

# MAJOR DEVELOPMENTS PANEL MINUTES

## 13 NOVEMBER 2013

**Chairman:** \* Councillor Susan Hall

**Councillors:** \* Keith Ferry \* David Perry  
\* Stephen Greek \* Navin Shah  
\* Barry Macleod-Cullinane \* William Stoodley (1)

**In attendance:** Joyce Nickolay Minute 115  
**(Councillors)**

\* Denotes Member present  
(1) Denotes category of Reserve Member

### 107. Appointment of Chairman

**RESOLVED:** That the appointment, by Cabinet on 17 October 2013, of Councillor Susan Hall as Chairman of the Panel for the remainder of the 2013/14 municipal year be noted.

### 108. Appointment of Vice-Chairman

**RESOLVED:** To appoint Councillor Keith Ferry as Vice-Chairman of the Panel for the 2013/2014 Municipal Year.

### 109. Attendance by Reserve Members

**RESOLVED:** To note the attendance at this meeting of the following duly appointed Reserve Member:-

Ordinary Member

Reserve Member

Councillor Thaya Idaikkadar

Councillor William Stoodley

**110. Declarations of Interest**

**RESOLVED:** To note that there were no declarations of interests made by Members.

**111. Minutes**

**RESOLVED:** That the minutes of the meeting held on 5 December 2012, be taken as read and signed as a correct record.

**112. Public Questions, Petitions and Deputations**

**RESOLVED:** To note that no public questions were put, or petitions or deputations received at this meeting.

**RESOLVED ITEMS**

**113. Strategic Opportunities Update**

The Panel received a report which provided an overview of progress on the delivery of key regeneration and development outcomes across the Council's area, and set the scene for a presentation on the emerging regeneration strategy.

**RESOLVED:** That the progress being made on the realisation of the regeneration and development outcomes set out in the Council's statutory and non statutory plans be noted.

**114. Harrow's Emerging Regeneration Strategy**

The Panel received a presentation from the Divisional Director of Planning which provided information on Harrow's Emerging Regeneration Strategy. The Divisional Director outlined the plan to use the emerging document as a tool to engage with the whole Council, Members and key partners.

Members were informed that although Harrow Council had been progressing a whole series of activities that had contributed towards the regeneration of the borough, these activities had not previously been set out within a single document as part of a single story. This had meant that there was sometimes limited understanding of the wide range of work ongoing (and planned) within and beyond the Council which contributed towards the regeneration of Harrow. In bringing together work across directorates the aim was to provide the community with confidence as to how Harrow Council and its partners was approaching regeneration and what it would seek to achieve.

Following the presentation, a Member noted that whilst previously the Panel had considered regeneration in the form of new building works and the improved appearance of places, it now had much wider implications and required a joined up strategy rather than being a matter for individual directorates. The strategy would help to change the way Harrow Council

worked to attract more businesses and stable investment by having a stable planning process and strategy which promoted Harrow as a nice place to work and a place which had the necessary skill base.

The Chair commented that the Major Development Panel could also aid the process through its consideration of pre-application proposals prior to the advancement of planning applications.

**RESOLVED:** That the presentation and the Panel's comments thereon be noted.

#### **115. Pre-application Presentation: Anmer Lodge, Stanmore**

The Divisional Director of Planning introduced Roger Arkell of Notting Hill Housing, David D'Souza of PCKO Architects, Michael Jakacki of Campbell Reith transport consultants, and Kate Hart of M & N Place.

The Panel received a presentation which provided information on the existing Anmer Lodge site, the vision and aims of the project, constraints, concept sketches, the illustrative scheme, the existing transport environment and proposed improvements thereto, community and stakeholder consultation. The proposals were for a food store and circa 120 homes, the retention of town centre car parking with additional parking for residents and shoppers, new urban space linking the commercial and residential zones, and creation of a route through from the north side of the site to the south. Some refining of the housing designs was being undertaken and the level of affordable housing was still under discussion.

The representative advised that consultation with the Council had considered the best solution with regard to the adopted highway through the gap from The Broadway, potentially with pedestrian priority in design and surface. Any vehicular access would be one way.

A transport study was being undertaken and had been discussed with the officers as one of the biggest issues raised by residents was a concern about traffic impact. The study was considering problematical junctions and included traffic surveys together with residential and community parking surveys which had been undertaken during the day, night and weekend.

Members asked questions and made comments which were responded to as follows:

- the importance of modelling the traffic impact of the development from the residential properties was highlighted;
- previous problems associated with flat roofs had been overcome. There were many demands on roof space such as green roofs, combined heat and power for sustainability, and roof terraces for planting. There was no explicit requirement for the development to follow nearby precedents with regard to the use of flat roofs. The important factors in the choice of design were an appreciation of

context and design quality in accordance with policy aspirations of the Local Plan;

- each apartment would have a private garden or balcony with podium decks having shared amenity;
- with regard to the park entrance, a route from the town to the park was possible (but this was outside the control of the applicant);
- it was proposed to produce high quality images to help illustrate the scheme design. The Planning Service would advise on appropriate views;
- a proposal for a bridge between the store and the car park which had been referred to at the presentation at Stanmore Library had been superseded by a larger public realm between the store and the car park which would allow more open, and better lit space with better surveillance;
- there would be further negotiation with the Council as to the final housing unit size and mix. However there was some concern that a town centre was not necessarily the best location for larger families homes;
- 151 commercial parking spaces were proposed. A further 50 parking spaces required by Marks and Spencer would be managed alongside the re-provision of the existing spaces on the site.

A Member commented on the proposed pedestrian phase on the Broadway/ Stanmore Hill junction stating that TfL had previously advised that it would cause far more traffic backlog. A further member sought an assurance that the access problems had been solved and stated that he had requested the statistics from the survey with the concerns reported into different elements.

A representative stated that it would not be possible to entirely solve the existing traffic problem but that the development sought to mitigate the impact of the proposals. The opinion was expressed that the situation would be an improvement on the current situation.

The Panel raised queries with regard to traffic mitigation and was advised that:

- the requirement of the transport studies was to ensure capacity for the worse case scenario. A recognised procedure had been complied with which used a database for similar developments;
- residents had highlighted problems resulting from parking on one side of Coverdale Close. A stretch of highway land on the side of the road was available to relocate as off road parking, therefore releasing the full width of the road. This would enable HGVs to pass. The technical assessment suggested that the junction with Stanmore Hill was

satisfactory, although there were some restrictions regarding visibility, but it was considered that it could cope with additional traffic numbers;

- suggestions such as a gated barrier for residents, ticketed barrier for shoppers and a pinch point to control speeding within the site were included in the initiatives being examined in consultation with TfL and Harrow Council transport officers. The developer was not in favour of traffic going through the site. This could result in 'rat running' which would be undesirable;
- the development would be Lifetime Homes compliant including the provision parking spaces with wheelchair access;
- the number of parking spaces per dwelling had not been finalised and was expected to be in the region of 75-80%. The aim was to maximise car parking without sacrificing amenity space;
- the developer was asked to ensure consultation took place with the Fire Brigade regarding access;
- it was the store management's remit to manage the commercial car park which would be closed and fully secured outside store hours with CCT and concierge. Discussions could take place regarding parking outside shop hours but this was beyond the control of the developers.

The Communications consultant highlighted the responses to the consultation exercised and stated that the issues raised would be taken on board and factored in where possible. The website was live and enabled comments to be posted. Further specific work would be undertaken with residents in the immediate vicinity of the development.

- a meeting with the Stanmore Society and traders had taken place at which a range of views had been expressed. Some members of the society had expressed qualified support for the scheme, with one expression of concern regarding trading competition from the new store. Discussions would continue with the Stanmore Society;
- a number of parking spaces would be retained to mitigate the impact for local residents including Laburnham Court during construction work which was expected to last 2.5 years. A construction method statement would enable control including access from different areas at different times in the contract;
- the tight timeframe did not allow for a further mass consultation event. A substantial leaflet distribution had taken place for the September consultation and personal invitations would be circulated to those in the immediate vicinity for the final exhibition event in December. Discussion was taking place regarding the possibility of using Bernays Hall until late evening;

- major changes to the scheme were now unlikely given the obligation on the developers to submit a planning application by the end of the year. Should the Council agree, this obligation could be extended then further consultation could be held.

It was agreed that the statistics from the September and December consultations would be circulated to all Members of the Panel.

The Chairman thanked the developers for the presentation.

**RESOLVED:** That the presentation and the Panel's comments thereon be noted.

#### **116. Future Topics and Presentations**

It was agreed that Members would contact the Divisional Director of Planning with any suggestions for agenda items for the next meeting.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.15 pm).

(Signed) COUNCILLOR SUSAN HALL  
Chairman