.8	6.5	6.2	7.3	11	8.6

**.21** Source: ONS Neighbourhood Date: March 2009

**.22** However, in the medium to long-term, slow but steady employment growth is likely. Forecasts project a small increase of just less than 4,000 from 82,000 to 86,000 in total jobs within the borough between 2009 and 2021. Growth in the hotels, restaurants and other services sectors will exceed job losses to be experienced in the public administration, manufacturing and construction sectors, which are all set to decline (See Table 3).

**.23** Table 3: Total Employment Change by Sector

Sector	2009	2016	2021	Change % 2009-2021
Primary and Utilities	81	68	60	-25.9
Manufacturing	4,556	3,816	3,362	-26.2
Construction	5,833	5,398	5,108	-12.4
Wholesale	4,628	4,468	4,357	-5.9
Hotels & Restaurants	4,697	5,856	6,855	45.9
Transport & Communications	3,225	3,114	3,037	-5.8
Retail Trade	9,635	9,656	9,670	0.4
Financial Services	2,788	2,808	2,822	1.2
Business Services	17,664	18,291	18,753	6.2
Public Administration	3,858	3,596	3,419	-11.4
Health and Education	19,097	19,003	18,937	-0.8
Other Services	6,303	8,129	9,748	54.7
<b>Total</b>	<b>82,365</b>	<b>84,203</b>	<b>86,130</b>	

**.24** Source: Harrow Employment Land Review - – Baseline Scenario NLP analysis of GLA trend-based employment projections (October 2009) Harrow Council Analysis

### **.25 2.5 Unemployment and Deprivation**

**.26** The unemployment rate averaged 2.7% in 2008/09, a 0.3% increase upon the previous year. This will certainly rise as a result of the current and projected economic climate but is expected to still be below national and London levels.

**.27** With regard to deprivation (income; employment; health and disability; education, skills and training; barriers to housing and services, living environment; and crime) Harrow’s overall position is well below the national average, ranking 197<sup>th</sup> out of 354 districts in England. However, Harrow’s position has worsened since the 2004 indices, when the borough was ranked in 232<sup>nd</sup> place. Our Local Economic Assessment has identified a close correlation between the most deprived communities in the borough and concentrations of social housing (See Figure 2), with most of these wards falling within the central area or in areas identified for housing estate renewal. The reasons for these concentrations are complex with worklessness and poverty being part of a cycle of disadvantage including ill-health; crime; substance abuse; lower levels of attainment at school and family breakdown.

**.28** Figure 2: Income Deprivation by LSOA & Location of Social Housing

**.29** A priority for the Council and its partners must be to tackle the causes of deprivation so that all residents can benefit from social and economic growth within the borough. In this respect, housing investment will be critical.

### **.30 2.6 Housing and Residential Character**

**.31** The vast majority of the borough’s 85,955 dwellings are of inter-war metroland stock, consisting of owner-occupier three-bedroom, two storey semi-detached houses. However, in recent years one and two bedroom flats have accounted for the bulk of new dwellings. Harrow has one of the highest levels of private sector housing. 75% of housing in the borough is owner occupied, with less than 11% being social housing – significantly lower the London and national average. Table 4 provides the breakdown of housing tenures in Harrow.

**.32** Table 4: Housing Tenure

Tenure	Number	%
Local Authority	5,093	5.9
RSL	3,851	4.5
Other Public Sector	175	0.2
Private Sector	76,836	89.4
<b>Total</b>	<b>85,955</b>	<b>100.0</b>

**.33** Source: Harrow Annual Monitoring Report 2009/10



**.34** In 2008/09 the average house price was £287,945 – eight times the annual average gross salary of Harrow residents. Such high house prices mean that much of the existing stock is unaffordable for families on low incomes. Yet within the West London context, Harrow has the lowest level of housing need (as measured in the HNI index and through the Sub-Regional Housing Market Assessment (SHMA)), although this is partly due to our success in making best use of the private rented sector to offer alternative housing solutions to housing applicants. Through the sub-regional SHG allocation process and redistribution of nominations based on housing need, Harrow has consistently been delivering new affordable housing in accordance with its agreed targets. As a result we offer up a small number of social housing nominations into the West London nominations distribution pool.

**.35** Nevertheless, there are still significantly high levels of housing need as evidenced by the Harrow Housing Needs Survey 2006 and the SHMA. The latter identifies an affordable housing requirement across the sub-region of 140,599 over five years, or around 4,000 affordable dwellings per annum by each borough. This is nine times in excess of Harrow's and the west London borough's combined planned delivery target for all new homes over five years – of 1,750 and 21,560 respectively. It is therefore clear that such need will never be met as it would require all new housing to be 100% affordable, and even then, would still result in a shortfall of nearly 119,000 affordable homes based on identified capacity to accommodate new growth across the sub-region. The SHMA therefore rightly looks to constrain housing need to identified housing capacity. The results for Harrow are set out in Table 5, which also identifies the biggest shortfall to be in the supply of 2 bed affordable housing, but also a substantial need for larger family affordable social homes.

**.36** Table 5: Total Shortfall or Surplus (Size Requirement)

Tenure	1 bed	2 bed	3 bed	4+ bed	Total
Market	-184	2,331	-1,394	189	942
Intermediate (including social private rented)	531	-386	183	-180	184
Social Rented	139	347	149	21	655
<b>Total</b>	<b>486</b>	<b>2292</b>	<b>-1,063</b>	<b>30</b>	<b>1,745</b>

**.37** Source: Draft West London Sub-Regional Strategic Housing Market Assessment (2010)

**.38** Over the past five years (since 1<sup>st</sup> April 2005), Harrow has delivered 2,787 net additional units in conventional supply, exceeding its existing London Plan target of 400 net additional homes per year by over 1,000 units. Despite past levels of performance, on the basis of the detailed assessment of site availability through the SHLAA and in recognition that Harrow has limited vacant or undeveloped land, the Council has agreed with the GLA (subject to local development viability testing) that our strategic housing requirement should be 350 additional homes per annum from 2011.

**.39** Nevertheless, our housing pipeline shows that completions are anticipated to exceed our London Plan targets over the next five years. There are 3,330 net units identified in the Five Year Housing Supply – the majority, 1,977 from sites with planning permission and 1,353 from other identified sites and sites with legal agreements. Beyond 2015, we still anticipate steady growth

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as the market recovers and strategic sites across the borough are built out. There is greater uncertainty beyond 2018, although we would expect a handful of new sites to come forward, primarily through further release of industrial land and conversion of redundant office stock.



# Vision

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### Vision

#### **Harrow's Spatial Vision**

.1 The Core Strategy spatial vision sets out how the Borough, and the constituent districts and suburbs within it, will be developed. The document provides for the accommodation of growth in housing and economic development in Harrow over the next 15 years, but the spatial strategy is also intended to offer a lasting solution to the management of the Borough's historic and natural environment over the long term.

## Statement 1

### Harrow's Spatial Vision

By 2026 Harrow will be a more sustainable community.

The Harrow & Wealdstone Intensification Area will have delivered at least [2,500]<sup>0</sup> new homes within a distinctive new urban form for the Borough which safeguards the setting of Harrow Hill and comprises coherently designed and carbon neutral buildings, a district heat & power network and a high quality, Lifetime neighbourhood. Within the Intensification Area open spaces, tree planting and green roofs will have enhanced biodiversity, will have controlled the urban heat island effect and will have aided sustainable urban drainage to manage flooding and water consumption. Harrow town centre will have benefited from significant new comparison retail & hotel development and will have been the focus for consolidation and renewal of the Borough's office market, safeguarding its status as one of London's Metropolitan centres. Harrow-on-the-Hill station will remain the transport hub serving the town centre, enjoying a better interchange with a bus station which meets operator requirements and passenger expectations. Wealdstone will be a location of choice for local industry and small & medium sized enterprises because of its accessibility, links with local colleges and the skills resource of the local labour market. Housing-led development will have contributed to the physical renewal of Wealdstone district centre and will have supported additional new convenience retail floorspace.

Opportunities for redevelopment and conversion of redundant office space within the Borough's district and local centres will have been optimised, consistent with their position in the town centre hierarchy and public transport provision, and will have contributed to the centre's infrastructure, services and vitality. These centres will have contributed to the delivery of new homes and the balance of retail growth not met in Harrow town centre and Wealdstone. Development within the centres will have achieved key sustainability requirements and will have contributed to the centre's environmental and public realm improvements, and their vitality and viability as district and local centres.

The housing needs of the Borough's residents will have been met through provision of a range of housing types and tenures including provision of family sized affordable housing and supported housing for the elderly and vulnerable people. Delivery will have been maximised from private developments, contributions to off site provision, estate renewal and housing association led schemes, as well as bringing back into use long-term vacant housing stock.

The leafy, suburban character of residential areas beyond the Harrow & Wealdstone Intensification Area and the district & local centres will have been safeguarded as areas of low density, family housing. Gardens will have been protected from development, both as an amenity and as an environmental resource. Development opportunities, where they have arisen, will have been successfully managed to integrate with their surroundings and will have contributed to environmental improvement and infrastructure in the locality.

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This figure is still the subject of local development viability testing and development capacity scenario testing

The Borough's network of open spaces will have been successfully linked up as part of a grid of green infrastructure providing opportunities for residents, thriving biodiversity, natural drainage, a counter to the urban heat island effect and partial mitigation of local light and air pollution. There will have been a net increase in the Borough's green infrastructure as opportunities to add to the grid will have been identified and implemented.

Principal health service and Council functions will have been located within the Harrow and Wealdstone Intensification Area and Harrow College's campuses will be consolidated on a single, Harrow town centre site. Non-hub services and GP practices will be located within the district and local centres of the communities that they serve. Building Schools for the Future programmes will have improved the quality of the Borough's schools and will have delivered dual community use of facilities provided through the programme. Funding for school capacity enhancements will have focused on those serving the Intensification Area, with incremental capacity enhancements to schools elsewhere led by demand through developer funding.

As now, many residents in Harrow will be commuting out of the Borough to take advantage of employment opportunities that exist elsewhere in London. However commuting by car will have been managed by enhancements to the functionality and quality of our main transport hubs, a strong direction for development to locate in areas of highest public transport provision, improved orbital transport links across Harrow to neighbouring boroughs and centres, and technology enabling greater use of home & flexible working arrangements. Whilst large employers will remain important to the local economy, the entrepreneurial flare of residents will have been fostered by the provision of affordable premises, managed meeting spaces & services, and support through the Harrow Strategic Partnership.

The overall amount of waste generated in the Borough will have been reduced, with high levels of recycling and composting achieved and sustained. Through the adoption and implementation of the West London Waste Plan, Harrow will have contributed to the management of West London's waste within the sub-region.

# Borough-wide Strategic Objectives

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### Borough-wide Strategic Objectives

#### Harrow's Core Strategy Objectives

**.1** The following borough-wide strategic objectives outline what we need to do to deliver our shared vision for Harrow. They build on the objectives of the Harrow Sustainable Community Strategy and draw on findings of the evidence base and the views of residents and businesses about what needs to happen to manage the impact of development and growth of the borough as a whole.

1. Protect the features that define Harrow and that make it a desirable place to live, work and visit, including extent of land currently designated as Green Belt, Metropolitan Open Land or open space; scheduled heritage assets, listed buildings & the existing conservation areas; and back gardens and metroland character.
2. Permit new development where it responds positively to the distinctiveness of the local context in terms of design, siting, density and spacing, reinforcing the attractive qualities of an area and enhancing areas of poor quality through better design.
3. Secure a supply and mix of housing of different types, sizes and tenures in all parts of the Borough.
4. Increase the supply of affordable housing, especially of the type and size needed to meet local needs and improve the quality of life of our most vulnerable residents.
5. Take action to remedy the social, economic and environmental issues that have led to small pockets of the borough exhibiting high levels of deprivation and act now to address areas in steady decline, such as Wealdstone and North Harrow.
6. Ensure our network of district and local centres continue to provide a range of shopping, leisure and local services to meet the needs of the local community and support Harrow's economy.
7. Harrow Town Centre [Update with new Corporate priorities]
8. Support the Borough's education providers and hospitals as major employers and service providers in their efforts maintain and improve their campuses and estates.
9. Upgrade or replace tired local facilities and improve the quality and useability of our open spaces
10. Celebrate Harrow's cultural diversity, ensuring the localism agenda identifies with and reflects our different communities.
11. Minimise Harrow's contribution to climate change and ensuring we are able to cope with the effects of a changing climate.
12. Reduce the impact of development and growth on the environment ensuring resources, such as energy, water and minerals are used as efficiently as possible, and waste is
13. Improve transport connections and capacity within the Borough and to major employment locations in neighbouring boroughs and across London

**.2** The above objectives are not provided in any order of importance or priority. They are however, supplemented at the beginning of each core policy by more detailed set of objectives specific to the part of the borough or land use issue covered by the policy.

# Spatial Strategy

Draft Core Strategy (Pre-Submission) for O&S

### Spatial Strategy

#### **Spatial Strategy – Our approach to managing growth and development within Harrow**

##### **Moving to a planned approach**

**.1** As Harrow grows and changes, the way in which we care for and manage our natural resources and local environment becomes a significant consideration in the way we manage and provide for different land uses. A common weakness of the former UDP was that it did not adequately address how existing residential areas will change as a consequence of infilling and redevelopment for housing, nor how the consequence of this change for social services, GP services, education or transport would be managed.

**.2** This means that there has often been no *planned* approach to managing change in such areas. Rather, development control has had to try to cope on a purely responsive basis within overall national policy, often leading to serious delays in the provision of social infrastructure, or failure to make adequate provision for it at all, together with rising public opposition to growth. The spatial strategy for Harrow seeks to address these matters by focusing attention on the areas within the borough where opportunities exist for regeneration and development, and where there is also capacity to accommodate change.

**.3** The area based objectives establish how an area is likely to change, and lead to core policies needed to steer development and produce the desired outcomes. This includes the provision of infrastructure of all kinds necessary to support the existing community and the new development.

**.4** The long-term spatial strategy for Harrow is an ambitious but deliverable framework for how development and growth will be pro-actively managed and promoted within a newly defined Harrow and Wealdstone Intensification Area, within our district and local centres, and on strategic suburban brownfield sites and renewal areas located across the Borough.

**.5** Having established that the central area will be a focus for major change, this will enable the Council to better manage development throughout the rest of the Borough through more natural growth. As noted elsewhere in this report, scope for change beyond the centre would continue to be provided in line with London Plan policies regarding density linked with public transport accessibility. However, the Core Strategy would acknowledge the significant character, environmental and heritage qualities that exist within our communities and seek to place greater emphasis on development that enhances and protects these qualities. In particular, policies will focus on strengthening the diverse role and functions of our district and local centres, place tighter controls on conversions and back garden development, and ensure that the design of development is in keeping with the surrounding built form.

##### **The Harrow and Wealdstone Intensification Area**

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



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

**.8** Wealdstone and Station Road will become the focus of regeneration efforts, providing for a substantial proportion of the Borough's future housing growth. Urban realm enhancements and the provision of mixed development will drive a new urban form and the intensification of employment use of industrial sites through the provision of appropriate premises and training to foster growth of Harrow's strong entrepreneurial small and medium enterprise sector (SME).

**.9** The economic viability and vitality of smaller district and local centres will be promoted through selective and purposeful development and regeneration aimed at ensuring the immediate needs of the local community are provided for. Positive policy interventions will be used to manage vacancy rates, deliver improvements to the public realm and, where appropriate, reinforce and enhance the historic features that contribute to a centre's character and appeal.

### **District and Local Centres**

**.10** The focus on district and local centre development will be on managing core retail vacancy rates, which may require some enabling development. Other opportunities are for in-fill or edge of centre development that will need to be managed appropriately to ensure they add to and strengthen the role of the town centre. Suitable uses of such site would include supported accommodation, in line with accessibility to local services and good public transport. It is also envisaged that these developments will assist in delivering regeneration initiatives, including contributing towards much needed urban realm improvements within the centres within which they are located

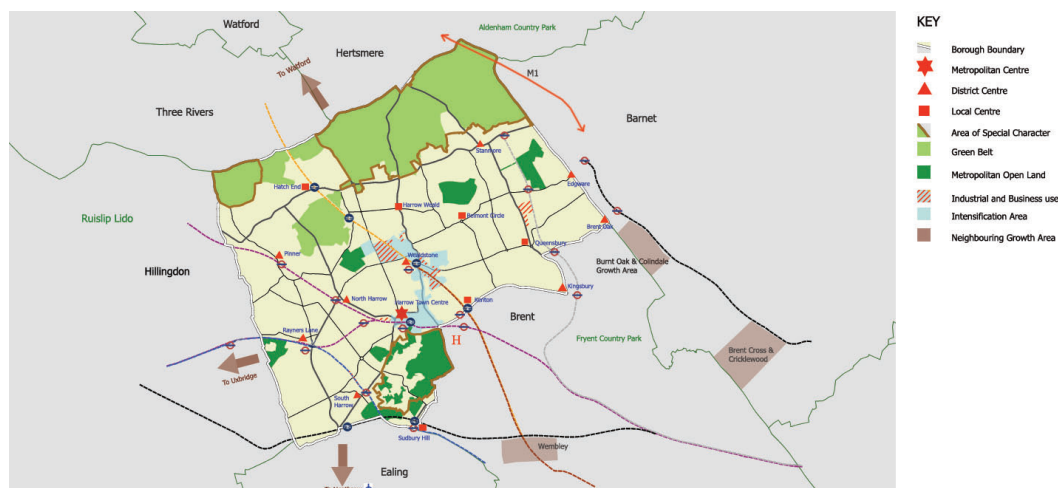
### **Strategic Brownfield Suburban Sites and Regeneration Areas**

**.11** There are a significant number of development opportunities located within existing suburban environments across the borough. Many of these sites are suited to a range of housing accommodation and offer significant potential to deliver family affordable housing in line with Harrow's identified need. These include a number of housing estates where opportunity exists to address issues of deprivation and create more mixed and balanced communities, such as that being achieved through the Rayners Lane Estate regeneration programme. It is envisaged that the development of these sites would contribute to local infrastructure improvements that would benefit new and existing communities, including enhancements to the quality of local parks, children's play space, community and leisure facilities (making these multiple use facilities), school refurbishment, and streetscape improvements. There are also sites identified for enabling development, where these offer the opportunity to secure new open space provision or sub-regionally important facilities, such as those provided at RHOH and RAF Bentley Priory. Where applicable, the larger schemes identified also offer the opportunity to look at reconfiguration of the amenity space and accessibility to tie in with borough wide initiatives associated with the Rights of Ways Strategy, Cycle Network or the Harrow Green Grid.

**.12** In addition to the sites identified in the tables below, we also anticipate further sites to come forward over the plan period. In particular, the Core Strategy policy to consolidate Harrow's office sector offer in Harrow Town Centre, is likely to promote the conversion of redundant and long-standing vacant out of town centre offices to housing, especially where these are still well located in respect of public transport. Again this could be an important source of supported accommodation or alternatively, flatted affordable provision to meet the significant need for one and two bedroom homes identified in the SHMA.

**.13** Elsewhere in the borough, development will be more constrained by the local context and the capacity of existing local infrastructure (e.g. transport) and services (e.g. schools, healthcare, leisure facilities and open space). The Council will not aim to maximise development in these locations and will not support attempts to over develop. We will however encourage and permit development that respects the local character and makes a positive contribution both aesthetically and to meeting social needs.

**.14** In addition to the Intensification Area, the demand for new housing will be met on allocated strategic brownfield sites located within existing suburban neighbourhoods across the Borough. These sites, which include existing social housing estates, will achieve a mix of housing tenures, in particular, larger affordable family housing and housing that meets the need of vulnerable adults. Importantly, such development will lead to significant improvements in the quality of neighbourhoods. In addition to reinforcing the metroland attributes that make Harrow's suburban environment attractive and desirable places to live, contributions will be secured to deliver improvements to existing local infrastructure, such as local parks, play space, schools, libraries, civic spaces and streetscapes.



# Harrow & Wealdstone Intensification Area

Draft Core Strategy (Pre-Submission) for O&S

## Harrow & Wealdstone Intensification Area

### Introduction

- .1 The Harrow and Wealdstone area comprises several distinct areas, displaying different characteristics, strengths and weaknesses, and diverse opportunities, as well as capacity for growth and change.
- .2 Harrow Town Centre, adjacent to the lower slopes of historic Harrow on the Hill, is the borough's main retail and office centre. It is designated as a Metropolitan centre - one of the 12 such centres across London - but is one of the smallest and is increasingly faced with competition from nearby centres such as Brent Cross, Watford, Uxbridge and White City.
- .3 Since the late 1980s, when Tesco's and the two shopping centres (St George's and St Ann's) were built, the centre has not seen any significant new retail development. The most recent Retail Study (2009) indicates that the shopping offer is below that of other Metropolitan centres, and the quality of national multiples is relatively poor. It also suggest that the centre has a relatively small catchment area given its Metropolitan centre status and the relative affluence of the area. Despite this, vacancy rates in the town centre have remained relatively low, even in times of economic downturn.
- .4 With regard to the centre's office offer, much of this was built in the 1970s and 80s with very little developed since. Most of the larger office buildings were provided around this time to accommodate public and private-sector single occupiers, most of whom have now left the Borough. These offices have since proved extremely difficult to let, even following refurbishment, due to their poor specification, low levels of car parking, and the fact that they are not easily sub-dividable into smaller units more suited to meeting local office needs. As a result, office vacancy levels within the town centre are high, which in turn is keeping rents low and preventing new speculative office development from coming forward. Such site are therefore coming under increased pressure for release for intensive residential development.
- .5 Transport - serverence to connecting the town centre to the Harrow College campus and Harrow Hill. Parts of the centre, away from the primary core, exhibit lower levels of environmental quality
- .6 Wealdstone is a predominantly Victorian suburb of mixed land use character, comprising large scale business uses such as Kodak, a range of other industrial estates of varying ages and condition, a declining District Centre, Victorian terraces, 1930s housing and pockets of new flatted development, and the Council's main Leisure Centre.
- .7 Station Road (the A409) links the two centres in a linear "corridor, and includes, amongst other things, the Civic Centre and Harrow Central Mosque.
- .8 The area is served by two railway stations, Harrow and Wealdstone and Harrow on the Hill, which provide fast services to central London and areas to the north.
- .9 Very low density, even when compared with other parts of the Borough.
- .10 Given the existing high public transport accessibility of the area, the need to strengthen Harrow Town Centre's role as a Metropolitan centre within London, the new Intensification Area offers a significant opportunity for urban renewal and intensification, providing the impetus to

regenerate Wealdstone and rejuvenate Harrow town centre. Capacity exists to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and the intensification of industrial and other business use within the Wealdstone Industrial Area. There is also scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed use development on key strategic sites and renewal areas where development is matched by investment in infrastructure and achieves high standards of design and sustainability. The Intensification Area offers a significant opportunity for urban renewal and intensification, providing the impetus to regenerate Wealdstone and rejuvenate Harrow town centre. Capacity exists to deliver substantial employment growth through an uplift in retail, office and hotel development within the town centres and the intensification of industrial and other business use within the Wealdstone Industrial Area. There is also scope to accommodate a substantial portion of the Borough's future housing need through the delivery of higher density residential and mixed use development on key strategic sites and renewal areas where development is matched by investment in infrastructure and achieves high standards of design and sustainability.

### Statement 1

#### Area Objectives [Needs Review]

- Increase the Borough's 'visibility' within sub-regional and regional context to The potential to maximise funding for other services and infrastructure by increasing funding bodies in the sub region and maximising planning obligations through improved
- Greater potential for intensification of employment uses within designated and non-designated strategic industrial and employment sites;
- The redevelopment of and extension to existing social services within a growth corridor which would be highly accessible to new and existing residents;
- Secure public and private funding to deliver improvements to the quality and capacity of public transport serving the Intensification Area, in particular, step free access at Harrow-on-the-Hill train station and the redevelopment of Harrow bus station
- The potential to generate funding from sources for ;
  - up-skilling and re-skilling of local residents
  - keeping Harrow's large employers in the area to maintain their employment
  - supporting the creation of new businesses as well as more established SMEs to provide future jobs in the local economy
  - improving the quality of employment land, and buildings
  - promoting and securing investment in the Intensification Area including Harrow town centre
  - improving traffic flow and reducing congestion
  - ensuring public transport links to employment opportunities outside the area are maintained and enhanced
  - need to maintain business/employment base in borough despite pressure for redevelopment of (increasingly outdated) employment sites and buildings.

ensure that higher earning residents contribute to the local economy through spending within the Borough (rather than outside e.g. shopping in Watford, Brent Cross, West End).

the provision of [insert critical infrastructure here];

- the retention and regeneration of the Wealdstone Preferred Industrial Location and focusing office space renewal within Harrow town centre;
- the accommodation of a minimum of 2,500 sustainable new homes;
- the management and reduction of flood risk; [more specific?]
- the provision of leisure, hotel and retail development within Harrow town centre;
- the retention and management of Metropolitan Open Land and other open space; [more specific?]
- incremental and long-term sustainable transport capacity and accessibility improvements; [more specific?] and
- the development of an appropriate coherent new character.

## Policy CS 1

### Harrow and Wealdstone

#### Harrow & Wealdstone Intensification Area

The Council will actively market and promote the Harrow and Wealdstone Intensification Area as a focus for significant development, growth and investment.

Development within the Intensification Area will contribute to the formation of a coherent, high quality and sustainable urban environment. An Area Action Plan will set out the appropriate general building heights and identify any suitable locations for tall, landmark buildings, paying special attention to the setting of Harrow-on-the-Hill Area of Special Character and heritage assets. Identified views of St. Mary's Church and Harrow Weald Ridge will be protected.

The Wealdstone Preferred Industrial Location will be retained principally for business (B1), general industry (B2) and warehousing (B8) uses, and for other non town centre uses which contribute to economic development. Appropriate mixed-use development which contributes to the regeneration of sites within the Preferred Industrial Location and the provision of [affordable] premises for small & medium sized enterprises will be supported. [amplify in RJ what appropriate means - i.e could include housing where part of a reasonable balance which retains the overall economic value of the site and does not sterilise the site for unneighbourly economic uses]

The Area Action Plan will allocate sites and policies for the delivery of a minimum of 2,500 homes on previously developed sites within the Intensification Area. Proposals for ten or more dwellings will be required to provide [50% or the maximum viable?] of the [dwellings or floorspace?] as affordable homes, taking into account the size and form of the homes required and the priority to be given to the delivery of other infrastructure requirements.

Sites suitable for major comparison goods retail development, within or as an extension to the primary shopping area in Harrow Metropolitan centre, will be brought forward through the Area Action Plan. Convenience goods retail development, and other main town centre uses, will be directed to Harrow Metropolitan centre or Wealdstone district centre commensurate with the catchment and function of the centre. Uses that support the development of an evening economy within Harrow Metropolitan centre will be supported, subject to compatibility with the residential environment.

Between Harrow Metropolitan centre and Wealdstone district centre, active commercial frontages will be sought at ground floor level on Station Road to include provision for economic development that is compatible with residential use. Main town centre uses between the centres in Station Road will be limited to re-provision of existing floorspace and extensions not exceeding 200 square metres.

Rejuvenation of the Borough's office market will focus upon Harrow Metropolitan centre. Mixed-use development within the centre will make provision for the renewal of office floorspace to meet the needs of the local market and to contribute to modest net growth by 2026.



Accessibility and capacity improvements at Harrow-on-the-Hill Underground Station and Harrow Bus Station will be sought in the longer term. Where specific proposals for such improvements come forward, contributions towards delivery will be sought from major development within the Intensification Area.

Proposals for the sustainable enhancement of the public realm within the Intensification Area will be brought forward as part of an Area Action Plan. The proposals will enhance legibility and accessibility to support walking and cycling across the area. Highway improvements that improve the capacity, reliability and general operating conditions for public transport will be prioritised. Within the town centres, non-residential development of more than local or district catchment will support general car parking provision consistent with the vitality and viability of the centre. Other development will be expected to provide minimal car parking, consistent with operational requirements and standards for disabled people

Reducing office vacancy levels and maintaining a viable office market within Harrow Town Centre is essential to support the borough's local economy. The Council will encourage the redevelopment of the older office stock within the Town Centre where this has remained vacant for a significant period despite refurbishment efforts and extensive marketing. Redevelopment to mixed use will be supported where this re-provides not less than 40% (gross) of the existing B1 floorspace in new office provision on the site, maintains an active employment frontage at the ground floor, and provides a range of office sizes, including smaller spaces suitable for small and start-up businesses.

Links will be encouraged between the Harrow Town Centre, Harrow College Campus and Harrow Hill, to contribute to the wider commercial and tourism opportunities in the area.

Co-ordinated and comprehensive redevelopment of the individual industrial estates that make up the Wealdstone SIL will be supported to provide employment led mixed-use developments of housing, employment (office, light industrial, storage and distribution), leisure retail and industrial estates that comprise the Wealdstone SIL will only be considered acceptable where this will result in a change of use or mixed use development promoting a component of non-employment use, .

The Intensification Area is the only area in the Borough where a tall building would be considered an appropriate feature in the local context. The Area Action Plan will establish the context, development management policies and identify the sites that will be considered suitable for locating a tall building.

Provide a co-ordinated and comprehensive scheme that does not prejudice the development of adjoining land;

### **Throughout Harrow and Wealdstone**



There will be a presumption against any net loss of open space. The boundaries, strategic function and character of Metropolitan Open Land will be maintained. Inappropriate uses and development of Metropolitan Open Land and other open space will be resisted. Sites of Importance for Nature Conservation will be protected as appropriate to their classification and will be kept under review. Green Grid projects which improve links to and within the Green Belt, and which restore and improve access to the Western Rivers and the River Brent, will be prioritised.

Harrow and Wealdstone's heritage assets, comprising its listed buildings, will be preserved and enhanced.

The Council will apply the sequential and, where appropriate, exception tests to the allocation of development sites and to development proposals. Development will be managed with the aim of achieving an overall reduction in flood risk and to increase resilience to flood events. The capacity of the functional floodplain within greenfield sites will be maintained and opportunities to enhance or re-instate the functional flood plain on previously-developed sites will be sought. River restoration and deculverting projects should achieve integrated flood management, biodiversity and where appropriate public access benefits.

A Leisure Centre providing comprehensive indoor sport facilities for the Borough will be retained within Harrow and Wealdstone. Opportunities for enhancement of facilities will focus on increased sport hall capacity and qualitative improvement. The capacity of existing swimming pool provision will be safeguarded.

All development will be required to make provision for playspace, with the presumption in favour of on-site provision. Where there are opportunities for additional open space on sites, priority will be given to pocket parks and amenity greenspaces. Continued community access to existing public and private facilities will be supported, and opportunities for increased access will be sought. Investment to address other deficiencies in open space provision will focus upon projects which enhance the accessibility, quality and value of existing sites; contributions towards such investment will be sought through a Community Infrastructure Levy.

Proposals for ten or more dwellings will be required to provide **[50% or the maximum viable?]** of the **[dwellings or floorspace?]** as affordable homes, taking into account the size and form of the homes required and the priority to be given to the delivery of other infrastructure requirements.

Within the existing active frontages of non-town centre retail parades at Pinner Road and Headstone Drive/The Quadrant/Harrow View, retail and other appropriate commercial or community uses will be retained at ground floor level.

Outside of the Intensification Area, redevelopment and infill opportunities will be expected to reflect scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

Priority will be given to transport investment which addresses the capacity of the Kenton Road/Sheepcote Road/Watford Road and the Headstone Road/Harrow View junctions. The provision of car parking will be managed to ensure that new development supports a modal shift from private car use to more sustainable modes.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. [say something here about specific infrastructure needed in the sub area based on borough/infrastructure delivery plans and LIP]. Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation.

### Reasoned Justification

**.11** The designation and delivery of an opportunity or intensification area in Harrow can help to achieve significant social and economic objectives. In particular, potential for intensive mixed-use housing led regeneration, to support office renewal and some retail growth in Harrow town centre could help to renew and sustain its role as one of London's metropolitan centres. In Wealdstone, housing led regeneration could support much needed physical renewal of the High Street and enhance the links with the wider business and industrial capacity of the area. Within the corridor itself, there is potential to strengthen links to our green spaces, create a more attractive and welcoming public realm and deliver a more sustainable urban community, including a mix of high quality built form, potential for CHP network and other community wide sustainability measures.

**.12** The HWIA encompasses the Metropolitan Centre of Harrow, including Harrow on the Hill station. Reflecting the aspiration to bring prosperity to the town centre of Wealdstone, improve its linkages with the strategic employment site occupied by Kodak and building upon the connectivity provided by Harrow and Wealdstone Station, the northern end of the intensification corridor includes some XX hectares of land identified for redevelopment alongside bus and rail access.

**.13** Connecting to Harrow's metropolitan town centre, via "station road" significant opportunities along the corridor exist to re-engineer and re-develop at medium to higher densities consistent with the accessibility and urban form of the area to provide both improved urban quality, public transport connectivity and homes and jobs that support and re-enforce the established cultural, retail and employment offers of the Harrow and Wealdstone town Centres.

**.14** Within Harrow town centre, the opportunity to increase the number of residents through re-development to provide new homes, public sector services and educational and cultural facilities, will be aligned to focused improvements to bus and rail interchange around Harrow on the Hill station and public realm renewal to create a safe, attractive economically vibrant but diverse day and night time economy.

**.15** Connecting this growth corridor to high quality open space, formal and informal leisure opportunities will involve capitalising on the existing, fragmented green grid through a programme of public and private sector projects, to create links and nodes around which biodiversity and well-being agendas can be delivered

**.16** In order to meet the vision and objectives for the IA we need to be pro-active in marketing the area and encouraging investment. Otherwise there is a risk that development will not come forward at the scale and pace needed to drive new retail and office demand, to strengthen the local economy, to make the local housing market more accessible and affordable, to provide the facilities that people need, and to deliver other regeneration initiatives required to improve the environment and create a place that fosters community pride. Whilst care needs to be taken to manage sustained and co-ordinated growth, constraining such growth is not desirable or realistic

since this would mean that many of the unused or underused strategic sites identified in the IA would not be brought forward for beneficial development and could harm opportunities to see all areas of the IA regenerated.

**.17** The Harrow Characterisation Study has assessed whether a tall building would be an appropriate feature in the local context and identifies the Intensification Area as the only appropriate location within the Borough reflecting both its current built provision and the existing presents of a number of taller buildings. However, it also acknowledges the any tall building within the IA will necessarily need to have regard to the historic setting of Harrow Hill and key features within that skyline, including the St Mary's spire.

**.18** retail/leisure mixed use development. This would be likely to entail a net loss of overall office stock and partial renewal on the more

**.19** that does not prejudice the development of adjoining land

**.20** Harrow and Wealdstone falls within the central sub area of the 2010 PPG 17 Study. The Study identifies a shortfall in the sub area of 67.13 hectares open space in 2010, projected to rise to 67.20 hectares in 2026, based upon recommended standards of provision per 1,000 population. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

**.21** Harrow Leisure Centre is located within the Harrow and Wealdstone area and serves both the immediate area and the Borough as a whole. In addition to its sport halls and swimming pools, facilities for indoor bowls, indoor tennis and gymnastics are provided on the site, and parts of the complex are currently disused. A planning application to redevelop the Leisure Centre has now been withdrawn, but it is anticipated that investment to enhance or replace facilities will be required over the life of the Plan. The capacity of existing swimming pool provision should be maintained and opportunities to increase the capacity of sports hall provision will be sought within the Intensification Area.

**.22** Increased access to outdoor pitches will be required to meet the needs of population growth within the Intensification Area and to encourage increased participation in sport. Community access to school playing fields and open space at Harrow's Teachers' Centre will be sought, and qualitative improvements on existing sites may offer further potential to increase capacity. Opportunities for investment to provide an additional multi-use games area should focus on the Weladstone area.

**.23** The Belmont Trail group of Green Grid projects will enhance accessibility between the Harrow and Wealdstone area and natural & semi-natural greenspace located in the north-east part of the Borough. These projects should make provision increased access to nature along the route of the trail. Wealdstone Cemetery, adjacent to the Belmont Trail and Byron recreation Ground, is identified as a low value but low quality site; sensitive investment which enhances its value by use as an accessible natural and semi-natural greenspace should be considered.

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notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

**.24** Allotments will continue to meet the needs of local residents in Harrow and Wealdstone, and of the Borough as a whole. Investment should focus on improvement to the quality and value of the Richards Close site. Any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace.

**.25** The PPG 17 Study identifies the highest concentration of civic space with the Harrow and Wealdstone area, and these are found to be of variable quality and value. Opportunities to enhance provision will be explored through the Area Action Plan for the Harrow & Wealdstone Intensification Area.

**.26** Throughout the area there is a high deficiency of pocket and small parks, play space and amenity greenspace. New development will be expected to make on-site provision for children's play and, where appropriate, contribute to the provision of parks and amenity greenspace. Green Grid projects which enhance access between the four main recreation grounds serving the central area<sup>0</sup> will be prioritised, with particular attention to be paid to the environmental quality of access points across the West Coast Main line (a major physical barrier through the area). Opportunities to promote facilities at Kenton and Byron Recreation Grounds will also be sought. Enhancement of facilities at Headstone Manor Recreation Ground should focus on fulfilling the site's potential to provide youth space.

**.27** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

### Box 2

#### Delivery

In view of the level of change anticipated, and its potential to deliver upon a range of strategic objectives associated with urban renewal, both the Council and the Greater London Authority (GLA) have agreed to prepare and implement a joint Area Action Plan (AAP) to provide the robust plan-led framework needed to deliver and manage future development of the Intensification Area. The boundary of the Intensification Area will be established through the Area Action Plan, which will also allocate sites and contain development management policies specific to the area.

#### Monitoring

# Harrow-on-the-Hill and Sudbury Hill

Draft Core Strategy (Pre-Submission) for O&S

### Harrow-on-the-Hill and Sudbury Hill

#### Introduction

.1 Harrow Hill contains the Borough's highest concentration of listed buildings and many of its areas benefit from Conservation Area status. The extent of the medieval village of Harrow is identified by an archaeological priority area. The present day hilltop settlement is enveloped by open space which survived the suburban sprawl of the 20th Century, and this space is now of strategic significance expressed through its Metropolitan Open Land designation. On the eastern slopes of the Hill, the grounds of Harrow Park are recognised as a grade II historic park and garden.

.2 Together, these designations reflect that Harrow Hill is a feature of significant cultural and historic importance to the Borough and will continue to be recognised as an Area of Special Character. Harrow Hill is not expected to accommodate further development, other than that which might be required to maintain active use of its historic buildings and to support the continued operation of Harrow School and John Lyon School. Rather, the strategy for Harrow-on-the-Hill will be the protection, preservation and enhancement of its special character and heritage assets. Pursuant to this strategy, the boundaries, strategic function and character of Metropolitan Open Land will be maintained.

.3 As well as its strategically important role to the character and setting of Harrow Hill, parts of the Metropolitan Open Land are also grade I Borough sites of importance for nature conservation providing a range of habitats. The Council will work with landowners to protect and manage these habitats in accordance with Harrow's Biodiversity Action Plan.

.4 The Capital Ring walking route provides public access through parts of Harrow-on-the-Hill's Metropolitan Open Land and will form a strategic connection between Harrow's Green Grid and those of neighbouring boroughs. The Council will pursue Green Grid projects which strengthen and enhance this connectivity.

.5 St. Mary's Church remains the dominant visual feature atop Harrow Hill and is a permanent reminder of the influence once exerted by Harrow village over the surrounding community. Views and glimpses of St. Mary's Church make a valuable contribution to the quality and identity of places within the Borough, and a number of important public views of the Church have been identified. These identified views will be retained and safeguarded.

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

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



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

**.9** A small retail park and the Brember Road industrial estate, to the rear of the Northolt Road business use area, contribute to the diversity of economic activity in this area. The industrial area has been partially redeveloped for high density residential use, and the remaining units have been assessed as of moderate-low quality. Nevertheless, the Brember estate contributes to the capacity and range of traditional employment space in the Borough. Further diversification will be managed positively to safeguard the economic value of the site.

**.10** Within the sub area Harrow School, John Lyon School and new facilities at Whitmore High School provide valuable community access to facilities for sport and recreation, and this is welcomed. Sensitive enhancement of sport and recreation facilities which improve and extend community access will be supported. To prevent any exacerbation of an existing Borough wide deficiency there will be no net loss of open space, irrespective of ownership or function.

**.11** At Grange Farm estate, to the rear of the Northolt Road business use area, experimental 'resiform' construction development is reaching the end of its useful life and opportunities for estate renewal will be welcomed. Throughout the rest of the area, redevelopment will be managed to safeguard local character and non-designated heritage, and there will be a presumption against development on back gardens.

## Box 1

### Objectives for Harrow-on-the-Hill and Sudbury Hill

1. To safeguard the special character of Harrow-on-the-Hill and its setting
2. To resist any loss of Metropolitan Open Land and safeguard its strategic value
3. To protect and manage Harrow-on-the-Hill's sites of nature conservation importance
4. To strengthen and enhance connectivity with the Capital Ring
5. To safeguard identified views of St. Mary's Church
6. To enhance pedestrian connectivity between Harrow-on-the-Hill and Harrow town centre
7. To improve the public realm of Sudbury Hill local centre by co-ordinating investment
8. To secure balanced diversification of the Northolt Road business use area
9. To safeguard Brember Road industrial estate as a location for economic development
10. To maintain community access to sport and recreation facilities and encourage enhancement
11. To retain all forms of open space in the area
12. To support opportunities for the renewal of Grange Farm Estate
13. To retain the character of the area's suburbs
14. To resist development of back gardens in the area

**.12** Additional para here?

### Policy CS 2

#### **Core Policy 2: Harrow-on-the-Hill and Sudbury Hill**

1. Development will be managed to maintain the special character of Harrow-on-the-Hill and its setting. Sensitive uses and alterations which secure investment and safeguard the future of listed buildings will be supported. The character and appearance of Harrow Hill's Conservation Areas will be preserved and enhanced in accordance with the management strategies for the area. Criteria for the assessment of impacts on other heritage assets will be provided.
2. The boundaries, strategic function and character of Metropolitan Open Land will be maintained. Proposals for inappropriate uses and development of Metropolitan Open Land will be resisted.
3. The Council will work with owners/occupiers of sites of nature conservation importance to implement the actions of the Biodiversity Action Plan.
4. The Capital Ring strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, be enhanced as part of the Borough's Green Grid projects.
5. St. Mary's Church will continue to be recognised as an important landmark and identified views of the Church will be safeguarded by management of building heights through the Area Action Plan for the Harrow & Wealdstone Intensification Area.
6. Opportunities to enhance pedestrian connectivity between Harrow-on-the-Hill and Harrow town centre will be sought by the co-ordination of public realm investment and the identification of opportunities through the Area Action Plan for the Harrow & Wealdstone Intensification Area.
7. Opportunities to enhance the environmental quality of Sudbury Hill local centre, consistent with its Metroland character and the setting of Sudbury Hill Underground Station, will be sought by the co-ordination of public realm investment.
8. Proposals within the Northolt Road business use area for mixed-use redevelopment or conversions which make provision of appropriate economic diversification employment generating uses will be supported.
9. Proposals within the Brember Road industrial estate for redevelopment or changes of use which secure economic diversification and employment will be supported.
10. The Council will work with institutions where necessary to support public access to sport and recreation facilities. Appropriate proposals for enhancement of such facilities will be supported.
11. Proposals involving the loss of open space, or for inappropriate uses or development, will be resisted.
12. The Council will support proposals which achieve physical renewal and estate regeneration objectives at Grange Farm.



13. Proposals which would harm the character of suburban areas and back garden development will be resisted.
14. The redevelopment of identified, previously developed sites to collectively contribute at least 212 homes towards the Borough's housing allocation, set out in the London Plan, will be encouraged. [no supporting objective for this one]

## Reasoned Justification

**.13** The Harrow-on-the-Hill Area of Special Character designation was originally defined in the Harrow Borough Local Plan (1986) "...having regard to the architectural and historic character of the area and the open land which provides setting and views of the hilltop settlement, inclusion of all of the Hill's conservation areas and significant open spaces around the Hill". The designation was carried forward and incorporated into the Harrow Unitary Development Plan (1994) and again into the replacement Harrow Unitary Development Plan (2004). The characteristics of Harrow Hill which make it a special area, in terms of its historical and environmental significance to the Borough, remain valid and equally important today; the Area of Special Character incorporates a grade ?? historic park and garden, ?? conservation areas, ?? listed buildings and ?/ hectares of Metropolitan Open Land. For these reasons the continuation of this strategic designation is merited.

**.14** Harrow-on-the-Hill is also of cultural and economic importance. The spire of St. Mary's Church is visible from a number of identified viewpoints throughout the Borough and the historic fabric of the Hill is an important visitor asset for local tourism. Many of the Hill's historic buildings and open spaces are used and maintained by Harrow School and John Lyon School, whose association with Harrow Hill goes back ?? years, and whose continued and viable presence in the area will be crucial to the preservation of the Area of Special Character. The Clementine Churchill Hospital is a major employer which occupies a large site within Metropolitan Open Land on the southern slope of the Hill.

**.15** Irrespective of ownership, use, public accessibility and condition, all open space has an intrinsic value and will therefore be protected in quantitative terms. The Metropolitan Open Land within and surrounding Harrow Hill is of strategic importance and continues to comply with the relevant criteria for designation, and will therefore be retained. As much of this is in private ownership and use, the opportunity provided by the Capital Ring strategic walking route and other public rights of way are crucial for general public access and will therefore be protected. Where opportunities for enhancement of public access to the Metropolitan Open Land arise, these will be pursued as part of the Borough's Green Grid.

**.16** Harrow-on-the-Hill and Sudbury fall within the south-west sub area of the 2010 PPG 17 Study. The Study identifies a shortfall in the sub area of 52.48 hectares open space in 2010, projected to rise to 60.52 hectares in 2026, based upon recommended standards of provision per 1,000 population. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

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notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

**.17** Within Harrow-on-the-Hill and Sudbury valuable community access to indoor and outdoor sport facilities is provided by Harrow School, John Lyon School and Whitmore High School. Opportunities to increase provision through enhanced community access to other private [including candidate site at Roxeth] and school facilities, and to increase the capacity of existing publicly accessible facilities, will be sought.

**.18** Assessment of accessibility deficiency indicates that where new open space is being created as part of development, priority should be given to the provision of small public open spaces, playspace and amenity greenspace. Allotments will continue to meet the needs of local residents in the south-west sub area and the Borough as a whole; any site no longer required for allotment gardening over the plan period will be safeguarded to to address the shortfall in accessible natural and semi-natural greenspace.

**.19** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.20** Harrow's Housing Trajectory demonstrates capacity to provide [212] net additional homes on identified, previously developed sites within the Harrow-on-the-Hill and Sudbury Hill neighbourhood area, over the period 2009-2026. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Sudbury Hill local centre and Northolt Road [business use] area. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]

**.21** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. As a local centre Sudbury Hill has a modest role within the town centre hierarchy, providing mainly convenience shops and other services for the immediate locality. The redevelopment of sites within Sudbury Hill Local Centre will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of Sudbury Hill as a local centre and any potential impact upon other centres within the Borough.

**.22** Outside of town centres, the provision of local retail and associated service or community uses help to sustain the neighbourhoods in which they are situated by providing 'walk-to' convenience shopping and services, and particularly for more specialist businesses which might be uneconomic in town centres. For this reason, ground floor commercial premises at Shaftesbury Circle [add addresses as footnote] and within the core shopping area of Harrow-on-the-Hill village [add addresses as footnote] will be retained for retail and appropriate service and community uses. The core shopping area of Harrow-on-the-Hill is recognised as part of the village's special character and therefore additional considerations will apply to changes of use in this area, as set out in the supplementary planning document for the conservation area.

**.23** Harrow's Employment Land Study (2010) forecasts an overall contraction in traditional 'B' class employment floorspace but a net increase in office space over the period 2007-2026. Large office buildings constructed in the 1970s and 80s for single occupiers have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings in the Northolt Road business use area therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs the loss of an employment generating use.

**.24** Harrow's suburban areas are a cherished part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of the Harrow-on-the-Hill and Sudbury Hill sub area estates of traditional inter-war housing, post-war infill development including pockets of 'mock Georgian' housing, and areas of more mixed character such as Greenford Road and Brook Avenue/South Hill Avenue. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

**.25** As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.26** Household car ownership across the Harrow-on-the-Hill and Sudbury Hill sub area is generally high, although within the sub area those neighbourhoods closest to public transport nodes have slightly lower proportions of households with at least one car or van. The high level of car ownership across the Borough means that encouraging car owners to change their mode of transport to a more sustainable form such as public transport or, particularly for shorter trips cycling and walking, is a significant challenge. The London Plan sets out maximum parking standards and these will be applied, alongside the spatial co-ordination of development with public transport accessibility and services set out in this strategy, to encourage a more sustainable lifestyle.

**.27** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough

Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

### Statement of Delivery Mechanisms 1

The Development Management Policies DPD will ensure that development proposals which give effect to and ensure that development or uses do not harm the Area of Special Character, the continued protection of Metropolitan Open Land and other open space, and will re-affirm and safeguard important local views. Where needed to supplement the existing development management provisions of national planning policies and the London Plan, policies will also set out criteria for the assessment of proposals relating to biodiversity and nature conservation, listed buildings, conservation areas, historic parks and gardens, archaeological priority areas, economic development, the management of employment land, town centre uses and town centre vitality and viability, the design and layout of development, and the protection to be afforded to back gardens.

Development Management Policies will be amplified where appropriate by supplementary planning documents. These will include the Harrow-on-the-Hill Conservation Areas SPD (and associated character appraisals and management strategies).

The Harrow & Wealdstone Area Action Plan will provide an appropriate framework to manage building heights and if appropriate may identify suitable sites or locations for tall buildings, where these are consistent with the protection of identified views. The AAP will also identify opportunities to masterplan the Intensification Area to achieve improved linkages with Harrow Hill.

The Site Allocation DPD will identify previously-developed sites for housing and may also highlight the potential for renewal through redevelopment of the Grange Farm Estate.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the projects and other actions set out in Harrow's Biodiversity Action Plan and Green Grid. A replacement Cultural Strategy and Open Spaces Strategy will be prepared and this will include opportunities to work with partner organisations in connection with the delivery of sport, recreation, leisure and open spaces.

The Council will review the Borough Investment Plan and continue to work with the Homes and Communities Agency [now GLA?] to encourage renewal at Grange Farm Estate.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to achieve co-ordinated improvements within the public realm.

# South Harrow

Draft Core Strategy (Pre-Submission) for O&S

### South Harrow

#### Introduction

.1 South Harrow is a vibrant district centre which developed along Northolt Road following the extension of what is now the London Underground Piccadilly line to the area in 1903. The centre fulfils an important convenience shopping role with representation by national multiple food retailers and small independent outlets. Northolt Road, part of the London distributor network, carried high volumes of traffic through the centre and the environmental quality is assessed as being poor. Investment in the public realm of South Harrow district centre will be co-ordinated to support its attractiveness as a district shopping destination and to enhance the setting of the listed station building.

.2 The subsequent extension of what is now the Piccadilly line over the lowlands west of Harrow Hill necessitated the construction of a viaduct which remains a dominant visual feature and provides valuable arches accommodation for business and industrial activity. The industrial use area has been assessed as of low quality but nevertheless fulfils a local economic need and will be safeguarded; opportunities to enhance the parking and access arrangements will be sought. The business use units have recently been refurbished to provide modern office/studio accommodation and will also be safeguarded.

.3 Although now residential in character, the routes of former lanes<sup>0</sup> which linked what was previously rural Roxeth to neighbouring settlements at Northolt, Pinner and Ruislip survive into the present day highway network of South Harrow. No significant changes to the local network of streets and rights of way are envisaged over the next 15 years, however opportunities will be sought through Green Grid projects to enhance awareness of the historical nature of these routes.

.4 Roxeth Recreation Ground, bounded on two sides by railways<sup>0</sup> forms a continuation of Harrow Hill's Metropolitan Open Land and will be protected. It includes a grade I Borough site of importance for nature conservation which is contiguous with the Chiltern line railway cutting. Maintenance of Roxeth Recreation Ground will protect and manage the habitat in accordance with Harrow's Biodiversity Action Plan.

.5 Further public open space in the area is provided by Alexandra Park, Newton Park & Newton Farm Ecology Park. Alexandra Park has the character of a traditional municipal park whilst Newton Park provides playing pitches and access to a semi-natural environment. Future investment in these open spaces will reflect and enhance their character and function; opportunities to provide a multi-use games area will be investigated. To prevent any exacerbation of an existing Borough wide deficiency there will be no net loss of open space, irrespective of ownership or function.

.6 The Roxbourne River and Yeading Brook tributary flow through Newton Park and surrounding residential areas in open and culverted sections. Open sections through Newton Park and Newton Farm form part of local site of nature conservation importance; these sections will be managed to maintain and enhance biodiversity value and public accessibility, as part of the Borough's Green Grid. Opportunities will be sought to open-up culverted sections where this would achieve sustainable management of flood risk and enhance biodiversity.

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Northolt Road, Eastcote Lane, Rayners Lane and Corbin's Lane  
the Chiltern line between London Marylebone and Birmingham, which has a modest station  
at Northolt Park, and the London Underground Piccadilly line



.7 Within the sub area Rooks Heath School provides valuable community access to indoor sport hall facilities, and this is welcomed.

.8 The Rayners Lane Estate, in the north-east corner of the sub area, is the subject of ongoing renewal and the completion of this regeneration will be supported. Throughout the rest of the area, redevelopment will be managed to safeguard local character and non-designated heritage, and there will be a presumption against development on back gardens.

## Box 2

### Objectives for South Harrow

1. To improve the public realm of South Harrow district centre by co-ordinating investment
2. To safeguard the South Harrow Arches business use and industrial use areas as a location for economic development
3. To use the Green Grid to promote heritage awareness
4. To resist any loss of Metropolitan Open Land and safeguard its strategic value
5. To protect and manage South Harrow's sites of nature conservation importance
6. To maintain public open spaces in accordance with their character and seek provision of a multi-use games area
7. To retain all forms of open space in the area
8. To maintain and enhance public access and the biodiversity value of the Roxbourne River and Yeading Brook tributary
9. To sustainably manage flood risk
10. To maintain community access to sport and recreation facilities and encourage enhancement
11. To support the ongoing renewal of Rayners Lane Estate
12. To retain the character of the area's suburbs
13. To resist development on back gardens in the area

.9 Additional para here?

### Policy CS 3

#### South Harrow

1. Opportunities to enhance the environmental quality of South Harrow district centre will be sought by the co-ordination of public investment.
2. Proposals for appropriate economic development within the business use and industrial use areas of South Harrow Arches will be supported.
3. Green Grid projects will be used to help convey the rural heritage of parts of the local highway network.
4. The boundaries, strategic function and character of Metropolitan open Land at Roxeth Recreation Ground will be maintained. Proposals for inappropriate uses and development of Metropolitan Open Land will be resisted.
5. The Council will manage Roxeth Recreation Ground and the Newton Parks, and will work with adjoining owners/occupiers as appropriate, to implement the actions of the Biodiversity Action Plan.
6. The Council will manage Alexandra Park and Newton Parks to re-enforce and enhance their character, and seek funding for the provision of a multi-use games area.
7. Proposals involving the loss of open space, or for inappropriate uses or development, will be resisted.
8. The Council will manage the Newton Parks to maintain and enhance public access to, and the biodiversity value of, the Roxbourne River and Yeading Brook tributary.
9. Opportunities will be sought to open-up culverted sections of the Roxbourne River and Yeading Brook where this achieves sustainable flood risk management, habitat creation and, where appropriate, public access.
10. The Council will work with institutions where necessary to support public access to sport and recreation facilities. Appropriate proposals for enhancement of such facilities will be supported.
11. The Council will support the ongoing renewal and regeneration of the Rayners Lane Estate.
12. Proposals which would harm the character of suburban areas and back garden development will be resisted.
13. The redevelopment of identified, previously developed sites to collectively contribute at least 73 homes towards the Borough's housing allocation, set out in the London Plan, will be encouraged.



## Justification

**.10** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. As a District Centre, South Harrow has an important role within the town centre hierarchy, providing mainly convenience shops and other services for the locality. The redevelopment of sites within South Harrow District Centre will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of South Harrow as a District Centre and any potential impact upon other centres within the Borough.

**.11** Harrow's Employment Land Study (2010) forecasts an overall contraction in traditional 'B' class employment floorspace but a net increase in office space over the period 2007-2026. Large office buildings constructed in the 1970s and 80s for single occupiers have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings in the Northolt Road business use area therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs the loss of the employment generating use. The Study also recognises the quality and useful function of both the Business and Industrial Use Arches, and that they provide a unique offer, and so should be retained. Opportunities to rejuvenate Brember Road Industrial and Business Estate should be pursued to help increase the provision of jobs for local residents, in line with the Sustainable Community Strategy. Harrow's Vitality profiles also identify Roxbourne as one of the Borough's most deprived wards, and so schemes to generate employment and new services and community facilities will be supported

**.12** Harrow's suburban areas constitute a large part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of the South Harrow area estates of traditional inter-war housing, post-war infill development including pockets of 'mock Georgian' housing, and areas of Social Housing, such as the Rayner's Lane Estate. This is undergoing redevelopment, and any further development and redevelopment of social housing will be supported to improve the living conditions of Harrow residents, in line with the Sustainable Community Strategy objectives. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

Site	Site Area	Indicative Number of Units	Indicative Phasing
201-209 Northolt Road	0.09	20	2016/17
19, 21 & rear of 11-29 Alexandra Avenue	0.34	10	2012/13

Site	Site Area	Indicative Number of Units	Indicative Phasing
2 Walton Avenue, South Harrow	0.11	14	2010/11
The Matrix PH, South Harrow	0.28	29	2012/13
		Total 73	

### Housing Trajectory

**.13** Gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.14** All open space has an intrinsic value and will therefore be protected in quantitative terms. The Metropolitan Open Land at Roxeth Recreation Ground is of strategic importance and links the area with Harrow on the Hill and Sudbury as part of a larger area of Metropolitan open Land, and continues to comply with the relevant criteria for designation, and will therefore be retained. Where opportunities for enhancement of public access to the Metropolitan Open Land and other open space arise, these will be pursued as part of the Borough's Green Grid. Harrow's Green Grid includes a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the South Harrow area these projects aim to link Harrow's space via Roxbourne Park and Roxbourne Rough with the green spaces in Hillingdon. Water course improvements including removing culverts along the Roxbourne, and opening up and improving footpaths between green spaces to the north are also projects that will fulfil the aims of the green grid.

**.15** South Harrow falls within the south-west sub area of the 2010 PPG 17 Study. The Study identifies a shortfall in the sub area of 52.48 hectares of open space in 2010, projected to rise to 60.52 hectares in 2026, based upon recommended standards of provision per 1,000 population. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

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notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

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

**.17** Assessment of accessibility deficiency indicates that where new open space is being created as part of development, priority should be given to the provision of small public open spaces, playspace and amenity greenspace. Allotments will continue to meet the needs of local residents in the south-west sub area and the Borough as a whole; any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace. Opportunities for natural and semi-natural greenspace within Alexandra Park will also be sought to address accessibility deficiencies in this part of the Borough.

**.18** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.19** The Sites of Importance for Nature Conservation at Newton Park and Ecology Farm will be retained as important Biodiversity areas for the Borough in line with the aims of the Biodiversity Action Plan, and as areas of flood storage as highlighted in Harrow's Strategic Flood Risk Assessment Stage 1.

**.20** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

## Statement of Delivery Mechanisms 2

The Development Management Policies DPD will ensure the continued protection of Metropolitan Open Land and other open space. Where needed to supplement the existing development management provisions of national planning policies and the London Plan, policies will also set out criteria for the assessment of proposals relating to biodiversity and nature conservation, economic development, the management of employment land, town centre uses and town centre vitality and viability, development and sustainable flood risk management, the design and layout of development, and the protection to be afforded to back gardens.

The Site Allocation DPD will identify previously-developed sites for housing.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the projects and other actions set out in Harrow's Biodiversity Action Plan and Green Grid, and in the on-going management of public open spaces. A replacement Cultural Strategy and Open Spaces Strategy will be prepared and this will include opportunities to work with partner organisations in connection with the delivery of sport, recreation, leisure and open spaces.

The Borough Investment Plan will be maintained to secure the completion of the renewal of the Rayners Lane Estate.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to achieve co-ordinated improvements within the public realm.

# Rayners Lane & North Harrow

Draft Core Strategy (Pre-Submission) for O&S

### Rayners Lane & North Harrow

#### Introduction

- .1 The North Harrow and Rayners Lane sub area is centred around the two metroland District Centres that are highly accessible by public transport. The area surrounding these centres is predominantly pre-war suburban and residential in nature and is attractive as areas for families to live and work in.
- .2 Associated with this, the area enjoys good access to open spaces, including a large area of designated green belt to the north, and the historic Headstone Manor and related MetropolitanOpenLand of Headstone Manor Recreation Ground to the east.
- .3 Part of this area around North Harrow center is subject to the risk of flooding as part of the Crane catchment, of which many of its watercourses are culverted.
- .4 North Harrow District centre currently has high levels of vacancy, and is in need of support to maintain it's role as a District Centre and improve the areas retail offer. Rayner's Lane is currently a well performing District Centre, and capitalising on this, and the centre's excellent connectivity are crucial to improve employment and the retail offer in this area. Other parades of shops, notably along Pinner Road towards Harrow Town Centre are also important convenience shopping areas which supplement the District centres.
- .5 Imperial Drive contains a stretch of offices, including some large employers, but the quality of accommodation is becoming dated. Mixed use re-development in this area will therefore be important to maintain the areas employment uses.

#### Objectives

- d. To provide a mix of housing to meet the needs of the population.
- e. The protection of the areas leafy suburban character and distinctive metroland setting through retaining back gardens and restricting inappropriately designed buildings.
- f. Address the vacancy levels in North Harrow District Centre and consider a range of interventions to rejuvenate the centre.
- g. Support appropriate development in Rayners Lane District Centre to ensure this highly accessible locations potential is maximised.
- h. Support the redevelopment of the areas office market to re-provide employment generating uses as part of mixed use development schemes to provide employment for local residents.
- i. Improve the connectivity between North Harrow town centre and Rayners Lane via Imperial Drive
- j. Support the protection and management of the areas historic heritage, notably Headstone Manor.
- k. Protect and improve open spaces as integral parts of this areas character and history, to provide for both leisure and cultural opportunities, as well as improving biodiversity.
- l. Promote opportunities to connect up the areas open spaces and improve the areas water ways whilst reducing the flood risk in North Harrow.

## Policy CS 4

### **Rayners Lane and North Harrow**

A minimum of 259 homes will be delivered on identified, previously developed sites between 2009 and 2026. A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites within Rayners Lane and North Harrow centres to help ensure their vitality and viability.

Elsewhere, redevelopment and infill opportunities will be expected to reflect the scale, pattern and appearance of the site's surroundings, which in this area is typically semi detached suburban in character. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

Retail and mixed use development within Rayners Lane and North Harrow centres, where the scale of development is compatible to the role and function of the centre will be promoted. Rayners Lane will be supported in enhancing its retail and associated town centre offer due to its highly accessible location by public transport to maintain its role as an important retail centre. Retail and wider employment generating uses in North Harrow will be supported where appropriate to improve the centres viability and enhance its role as a convenience shopping destination community and service centre hub. Public transport and public realm improvements will also be sought, especially along Imperial Drive and in both North Harrow and Rayner's Lane centre.

Provision for retail and A2, A3, A4 & A5 uses commensurate in scale and form to to the function of Rayners Lane and North harrow centres will be required at ground floor level. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all. The level of parking provision for development will be determined by operational need, standards for disabled people and the standards of the London Plan. Development should be appropriate to the areas predominantly metroland setting.

Redevelopment should make an appropriate contribution to housing supply, commensurate with the areas public transport accessibility level. Development in Rayners Lane centre should have regard to the setting of Rayners Lane station, and the art deco buildings in its vicinity. Development opportunities on the Rayners Lane Pub site that provide employment uses, and protect the Rayners Lane Pub's listed building status will be supported.

Office rejuvenation and conversions as part of a mixed use scheme along Imperial Drive will be supported, alongside other employment generating uses, to secure local jobs in this highly accessible location. The maximum contribution that non-retail commercial uses are to make of a particular centre will be set out in the Development Management Policies DPD.

There will be a presumption against any net loss of open space. The boundaries, strategic function and character of Headstone Manor Metropolitan Open Land will be maintained. Headstone Manor as an important open space and listed building will be protected, and opportunities for enhancement sought. Inappropriate uses and development of open space will be resisted.



The boundaries, strategic function and character of Pinner Park, which is designated Green Belt, will be maintained. Local public rights of way will be safeguarded and, where opportunities arise such as at Yeading Walk, be enhanced as part of the Borough's Green Grid.

Development in North Harrow should have regard to the areas flood risk and be located on sites of lowest risk, in accordance with PPS25. Development in areas of flood risk should provide measures to mitigate and reduce this risk, and where appropriate, achieve this through measures that will improve biodiversity and enhance Harrow's Green Grid.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. Specifically, improvements to the following junctions will be sought:

- Pinner Road/Station Road (various arms)
- Pinner Road/George V Avenue/headstone Lane (Pinner Road/George v Avenue arms)

Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation. New development will be expected to contribute towards improvements in the environment of both centres; to enhancing access to and the quality of local parks and open spaces; and improving the streetscape/public realm along Imperial Drive and Pinner Road.

### Justification

**.6** Harrow's Retail Study (2009) projects a modest increase of convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study recommends provision be made for A2, A3, A4 and A5 uses over the same period. As district centres Rayners Lane and North Harrow have an important role within the town centre hierarchy, providing mainly convenience shops with some limited comparison offer alongside other services.

**.7** Rayners Lane has a good range of convenience stores, and is a lower order comparison centre, with additional banks and A3/A5 uses. Development opportunities identified from the Retail Study include the potential for single storey units over the railway; conservative office/hallmark cars; and the Rayners Lane pub [listed] & car park. This supports its continued role as a highly accessible district centre with a predominantly retail nature. Therefore the redevelopment of sites within Rayners Lane District Centres will be required to re-provide viable premises for retail and A2-A5 uses at ground floor.

**.8** The Retail Study recognises that North Harrow functions as a medium sized, mainly 'top-up' convenience centre plus A3/A5 uses. There is a strong presence of community facilities: library, Home Guard sports and social club, dental surgery and a newly approved Muslim centre. The Study, in recognising the centres role as wider than retail, therefore justifies the use of alternate employment generating uses that are suitable to a town centre other than retail in this centre. Changes to the retail frontage designation are recommended and will be examined in subsequent DPDs to ensure this centres continued viability.

**.9** Any net increase in retail floorspace and A2-A5 floorspace in both centres will be considered in relation to the District status of these centres and any potential impact upon other centres within the Borough.



**.10** Outside of the town centres, the provision of local retail and associated service or community uses help to sustain the neighbourhoods in which they are situated by providing 'walk-to' convenience shopping and services, and particularly for more specialist businesses which might be uneconomic in town centres. For this reason, ground floor commercial premises at Pinner Road outside of designated frontages will be retained for retail and appropriate service and community uses.

**.11** Harrow's Employment Land Study (2010) forecasts an overall contraction in traditional 'B' class employment floorspace but a net increase in office space over the period 2007-2026. Large office buildings constructed in the 1970s and 80s for single occupiers have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings on Imperial Drive therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs the loss of the employment generating use.

**.12** During 2009 the Greater London Authority (GLA) conducted a London-wide Strategic Housing Land Availability Assessment which has informed the Mayor's review and replacement of the existing London Plan. The requirement for an additional 5,345 homes in Harrow flows from the London-wide Assessment and takes into account the Borough's housing delivery performance in recent years.

**.13** The Strategic Housing Land Availability Assessment and Harrow's housing trajectory demonstrates there are a number of existing sites located throughout the Rayners Lane and North Harrow suburban area, which offer the potential for redevelopment to meet the need for a range of housing types including the delivery of affordable housing. The Core Strategy therefore promotes redevelopment of these strategic brownfield sites. This includes a number of sites within the district centres, where mixed use development will be encouraged in recognition of the need to maintain the important role and function of these centres in providing a sense of community and in the provision of local shops and services.

**.14** The density, type and scale of development to be achieved on an individual site will depend on the accessibility of the site to public transport and the local context, including the local built form and character and prevailing densities that contribute to an area's sense of place, notably 1930's metroland in this area. A Residential Design Guide SPD has been produced to amplify the considerations for residential development. The Core Strategy therefore seeks to place greater emphasis on development that enhances and protects the qualities in this area - notably the metroland suburban setting.

**.15** Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.16** The Metropolitan open Land at Headstone Manor contains an important historical building, and is now a museum. Protecting this listed buildings setting, and ensuring the Metropolitan Open Land continues to provide open space for residents and tourists to enjoy is therefore of strategic importance, and the designation will be retained. As part of the Green Grid, opportunities to open up and improve this open space will be pursued to enable the area to fulfill its potential for recreation and biodiversity. Similarly, the Green Belt at Pinner Farm, although mostly private, is an important area for biodiversity, and acts as a natural drainage space as part of the Crane catchment, and so its designation and boundaries will be protected. Where opportunities for enhancement of public access to open spaces arise, these will be pursued as part of the Borough's Green Grid.

**.17** North Harrow and Rayners Lane spans across parts of three of the 2010 PPG 17 Study sub areas<sup>0</sup>. The Study identifies shortfalls, based upon recommended standards per 1,000 population, of 52.48 hectares in the south-west sub area and 67.13 hectares in the central sub area in 2010. These shortfalls are projected to rise to 60.52 hectares and 67.20 hectares respectively in 2026. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

**.18** The Zoom Leisure sports hall facility is located at the interface of the North Harrow and Rayners Lane sub area with the Harrow and Wealdstone Intensification Area. Some outdoor sport pitches within the sub area are located within public open space and valuable additional provision is made by community access to a number of privately owned sites. Investment to increase pitch provision and multi-use games areas should focus on sites which would address gaps in recommended standards of accessibility, particularly to the west of North Harrow.

**.19** Available investment in parks should be directed towards qualitative improvements at Headstone Manor Recreation Ground and Woodlands Open Space, which are assessed as being of high value but poor quality, and opportunities will be sought to promote the function of large public open spaces to that of a district park. Green Grid projects which enhance accessibility to district parks will be prioritised.

**.20** New development will be expected to be provided for children's play and amenity greenspace. Across all types of play space there is a gap in accessibility between North Harrow and Rayners Lane, and investment should be prioritised towards this area. Rayners Mead should be considered as a suitable site for appropriate new facilities, and enhancement of facilities at Headstone Manor Recreation Ground should focus on fulfilling the site's potential to provide youth space.

**.21** Pinner Road cemetery is identified as a high value but low quality site. Sensitive investment which enhances its value by use as an accessible natural and semi-natural greenspace should be considered. Allotments will continue to meet the needs of local residents in North Harrow and Pinner, and of the Borough as a whole; any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace.

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Rayners Lane and West Harrow wards in the south-west sub area; Headstone South ward in the central sub area; and Headstone North in the north-west sub area notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

**.22** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.23** The 2009 Transport Audit prepared by Mouchel, assesses the potential impacts of future development on the capacity of the existing transport network. The lack of capacity on the road network, especially on the key junctions in this area is identified as an existing issue. Supporting development in areas of high public transport accessibility is also detailed as this is the most sustainable pattern of development, especially as the Transport Audit assessed the local capacity of the underground rail network in Harrow. The study based 'capacity' on standards set by TfL for crush load, seating and realistic standing capacity. The Transport Audit identified that, both Rayners Lane and North Harrow underground rail stations have spare capacity both ways at peak periods. Accessibility to both these stations however needs to be improved, to be supported by TfL and funds through a future CiL.

**.24** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CiL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

## Statement 2

### Delivery

The Development Management Policies DPD will ensure the continued protection of Metropolitan Open Land, Green Belt and other open space. Policies will also set out criteria for the assessment of proposals relating to biodiversity and nature conservation, listed buildings, historic parks and gardens, economic development, the management of employment land, town centre uses and town centre vitality and viability, the design and layout of development, and the protection to be afforded to back gardens. These policies will also consider the designation of town centres and shopping frontages, alongside criteria for mixed use development in designated centres.

Development Management Policies will be amplified where appropriate by supplementary planning documents. These will include the Harrow Residential Design Guide and Sustainable Building Design SPD.

The Site Allocation DPD will identify previously-developed sites for housing and may also highlight the potential for renewal through mixed use development of offices.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the projects and other actions set out in Harrow's Biodiversity Action Plan and Green Grid. A replacement Cultural Strategy and Open Spaces Strategy will be prepared and this will include opportunities to work with partner organisations in connection with the delivery of sport, recreation, leisure and open spaces.

The Council will review the Borough Investment Plan and continue to work with the Homes and Communities Agency [now GLA?] to support affordable housing schemes and estate renewal in Rayner's Lane.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to achieve co-ordinated improvements within the public realm.

## Housing Trajectory Sites

Site	Site Area	Indicative Number of Units	Indicative Phasing
19 Pinner Road (Travis Perkins)	0.65	147	2011/12, 2012/13
The Vaughan Centre, Wilson Gardens	0.14	13	2013/14
90-100 Pinner Road	0.06	12	2012/13
29-33 Pinner Road	0.1	34	2010/11
186-194 Pinner Road	0.11	14	2010/11

Site	Site Area	Indicative Number of Units	Indicative Phasing
Rayners Lane PH	0.32	20	2014/15
Allied Carpets, Pinner Road, North Harrow	0.29	19	2024/25
		Total <b>259</b> (112)	

## Housing Trajectory

## Evidence Studies

**.25** Rayners Lane district centre (and part conservation area)

**.26** North Harrow district centre (part flood risk)

## Retail Study

**.27** Rayners Lane:

- good range of convenience stores, lower order comparison, banks and A3/A5 uses; below national average vacancy [at time of writing report?]
- strong presence of community facilities: library, Zoroastrian centre
- good national and independent/ethnic retailer representation
- total of 244 car parking spaces (London underground car park)
- moderately high traffic flows Imperial drive/Alexandra Avenue a barrier to movement
- reasonable environmental quality with wide pavements/trees etc (but poor quality to Imperial Dive)
- no change to retail frontage recommended
- development opportunities identified: single storey units over railway; conservative office/hallmark cars; Rayners Lane pub [listed] & car park - 3,500 sq. m

**.28** North Harrow:

- medium sized centre functions mainly as a 'top-up' convenience centre plus A3/A5 uses, with below national average vacancy [at time of report?]
- strong presence of community facilities: library, Home Guard sports and social club, dental surgery [+ newly approved Muslim centre]
- very limited national retailer representation
- total of 151 off-street parking spaces (Cambridge Road car park)
- good crossing opportunities and wide pavements
- no major environmental issues identified
- changes to retail frontage designation recommended
- development opportunities identified: Cambridge Road car park [but flood risk] and North Harrow Methodist Church [but in active use] - 2,000 sq. m

### Employment Land Study

**.29** Various Offices, Imperial Drive - 1.0 hectares - scores 19. Mix of office buildings and some education use (regent college) Located in Rayner's Lane town centre with good access. Part of the northern site is identified for redevelopment. Space to rent in reasonable condition. Ladbrokes operates from here.

### Transport Study

**.30** Highway junctions with potential future capacity problems:

- Pinner Road/Station Road (various arms)
- Pinner Road/George V Avenue/headstone Lane (Pinner Road/George v Avenue arms)

**.31** Buses

- no capacity issues at 8.35% passenger growth (sensitivity testing revealed no impacts on bus services through North Harrow or Rayners Lane centres)

**.32** Underground (taking into account planned capacity improvements)

- Metropolitan line: no capacity issues (both branches)
- Piccadilly line: no capacity issues

### West London SHMA/Viability Study/Housing Capacity

#### PPG 17 Study

**.33** Pinner Park Farm, Headstone Manor. Green Grid.

### Strategic Flood Risk Assessment

**.34** Part of the Crane catchment - Yeading Brook, Smarts Brook, Yeading Brook West and Greenhill Stream. Area of flood risk zone 2/3 North Harrow.

### Character Study

### Contextual Stuff

#### London Plan designations

#### Relationship with Harrow Sustainable Community Plan

**.35** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)



- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

**.36** Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

### **Harrow Vitality Profiles**

- .37** Two of the least deprived wards in the borough - IMD 2007.
- .38** Some of the lowest numbers of social housing in the Borough.
- .39** Area of low housing need 2009.





# Pinner & Hatch End

Draft Core Strategy (Pre-Submission) for O&S

### Pinner & Hatch End

#### Introduction

.1 The Pinner and Hatch End Suburb is located towards the north west of the Borough, with Pinner District Centre and Hatch End Local Centre the focal points and areas most accessible via public transport. Pinner centre is served by the Metropolitan Line, and is fully accessible. Hatch End is served by the London Overground service running from London Euston to Watford. This good accessibility makes these areas popular for commuters, coupled with the predominantly large suburban dwellings that populate the area. This suburban landscape, with leafy, well appointed streetscapes and layout, and low density housing within easy reach of the Green Belt make it in general a prosperous and desirable suburban area of Harrow.

## Policy CS 5

### Pinner and Hatch End

The Pinner Hill Area of Special Character will be maintained for its intrinsic value. Public access to and views from the Pinner Hill viewpoint will be safeguarded. Identified views towards the Harrow Weald Ridge Area of Special Character will also be protected.

There will be a presumption against any net loss of open space. The boundaries, strategic function and character of the Green Belt and Metropolitan Open Land will be maintained. Inappropriate uses and development of the Green Belt and other open space will be resisted. Sites of Importance for Nature Conservation will be protected as appropriate to their classification and will be kept under review. The London Loop strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, be enhanced. Priority will be given to Green Grid projects which restore and improve public access to the River Pinn & Yeading Brook, and to those which enhance the area's heritage.

All development will be required to make provision for playspace, with the presumption in favour of on-site provision. Where there are opportunities for additional open space on sites, priority will be given to pocket parks and amenity greenspaces in locations with poor existing accessibility. Continued community access to existing public and private facilities will be supported, and opportunities for increased access will be sought. The capacity of existing swimming provision at Hatch End Pool will be safeguarded. Investment to address other deficiencies in open space provision will focus on multi-use games areas and projects which enhance the accessibility, quality and value of existing sites; contributions towards such investment will be sought through a Community Infrastructure Levy.

Pinner and Hatch End's heritage assets, comprising its conservation areas, listed buildings and scheduled ancient monuments will be preserved and enhanced. Sites of identified archaeological and geological importance will be protected.

The Council will apply the sequential and, where appropriate, exception tests to the allocation of development sites and to development proposals. Development will be managed with the aim of achieving an overall reduction in flood risk and to increase resilience to flood events. The capacity of the functional floodplain within greenfield sites will be maintained and opportunities to enhance or re-instate the functional flood plain on previously-developed sites will be sought. River restoration and deculverting projects should achieve integrated flood management, biodiversity and where appropriate public access benefits.

A minimum of [107] homes will be delivered on identified, previously developed sites between 2009 and 2026, including a net increase in homes as part of the regeneration of Mill Farm Estate. A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites [need some sort of site size threshold here?] within Pinner district centre and Hatch End local centre. Proposals for ten or more dwellings will be required to provide [50% or the maximum viable?] of the [dwellings or floorspace?] as affordable homes, taking into account the size and form of the homes required and the priority to be given to the delivery of other infrastructure requirements.

Pinner will continue to function as a district centre offering a range of convenience and comparison retailing and associated town centre services. Within the centre, redevelopment appropriate to the centre's function and village character will be supported. Provision for town centre uses commensurate with Pinner's district catchment and function will be encouraged, but will be confined to appropriate A1, A2, A3, A4 & A5 uses at ground floor level within the primary shopping core. New premises must be viable in terms of size, layout and servicing [cross refer service road proposals in the RJ] arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment within the centre upon the village's historic fabric, flood risk and below-ground archaeology. Redevelopment should make an appropriate contribution to housing supply, subject to flooding considerations and commensurate with the centre's moderate [define in RJ] public transport accessibility level.

Hatch End will continue to function as a local centre offering 'top-up' convenience and specialist comparison retailing and associated A1, A2, A3, A4 & A5 uses. Within the centre, redevelopment commensurate to the centre's function and Metroland character will be supported, subject to the provision of appropriate uses and active frontage at ground floor level. New premises must be viable in terms of size, layout and servicing [cross refer service road proposals in the RJ] arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment within the centre upon flood risk. Redevelopment should make an appropriate contribution to housing supply, subject to flooding considerations and commensurate with the centre's modest [define in RJ] public transport accessibility level.

Within the existing active frontages of non-town centre retail parades at Pinner Green, Cannon Lane/Whittington Way and Long Elmes, retail and other appropriate commercial or community uses will be retained at ground floor level.

The Chantry Place industrial and business use area will be retained for appropriate B1, B2 and B8 uses. The redevelopment or conversion of offices within Pinner district centre will be expected to make provision for uses equivalent in economic or community value to the existing floorspace on the site [need to think about how this will be assessed and say something about it]. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all.

Elsewhere, redevelopment and infill opportunities will be expected to reflect scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

Priority will be given to transport investment which addresses the capacity of the Uxbridge Road/Elm Park Road junction at Pinner Green. The provision of car parking will be managed to ensure that new development supports a modal shift from private car use to more sustainable modes.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. [say something here about specific infrastructure needed in the sub area based on borough/infrastructure delivery plans and LIP]. Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation.

## Reasoned Justification

.2 Harrow Weald Ridge was identified as an Area of Special Character in the 1986 Harrow Borough Local Plan in recognition of the backdrop that its high ground, with extensive tree cover and major open areas, provides when viewed from the generally lower suburban areas. The boundaries of the Area of Special Character were drawn to include Pinner Hill, as a separate area, because "...the Council also considers it is appropriate to include the Pinner Hill Estate in the western sector of the Green Belt, which is situated on rising ground and whose extensive tree cover forms a natural extension to Oxhey Woods in Hertfordshire. The adjacent area of Pinner Hill Golf Course is also considered worthy of inclusion by virtue of its open character, its height and tree cover; the Pinnerwood Park Farm Conservation Area is included for architectural and historic reasons". The designation was carried forward and incorporated into the Harrow Unitary Development Plan (1994) and again into the replacement Harrow Unitary Development Plan (2004). The important characteristics of the Pinner Hill part of the Harrow Weald Ridge Area of Special Character remain valid and equally important today. The Pinner Hill Area incorporates a two conservation areas, ?? listed buildings, a scheduled ancient monument, and ?? hectares of Green Belt including a grade 1 site of Borough nature conservation importance. For these reasons the continuation of this strategic designation is merited.

.3 Irrespective of ownership, use, public accessibility and condition, all open space has an intrinsic value and will therefore be protected in quantitative terms. The open countryside to the north of the Borough forms a part of Greater London's Green Belt and continues to contribute to the purposes of including land in the Green Belt as set out in PPG 2, and will therefore be retained. As much of this is in private ownership and use, the opportunity provided by the London Loop strategic walking route and other public rights of way are crucial for general public access and will therefore be protected and enhanced as part of the Borough's Green Grid.

.4 Harrow's Green Grid includes a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the Pinner and Hatch End area, priority projects are themed around the London Loop strategic walking route<sup>0</sup>, the Yeading Brook and River Pinn and its tributaries<sup>0</sup>, and heritage infrastructure<sup>0</sup>.

.5 Pinner and Hatch End fall within the north-west sub area of the 2010 PPG 17 Study. The area is well served by open space, with the total level of accessible space above that generated by the recommended standards of provision. However this does not mean that there is a 'surplus' of space. The Study identifies a shortfall in the Borough as a whole of 117.38 hectares open space in 2010, projected to rise to 133.76 hectares in 2026, based upon recommended standards of provision per 1,000 population. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought. Much of the sub area's open space also has a strategic function as Green Belt and Metropolitan Open Land.

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including signage and footpath improvements  
 including improvements to publicly accessible stretches and addition of new footpath links,  
 deculverting sections and associated enhancement of biodiversity  
 environmental improvements to Grims Ditch, legibility improvements between West House,  
 Pinner Village and Headstone Manor, and maintenance to/upgrade of Harrow Arts Centre  
 notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise  
 pollution, and for general human health and wellbeing

**.6** Notwithstanding satisfactory quantitative levels of provision across a number of open space typologies in the sub area, there remain some significant gaps in accessibility to open space within Pinner and Hatch End. Some of these gaps coincide with the Green Belt areas, which are populated at comparatively low densities, but others relate to the residential areas around Hatch End and to the south of Pinner. Opportunities will be sought in this area to, though on-site provision or other means, to address these accessibility deficiencies. All new development will be expected to make on-site provision for children's play.

**.7** The area continues to be well served by indoor sport facilities including the Hatch End swimming pool and community access to facilities at Heathfield, Hatch End and Nower Hill schools. Community access to sports clubs and public facilities provide a similarly rich availability of opportunities to participate in outdoor sport in the Pinner and Hatch End area. Opportunities for increased provision of multi-use games areas and youth playspace will be prioritised and should focus on areas of identified access deficiency.

**.8** The Western Rivers group of Green Grid projects will enhance the quality and accessibility of green corridors, and will provide the main opportunity for increasing local access to natural and semi-natural environments. Investment will also be sought to enhance existing natural and semi-natural greenspace in the area. Sensitive investment to improve the quality and value of Paines Lane Cemetery, by use as an accessible natural and semi-natural greenspace, should be considered. Allotments will continue to meet the needs of local residents in Pinner and Hatch End, and of the Borough as a whole; any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace.

**.9** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.10** Pinner and Hatch End are rich in heritage. Statutory designations reflect the area's medieval origins and its role in the rural landscape of Middlesex, as well as the best of the area's early suburban growth. The Pinner Conservation Areas SPD was adopted in 2009 and incorporates appraisals and management strategies for the conservation areas within the Pinner and Hatch End neighbourhood<sup>0</sup>. The Council has also issued advisory notes in connection with the Grims Ditch and Pinner Park Farm scheduled ancient monuments. All heritage assets in the area will continue to be protected.

**.11** The Borough's Strategic Flood Risk Assessment (2009) identifies parts of Pinner and Hatch End as being at risk of flooding from the River Pinn and its tributaries. Development will be managed in accordance with the sequential and (where appropriate) exception tests set out in Planning Policy Statement 25: *Development and Flood Risk* (2006) to help manage risk from and increase resilience to flooding. An overall reduction in flood risk will be achieved through the use of sustainable urban drainage systems to achieve greenfield run-off rates in accordance with policy recommendations set out in the Assessment, to be brought forward through the Development Management Policies DPD. The Level 2 Strategic Flood Risk Assessment (2011) will be used in the preparation of the Site Allocations DPD to direct development appropriately in relation to the flood risk vulnerability of uses and the land's probability of flooding.

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and in addition, the Rayners Lane Conservation Area.



**.12** Harrow's Housing Trajectory demonstrates capacity to provide [107] net additional homes on identified, previously developed sites within the Pinner and Hatch End neighbourhood area, over the period 2009-2026. This includes a net increase of 55 homes as part of the planned Mill Farm Close regeneration scheme. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Pinner district centre and Hatch End local centre. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]

Site	Site Area	Indicative Number of Units	Indicative Phasing
Land rear of 71 Bridge Street	0.12	30	2012/13
Mill Farm Close redevelopment	2.1	55	2014/15
Land at Harrow Arts Centre	0.34	22	2018/19
		Total 107	

### Housing Trajectory

**.13** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. Pinner is identified in the Study as a thriving district centre, well represented by both national & independent retailers and benefiting from a good quality environmental setting. The redevelopment of sites within Pinner will be required to re-provide viable premises for retail and A2-A5 uses at ground floor and will need to pay special attention to the area's historic character. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the role and function of the centre and any potential impact upon other centres within the Borough.

**.14** The Retail Study (2009) recommends amendments to retail frontage designations within Pinner district centre and identifies potential development opportunities to provide up to 1,500 sq. metres retail floorspace. These detailed matters will be pursued through Development Management Policies and Site Allocations, to be brought forward as separate DPDs.

**.15** As a local centre Hatch End has a modest role within the town centre hierarchy, providing mainly convenience shops and other services for the immediate locality. The redevelopment of sites within Hatch End local centre will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of Hatch End as a local centre and any potential impact upon other centres within the Borough.

**.16** Outside of town centres, the provision of local retail and associated service or community uses help to sustain the neighbourhoods in which they are situated by providing 'walk-to' convenience shopping and services, and particularly for more specialist businesses which might be uneconomic in town centres. For this reason, ground floor commercial premises at Pinner Green [add addresses as footnote] and Whittington Way/Cannon Lane [add addresses as footnote] will be retained for retail and appropriate service and community uses.

**.17** Harrow's Employment Land Study (2010) forecasts an overall contraction in traditional 'B' class employment floorspace but a net increase in office space over the period 2007-2026. The release of non-office 'B' class space will need to be carefully monitored and managed to ensure that good quality provision, which will continue to make a contribution to the local economy, is protected. As a good quality business and industrial use area, Chantry Place will be safeguarded for appropriate B1, B2 and B8 uses.

**.18** Large office buildings constructed in the 1970s and 80s for single occupiers have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings in Pinner district centre therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs any loss in employment value.

**.19** Harrow's suburban areas are a cherished part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of Pinner and Hatch End a number of typologies including Edwardian villas, former rural lanes, art deco flats, smaller inter-war housing estates and post-war suburban estates. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

**.20** As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.21** Harrow's Transport Study (2010) identifies potential future capacity problems at the Uxbridge Road/Elm Park Road/Pinner Green junction. Opportunities will be sought through the Borough Investment Plan and development to secure the proper functioning of the junction in the long term.



**.22** Household car ownership across the Pinner and Hatch End sub area is generally high. The high level of car ownership across the Borough means that encouraging car owners to change their mode of transport to a more sustainable form such as public transport or, particularly for shorter trips cycling and walking, is a significant challenge. The London Plan sets out maximum parking standards and these will be applied, alongside the spatial co-ordination of development with public transport accessibility and services set out in this strategy, to encourage a more sustainable lifestyle.

**.23** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

### **Relationship with Harrow Sustainable Community Plan**

**.24** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

**.25** Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy

## Draft Core Strategy (Pre-Submission) for O&S

- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

### **Harrow Vitality Profiles**

- .26** Pinner South ward with lowest proportion of households with an income below 15k.
- .27** Low rate of households on housing benefit.
- .28** Lowest rate of persons claiming pensions credit but large number of pensioners.
- .29** One of the lowest number of people unemployed of working age.
- .30** High car ownership levels - over 85% of households.
- .31** Area of low housing need.

# Stanmore & Harrow Weald

Draft Core Strategy (Pre-Submission) for O&S

## Stanmore & Harrow Weald

.1 Introductory paragraphs here

## Policy CS 6

### Harrow Weald and Stanmore

The Harrow Weald Ridge Area of Special Character will be maintained for its intrinsic value. Public access to and views from the Old Redding viewpoint will be safeguarded. Identified views towards the Harrow Weald Ridge Area of Special Character will also be protected.

The Royal National Orthopaedic Hospital is a nationally recognised health care facility and a major employing organisation; Bentley Priory is a site of national historical and cultural significance. The future of these important assets within the Harrow Weald Ridge Area of Special Character and the Green Belt will be secured. [not sure about this wording - will perhaps be similar to harrow Hill etc i.e. support for strategic development and in GB terms the potential to demonstrate very special circumstances etc] RNOH Major Development Site within the Green Belt.

There will be a presumption against any net loss of open space. The boundaries, strategic function and character of the Green Belt and Metropolitan Open Land will be maintained. [mention in RJ also the presence of SSSIs - no policy protection needed as they are covered by legislation] Inappropriate uses and development of the Green Belt and other open space will be resisted. Sites of Importance for Nature Conservation will be protected as appropriate to their classification and will be kept under review. The London Loop strategic walking route and local public rights of way will be safeguarded and, where opportunities arise, be enhanced. Green Grid projects which improve links to and within the Green Belt, and which restore and improve access to the Edgware Brook will be prioritised.

All development will be required to make provision for playspace, with the presumption in favour of on-site provision. Where there are opportunities for additional open space on sites, priority will be given to pocket parks in locations with poor existing accessibility, and an extension to Harrow Weald Cemetery. Continued community access to existing public and private facilities will be supported, and opportunities for increased access will be sought. Investment to address other deficiencies in open space provision will focus on multi-use games areas and projects which enhance the accessibility, quality and value of existing sites; contributions towards such investment will be sought through a Community Infrastructure Levy.

Harrow Weald and Stanmore's heritage assets, comprising its conservation areas, listed buildings, historic parks & gardens and scheduled ancient monuments will be preserved and enhanced. Sites of identified archaeological importance will be protected.

The Council will apply the sequential and, where appropriate, exception tests to the allocation of development sites and to development proposals. Development will be managed with the aim of achieving an overall reduction in flood risk and to increase resilience to flood events. The capacity of the functional floodplain within greenfield sites will be maintained and opportunities to enhance or re-instate the functional flood plain on previously-developed sites will be sought. River restoration and deculverting projects should achieve integrated flood management, biodiversity and where appropriate public access benefits.

A minimum of [684] homes will be delivered on identified, previously developed sites between 2009 and 2026. A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites [need some sort of site size threshold here?] within Stanmore district centre and Harrow Weald local centre. Proposals for ten or more dwellings will be required to provide [50% or the maximum viable?] of the [dwellings or floorspace?] as affordable homes, taking into account the size and form of the homes required and the priority to be given to the delivery of other infrastructure requirements.

[sheltered housing opportunities? - Harrow Churches sites]

Stanmore will continue to function as a district centre offering a range of convenience and comparison retailing and associated town centre services. Within the centre, redevelopment appropriate to the centre's function will be supported. Provision for town centre uses commensurate with Stanmore's district catchment and function will be encouraged, but will be confined to appropriate A1, A2, A3, A4 & A5 uses at ground floor level within the primary shopping core. New premises must be viable in terms of size, layout and servicing [cross refer service road proposals in the RJ] arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment within the centre upon historic fabric within and adjoining the centre. Redevelopment should make an appropriate contribution to housing supply, commensurate with the centre's public transport accessibility level.

Harrow Weald will continue to function as a local centre offering 'top-up' convenience and specialist comparison retailing and associated A1, A2, A3, A4 & A5 uses. Within the centre, redevelopment commensurate to the centre's function and Metroland character will be supported, subject to the provision of appropriate uses and active frontage at ground floor level. New premises must be viable in terms of size, layout and servicing [cross refer service road proposals in the RJ] arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment within the centre upon flood risk. Redevelopment should make an appropriate contribution to housing supply commensurate with the centre's modest [define in RJ] public transport accessibility level.

Within the existing active frontages of non-town centre retail parades at Canons Corner, Kenton Lane, and Long Elmes, retail and other appropriate commercial or community uses will be retained at ground floor level.

The redevelopment or conversion of offices within Stanmore district centre will be expected to make provision for uses equivalent in economic or community value to the existing floorspace on the site [need to think about how this will be assessed and say something about it]. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all.

Elsewhere, redevelopment and infill opportunities will be expected to reflect scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

Priority will be given to transport investment which addresses the capacity of the junctions at High Road/Uxbridge Road and Canons Corner. The provision of car parking will be managed to ensure that new development supports a modal shift from private car use to more sustainable modes.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. [say something here about specific infrastructure needed in the sub area based on borough/infrastructure delivery plans and LIP]. Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation.

## Reasoned Justification

.2 Harrow Weald Ridge was identified as an Area of Special Character in the 1986 Harrow Borough Local Plan in recognition of the backdrop that its high ground, with extensive tree cover and major open areas, provides when viewed from the generally lower suburban areas. The designation was carried forward and incorporated into the Harrow Unitary Development Plan (1994) and again into the replacement Harrow Unitary Development Plan (2004). The important characteristics of the Harrow Weald Ridge Area of Special Character remain valid and equally important today.

.3 The Harrow Weald Ridge is also of cultural and social importance. The site of the Roman settlement of Svlloniaca, Saxon earthworks, and Bentley Priory which features as an identifiable building in the landscape, all provide links with the area's history. The Royal National Orthopaedic Hospital is an institution of national repute and occupies a large site within the Green Belt and is a major employer. [say something here about the planning permissions for RNOH and Bentley Priory? Current status etc?]

.4 Large parts of the Harrow Weald Ridge Area of Special Character are of recognised biodiversity value, including the Borough's two Sites of Special Scientific Interest, three [??] Local Nature Reserves and a number of Metropolitan Sites of Nature Conservation Importance. Statutory controls exist to safeguard Sites of Special scientific Importance. Harrow's Biodiversity Action Plan sets out actions for the protection and enhancement of biodiversity within the Borough.

.5 Irrespective of ownership, use, public accessibility and condition, all open space has an intrinsic value and will therefore be protected in quantitative terms. The open countryside to the north of the Borough forms a part of Greater London's Green Belt and continues to contribute to the purposes of including land in the Green Belt as set out in PPG 2, and will therefore be retained. In addition the Metropolitan Open Land at Stanmore Golf Course and Canons Park is of strategic importance and continues to comply with the relevant criteria for designation, and will therefore be retained. Together, Bentley Priory Open Space, Harrow Weald Common, Stanmore Common and Stanmore Country Park (including the forthcoming Wood Farm extension) provide ??Ha of public access to natural and semi-natural greenspace within the Green Belt. The London Loop strategic walking route and other public rights of way provide additional general public access to the Green Belt in this area and will therefore be protected and enhanced as part of the Borough's Green Grid.

.6 Harrow's Green Grid includes a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the Harrow Weald and Stanmore sub areas, the Belmont Trail group of projects will deliver the objective of improving accessibility from suburban areas in the south of the Borough to the opportunities for countryside recreation in this sub area, and the Green Belt group of projects will enhance the quality of facilities within the area.



**.7** Harrow Weald and Stanmore falls within the north east sub area of the 2010 PPG 17 Study. The area is well served by open space, with the total level of accessible space above that generated by the recommended standards of provision. However this does not mean that there is a 'surplus' of space. The Study identifies a shortfall in the Borough as a whole of 117.38 hectares open space in 2010, projected to rise to 133.76 hectares in 2026, based upon recommended standards of provision per 1,000 population. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought. Much of the sub area's open space also has a strategic function as Green Belt, Metropolitan Open Land and as statutory biodiversity designations.

**.8** Notwithstanding satisfactory quantitative levels of provision across a number of open space typologies in the sub area, there remain some significant gaps in accessibility to open space within Harrow Weald and Stanmore. Whilst such gaps reflect the extensive Green Belt and Metropolitan Open Land areas, which are populated at comparatively low densities, there is a noticeable gap in provision across the residential areas between Harrow Weald local centre and Stanmore district centre. Opportunities will be sought in this area to, though on-site provision or other means, to address these accessibility deficiencies. All new development will be expected to make on-site provision for children's play.

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

**.10** Small scale opportunities for improved access to natural and semi-natural greenspace should focus on the western part of the area. Priority should be given to the restoration of the Belmont Trail link adjacent to Stanmore Golf Course, in order secure continues access along the trail.

**.11** Opportunities will be sought in the Harrow Weald area to provide additional cemetery provision, in order to meet the future needs of the local population within the Borough.

**.12** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.13** Stanmore is rich in archaeological heritage, with Scheduled Ancient Monuments to safeguard areas of known Roman remains, the surviving Saxon earthworks at Grims Dyke and Pear Wood, and the Eighteenth Century Obelisk at Brockley Hill. Archaeological Priority Areas identify potential for further Roman remains at Brockley Hill and Canons Park, as well as identifying the possible site of the priory complex at Clamp Hill [check] and the extent of the Medieval village of Stanmore along Old Church Lane. The Council has also issued an advisory note in connection with the Grims Ditch scheduled ancient monument.

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notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

**.14** Other heritage designations reflect Harrow Weald and Stanmore's role in the rural landscape of Middlesex, the residence of wealthy families and the best of the area's early suburban growth. The extent of the historic estates of Grims Dyke House and Bentley Priory are reflected in their historic park and garden status. The Council is preparing supplementary planning documents for the Harrow Weald, Stanmore & Edgware which will incorporate appraisals and management strategies for the conservation areas within the Harrow Weald and Stanmore sub area. All heritage assets in the area will continue to be protected.

**.15** The Borough's Strategic Flood Risk Assessment (2009) identifies parts of Stanmore as being at risk of flooding from the Edgware Brook. Development will be managed in accordance with the sequential and (where appropriate) exception tests set out in Planning Policy Statement 25: *Development and Flood Risk* (2006) to help manage risk from and increase resilience to flooding. An overall reduction in flood risk will be achieved through the use of sustainable urban drainage systems to achieve greenfield run-off rates in accordance with policy recommendations set out in the Assessment, to be brought forward through the Development Management Policies DPD. The Level 2 Strategic Flood Risk Assessment (2011) will be used in the preparation of the Site Allocations DPD to direct development appropriately in relation to the flood risk vulnerability of uses and the land's probability of flooding.

**.16** Harrow's Housing Trajectory demonstrates capacity to provide [684] net additional homes on identified, previously developed sites within the Stanmore and Harrow Weald sub area, over the period 2009-2026. This includes schemes at the Royal National Orthopaedic Hospital and Bentley Priory, approved to secure their respective futures, and the potential redevelopment of Harrow College's Harrow Weald campus which is an identified major previously developed site within the Green Belt. Stanmore car park, within Stanmore district centre, and the adjoining vacant Amner Lodge, provide further identified opportunity for housing as part of an appropriate mixed-use redevelopment. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Stanmore district centre and Harrow Weald local centre. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]

Site	Site Area	Indicative Number of Units	Indicative Phasing
Jubilee House, Merrion Avenue	0.28	35	2015/16
Harrow College, Harrow Weald	2.5	154	2023/24, 2024/25
Amner Lodge and Car Park, Coverdale Close	0.67	136	2014/15
Royal National Orthopaedic Hospital, Brockley Hill	0.79	191	2014/15, 2015/16, 2016/17

Site	Site Area	Indicative Number of Units	Indicative Phasing
Douglas Close redevelopment	2.04	51	2013/14
RAF Bentley Priory	5.6	103	2013/14, 2014/15
Boxtree Public House	0.18	14	2013/14
		Total 684	

### Housing Trajectory

**.17** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. Stanmore is recognised as a strong centre, represented by large convenience retailers and some national chain restaurants, but with heavy through-traffic detrimental to the environmental quality of the centre. The redevelopment of sites within Stanmore will be required to re-provide viable premises for retail and A2-A5 uses at ground floor and will need to pay special attention to historic fabric within and adjoining the centre. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the role and function of the centre and any potential impact upon other centres within the Borough.

**.18** The Retail Study (2009) identifies potential of Stanmore car park to provide additional retail floorspace in Stanmore district centre, and may be brought forward as part of the separate Site Allocations DPD.

**.19** As a local centre Harrow Weald has a modest role within the town centre hierarchy, providing mainly convenience shops and other services for the immediate locality. The redevelopment of sites within Hatch End local centre will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of Hatch End as a local centre and any potential impact upon other centres within the Borough.

**.20** Outside of town centres, the provision of local retail and associated service or community uses help to sustain the neighbourhoods in which they are situated by providing 'walk-to' convenience shopping and services, and particularly for more specialist businesses which might be uneconomic in town centres. For this reason, ground floor commercial premises at Canons Corner [add addresses as footnote] and Kenton Lane/Uxbridge Road, and Long Elmes [add addresses as footnote] will be retained for retail and appropriate service and community uses.

**.21** Large office buildings constructed in the 1970s and 80s for single occupiers have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings in Stanmore district centre [and adjacent to Stanmore Underground Station??] therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic

uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs any loss in employment value.

**.22** Harrow's suburban areas are a cherished part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of Harrow Weald and Stanmore a number of typologies from the post-war era, representing redevelopment or infill of earlier lower-density development, as well as modern large estates, smaller planned inter-war estates and areas of more spacious housing particularly to the north of the sub area. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

**.23** As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.24** Harrow's Transport Study (2010) identifies potential future capacity problems at the Canons Corner (London Road/Spur Road/Brockley Hill) and at the Uxbridge Road/High Road roundabout. Opportunities will be sought through the Borough Investment Plan and development to secure the proper functioning of these junctions in the long term.

**.25** Household car ownership across the Harrow Weald and Stanmore sub area is generally high. The high level of car ownership across the Borough means that encouraging car owners to change their mode of transport to a more sustainable form such as public transport or, particularly for shorter trips cycling and walking, is a significant challenge. The London Plan sets out maximum parking standards and these will be applied, alongside the spatial co-ordination of development with public transport accessibility and services set out in this strategy, to encourage a more sustainable lifestyle.

**.26** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the

Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

### **Relationship with Harrow Sustainable Community Plan**

#### **.27** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

#### **.28** Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)

- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

### **Harrow Vitality Profiles**

**.29** One of the lowest population densities.

**.30** Harrow Weald is one of the wards with the most barriers to Housing and Services - IMD 2007.

**.31** Large number of pensioners.







# Edgware & Burnt Oak

Draft Core Strategy (Pre-Submission) for O&S

## Edgware & Burnt Oak

.1 Introductory paragraphs here

## Policy CS 7

### Edgware and Burnt Oak

Recognising Harrow's proximity to, and shared town centre boundaries of Edgware and Burnt Oak with Barnet, the council will work with Barnet council and the GLA to coordinate development in this area. The close proximity of the growth area of Burnt Oak / Colindale as part of the North West London Co-ordination Corridor and its potential to provide jobs and services for nearby Harrow residents will be utilised to secure improved orbital transport links. Opportunities to produce joint policy and regeneration guidance documents will be explored with partners where necessary.

The parts of both Burnt Oak and Edgware centres that fall within Harrow will continue to function as a peripheral part of Burnt Oak and Edgware district centres, offering a range of convenience and comparison retailing and associated town centre services. Within this part of the two centres, redevelopment appropriate to the centre's function will be supported. Provision for town centre uses commensurate with their district catchment and function will be encouraged. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment upon the Metroland character of the centre. Redevelopment should make an appropriate contribution to housing supply, commensurate with the public transport accessibility level of this part of the centre, and opportunities to improve the public realm and relationship with the rest of the centre will be sought.

The maximum contribution that non-retail commercial uses are to make of a particular centre will be set out in the Development Management Policies DPD.

Within the Spring Villas [business use] area to the south of Edgware centre, redevelopment or conversion appropriate to the area's public transport accessibility and character will be promoted. Proposals will be expected to make provision for uses (excluding main town centre uses) equivalent in economic or community value to the existing floorspace on the site [need to think about how this will be assessed and say something about it]. The rejuvenation of Ballard Mews will be supported to provide employment generating industrial and business uses suitable to its surroundings. The sequential and exception test will be applied in areas of this site subject to flood risk. Any development in Spring Villas or Ballard Mews will need to have regard to the areas of the site designated as an Archaeological Priority Area in line with guidance in PPS5.

A minimum of [1,128] homes will be delivered on identified, previously developed sites between 2009 and 2026. A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites [need some sort of site size threshold here?] within both District Centres. Proposals for ten or more dwellings will be required to provide [50% or the maximum viable?] of the [dwellings or floorspace?] as affordable homes, taking into account the size and form of the homes required and the priority to be given to the delivery of other infrastructure requirements.

Any redevelopment and infill opportunities elsewhere will be expected to reflect the scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

The boundaries, strategic function and character of the Metropolitan Open Land at Canons Park will be maintained. Inappropriate uses and development of the Green Belt and other open space will be resisted. There will be a presumption against any net loss of open space. Inappropriate uses and development of open space will be resisted. Opportunities to enhance the biodiversity value of open space and other appropriate sites in this area will be sought. Opportunities to address deficiencies in Access to Nature will be supported. Green Grid projects which improve links to the Green Belt via the Belmont Trail will be prioritised.

All development will be required to make provision for playspace, with the presumption in favour of on-site provision. Where there are opportunities for additional open space on sites, priority will be given to pocket parks and amenity greenspaces in locations with poor existing accessibility. Continued community access to existing public and private facilities will be supported, and opportunities for increased access will be sought. Investment to address other deficiencies in open space provision will focus upon natural and semi-natural greenspace and projects which enhance the accessibility, quality and value of existing sites; contributions towards such investment will be sought through a Community Infrastructure Levy.

Edgware and Burnt Oak's heritage assets, comprising its conservation areas (Edgware), listed buildings, and historic parks & gardens will be preserved and enhanced. Sites of identified archaeological importance will be protected.

The Council will apply the sequential and, where appropriate, exception tests to the allocation of development sites and to development proposals. Development will be managed with the aim of achieving an overall reduction in flood risk and to increase resilience to flood events. The capacity of the functional floodplain within greenfield sites will be maintained and opportunities to enhance or re-instate the functional flood plain on previously-developed sites will be sought. River restoration and deculverting projects should achieve integrated flood management, biodiversity and where appropriate public access benefits.

Priority will be given to transport investment which addresses the capacity of the junctions at

- London Road/Spur Road/Brockley Hill (Brockley Hill arm)
- Uxbridge Road/High Road roundabout (Uxbridge Road arms)
- Whitchurch Lane/Honeypot Lane (all arms)

The provision of car parking will be managed to ensure that new development supports the role and function of these centres.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. **[say something here about specific infrastructure needed in the sub area based on borough/infrastructure delivery plans and LIP]**. Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation.

## Justification

**.2** Burnt Oak/Colindale growth areas form part of a coordination corridor identified by the Mayor of London within The London Plan. This designation is in recognition of the level of future development that will occur along the corridor. It is important that Harrow works with the borough of Brent and Barnet as well as the GLA and TfL to ensure that development does not put undue pressure on local infrastructure and that opportunities for local job growth and transport improvements are maximised. An assessment of the implications of development has been commissioned by the North London Strategic Alliance. This builds on assessments already made in drawing up the North London Development and Investment Framework, published by the LDA in 2007 and on work being undertaken by TfL.

**.3** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. Edgware is recognised as a strong centre, represented by convenience retailers and some larger comparison stores in the area of the centre in Barnet. Burnt Oak similarly is functioning as a convenience but with lower-order comparison shopping centre. Heavy through-traffic is detrimental to the environmental quality of both of these centres, especially along the A5. The redevelopment of sites within these centres will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the role and function of the centre and any potential impact upon other centres within the Borough.

**.4** Office and industrial units constructed in the 1970s and 80s in this area have become unsuited to the needs of the local economy and low office rents have resulted in a very limited supply of new space. Harrow town centre is the focus to provide a new, consolidated office market within the Borough. The mixed-use redevelopment or conversion of redundant office buildings in Spring Villas and Ballard Mews Business Use Areas therefore offers the opportunity to contribute to housing supply, but should also make provision for appropriate economic uses (excluding main town centre uses) equivalent in value to the number of jobs previously supported on the site. Appropriate community uses may also be supported where the benefit of the use outweighs any loss in employment value.

**.5** Harrow's Housing Trajectory demonstrates capacity to provide [1,128] net additional homes on identified, previously developed sites within the Edgware and Burnt Oak sub area, over the period 2009-2026. This includes schemes at the Former Government Buildings at Honeypot Lane, and at Edgware Town Football Club, which makes up the bulk of the identified housing development. Additional housing capacity will be sought from unforeseen opportunities on previously developed sites within both centres. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]

**.6** Harrow's suburban areas are an important part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of Edgware and Burnt Oak a number of typologies from the post-war era, representing redevelopment or infill of earlier lower-density development, as well as more historic development. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

**.7** As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.8** Irrespective of ownership, use, public accessibility and condition, all open space has an intrinsic value and will therefore be protected in quantitative terms. The Metropolitan Open Land at Canons Park is of strategic importance and continues to comply with the relevant criteria for designation, and will therefore be retained. Harrow's Biodiversity Action Plan sets out actions for the protection and enhancement of biodiversity within the Borough.

**.9** Harrow's Green Grid includes a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the Edgware and Burnt Oak sub areas, the Belmont Trail group of projects will deliver the objective of improving accessibility from suburban areas in the south of the Borough to the opportunities for countryside recreation in this sub area.

**.10** Edgware and Burnt Oak span across parts of two of the 2010 PPG 17 Study sub areas<sup>(1)</sup>. The Study identifies a shortfall, based upon recommended standards per 1,000 population, of 34.19 hectares in the south-east sub area and adequate provision in the north-east sub area in 2010. The south-east sub area shortfall is projected to rise to 39.51 hectares in 2026. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>(1)</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

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<sup>(1)</sup> Burnt Oak (Edgware ward) in the south-east sub area; and Edgware (part of Canons ward) in the north-east sub area notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

**.11** The Hive Centre at Prince Edward Playing Fields provides a major new sports facility at the interface of the Edgware and Burnt Oak area with the Kingsbury and Queensbury area. Other outdoor sport facilities are provided at Chandos Recreation Ground; however investment to increase provision of and accessibility to multi-use games areas should focus on the north part of the Edgware and Burnt Oak area. Enhancement of facilities at Canons Park should focus on fulfilling the site's potential to provide youth space.

**.12** New development will be expected to be provided for children's play. A significant area of deficiency in access to local natural and semi-natural greenspace, amenity greenspace and parks exists in the south part of the Edgware and Burnt Oak area. Opportunities to address these deficiencies will be sought, through on site provision and investment in existing spaces as appropriate. Priority will be given to the Brent River group of Green Grid projects which enhance access to and the biodiversity value of the Rivers tributaries. Enhancement of the [Dalkeith Grove] natural and semi-natural site, to enhance its quality and value, will also be sought.

**.13** Allotments will continue to meet the needs of local residents in Edgware and Burnt Oak, and of the Borough as a whole; investment should focus on the return to use of the Roch Avenue allotments site and qualitative improvement at Chandos Recreation Ground allotments. Any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace.

**.14** Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

**.15** This area of the Borough is rich in archaeological heritage, with Archaeological Priority Areas to safeguard areas of known Roman Tile works in Canons Park, and the Medieval settlement of Edgware. These designations reflect this and the wider area's role in the rural landscape of Middlesex, and historic settlements. The extent of the historic estates of the Duke of Chandos which now survives as Canons Park is reflected in its historic park and garden status. The Council is preparing supplementary planning documents for the Stanmore & Edgware Conservation Area which will incorporate appraisals and management strategies for the conservation areas within the Edgware sub area. All heritage assets in the area will continue to be protected.

**.16** The Borough's Strategic Flood Risk Assessment (2009) identifies parts of Edgware as being at risk of flooding from the Edgware Brook. Development will be managed in accordance with the sequential and (where appropriate) exception tests set out in Planning Policy Statement 25: *Development and Flood Risk* (2006) to help manage risk from and increase resilience to flooding. An overall reduction in flood risk will be achieved through the use of sustainable urban drainage systems to achieve greenfield run-off rates in accordance with policy recommendations set out in the Assessment, to be brought forward through the Development Management Policies DPD. The Level 2 Strategic Flood Risk Assessment (2011) will be used in the preparation of the Site Allocations DPD to direct development appropriately in relation to the flood risk vulnerability of uses and the land's probability of flooding.

**.17** Harrow's Transport Study (2010) identifies potential future capacity problems at:

- London Road/Spur Road/Brockley Hill (Brockley Hill arm)
- Uxbridge Road/High Road roundabout (Uxbridge Road arms)
- Whitchurch Lane/Honey Pot Lane (all arms)



**.18** . Opportunities will be sought through the Borough Investment Plan and development to secure the proper functioning of these junctions in the long term.

**.19** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.

### Housing Trajectory Sites

Site	Site Area	Indicative Number of Units	Indicative Phasing
287-293 Whitchurch Lane	0.16	10	2011/12
Former Government Buildings, Honeypot Lane	6.1	795	2010/11, 2011/12, 2012/13, 2013/14, 2014/15, 2015/16
Chandos Parade, Buckingham Road	0.08	10	2010/11
Former clinic/scout hut, Tenby Road	0.2	10	2010/11
Bacon Lane	0.26	28	2015/16
47 & 49 High Street	0.27	86	2023/24
Edgware Town FC	1.22	189	2013/14, 2014/15, 2015/16
		Total 1,128	

### Housing Trajectory

### Evidence Studies

**.20** Burnt Oak District Centre - straddles boundary with LB Barnet

**.21** Edgware District Centre - straddles boundary with LB Barnet

### Retail Study

**.22** Burnt Oak (only):

- medium sized linear centre functioning as a convenience and lower-order comparison shopping centre; plus some banks/services and entertainment; proportion of vacancy below the national average
- reasonable representation of national retailers in the centre as a whole
- off street parking provided at Tesco and Burnt Oak station
- heavy traffic on A5 a significant barrier to movement
- traffic is the principal environmental issue, otherwise a reasonable environment
- no changes to retail frontage recommended
- no development opportunities identified

### Employment Land Study

**.23** Ballard Mews, Edgware Road - 0.7 hectares - scores 15. Offices, car repair, retail and residential uses. Majority of site in poor condition with 1970s buildings. Narrow access road. Situated in a residential area and in an archaeological priority area. Allocated business use area close to Edgware centre.

**.24** Spring Villa Park - 1.1 hectares - scores 21. Small office development. Good access. Mostly fully let. Allocated business use area close to Edgware centre but within archaeological priority area and identified as at risk of flooding.

### Transport Study

**.25** Highway junctions with potential future capacity problems:

- London Road/Spur Road/Brockley Hill (Brockley Hill arm)
- Uxbridge Road/High Road roundabout (Uxbridge Road arms)
- Whitchurch Lane/Honeypot Lane (all arms)

**.26** Buses

- no capacity issues at 8.35% passenger growth (sensitivity testing shows impact upon one service through Stanmore)

**.27** Underground (taking into account planned capacity improvements)

- Jubilee line: no capacity problems

### West London SHMA/Viability Study/Housing Capacity

### PPG 17 Study

### Strategic Flood Risk Assessment

**.28** Part of the Brent Catchment - Edgware Brook. Area of flood risk zone 2 and 3 from Edgware centre heading west. Reservoir at Seven Acre Lake. Flood storage areas at Whitchurch Playing Fields and Prince Edwar Playing Fields.

### Character Study

### Contextual Stuff

#### London Plan designations

#### Relationship with Harrow Sustainable Community Plan

##### .29 Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

##### .30 Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost

- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

### **Harrow Vitality Profiles**

- .31** Canons has the lowest number of working age people out of work.
- .32** Highest incidents of fly - tipping in Edgware - 264 - average of 20.



# Kingsbury & Queensbury

Draft Core Strategy (Pre-Submission) for O&S

### Kingsbury & Queensbury

#### Introduction

.1 The Kingsbury and Queensbury sub areas in the south eastern corner of the borough is one of the most densely populated areas and borders Brent to the South. The area is predominantly suburban, typified by relatively dense, inter-war estates. The south eastern most corner of this area contains the densest housing development, with narrow streets and poor public realm due to a loss of character through extensions and the loss of gardens. Further north and west, the areas character has generally been retained, although again, the suburban layout is dense in comparison to other areas of the borough.

.2 Two town centres serve this area, with Kingsbury District centre being the largest, which straddles the boundary with Brent, where the majority of shops are located. Queensbury is a designated local center, and serves as a more convenience shopping centre. Both centres have good accessibility by public transport, being served by the Jubilee line, and major bus routes. Heavy traffic passes through Kingsbury along the Kenton Road, and public realm improvements in both centres are necessary.

.3 The area benefits from reasonable access to open spaces, and is the proud home of Barnet FCs training centre and a footballing centre of excellence at the Hive on Prince Edward Playing Fields. The area is part of the Brent catchment, with the Kenton Brook, part of which is culverted flowing through the area. This results in some areas of residential land being the subject of flood risk to the north of Kingsbury centre.

.4 Honeypot Lane is host to an industrial and business use park, part of which has been redeveloped for residential use to the north of this area. This strategic employment area provides many jobs for the area and is an important business destination. The site has reasonable public transport access, primarily through the Jubilee line station at Canons Park.

#### Box 3

##### Objectives

1. To improve the public realm of Kingsbury and Queensbury centres
2. To safeguard Honeypot Lane Industrial and Business estate as a location for economic development
3. Support appropriate development in the town centres to enhance their vitality
4. To maintain community access to sport and recreation facilities and encourage enhancement
5. To retain all forms of open space in the area
6. To improve the character of residential areas in the area through public realm improvements
7. To resist development of back gardens in the area
8. To reduce the areas flood risk through de-culverting, re-development and open space retention



## Policy CS 8

### Kingsbury and Queensbury

There will be a presumption against any net loss of open space. Inappropriate uses and development of open space will be resisted. Opportunities to enhance the biodiversity value of open space and other appropriate sites in this area will be sought. Green Grid projects which improve links to the Green Belt via the Belmont Trail, and which restore and improve access to Kenton Brook, will be prioritised. Prince Edward Playing Fields will be maintained and as an important sporting destination, as home to Barnet FC training facilities and football centre of excellence.

The area fronting Kingsbury roundabout and the adjacent part of Kenton Road will continue to function as a peripheral part of Kingsbury district centre, offering a range of convenience and comparison retailing and associated town centre services. Within this part of the centre, redevelopment appropriate to the centre's function will be supported. Provision for town centre uses commensurate with Kingsbury's district catchment and function will be encouraged. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment upon the Metroland character of the centre. Redevelopment should make an appropriate contribution to housing supply, commensurate with the public transport accessibility level of this part of the centre, and opportunities to improve the public realm and relationship with the rest of the centre will be sought.

Queensbury will continue to function as a local centre offering 'top-up' convenience and specialist comparison retailing and associated A1, A2, A3, A4 & A5 uses. Within the centre, redevelopment commensurate to the centre's function and Metroland character will be supported, subject to the provision of appropriate uses and active frontage at ground floor level. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all. Special attention should be paid to the impact of redevelopment within the centre upon flood risk. Redevelopment should make an appropriate contribution to housing supply commensurate with the centre's modest [define in RJ] public transport accessibility level.

A net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites [need some sort of site size threshold here?] within Kingsbury district centre (Harrow part) and Queensbury local centre.

Any redevelopment and infill opportunities elsewhere will be expected to reflect the scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

The Council will apply the sequential and, where appropriate, exception tests to the allocation of development sites and to development proposals. Development will be managed with the aim of achieving an overall reduction in flood risk and to increase resilience to flood events. The capacity of the functional floodplain within greenfield sites will be maintained and

opportunities to enhance or re-instate the functional flood plain on previously-developed sites will be sought. River restoration and deculverting projects should achieve integrated flood management, biodiversity and where appropriate public access benefits.

The Honeypot Lane industrial business park will be retained for appropriate B1, B2 and B8 uses. Investment will be sought to improve the quality and attractiveness of this strategic site. Redevelopment to provide new premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all.

Priority will be given to transport investment which addresses the capacity of the junctions at Queensbury Circle roundabout and at the Whitchurch Lane/Honeypot Lane junctions. The provision of car parking will be managed to ensure that new development supports a modal shift from private car use to more sustainable modes.

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. [say something here about specific infrastructure needed in the sub area based on borough/infrastructure delivery plans and LIP]. Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation.

### Reasoned Justification

**.5** Irrespective of ownership, use, public accessibility and condition, all open space has an intrinsic value and will therefore be protected in quantitative terms. Greenspace Information for London (for the GLA) show that large parts of Kingsbury and Queensbury are deficient in access to sites of importance to nature conservation. Harrow's Green Grid includes a schedule of projects to create an interconnected network of open spaces and river corridors throughout Harrow and across the Borough boundary. Within the Kingsbury and Queensbury sub area, the River Brent group of projects will deliver the objective of improving the quality and accessibility of watercourses, and the strategic street tree planting group of projects will deliver the objective of greening links through the urban area between existing open spaces.

**.6** Kingsbury and Queensbury falls within the south-east sub area of the 2010 PPG 17 Study. The Study identifies a shortfall in the sub area of 34.19 hectares open space in 2010, projected to rise to 39.51 hectares in 2026, based upon recommended standards of provision per 1,000 population. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

**.7** The Hive Centre at Prince Edward Playing Fields provides a major new sports facility at the interface of the Kingsbury and Queensbury area with the Edgware and Burnt Oak area. Investment to increase provision of and accessibility to multi-use games areas and youth space on Queensbury Recreation Ground or nearby, and additional teenage playspace facilities will be sought to close a gap in provision in the Queensbury area.

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notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

.8 Kingsbury and Queensbury are served by Centenary Park and Queensbury Recreation Ground, within the Borough, and to a lesser extent<sup>0</sup> by Woodcock Park within the London Borough of Brent. Available investment in parks will be directed towards qualitative improvements at Centenary Park and Queensbury Recreation Ground, and opportunities will be sought to promote their facilities to those of a district park. Green Grid projects which enhance accessibility to district parks will be prioritised.

.9 Throughout the area there is a high deficiency of playspace and amenity greenspace. New development will be expected to provide for children's play and to combine this with additional amenity greenspace where appropriate. Kingsbury and Queensbury also lack natural and semi-natural greenspace, although Fryant Country Park within the London Borough of Brent is situated nearby<sup>0</sup>. Priority will be given to the Kenton Brook Green Grid project, part of the Brent River group of projects, which will enhance access to and the biodiversity value of the part of the brook which flows through Queensbury Recreation Ground. Other opportunities to enhance access to nature at neighbourhood level will also be supported.

.10 Allotments will continue to meet the needs of local residents in Kingsbury and Queensbury, and of the Borough as a whole. Investment should focus on the return to use of the Roch Avenue allotments site, the catchment of which contributes to accessibility of provision in this area. Any site no longer required for allotment gardening over the plan period will be safeguarded to address the shortfall in accessible natural and semi-natural greenspace.

.11 Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.

.12 The Borough's Strategic Flood Risk Assessment (2009) identifies parts of Kingsbury and Queensbury as being at risk of flooding from the Kenton Brook and the Edgware Brook respectively. Development will be managed in accordance with the sequential and (where appropriate) exception tests set out in Planning Policy Statement 25: *Development and Flood Risk* (2006) to help manage risk from and increase resilience to flooding. An overall reduction in flood risk will be achieved through the use of sustainable urban drainage systems to achieve greenfield run-off rates in accordance with policy recommendations set out in the Assessment, to be brought forward through the Development Management Policies DPD. The Level 2 Strategic Flood Risk Assessment (2011) will be used in the preparation of the Site Allocations DPD to direct development appropriately in relation to the flood risk vulnerability of uses and the land's probability of flooding.

.13 Housing capacity will be sought from unforeseen opportunities on previously developed sites within Kingsbury district centre and Queensbury local centre. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]

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Kenton Road is a significant physical barrier  
but again Kenton Road represents a significant physical barrier

**.14** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. Kingsbury is identified as functioning primarily as a convenience and service centre, with limited environmental quality due to heavy traffic along heavy through-traffic. The redevelopment of sites within the Harrow part of Kingsbury will be required to re-provide viable premises for retail and A2-A5 uses at ground floor and will need to contribute to the environmental enhancement of the centre. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the role and function of the centre and any potential impact upon other centres within the Borough.

**.15** The Retail Study (2009) identifies potential of land at the junction of Kenton Road and Honeypot Lane to provide additional retail floorspace in this part of Kingsbury district centre, and may be brought forward as part of the separate Site Allocations DPD.

**.16** As a local centre Queensbury has a modest role within the town centre hierarchy, providing mainly convenience shops and other services for the immediate locality. The redevelopment of sites within Queensbury local centre will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of Queensbury as a local centre and any potential impact upon other centres within the Borough.

**.17** Outside of town centres, the provision of local retail and associated service or community uses help to sustain the neighbourhoods in which they are situated by providing 'walk-to' convenience shopping and services, and particularly for more specialist businesses which might be uneconomic in town centres. For this reason, ground floor commercial premises at Honeypot Lane (adjacent Everton Drive) [add addresses as footnote] will be retained for retail and appropriate service and community uses.

**.18** The Honeypot Lane industrial business park is identified as a strategic industrial location within the London Plan. Harrow's Employment Land Study (2010) forecasts an overall contraction in traditional 'B' class employment floorspace but a net increase in office space over the period 2007-2026 and identifies the Honeypot Lane/Dalston Gardens complex as a comparatively poor quality site. Nevertheless, the release of non-office 'B' class space will need to be carefully monitored and managed to ensure that good quality provision, which will continue to make a contribution to the local economy, is protected. As part of London's strategic reservoir of strategic industrial land, the Honeypot Lane industrial business park will be safeguarded for appropriate B1, B2 and B8 uses.

**.19** Harrow's suburban areas are a cherished part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of Kingsbury and Queensbury predominantly inter-war and garden suburb estates. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.

**.20** As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.21** Harrow's Transport Study (2010) identifies potential future capacity problems at the at Queensbury Circle roundabout and at the Whitchurch Lane/Honeypot Lane junctions. Opportunities will be sought through the Borough Investment Plan and development to secure the proper functioning of these junctions in the long term.

**.22** Household car ownership across the Kingsbury and Queensbury sub area is moderate to high. The high level of car ownership across the Borough means that encouraging car owners to change their mode of transport to a more sustainable form such as public transport or, particularly for shorter trips cycling and walking, is a significant challenge. The London Plan sets out maximum parking standards and these will be applied, alongside the spatial co-ordination of development with public transport accessibility and services set out in this strategy, to encourage a more sustainable lifestyle.

**.23** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.



### Statement 3

#### Delivery

The Development Management Policies DPD will ensure the continued protection of Metropolitan Open Land, Green Belt and other open space. Policies will also set out criteria for the assessment of proposals relating to biodiversity and nature conservation, listed buildings, historic parks and gardens, economic development, the management of employment land, town centre uses and town centre vitality and viability, the design and layout of development, and the protection to be afforded to back gardens. These policies will also consider the designation of town centres and shopping frontages, alongside criteria for mixed use development in designated centres.

Development Management Policies will be amplified where appropriate by supplementary planning documents. These will include the Harrow Residential Design Guide and Sustainable Building Design SPD.

The Site Allocation DPD will identify previously-developed sites for housing and may also highlight the potential for renewal through mixed use development of offices.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the projects and other actions set out in Harrow's Biodiversity Action Plan and Green Grid. A replacement Cultural Strategy and Open Spaces Strategy will be prepared and this will include opportunities to work with partner organisations in connection with the delivery of sport, recreation, leisure and open spaces.

The Council will review the Borough Investment Plan and continue to work with the Homes and Communities Agency [now GLA?] to support affordable housing schemes and estate renewal in Rayner's Lane.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to achieve co-ordinated improvements within the public realm.

LOCAL Implementation Plan 2..

#### Housing Trajectory Sites

Site	Site Area	Indicative Number of Units	Indicative Phasing
No sites	No sites	No sites	No sites

#### Housing Trajectory

## Evidence Studies

**.24** Kingsbury District Centre - mainly within LB Brent (severed section north of Kenton rd only in Harrow)

**.25** Queensbury local centre

## Retail Study

**.26** Kingsbury District Centre (only):

- medium-sized centre, functioning as a convenience and service (A2/A3/A5) centre; below national average vacancy
- small number of comparison and convenience national retailers
- off street parking and (in Harrow section) free on-street parking in service road
- heavy traffic along Kenton Road/Kingsbury Road
- 'adequate' environmental quality
- no changes to retail frontage recommended
- development opportunities identified: land at junction Kenton Road/Honeypot Lane - 1,000 sq. m

## Employment Land Study

**.27** Honeypot Lane/Dalston Gardens - 3.0 Hectares - score 14/30. Mix of warehousing, distribution and storage units, office and retail uses. Good access. Surrounded by residential. Poor quality site. Allocated industrial and business site.

**.28** Honeypot Business Centre, Parr Road = 5.8 hectares - score 18. Warehousing, distribution and storage units and light industrial offices. Large residential development to north of site. Most of site at risk of flooding. Allocated industrial and business use site.

## Transport Study

**.29** Highway junctions with potential future capacity problems:

- Honeypot Lane/Streatfield Road/Taunton Way/Charlton Road roundabout (Streatfield Road, Taunton Way and Honeypot Lane arms)
- Whitchurch Lane/honeypot Lane (all arms)

**.30** Buses

- no capacity issues at 8.35% passenger growth (sensitivity testing shows no impact upon services through Kingsbury & Queensbury)

**.31** Underground (taking into account planned capacity improvements)

- Jubilee line: no capacity problems



## **West London SHMA/Viability Study/Housing Capacity**

### **PPG 17 Study**

### **Strategic Flood Risk Assessment**

**.32** Part of Brent Catchment - Kenton Brook. Area of flood risk zone 2 and 3 through small residential area north of kingsbury and south of queensbury.

### **Character Study**

### **Contextual Stuff**

### **London Plan designations**

### **Relationship with Harrow Sustainable Community Plan**

### **Harrow Vitality Profiles**

**.33** One of the most densely populated areas of the Borough - typically over 72pph.

**.34** This area has one of the highest percentage of households with children, especially Queensbury with over 40%.

**.35** Higher crime area compared to rest of the borough, except intensification area.

# Kenton & Belmont Circle

Draft Core Strategy (Pre-Submission) for O&S

## Kenton & Belmont Circle

### Introduction

**.1** This sub area borders Brent to the South, with Kenton centre straddling the border. Kenton and Belmont are both local centres that provide a range of services to meet local residents needs. Kenton in particular has a wide variety of shops, and is also home to a large format Sainsburys supermarket which is located on the Brent side of Kenton Road. Kenton is highly accessible by public transport, and whilst originally a metroland parade, recent development and its' location on a major road which gives it a very urban feel. Belmont, is not as accessible by public transport having no underground station serving it, and retains metroland characteristics and a more suburban environment.

**.2** Both centres are surrounded by suburban residential development, typically inter war estates, with small areas of post war infill. This gives the areas a leafy, low density feel, and is popular with families and larger households. The area is also fairly well served by open space, including Kenton Recreation Ground, and borders a large area of Metropolitan Open Land to the North which is part of Stanmore Golf Course. An area of flood risk affects residential areas just to the east of Kenton centre along the Wealdstone Brook, and as with many areas of the borough, parts of the waterways are culverted.

### Box 4

#### Objectives

- To provide a mix of housing to meet the needs of the local population where opportunities arise.
- Support development in the local centres to ensure they remain viable shopping destinations for local residents
- Improved public realm in the local centres, and better connectivity between Kenton and Northolt Park tube stations.
- The protection of the areas leafy suburban character and distinctive metroland setting through retaining back gardens and restricting inappropriately designed buildings.
- Protect open spaces as integral parts of this areas character and history, to provide for both leisure and cultural opportunities, as well as improving biodiversity.
- Promote opportunities to connect up the areas open spaces and improve the areas water ways whilst reducing the flood risk to the east of Kenton centre.

## Policy CS 9

### **Kenton & Belmont Circle**

Within Kenton and Belmont local centres, redevelopment appropriate to the centre's predominantly convenience use function and Metroland character will be promoted. Provision for retail and A2, A3, A4 & A5 uses commensurate in scale and form to the function of the local centre will be required at ground floor level. New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all.

Public realm improvements will also be sought, especially along Kenton Road in Kenton local centre to improve pedestrian flows and enhance the environment. Improved access to Kenton via public transport will be sought by supporting proposals to clearly link and improve the connection between Kenton Station and Northolt Park Station in neighbouring Brent.

New premises must be viable in terms of size, layout and servicing arrangements, and be accessible to all. The maximum contribution that non-retail commercial uses are to make of a particular centre will be set out in the Development Management Policies DPD.

Where suitable a net contribution to housing supply will also be sought as part of the mixed use conversion or redevelopment of sites within Kenton and Belmont centres to help ensure their vitality and viability.

Any redevelopment and infill opportunities elsewhere will be expected to reflect the scale, pattern and appearance of the site's surroundings. Development on back gardens will be resisted, reflecting their contribution to the character of residential areas and as an environmental resource.

There will be a presumption against any net loss of open space in this area. The open land in this area including Kenton Recreation Ground will be maintained and enhanced in line with PPG17 study recommendations. Inappropriate uses and development on open space will be resisted.

Opportunities to improve flood mitigation measures along the Wealdstone Brook will be promoted, and the flood storage role of open space will be maintained. Development will be expected to comply with the sequential approach in areas of flood risk.

Improvements to the Belmont Trail will be sought and promoted as part of the Borough's Green Grid strategy to help connect the areas green spaces with others, specifically in neighbouring Brent and north through the Borough..

All development will be required to contribute to the delivery of strategic infrastructure in accordance with the Borough's Community Infrastructure Levy charging schedule. Specifically, improvements to the following junction will be sought:

- Kenton Road/Kenton Lane: (all arms)

Provision for contributions or other requirements specific to the site or proposal will be expected to be made through a s.106 Planning Obligation. New development will be expected to contribute towards improvements in the environment of both centres; to enhancing access to and the quality of local parks and open spaces.

### Justification

**.3** Harrow's Retail Study (2009) projects a modest increase of small convenience store floorspace over the period 2009-2026. In recognising the growth of service uses in recent years and the role that these can play in supporting overall town centre vitality and viability, the Study also recommends provision be made for A2, A3, A4 and A5 uses over the same period. As local centres Kenton and Belmont have a modest role within the town centre hierarchy, providing mainly convenience shops and other services for the immediate locality. The redevelopment of sites within these centres will be required to re-provide viable premises for retail and A2-A5 uses at ground floor. Any net increase in retail floorspace and A2-A5 floorspace will be considered in relation to the status of Kenton and Belmont as local centres and any potential impact upon other centres within the Borough.

**.4** Kenton and Belmont span across parts of two of the 2010 PPG 17 Study sub areas<sup>0</sup>. The Study identifies a shortfalls, based upon recommended standards per 1,000 population, of 67.13 hectares in the central sub area and 34.19 hectares in the south-east sub area in 2010. These shortfalls are projected to rise to 67.20 hectares and 39.51 hectares respectively in 2026. The comparable shortfall for the Borough as a whole stands at 117.38 hectares and is projected to rise to 133.76 hectares by 2026. For this reason, and in recognition of the wider sustainability role that open space plays within the urban environment<sup>0</sup>, all open space will be safeguarded and opportunities to increase it will be sought.

**.5** There are no indoor sport facilities within the Kenton and Belmont sub area; however Harrow Leisure Centre is located at the interface of the area with the Harrow and Wealdstone Intensification Area. Some outdoor sport pitches within the sub area are located within public open space and valuable additional provision is made by community access to school and sports club sites. Investment to increase pitch provision and multi-use games areas should focus on the Kenton area to help address the outdoor sport shortfall in the central PPG 17 study area and to address a significant gap in games area accessibility.

**.6** Opportunities to create small and pocket parks will focus on areas of deficiency within the Belmont area. Throughout Kenton and Belmont, investment will be directed to qualitative improvements which promote the function of existing open spaces to district park status, or through Green Grid projects which enhance accessibility to district parks.

**.7** New development will be expected to provided for children's play and amenity greenspace. Across all types of play space there are significant gaps in accessibility and investment should be prioritised towards new provision that would address these.

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Kenton West ward in the central sub area; and Belmont ward in the south-east sub area notably for biodiversity, natural drainage and flood storage, mitigation of air, light and noise pollution, and for general human health and wellbeing

- .8 Throughout Kenton and Belmont there is a pressing need to provide for natural and semi-natural greenspace. Green Grid projects which enhance the biodiversity and accessibility value of the Belmont Trail will be prioritised, and opportunities to enhance the value of Vernon Drive amenity greenspace and Priestmead Recreation Ground should be considered.
- .9 Allotments will continue to meet the needs of local residents in Kenton and Belmont, and of the Borough as a whole; investment should focus on qualitative improvements. Any site no longer required for allotment gardening over the plan period will be safeguarded to to address the shortfall in accessible natural and semi-natural greenspace.
- .10 Detailed requirements for open space provision and contributions, informed by the 2010 Study, will be set out in development management policies, site allocations and a Community Infrastructure Levy as appropriate.
- .11 Harrow's Housing Trajectory demonstrates no identified capacity for new housing developments over the period 2009-2026. Additional housing capacity will therefore only be sought from unforeseen opportunities on previously developed sites within the local centres and other brownfield sites. The West London Strategic Housing Market Assessment demonstrates a requirement for [??] affordable homes across the sub-region and for [??] within the London Borough of Harrow. [something here about the conclusions of the viability assessment]. To ensure that all sites above the London Plan threshold of ten or more dwellings contributes to the delivery of the Borough's minimum requirement, or helps to exceed it, the maximum viable number of dwellings up to 50% of all the dwellings proposed on the site will be sought as affordable homes. [something here about the tenure and size mix][anything to add here that shows the level of need within the sub area/any specific requirements??]
- .12 Harrow's suburban areas are an important part of the Borough's character and heritage, with many areas displaying strong coherence in design, proportions and pattern of development. The Character Assessment of Harrow's Residential Areas (2010) identifies within the residential suburbs of the Kenton and Belmont sub area estates of traditional inter-war housing, post-war infill development, and areas of more mixed character such. When development opportunities arise in suburban areas, substantial weight will be given to the wider setting of the site in determining the appropriate density, scale and form of development. These considerations will also apply to proposals for domestic development. A residential design guide has been published, as a supplementary planning document, which amplifies the appropriate considerations and detailed requirements.
- .13 All open space has an intrinsic value and will therefore be protected in quantitative terms. Where opportunities for enhancement of public access to the Open Land arise, these will be pursued as part of the Borough's Green Grid to help connect open spaces via the Belmont trail as part of a north - south connection through the borough..
- .14 As with other forms of open space, gardens and allotments have a multiplicity of social and environmental benefits, including their positive impact on health and wellbeing, the opportunity for sustainable food production and natural drainage, and as a habitat for biodiversity. Harrow's Biodiversity Action Plan recognises the importance of allotments and gardens in the continued survival of species and habitats, and identifies among other threats the loss of these spaces to development. Amendments to PPS 3 excludes back gardens and allotments from the definition of 'previously developed land' and the London Plan makes provision for LDFs to introduce a presumption against development on back gardens. Harrow's housing trajectory identifies sufficient previously-developed sites to meet the Borough's housing target and policies within this strategy

allow for other sites to be brought forward in strategically preferable locations. Development of designated open space (including allotments) and back gardens is therefore strategically unnecessary and will be resisted.

**.15** The Borough's Strategic Flood Risk Assessment (2009) identifies parts of Kenton and Belmont sub areas as being at risk of flooding from the Wealdstone Brook. Development will be managed in accordance with the sequential and (where appropriate) exception tests set out in Planning Policy Statement 25: *Development and Flood Risk* (2006) to help manage risk from and increase resilience to flooding. An overall reduction in flood risk will be achieved through the use of sustainable urban drainage systems to achieve greenfield run-off rates in accordance with policy recommendations set out in the Assessment, to be brought forward through the Development Management Policies DPD. The Level 2 Strategic Flood Risk Assessment (2011) will be used in the preparation of the Site Allocations DPD to direct development appropriately in relation to the flood risk vulnerability of uses and the land's probability of flooding. Open space will be utilised as a natural flood storage resource.

**.16** The Community Infrastructure Levy Regulations enable local planning authorities to collect from individual developments financial contributions towards infrastructure made necessary by development across the Borough. Infrastructure requirements have been assessed and identified in the Council's Infrastructure Delivery Plan incorporating relevant provisions from the Borough Investment Plan for housing and the Local Implementation Plan for Transport, as well as specific requirements arising from the Biodiversity Action Plan, the management strategies for specific conservation areas, and the documented needs of other community service providers such as the Harrow NHS. The Council will publish a CIL charging schedule following the adoption of this Core Strategy. In accordance with the Regulations, where a specific requirement arises from a particular site or development proposal, this should be provided-for by a Planning Obligation.



## Statement 4

### Delivery

## Statement 5

The Development Management Policies DPD will ensure the continued protection of Metropolitan Open Land, Green Belt and other open space. Policies will also set out criteria for the assessment of proposals relating to biodiversity and nature conservation, listed buildings, historic parks and gardens, economic development, the management of employment land, town centre uses and town centre vitality and viability, the design and layout of development, and the protection to be afforded to back gardens. These policies will also consider the designation of town centres and shopping frontages, alongside criteria for mixed use development in designated centres.

Development Management Policies will be amplified where appropriate by supplementary planning documents. These will include the Harrow Residential Design Guide and Sustainable Building Design SPD.

The Site Allocation DPD will identify previously-developed sites for housing and may also highlight the potential for renewal through mixed use development of offices.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to deliver the projects and other actions set out in Harrow's Biodiversity Action Plan and Green Grid. A replacement Cultural Strategy and Open Spaces Strategy will be prepared and this will include opportunities to work with partner organisations in connection with the delivery of sport, recreation, leisure and open spaces.

The Council will review the Borough Investment Plan and continue to work with the Homes and Communities Agency [now GLA?] to support affordable housing schemes and estate renewal in Rayner's Lane.

The Council will employ its own staff and other available resources, and work with partners as appropriate, to achieve co-ordinated improvements within the public realm.

## Housing Trajectory Sites

Site	Site Area	Indicative Number of Units	Indicative Phasing
No sites	No sites	No sites	No sites

## Housing Trajectory

## Evidence Studies

.17 Kenton local centre; straddles boundary with LB Brent

### **Retail Study**

#### **.18** Kenton local centre (only):

- medium-sized centre, functioning as a convenience centre predominantly independent/ethnic offer and lower order comparison; below national average vacancy
- no national retailers (except Sainsbury's in LB Brent) and only one high-street bank
- off street parking provided as part of Sainsbury's food store
- heavy traffic along Kenton Road but wide pavements
- variable environmental quality due to traffic (noise/pollution)
- no changes to retail frontage recommended
- no development opportunities identified

### **Employment Land Study**

### **Transport Study**

#### **.19** Highway junctions with potential future capacity problems:

- Kenton Road/Kenton Lane: (all arms)

#### **.20** Buses

- no capacity issues at 8.35% passenger growth (sensitivity testing shows impact upon one service through Kenton)

#### **.21** Underground (taking into account planned capacity improvements)

- Bakerloo line: no capacity issues

#### **.22** Trains

- London overground: no capacity issues

### **West London SHMA/Viability Study/Housing Capacity**

### **PPG 17 Study**

### **Strategic Flood Risk Assessment**

#### **.23** Part of Brent catchment - no rivers or flood risk.

### **Character Study**

### **Contextual Stuff**

### **London Plan designations**

### **Relationship with Harrow Sustainable Community Plan**

#### **.24** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing

- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

**.25** Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

### **Harrow Vitality Profiles**

**.26** Area of lowest business activity - with just 1% of all Harrow's businesses.

# Building Design

Draft Core Strategy (Pre-Submission) for O&S

### Building Design

#### Objectives

- seek to curtail increases in transport-based CO2 emissions by promoting commercial and residential development in locations that reduce the need to travel by car and promote more sustainable modes of transport;
- Provide homes that can cater for people throughout their lives without major modifications and are fit for purpose.
- maximising the sustainability of new buildings that minimise energy demands through building design & site layout and maximise opportunities to meet the energy needs of the development by on-site renewable sources or as part of a district wide community heat and power scheme;
- reducing per person water demand from new development through installation of efficient water-consuming goods and rainwater capture & re-use;
- encouraging improvements to the energy efficiency of existing buildings through adaptation
- seek to minimise the urban heat island effect and maximise the opportunities for natural drainage by retention and extension of a green grid of open spaces and the protection of gardens from development;
- promoting the use of green roofs and requiring sustainable urban drainage techniques to minimise the effect of surface water run-off on localised flooding; and
- sustainable management of flood risk by directing development away from areas of greatest flood risk, except where there are clear sustainability and regeneration benefits, and the utilisation of opportunities for deculverting & flood water holding areas.

## Policy 1

All new homes will be expected to comply with the Mayor of London's Housing Design Guide and Harrow's Residential Design Guide SPD which incorporates Building for Life guidance. The development density to be achieved on any particular site will need to have regard to the existing or proposed public transport accessibility level of the site.

All development and alterations to the built environment should contribute to the creation of secure and safe environments that reduce the scope for crime and anti-social behaviour, having regard to Secured By Design standards. Major development proposals, particularly those with the potential to create crowded places, should also have regard to guidance on resilience to terrorism, published by the National Counter Terrorism Security Office.

All development proposals should therefore respond positively to the local context of buildings in terms of design, siting, density and spacing, reinforce the attractive qualities of local distinctiveness and enhance areas of poor design; extensions should respect their host building

development to successfully integrate with the landscape and surrounds, and not result in the loss of back gardens, or have a potentially adverse impact on protected trees;

Within the Harrow & Wealdstone Intensification Area and other district and local centres with good public transport provision, development will achieve a mix of uses, density and layout which encourages walking & cycling and promotes travel by public transport.

Throughout the Borough, new development and retrofitted buildings will be expected to contribute to the energy hierarchy:

- Be lean: use less energy;
- Be clean: supply energy efficiently
- Be green: use renewable energy

More efficient use of energy and water will be achieved through compliance with the Code for Sustainable Homes and BREEAM standards as set out in the Mayor's London Plan, and through design and layout which is responsive to site circumstances. Major development will need to achieve, as a minimum, the carbon dioxide reduction targets set out in the London Plan.

Decentralised energy supply systems will be sought wherever appropriate. Within the Harrow and Wealdstone Intensification Area a district-wide combined heat and power network will be promoted; all major development within the Intensification Area will be expected to contribute to the expansion of and connect to the network. Elsewhere, where feasible, major developments will be expected to provide on-site decentralised energy facilities including Combined Heat and Power plants, with infrastructure put in place to form new networks, or to link to emerging new networks as appropriate.

Development will be expected to fully exploit opportunities to implement renewable energy systems and to maximise the contribution of renewables to meeting the site's energy demands. Adaptation of existing buildings to reduce their carbon dioxide emissions will be encouraged where opportunities arise through change of use and extensions. Harrow's Sustainable Building Design SPD will be used to determine the appropriate adaptations and level of intervention.



All new development will seek to achieve green field surface water run off rates through the use of sustainable urban drainage systems. Development located within Wealdstone's area of higher flood risk will be managed to minimise risk to life and property: essential infrastructure and highly vulnerable uses will not be provided within the area of higher flood risk; more vulnerable uses will not be provided within the area of higher flood risk except for dwellings above ground floor level and with a secure, dry means of escape to land not at high flood risk. Less vulnerable uses only will be permitted at ground floor level within the area of higher flood risk. Revisit - EA not happy with this - need PPS25 sequential and exception test adding instead?

Elsewhere, outside the Harrow & Wealdstone Intensification Area, development will be directed sequentially to areas of lower flood risk in accordance with PPS 25. Where development is, exceptionally, permitted in areas of higher flood risk, provision of or contribution to flood mitigation infrastructure may be required. Where appropriate, opportunities will be sought to reinstate natural water courses and drainage channels.

The design of all major development will be expected to contribute to the Borough's resilience to climate change including, where appropriate, the provision of green roofs, sustainable drainage techniques and rainwater recycling. The provision of space and landscaping on site, or opportunities to contribute to tree planting and the enhancement of the open spaces network, will be sought as a counter to the urban heat island effect, particularly within the Harrow & Wealdstone Intensification Area.

### Justification

- .1 The Mayor has produced a Housing Design Guide which consolidates existing requirements and lays down new standards for affordable housing. Recognising that the quality of new housing has been an increasing concern in recent years and for consistency with affordable housing, the Council will seek to achieve the Mayor's quality standards in all new development.
- .2 The Harrow & Wealdstone Intensification Area provides a real opportunity to achieve a more sustainable community. Consistent with national policy and the London Plan, there is potential within the Area to achieve higher residential densities than elsewhere in the Borough with access to shops, services and employment across distances that are feasible by foot and bicycle, or otherwise with almost immediate access to public transport services serving destinations within and outside the Borough. As an area with greatest potential for physical change, new buildings will individually and collectively contribute to the Council's carbon reduction aspirations and as well as achieving other benefits, such as improvements to surface water drainage, reductions in per person levels of potable water consumption and green roof provision.
- .3 The energy hierarchy is established in the London Plan. The first priority is to deliver development that is highly efficient in its use of energy. Compliance with the Code for Sustainable Homes or, for non-residential development, the BREEAM standards as set out in the London Plan will achieve high levels of energy efficiency. In urban situations the efficient supply of energy can be achieved through decentralised heat and power systems; these are particularly effective where there is a mix of uses with complementary heat and power demands which can be networked. In this respect the Harrow and Wealdstone Intensification Area again presents significant opportunity,

though such systems and networks can also be employed on individual sites or as part of smaller networks elsewhere. Finally, the use of renewable energy will help to meet the energy needs of a site and should be employed to complement the other components within the hierarchy.

**.4** Harrow's Sustainable Building Design SPD (2009) provides further details on the techniques that can be employed to achieve more sustainable forms of development and buildings with a better environmental performance. The Council recognises that although new development will achieve (at least) current standards of efficiency and sustainability, Harrow's substantial stock of pre-war dwellings will not be replaced for the foreseeable future and that encouragement will need to be given to householders to make adaptations that help to reduce carbon dioxide emissions from this source. The SPD therefore also includes a checklist of sustainability improvements that can be made by householders as part of extensions to or general refurbishment of domestic properties.

**.5** Harrow's Climate Change Strategy (2009) contains further details of programmes that are currently available to encourage the improvement of the existing housing stock.

**.6** National planning policy establishes a sequential approach to the management of development and flood risk, by aiming to steer development away from areas of higher flood risk towards land in areas of low flood risk. In doing so, it recognises that not all uses are equally vulnerable to flood risk and that in some circumstances, which may include a clear need for regeneration, some development in areas of risk may be desirable and necessary.

**.7** A 'first stage' Strategic Flood Risk Assessment (2009) for Harrow has been produced. It recommends that flood risk in Harrow should be managed through the implementation of sustainable urban drainage systems. Such systems include green roofs, surface flood storage areas, the use of permeable surfaces, bioretention areas and engineering solutions such as tanks for storing and managing the release of storm water. Redeveloped sites should use a variety of sustainable drainage systems to achieve a greenfield discharge rate, that is, the site's natural rate of surface water run off prior to any development. Again the Harrow & Wealdstone Intensification Area offers significant potential to achieve a widespread reduction in surface water run off compared with existing rates from this largely hard-surfaced part of the Borough; within Wealdstone specific improvements will be needed to help manage the risk of flooding from the culverted Wealdstone Brook.

**.8** Other policies which encourage the preservation and enhancement of green infrastructure, tree protection and new planting as detailed as an action in the Sustainable Community Plan, will contribute to a greater resilience to climate change. For example open areas provide a counter to the urban heat island effect as well as providing natural drainage. Trees provide summer shade to buildings and open spaces and also aid drainage.

## **Sustainable Community Plan**

**.9** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)
- Deliver decent homes standard to Council owned homes

## Draft Core Strategy (Pre-Submission) for O&S

- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

### .10 Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused

# Waste Management

Draft Core Strategy (Pre-Submission) for O&S

### Waste Management

#### Objectives

- provide the infrastructure and networks which make the Borough and London work for people, businesses and visitors;

#### Policy 2

The Council supports the objectives of sustainable waste management and will:

- aim to reduce the amount of waste produced in the Borough;
- promote waste as a resource and encourage increased re-use of materials and recycling;
- require all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy;
- safeguard all existing waste management sites unless appropriate compensatory provision is made;
- seek to maximise the use of existing waste management sites through intensification or co-location of facilities; and
- in conjunction with its partners in West London, identify and allocate suitable new sites for waste management facilities within the Joint Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan.

#### Justification

**.1** The amount of combined municipal, commercial and industrial waste requiring management in Harrow is projected to increase to 208,905 tonnes in 2010, to 239,602 tonnes in 2015 and 281,511 tonnes in 2020. The London Plan requires that communities and boroughs take more responsibility for managing their own waste and to achieve a level of at least 85% self sufficiency by 2020.

**.2** In response to the need to address the future management of waste arisings, the West London Waste Plan (WLWP) is being prepared jointly by the six west London borough's of Harrow, Brent, Ealing, Hillingdon, Hounslow and Richmond upon Thames. The WLWP is being prepared in accordance with the national planning policy in PPS10, and will take account of the London Plan waste apportionment figures and targets for self-sufficiency and recycling.

#### Sustainable Community Plan

**.3** Relevant short-term actions (delete as appropriate to sub area policy)

- increase provision of affordable housing
- Increase sustainability/air quality by reducing car use as mode of travel to school
- Improve street and environmental cleanliness
- Increase domestic waste recycling and composting
- Undertake tree replacement programme (relate to green grid actions?)

- Deliver decent homes standard to Council owned homes
- Implement biodiversity action plan (relevant actions?)
- Regenerate rayners lane and mill farm
- Improve the safety of journeys between home and school
- Reduce the number of empty homes and households in temporary accommodation
- Develop more extra care housing
- Increase migrants' english language schools and knowledge (d1 uses in offices?)

#### .4 Relevant ambitions (delete as appropriate to sub area policy)

- Employment land is maintained and enhanced to provide local residents with the opportunity to work within the Borough
- Business occupancy is maintained and new businesses are attracted to Harrow
- Major new businesses are committed to training and skills through planning conditions
- Tourism to continue to support the local economy and create local employment
- Schools rebuilt/remodelled (ambition relates to now defunct BSF)
- New developments are aligned with transport routes
- Transport routes are aligned with high density development
- Residents have a choice of good quality and affordable housing in a variety of tenures, in particular improve the availability of larger family housing
- Increase the use of sustainable energy
- Work closely with TfL to improve the access and reliability of public transport
- There is easy and convenient access to footpaths, cycle paths and public transport to promote the use of more sustainable modes of transport for local journeys
- New developments are of a high quality design and are appropriate in terms of their scale, size and location
- High density development includes provision for mixed use activities on site
- Harrow's existing heritage buildings and sites are preserved and enhanced
- There is a balance and variety of well managed and accessible green spaces, and the Green Belt and biodiversity is protected and improved
- The growth of waste is reduced through improved awareness of waste issues and the importance of waste reduction
- Waste will be diverted from landfill by focusing on increasing the amount of waste we recycle and compost
- There is continued investment to improve social housing and public infrastructure (roads, public spaces and street lighting)
- There will be a range of learning, leisure and cultural opportunities
- There will continue to be a range of arts and sports facilities that are accessible to everyone
- The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment
- Harrow will continue to be one of the safest boroughs in London
- Services are more personalised and neighbourhood focused





# Gypsies & Travellers

Draft Core Strategy (Pre-Submission) for O&S

### Gypsies & Travellers

#### Objectives

- Work with stakeholders and the community to meet the needs of Gypsies and Travellers
- ensuring that growth in housing, employment opportunity, cultural and leisure facilities and services reflects Harrow's increasingly ethnically diverse population

#### Policy 3

Provision will be made within the Harrow Site Allocations DPD for additional pitches to meet the limited need identified for Gypsy and Traveller accommodation within the Borough having regard to:

- The need for suitable and safe access to and from the site for the types of vehicles that could reasonably be expected to use or access the site;
- The ability to provide the site with essential services, such as water, sewerage and drainage and waste disposal;
- The impact on the local environment, including any relevant pre-existing policy designations for or adjacent to the site that would necessarily restrict its use for any type of housing (e.g. Metropolitan Open Land, Site of Nature Conservation Importance etc), and the character of the area including visual and amenity considerations;
- The need to avoid areas subject to risk from flooding; and
- The proximity to shops, services and community facilities, such as schools.

#### Justification

.1 The accommodation needs of Gypsies and Travellers will be met to enable them to raise their families in a safe and healthy environment as set out in the actions of Harrow's Sustainable Community Plan. This is best achieved through the allocation of suitable sites through the Site Allocations DPD, having regard to the criteria above to ensure any development is safe, accessible, fits in with local character and is close to local facilities.

# Where to Make Representations on the Core Strategy **Appendix 1**

Draft Core Strategy (Pre-Submission) for O&S

### Appendix 1 Where to Make Representations on the Core Strategy

#### Have Your Say

**1.1** The Council is pleased to invite residents, businesses, community groups and other stakeholders to comment on this final stage of the Core Strategy - the Pre-Submission version, and give your opinion as to whether the document is sound.

**1.2** This stage of consultation is different to previous stages, in that comments are only invited as to the soundness of the document, not views on options for growth as in previous consultations. This is because this Pre-Submission document has built upon the consultation responses to the previous three formal consultations, and is now at a stage where these views have been taken into account, alongside Harrow's completed Evidence Base, to produce a final Core Strategy.

**1.3** All responses will be submitted, alongside the Core Strategy and any suggested revisions that will give effect to these responses, to the Secretary of State / Planning Inspectorate for Independent Examination in Public for a determination of whether the document is justified and sound. If this is found to be the case, the Core Strategy will then be recommended for adoption. Changes as a result of responses received may be requested by the Planning Inspector or requested by the Council, but in general, if found sound, this document will be the Core Strategy that is adopted.

**1.4** Outlined below are ways to make representations on the Core Strategy.

#### Using Harrow's online consultation system

The consultation document can be viewed and commented-upon online (<http://harrow-consult.limehouse.co.uk>).

At any time you can access the online help system by typing 'help' in the search box (below the title 'Consultation Portal') or by using the following web address:

**<http://harrow-consult.limehouse.co.uk/common/help.jsp>**

An index of topics upon which help is available is given on the left side of the help page.

#### How to register on the Council's consultation portal (to make your comments on line)

You do not need to register to simply view a consultation document, but you will need to register to make comments online. To register:

1. Click on the blue 'Login/Register' link at the top right corner of the screen.
2. A "login" prompt will appear. Click on the "Register" option.
3. A choice of two options will appear *Consultee* or *Agent*; click the option appropriate to you.
4. A list of boxes to fill-in will appear (inviting you to provide name, e-mail, username and password details); complete these boxes, indicate that you agree with the terms & conditions of use and then click 'OK'.

5. An e-mail will then be sent to the e-mail address given inviting you to activate the account. This can be done by clicking on the first web address link in the text of the e-mail and then by providing the username & password on the consultation portal (then click 'OK').
6. You will then be invited to fill in some additional details about your postal address and other contact details. When you have done this, click 'OK'.

You will now be logged-in to the Council's consultation home page. You can view the consultation document and any others by clicking on the relevant links at the bottom of the page.

### **How to make online comments on a consultation document**

To make online comments on a consultation document you need to have first registered (see above) and, when logged in, have selected the consultation document you wish to look at. To make comments:

1. Either click on the '*Read document*' button at the top of the screen or use the blue document structure tree on the left side of the screen to read and navigate your way through the document.
2. Throughout the document there are questions. Click on '*Add comments*' (above each question) to give your response to the question.

### **How to view a consultation document (without registering) on the Council's consultation portal**

You can view the consultation documents online, but to make online comments you will first need to have registered (see above). To view a consultation document:

1. Go to the website: <http://harrow-consult.limehouse.co.uk>
2. Click on the consultation document you wish to view at the bottom of the website page.
3. Click on the '*Read and comment on document*' box at the top of the page.

### **How to download a consultation document and questionnaire (without registering) on the Council's consultation portal**

If you prefer to read an offline version of the of the consultation document you can download it and if necessary, print all or part of it off at home. To download and print a consultation document:

1. Go to the website: <http://harrow-consult.limehouse.co.uk>
2. Click on the consultation ( Core Strategy Pre-Submission) document listed on the website page.
3. Click on the 'Supporting Documents' tab.
4. Click on the relevant document that wish to download and follow on screen prompts.

You can also download and print a copy of the consultation questionnaire. To do this, follow the steps above, selecting at step 4 the 'pdf' version of the questionnaire document. Once you have printed the questionnaire you may then fill it in by hand and post it to:

LDF Consultation

Harrow Council

Draft Core Strategy (Pre-Submission) for O&S

Civic Centre

PO Box 21

Harrow

HA1 2UJ

### **Using the Council's LDF Pages**

Alternatively you can also visit [www.harrow.gov.uk/ldf](http://www.harrow.gov.uk/ldf) and download the Core Strategy and associated questionnaire from the Core Strategy page. Responses can be e-mailed to:

[ldfconsultation@harrow.gov.uk](mailto:ldfconsultation@harrow.gov.uk)

# Guidance on Making Representations

## Appendix 2

Draft Core Strategy (Pre-Submission) for O&S



## Appendix 2 Guidance on Making Representations

### 1. Introduction

1.1 The development plan document (DPD) is published in order for representations to be made prior to submission. The representations will be considered alongside the published DPD when submitted, which will be examined by a Planning Inspector. The Planning and Compulsory Purchase Act 2004 (as amended) <sup>0</sup>

<sup>0</sup> (the 2004 Act) states that the purpose of the examination is to consider whether the DPD complies with the legal requirements and is 'sound'.

### 2. Legal Compliance

2.1 The Inspector will first check that the DPD meets the legal requirements under s20(5)(a) of the 2004 Act before moving on to test for soundness.

You should consider the following before making a representation on legal compliance:

- The DPD in question should be within the current Local Development Scheme (LDS) and the key stages should have been followed. The LDS is effectively a programme of work prepared by the LPA, setting out the Local Development Documents it proposes to produce over a 3 year period. It will set out the key stages in the production of any DPDs which the LPA propose to bring forward for independent examination. If the DPD is not in the current LDS it should not have been published for representations. The LDS should be on the LPA's website and available at their main offices.
- The process of community involvement for the DPD in question should be in general accordance with the LPA's Statement of Community Involvement (where one exists). The Statement of Community Involvement (SCI) is a document which sets out a LPA's strategy for involving the community in the preparation and revision of Local Development Documents (including DPDs) and the consideration of planning applications.
- The DPD should comply with the Town and County Planning (Local Development) (England Regulations) 2004 (as amended) <sup>0</sup>
- On publication, the LPA must publish the documents prescribed in the regulations, and make them available at their principal offices and their website. The LPA must also place local advertisements and notify the DPD bodies (as set out in the regulations) and any persons who have requested to be notified.

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View the 2004 Act at: [http://www.opsi.gov.uk/acts/acts2004/ukpga\\_20040005\\_en\\_1](http://www.opsi.gov.uk/acts/acts2004/ukpga_20040005_en_1)

View the amending 2008 Act at:

[http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga\\_20080029\\_en.pdf](http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080029_en.pdf)

View the 2009 amending Regulations at:

[http://www.opsi.gov.uk/si/si2009/pdf/uksi\\_20090401\\_en.pdf](http://www.opsi.gov.uk/si/si2009/pdf/uksi_20090401_en.pdf).

- The LPA is required to provide a Sustainability Appraisal Report when they publish a DPD. This should identify the process by which the Sustainability Appraisal has been carried out, and the baseline information used to inform the process and the outcomes of that process. Sustainability Appraisal is a tool for appraising policies to ensure they reflect social, environmental, and economic factors.
- The DPD should have regard to national policy and conform generally to the Regional Spatial Strategy (RSS). The RSS sets out the region's policies in relation to the development and use of land and forms part of the development plan for LPAs. In London it is called the Spatial Development Strategy.
- The DPD must have regard to any Sustainable Community Strategy (SCS) for its area (i.e. county and district). The SCS is usually prepared by the Local Strategic Partnership which is representative of a range of interests in the LPA's area. The SCS is subject to consultation but not to an independent examination.

### 3. Soundness

3.1 Soundness is explained fully in Planning Policy Statement 12: Local Spatial Planning in paragraphs 4.36 – 4.47, 4.51 and 5.52 and the boxed text <sup>0</sup>. The Inspector has to be satisfied that the DPD is justified, effective and consistent with national policy. To be sound a DPD should be:

#### • Justified

This means that the DPD should be founded on a robust and credible evidence base involving:

- Evidence of participation of the local community and others having a stake in the area
- Research/fact finding: the choices made in the plan are backed up by facts

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

#### • Effective

This means the DPD should be deliverable, embracing:

- Sound infrastructure delivery planning
- Having no regulatory or national planning barriers to delivery
- Delivery partners who are signed up to it
- Coherence with the strategies of neighbouring authorities

The DPD should also be flexible and able to be monitored.

### Draft Core Strategy (Pre-Submission) for O&S

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation.

Any measures which the LPA has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report. This report must be produced each year by all local authorities and will show whether the DPD needs amendment.

#### • **Consistent with national policy**

The DPD should be consistent with national policy. Where there is a departure, LPAs must provide clear and convincing reasoning to justify their approach. Conversely, you may feel the LPA should include a policy or policies which would depart from national or regional policy to some degree in order to meet a clearly identified and fully justified local need, but they have not done so. In this instance it will be important for you to say in your representations what the local circumstances are that justify a different policy approach to that in national or regional policy and support your assertion with evidence.

3.2 If you think the content of a DPD is not sound because it does not include a policy where it should do, you should go through the following steps before making representations:

- Is the issue with which you are concerned already covered specifically by any national planning policy or in the Regional Spatial Strategy (or the Spatial Development Strategy in London)? If so it does not need to be included.
- Is what you are concerned with covered by any other policies in the DPD on which you are seeking to make representations or in any other DPD in the LPA's Local Development Framework (LDF). There is no need for repetition between documents in the LDF.
- If the policy is not covered elsewhere, in what way is the DPD unsound without the policy?
- If the DPD is unsound without the policy, what should the policy say?

#### **4. General advice**

4.1 If you wish to make a representation seeking a change to a DPD or part of a DPD you should make clear in what way the DPD or part of the DPD is not sound having regard to the legal compliance check and three tests set out above. You should try to support your representation by evidence showing why the DPD should be changed. It will be helpful if you also say precisely how you think the DPD should be changed. Representations should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further submissions based on the original representation made at publication. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

4.2 Where there are groups who share a common view on how they wish to see a DPD changed, it would be very helpful for that group to send a single representation which represents the view, rather than for a large number of individuals to send in separate representations which repeat the same points. In such cases the group should indicate how many people it is representing and how the representation has been authorised.

4.3 Further detailed guidance on the preparation, publication and examination of DPDs is provided in PPS12 and in The CLG Plan Making Manual<sup>(1)</sup>.



# Housing Trajectory **Appendix 3**

Draft Core Strategy (Pre-Submission) for O&S

### Appendix 3 Housing Trajectory



# Schedule of Superseded, Deleted and Saved UDP Policies **Appendix 4**

Draft Core Strategy (Pre-Submission) for O&S

**Appendix 4 Schedule of Superseded, Deleted and Saved UDP Policies**

# Glossary Appendix 5

Draft Core Strategy (Pre-Submission) for O&S

### Appendix 5 Glossary

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

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

**Area Action Plan (AAP)** A type of development plan document focused upon a specific location or an area subject to conservation or significant change (for example, major regeneration).

**Biodiversity**[Broken link - possible circular reference](#) The range and variety of life (including plants, animals and micro-organisms) as well as habitats, ecosystems and ecological processes.

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

**Building Research Establishment Environmental Assessment Method (BREEAM)** The BRE Environmental Assessment Method is a widely used environmental assessment method for buildings.

**Brownfield Land**[Broken link - possible circular reference](#) Previously developed land, often referred to as brownfield land, is defined at Annex B of the Government's Planning Policy Statement 3: *Housing* (2006): 'Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure'. The definition expressly excludes amongst other things: land occupied by agricultural or forestry buildings; and land in built-up areas such as parks, recreation grounds and allotments which, although may feature paths, pavilions and other buildings, has not previously been developed. There is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

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

**Carbon Dioxide (CO<sub>2</sub>)** Carbon dioxide is a chemical compound produced naturally by plants and animals, and emitted by the burning of fossil fuels. CO<sub>2</sub> is a 'greenhouse gas', meaning that it is one of the gases which has been found to trap heat within the Earth's atmosphere and a major contributor to climate change.

**Climate Change**[Broken link - possible circular reference](#) Climate change is any long-term significant change in the “average weather” that a given region experiences. Average weather may include average temperature, precipitation and wind patterns. Mainstream scientific consensus suggests a link between human activity and recent climate change.

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

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

**Community Cohesion Management Group (CCMG)** This is a management sub group of the Harrow Strategic Partnership (HSP).

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

**Conservation Area**[Broken link - possible circular reference](#) An area of special architectural or historic interest, the character of which is desirable to preserve or enhance. There is a total of 28 Conservation Areas in Harrow of varying size and character. Conservation Areas are usually designated by the Council although the Secretary of State can also designate them.

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

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

**Core Strategy** The Core Strategy is the main development plan document (DPD) within a local development framework (LDF). Every local planning authority must produce a core strategy, which must provide: an overall vision of how the area and the places within it should develop; strategic objectives for the area focusing on the key issues to be addressed; a delivery strategy for achieving these objectives; and clear arrangements for managing and monitoring the delivery of the strategy.

**Creative Industries**[Broken link - possible circular reference](#) Industries including advertising, architecture, art and antiques markets, arts and crafts, design, film and video, music and performing arts, publishing, software and television and radio among others.

**Cultural Heritage**[Broken link - possible circular reference](#) Buildings and other structures considered to be of a special architectural or historic quality or interest. This includes, but may not be limited to, Listed Buildings and Conservation Areas.

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

**Demographic Projections** These are projections of population change given as total figures but are also provided broken-down by age, sex and ethnicity. In London demographic projections are provided by the GLA's Data Management and Analysis Group. The 'round' refers to period in which the projections were made, so the '2007 Round' refers to the projections prepared in 2007.

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

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

**Development Plan Documents (DPDs)**[Broken link - possible circular reference](#) Documents that help to make up the Local Development Framework including the Core Strategy, Proposals Map, Site Specific Allocations, Area Action Plans.

**Dwelling** A home.

**District Centre**[Broken link - possible circular reference](#) Centres which provide a retail function for local communities together with a range of other services including financial services, restaurants and cafes. These centres also fulfil an important function as a focus for the local community they serve as well as a public transport node.

**Economy**[Broken link - possible circular reference](#) The system of human activities related to the production, distribution, exchange, and consumption of goods and services. Harrow's economy is part of the wider London, United Kingdom and world economy.

**Environment**[Broken link - possible circular reference](#) Includes the 'natural' environment (air water, land, plants and animals and all associated cycle and ecosystems) and the 'built' environment (buildings and other structures built by humans).

**Equivalised Household Income** A measure of income which is adjusted to take account of household size.

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

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

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

**Government Office for London (GOL)** The body which represents central Government in London. The Office administers the role of the Secretary of State for the purposes of the Planning Acts.

**Green Belt**[Broken link - possible circular reference](#) An area subject to special control under a national designation. The purpose of Green Belts is to protect the countryside from further development. There is a general presumption against development in the Green Belt.

**Green Belt Management Strategy** This is the management strategy, produced by the Council, for the management of Harrow's Green Belt.

**Green Grid** An interconnected, integrated network of green, open spaces.

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

**Hectare**[Broken link - possible circular reference](#) A hectare is a unit of measuring area, comprising 10,000m<sup>2</sup>

**Housing Needs Assessment** This was an assessment carried out by Fordham Research on behalf of Harrow Council to provide an overview of the housing situation in the Borough and to calculate an estimate of affordable housing requirements as well as housing demand across all tenures and property sizes.

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

**Intermediate Housing**[Broken link - possible circular reference](#) Defined by the London Plan as sub-market housing which is above target rents, but is substantially below open market levels. This category can include shared ownership and other sub-market rent provision as well as key worker housing.

**Intensification Area** Harrow town centre, Wealdstone and the Station Road corridor have been identified in the consultation draft replacement London Plan (October 2009) as a proposed 'Intensification Area' to accommodate at least 1,500 new homes and with an indicative employment capacity of 2,000 jobs.

**Key Stakeholders**[Broken link - possible circular reference](#) A person or organisation with a legitimate interest in various aspects of the planning process in Harrow.

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

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

**Local Area Agreement (LAA)** Local Area Agreements are a performance management tool to help local authorities agree common priorities with the community and central Government. Harrow's LAA was approved on 1st June 2008 and will run until 31st March 2011.

Draft Core Strategy (Pre-Submission) for O&S

**Local Centre**[Broken link - possible circular reference](#) Centres which provides shopping and services for the local community and have a limited catchment area.

**Local Development Documents (LDD)**[Broken link - possible circular reference](#) Individual planning documents comprising of Development Plan Documents and Supplementary Planning Documents.

**Local Development Framework (LDF)**[Broken link - possible circular reference](#) The portfolio of planning documents that makes up the Development Plan for a Local Authority.

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

**Local Implementation Plan (LIP)** This is a statutory document which sets out how the Council together with its partners will deliver integrated transport improvements over the period 2005/06 and 2010/11.

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

**Local Parks** A classification for parks in Harrow which primarily serve the needs of local residents. See also 'Destination Parks' above.

**London Plan**[Broken link - possible circular reference](#) The London Plan provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London.

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

**Mixed Use Development**[Broken link - possible circular reference](#) A development that contains two or more uses e.g. residential, employment, leisure, and community uses

**Node (or hub)**[Broken link - possible circular reference](#) A place where activity and routes are concentrated

**Not in Employment, Education or Training (NEET)** This is a Government classification for persons between the ages of 16 and 24 who are not in employment, education or training.

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

**Planning Obligations (sometimes known as Section 106 Agreements)** These are legal obligations through which developers undertake to fulfil planning requirements that cannot otherwise be dealt with as a condition of planning permission. Typically they include the transfer of homes



to Registered Social Landlords (RSLs) to be provided as affordable housing, and the payment of financial contributions towards the provision of infrastructure such as schools and public transport. The Council has prepared a Planning Obligations Supplementary Planning Document (SPD) which sets out the requirements for Planning Obligations in Harrow.

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

**Planning Policy Guidance (PPG)** [Broken link - possible circular reference](#) Planning Policy Guidance notes issued by central Government to set out a national policy position in relation to a particular aspect of planning practice or development. PPG's referred to in this document include PPG 2 *Green Belts* (1995) and PPG 17 *Planning for Open Space, Sports and Recreation* (2002).

**Planning Policy Statements (PPS)** [Broken link - possible circular reference](#) Statements of national planning policies set out by Communities and Local Government which are gradually replacing Planning Policy Guidance (PPG). PPS's referred to in this document include draft PPS 4 *Planing for Sustainable Economic Development* (2009) and PPS 25 *Development and Flood Risk* (2006)

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

**Preferred Option** This is the current version of Harrow's emerging Core Strategy which sets out the Council's preferred approach, following on from previous preferred options, to the future development and infrastructure planning of the Borough.

**Primary Care Trust (PCT)** This body is now known as NHS Harrow and is the commissioning organisation which purchases health care services on behalf of Harrow residents.

**Proposals Map** [Broken link - possible circular reference](#) A map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.

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

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

**Regulation 25** This refers to the relevant regulation of the Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (Amendment) (England) Regulations 2008, which requires public consultation on development plan documents in their preparation/development stage.

**Residents' Panel** The residents' panel is a forum of more than 1,200 Harrow residents who have signed up to give the Council or its partners views on a variety of topics. The Panel is representative of the Borough's over-18 populationa nd employment status.

**Section 106 Contributions** See 'Planning Obligations'

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

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

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

**Spatial Development Strategy**[Broken link - possible circular reference](#) Provides a vision and strategic guidance on planning matters for the whole of London. The document is prepared by the Mayor of London and is generally referred to as the “London Plan”.

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

**Strategic Housing Land Availability Assessment (SHLAA)** The requirement for SHLAAs is set out in Planning Policy Statement 3 *Housing* (2006); their role is to identify sites with housing potential, including potential capacity, and to assess when they are likely to be developed. In London the SHLAA has been carried out at regional level, by the Mayor of London, with input from each borough. The Mayor of London's 2009 SHLAA and Housing Capacity Study was published October 2009.

**Supplementary Planning Document (SPDs)**[Broken link - possible circular reference](#) SPDs expand upon or add detail to policies within Development Plan Documents. They do not introduce new policies and must be consistent with local, regional and national policies. They can take the form of design guides or area development briefs.

**Supplementary Planning Guidance (SPGs)**[Broken link - possible circular reference](#) SPGs expand upon or add detail to policies within the London Plan. Similar to SPDs, SPGs do not introduce new policies and must be consistent with regional and national policies. They too can take the form of design guides or area development briefs.

**Sustainability Appraisal (SA)**[Broken link - possible circular reference](#) An assessment prepared by the Local Authority that considers the social, environmental and economic effects of a plan or policy and incorporates the requirements of the SEA Directive (European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”).

**Sustainable Community Strategy**[Broken link - possible circular reference](#) The Sustainable Community Strategy shows how the organisations making up the Harrow Strategic Partnership will try to shape the effects of global, national, regional and local trends and events to work towards successful outcomes for Harrow.

**Sustainable Development/Design**[Broken link - possible circular reference](#) Development that meets the needs of the present generations without compromising the ability of future generations to meet their own needs. Sustainable design refers to building techniques and associated measures that can help to achieve sustainable development.

**Sustainable Development & Enterprise Group (SD&E)** This is a management sub group of the Harrow Strategic Partnership (HSP).

**Tenure**[Broken link - possible circular reference](#) Describes the type of ownership of a property eg. privately rented, socially rented, freehold etc.

**Town Centre**[Broken link - possible circular reference](#) Places within the borough with shopping, services and leisure functions. In Harrow there is one Metropolitan Centre as well as District and Local Centres.

**Transport for London (TfL)** Transport for London is the body which provides and regulates public transport services within Greater London under the strategic supervision of the Mayor for London.

**Unitary Development Plan (UDP)**[Broken link - possible circular reference](#) The UDP is a land use plan which is to be superseded by the LDF. It provides the statutory planning framework for the local planning authority setting out the objectives, policies and proposals for the use of land and buildings in the borough.

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

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

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

**West London Sub-Region**[Broken link - possible circular reference](#) One of the sub-regions established by the London Plan. The West London Sub-Region comprises the seven boroughs of Hammersmith and Fulham, Brent, Ealing, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. It has a population of 1.6 million and provides over 900,000 jobs.

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

