

# MAJOR DEVELOPMENTS PANEL MINUTES

## 19 FEBRUARY 2020

**Chair:** \* Councillor Keith Ferry

**Councillors:** \* Ghazanfar Ali \* Varsha Parmar  
\* Marilyn Ashton \* Anjana Patel (2)  
\* Paul Osborn \* David Perry

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

### 46. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Stephen Greek

Councillor Anjana Patel

### 47. Declarations of Interest

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

### 48. Minutes

**RESOLVED:** That the minutes of the meeting held on 19 November 2019, be taken as read and signed as a correct record.

#### **49. Public Questions**

To note that one public question (followed by a supplementary question) had been received and responded to and the recording had been placed on the website.

At the request of the public questioner the Chair agreed that the current position with regard to step free access from the south side at Harrow on the Hill Station be minuted. It was part of the live plans and TfL was due to submit plans at the end of the current year. A meeting was held between the Council and TfL every three months. At the last meeting TfL had informed the Council that it would not be continuing to work with Redrow.

#### **50. Petitions and Deputations**

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

#### **RESOLVED ITEMS**

#### **51. Presentation on Harrow View East - Plots C2 and D3 (Strategic Industrial Land (SIL))**

The Panel received a presentation from the Big Yellow Group on proposals for the development of Strategic Industrial Land (SIL) at Harrow View East. The developer outlined the proposals for plots C2 and D3 to consist of storage facilities for domestic and business use together with flexible office premises.

Members were informed that the land had been purchased from Barretts in June 2019 and that scheme details were currently under consideration. Since November the developer had been working with officers to develop a scheme in line with the outline planning permission. The aim was to submit a planning application in April 2020 and, subject to consent, commence the contract in quarter 4 2020.

Due to the rear of the development bordering with railway land and the use of the units being predominately day time, a Member sought information on the proposed mitigation in relation to a crime perspective, particularly as the residential use was nearby. The Panel was informed that there would be CCTV and either on site security or regular security visits, with the Big Yellow Group being responsible for the storage properties and the occupier of the office premises responsible for the remainder of the site. It was further noted that the application would include a thorough study of crime and that the officers would talk to Secure by Design before submission of the application to the Planning Committee.

The Chair referred to a proposal for a pedestrian bridge across the railway and the Panel was informed that the developer was aware and was in discussion with the Council. It was noted that a detailed drawing was under preparation which would overlay the scheme drawings in order to ascertain the impact on the scheme.

A Member welcomed the scheme in principle, stating that it was a positive addition as a lot of extra homes were being built in Harrow and the occupants would need employment space. The scheme details would need to be considered at a later date.

The Chair thanked the presenters for their attendance.

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

## **52. Presentation on Northolt Retail Park**

The Panel received a presentation from the Aitch Group on proposals for the development of Northolt Retail Park with just under 200 homes and an element of commercial use. Members were informed that the developer was currently working on the Grange Farm development which was adjacent to the site. It was noted that pre application meetings and meetings with the GLA had taken place. It was further noted that public consultation would take place during the next couple of weeks with the aim of the submission of a planning application in the next couple of months.

The developer drew particular attention to the following:

- the proximity of the site to Northolt Airport limited the building height to 5-6 storeys;
- the provision of 0.3 parking spaces per unit. There would be podium parking with 10% accessible, with services on shared surfaces. The Healthy Streets initiative was being followed with regard to the improvement of cycling provision;
- the development would be divided into a linear block, central courtyard and mews block and a new public access would be activated.

A Member observed that whilst the proposals for 70 parking spaces for just under 200 homes and a lot of facilities for cycling would encourage residents to move from carbon forms of transport, were the developers aware that there were not very good facilities for cyclists in Harrow, for example cycle lanes on roads which disappeared into the road network. She further enquired as to the number of charging units proposed for the 70 spaces. In response to the latter point the developer stated that 14 electric charging points would be installed at the inset and the remainder could be easily updated as the ducting would be in place. The utility assessment would look at the requirement for all to have fast charging facilities.

With regard to cycling, the developer stated that it was a balance between parking and cycling and the approach would be discussed with the planning officers, TfL and the Council's highways officers. It was further stated that the TfL healthy street initiative concerned routes from site to the closest cycle routes and an assessment had been sent to TfL with information fed into TfL data to improve cycling infrastructure. A number of their projects involved

infrastructure in need of upgrade, for example looking at uplift of Phase 1 at the Grange Farm development.

A Member enquired as to the change in the amount of retail, how the retail offer would connect to the parking provision and the route to Waitrose. In response it was noted that there would be a reduction in retail floor space from 2000 square metres to 300 square metres. The officers were keen for the scheme to have commercial and retail elements although such use was not protected. The Member observed that the location of the retail space could make it difficult for customers to be drawn into the area as it would be difficult to see where it was. In response, the developer shared that concern and undertook to discuss with the officers whether retail would be viable in that location or whether something to support residential use, for example a community gym or community café, would be a more suitable use. At the suggestion of a Member, the officers undertook to put the developers in touch with Youth Zone who were looking for a site in the area. The Corporate Director Environment referred to a proposition to provide a holistic facility for young people in Wealdstone.

In response to questions from Members, the Panel was informed that:

- discussions were taken place regarding activation of the public space;
- the developer was targeting 35% affordable housing and the mix was under discussion with the officers. The scheme would be tenure blind;
- discussions were taking place with Waitrose regarding a land swap and scale. The aim was to improve routes where possible. The retail units and Waitrose currently shared car parking and Waitrose had said that it would require about 230 car parking spaces.

The Chair thanked the presenters for their attendance.

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

### **53. Update on Various Projects**

There were no updates for this meeting.

### **54. Future Topics and Presentations**

A Member suggested that the Panel receive a presentation on the opportunities to improve the cycle infrastructure in Harrow, including CIL funding. The Corporate Director Environment advised of an existing presentation on the emerging cycle footpath system which could be made available to the next meeting of the Panel. He stated that Harrow was developing a good plan and strategy.

A further Member referred to the number of recent housing developments in Harrow and in the pipeline, with good facilities for cycle storage but in the absence of good facilities for cycling. She referred to a meeting of the Harrow

Climate Change group at which there had been mention of cycles assisted by a small motor. Whilst residents should be encouraged not to use cars, it needed to be recognised that they were not necessarily fit enough for cycling.

Another Member referred to the local implementation plan and the Liveable Scheme initiative to improve road space in Wealdstone High Street and surrounding roads.

It was agreed that arrangements would be made for Councillors Jerry Miles and Anjana Patel to meet with the Highway Officers prior to discussion on climate change at the London Road Safety Committee, an outside body on which they represented Harrow Council.

**RESOLVED:** That a 10 minute presentation be received at the next meeting of the Panel.

(Note: The meeting, having commenced at 6.30 pm, closed at 7.35 pm).

(Signed) COUNCILLOR KEITH FERRY  
Chair