

# MAJOR DEVELOPMENTS PANEL MINUTES

## 20 NOVEMBER 2018

**Chair:** \* Councillor Keith Ferry

**Councillors:** \* Ghazanfar Ali \* Paul Osborn  
\* Marilyn Ashton \* Varsha Parmar  
\* Stephen Greek \* David Perry

**In attendance:** Sue Anderson Minute 6 and 7  
**(Councillors)**

\* Denotes Member present

### 1. Attendance by Reserve Members

**RESOLVED:** To note that there were no Reserve Members in attendance.

### 2. Appointment of Vice-Chair

**RESOLVED:** To appoint Councillor Paul Osborn as Vice-Chair of the Panel for the 2018/2019 Municipal Year.

### 3. Declarations of Interest

**RESOLVED:** To note that the following interests were declared:

Agenda Item 8 Presentation from Transport for London and Redrow Homes, and agenda item 9 Presentation in relation to the proposed scheme at the Safari Cinema

Councillors Ghazanfar Ali, Sue Anderson and Keith Ferry declared a non-pecuniary interest in that they were Greenhill Ward Councillors. They would remain in the room whilst the matter was considered and voted upon.

#### 4. Minutes

**RESOLVED:** That the minutes of the meeting held on 14 November 2017, be taken as read and signed as a correct record.

#### 5. Public Questions, Petitions and Deputations

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

### RESOLVED ITEMS

#### 6. Presentation from Transport for London and Redrow Homes

The Panel received a presentation from Transport for London (TfL), Redrow Homes, EPR Architects and Cameo and Partners landscape architects regarding the development of Harrow on the Hill station and installation of step free access. In addition the Transport for London representative updated Members on the timeline with regard to step free access funded by development at Stanmore, Rayners Lane and Canons Park stations.

##### Harrow on the Hill station site

The Panel was advised that the proposed scheme aimed to improve a well-used, slightly tired area by the development of a modernised capacity bus station, connections to other forms of transport, housing on public sector land, step free access, and enhancement of the retail offer to increase vibrancy and boost the local economy beyond 6pm.

Members were informed that an analysis of the existing bus station would also focus on pedestrian safety. A Metropolitan gateway model was considered appropriate with tall buildings as a marker for the station and to address the western entrance to the town centre. The scheme would also embrace Lowlands recreation ground. Public exhibitions were planned for December 2018, Spring 2019, early May 2019 and the end of May 2019 as the proposals progressed. It was intended to submit the planning application end May 2019.

The landscape architect presented proposals to reconfigure the landscape to the south of the station in order to promote high quality public realm and to provide a clear route to St Mary's church linked to Greater London footpaths.

A Member enquired as to the effect of the proposals on the Metropolitan Open Land (MOL). The landscape architect stated that the design was fluid and that there would be no net loss of MOL land as the reduction on the northern boundary would be offset by the removal of the multi storey car park and its replacement as parkland. All existing trees would be retained. Due to the requirement to access the transformer it was proposed to upgrade the 9 metre wide road, which also currently led to the drop off area and car park, to a pedestrian shared space. In addition an improved connection to the college and a roundabout to enable a left turn into the school were under consideration.

Members expressed concern at the proposed shared road space due to the current high volume of traffic. The introduction of step free access would result in the need to drop off a greater number of disabled people in the area. A further Member suggested that traffic movements in Lowlands Road be surveyed during 7-8.30 pm when the area was particularly busy. The TfL representative stated that traffic movement surveys were being undertaken and would continue during the winter and spring for scrutiny as part of the planning process.

A Member stated that the bus station was a constrained site and if one bus was slightly out of place it had an effect on traffic in the area. The Panel was informed that transport consultations were at early stage. There was very little pavement for use by passengers waiting for buses and consideration was being given to more chevron approaches and clear visibility lines.

A Member expressed the view that the multi storey car park was a clear buffer on height and that a tall building would obscure the view of St Mary's church. The Panel was informed that the demolition of the car park would result in a reduction in the number of cars using the road. The car park was mainly used by TfL staff and office users and not commuting passengers. Feedback was that no complaints had arisen following the closure of the surface car park. The shared access option would enable car access closer to the station, otherwise it would result in a longer walk to the station. It was proposed to extinguish the road but retain a small kerb and three stopping bays. Members considered that illumination, particularly of the area between the two green areas, would be crucial at night. It was confirmed that the proposals would include additional lighting.

The Chair thanked the developers for the presentation and suggested that the Panel receive a further presentation on the detailed design and feedback on the public consultations.

#### Stanmore, Rayners Lane and Canons Park stations

The TfL representative informed the Panel that, in addition to Harrow on the Hill station, a commitment had also been made for step free access at Sudbury Hill Station. There was a strong ambition to fund step free access at Stanmore Station dependant on development and viability. Procurement was underway and it was hoped that a development partner for Stanmore station would be signed up in spring/summer 2019.

The Panel was informed that step free access at Rayners Lane and Canons Park stations was not currently part of the programme and it would be mid 2019 before could any intentions could be confirmed. Twenty-three stations had been named as part of the thirty station programme so it was possible that a further Harrow station could be added to the programme.

A Member sought information from TfL with regard to the parking ambitions of the schemes as feedback from discussions with a Ward Councillor had indicated that there would be a reduction in parking provision at Stanmore Station and no or little parking at Rayners Lane and Canons Park stations. The TfL representative informed the Panel that the Mayor of London's

transport strategy aimed to reduce car use, and although actual figures were not available some reduction was expected.

A Member stated that commuter parking was a significant factor in Stanmore and the station car park was normally full by 7am on working days. Any reduction in parking provision would be a problem due to Stanmore Station being at the end of the Jubilee Line and a hub for people attending events, for example Wembley Stadium. The TfL representative stated that he would consider the data regarding Stanmore station car park.

A Member stated that car parks in Harrow were gradually being closed and that the affect of multiple schemes should be taken into account rather than looking at individual sites. In response to a question regarding development of Rayners Lane car park the TfL representative stated that it would be policy compliant but the affordable housing element was not known.

**RESOLVED:** That the presentation be noted

## **7. Presentation in relation to the Proposed Scheme at the Safari Cinema**

The Panel received a presentation from EWL Planning and If Architecture on the proposed development of the former Safari cinema, Station Road, Harrow.

Members were informed that the developer had purchased the site and whilst recognising the site constraints was aware of the opportunities it presented, particularly with regard to the removal of the steel cladding on the facade in order to reveal and restore the original. Meetings had taken place with planning officers and two Harrow Design Review Panels.

The Panel was advised of the key points for a proposed development of 80 units with a garden courtyard and a taller element to the rear which was significantly stepped back from neighbouring properties. The proposals included the use of the existing doors and staircases and subtle exterior lighting in the staircase element of the façade.

The consultants and architects responded to questions from Members:

- in response to concern for surrounding residents with regard to the taller element, the Architect advised that being 30 metres from the street it would not dominate the area. He referred to the light and glossy design and stated that it was in accordance with the townscape;
- the majority of the units would have two or three bedrooms and there would be an element of affordable housing;
- proposals under discussion for the ground floor use of about 15000 sq included a flexible space for community use which could have multiple users;
- the scheme included an infill element. A Member stated that this would improve security and preclude the continuation of fly tipping.

The planning consultant advised that discussions with Council traffic officers had indicated PTAL4. Surveys had been undertaken which revealed some parking capacity in the area. Public transport was plentiful in the area and it was recognised that the Council would want to control residents parking and preclude residents of the scheme from parking in the surrounding area. A Member expressed the view that nevertheless there could be car ownership with residents parking elsewhere.

Members welcomed the design of the development, particularly the restoration of the façade, the choice of materials, and the predominately visually attractive design.

**RESOLVED:** That the presentation be noted.

## **8. Future Topics and Presentations**

**RESOLVED:** That Members advise the Interim Chief Planning Officer of any suggestions for future topics and presentations.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.25 pm).

(Signed) COUNCILLOR KEITH FERRY  
Chair