

Strategic Policy 01: High-Quality Growth

The council's strategy is to direct growth towards the Opportunity Area (which comprises the wards of: Marlborough, Greenhill, Wealdstone South, and Headstone South).

The growth allocated to the Opportunity Area is disproportionate, placing an undue burden on it. Since its inception in 2013, it has already yielded over 3,500 units. The area is small, in comparison to the size of the borough.

Given that most of the capacity in the Opportunity has already been used, the council should consider redistributing growth to other parts of the borough, to attain sustainable growth.

Strategic Policy 03: Meeting Harrow's Housing Needs

Despite the limited construction of family-sized social rent homes in the borough, there is no clear plan from the council to supply the necessary number of such homes. Moreover, a significant portion of the new housing will be flats. The council has conflated the provision of social rent homes with 'affordable' rent homes. These two are not necessarily synonymous and could obscure the actual availability of social rent homes, which are more affordable than intermediate rent/percentage London Rent housing.

Strategic Policy 06: Social and Community Infrastructure (and Harrow Infrastructure Delivery Plan)

The New Harrow Local Plan - Infrastructure Delivery Plan highlights specific challenges such as shortage of GPs, health inequalities, obesity, mental health, and social isolation in Harrow. The current health infrastructure is inadequate to support new housing developments without securing appropriate mitigation measures.

Furthermore, deficits in water and electricity capacity have been identified, with no clear mitigation or solution provided.

The council should consider how appropriate infrastructure will be delivered.

Strategic Policy 05: Harrow & Wealdstone Opportunity Area

The new plan retains the sub-areas outlined in the 2013 plan, each with a designated role. However, the specific role of each sub-area, especially the Station Road Area, has become unclear. The 2013 plan designated the Station Road sub-area to maintain its low-rise profile, acting as a buffer between the densely populated Harrow and Wealdstone Town Centres, with an aim to improve public spaces and connectivity while

preserving its unique character. It was considered unsuitable for high-density development due to the risk of congestion and blending into a single town centre. In contrast, the current plan permits 18-storey buildings in this congested and polluted area, which is recognised as an air quality management area and was found inappropriate for dense housing in the council's tall buildings study. The 2024 Plan's approval of high-density development in Station Road, despite its claim to harmonize with the lower-density suburbs, seems unfeasible. This may unintentionally result in the amalgamation of Harrow and Wealdstone into a singular town centre, a move not explicitly stated by the council. It is suggested that the council reevaluate the density levels in line with the tall buildings study and clarify whether they plan to merge Harrow Town Centre with Wealdstone Town Centre.