



Appendix 3 – Email from the Council’s Infrastructure Engineer (16th July 2021)



Jill Bell <jbell@hghconsulting.com>

Fwd: FW: Brockley Hill Banqueting Centre P/3088/20 (deferred)

1 message

Jill Bell <jbell@hghconsulting.com>
To: Jill Bell <jbell@hghconsulting.com>

20 May 2022 at 15:03

From: Laura McIntosh <Laura.McIntosh@harrow.gov.uk>
Sent: 16 July 2021 09:07
To: Patrick Eggenton <patrick.eggenton@eastp.co.uk>
Subject: RE: Brockley Hill Banqueting Centre P/3088/20 (deferred)

Hi Patrick,

I'm good thanks; hope you are too.

Yes, our main concern does relate to overspill parking; I think that you have already addressed everything else that can reasonably be resolved.

Kind regards

Laura McIntosh | Infrastructure Engineer

Community | Traffic, Highways and Asset Management

BUILDING A **BETTER**
HARROW

www.harrow.gov.uk

From: Patrick Eggenton <patrick.eggenton@eastp.co.uk>
Sent: 15 July 2021 16:50
To: Laura McIntosh <Laura.McIntosh@harrow.gov.uk>
Subject: Brockley Hill Banqueting Centre P/3088/20 (deferred)

Caution: External email

Hi Laura

I hope all is well.

Below is the extract for the committee report that showed the general view of LBH Highways with respect to this application I believe.

I understand that the application was deferred in order for the applicant to have time to resolve the various issues raised.

I have read all the information provided and I believe that I would be correct in suggesting that the below (extract) is the correct view from LBH highways. This suggests that the single issue is parking capacity and I have highlighted what I believe is your key element.

I have been asked to provide further information in order to overcome your concerns about the management of the off-site overspill parking and how this would work in the instance that no on-site overspill parking can occur due to greenbelt issues.

Could you please confirm that this is indeed the main issue. If there are any other transport points can you please let me know asap so that i can seek to address these also as I would obviously like to get this all sorted well in advance of any deferred committee date.

Thank you

LBH Highways

Consultation response received on 15th April 2021:

- The revised TA makes three key points: Coaches to be parked off-site; Agree to speed limit reduction; Willing to agree to overspill parking arrangement where cars would be parked elsewhere
- The plan to allow extra coaches to wait off-site at one of the owners other venues is feasible and could potentially be secured.
- The agreement to enable the speed limit reduction is welcomed.
- No confidence about the proposal for the overspill parking arrangement as it is not clear how this could be enforced. It is more likely that latecomers will just park on the road or in a nearby road if there is no space in the site car park. How can the venue make people park somewhere else? The overspill really needs to be on-site to make this acceptable.

Consultation response received 11th November 2020:

- This is a very difficult location to achieve significant modal shift. It is perhaps in a good position for vehicle travel where there are good connections with the wider major road network.

- There are safety concerns in relation to the vehicle access however, it is considered that these could be overcome with alterations to the access layout, reduction in speed limit and improvements to the mini roundabout at the Pipers Green Lane junction.
- Coach travel can be encouraged which would help reduce the number of cars attending but it cannot be forced meaning that overspill parking may occur. Parking controls on surrounding streets could prevent this problem but this would be subject to public consultation. The residential streets off Brockley Hill are narrow whilst Brockley Hill itself is a busy road, part of TfL's Strategic Road Network – it would not be desirable for high demand on-street parking to take place during events as it may cause congestion and would compromise safety. In order for this proposal to be considered acceptable, it would be necessary to ensure that there is a suitable overflow parking
- Based on the current information, the proposal is generally acceptable however, measures are required to minimise the anticipated impact and improve safety. Additional overflow parking should be provided in order to minimise the impact large events may have on the surrounding highway network; a change to the speed limit on Brockley Hill and alterations to the site access are necessary to aid safe entry and exit at the site and improvements to the junction with Pipers Green Lane to better facilitate u-turns.



Patrick Eggenton

Director

Unit 23, The Maltings, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HG.

T: 01920 871777

M: 07709 694819

Web: www.eastp.co.uk

TRANSPORT ASSESSMENT, TRAFFIC MODELLING, FLOOD RISK ASSESSMENT,
FLOOD MODELLING, DETAILED HIGHWAY AND DRAINAGE DESIGN, TOPOGRAPHICAL SURVEYS.



EAS is a trading name of EAS Transport Planning Ltd registered 5751442.

The information contained in this e-mail is confidential and is intended for the named recipient(s) only. If you have received this email in error please notify its originator and delete this email immediately. Unauthorised use, disclosure, copying or alteration of this message is strictly forbidden. Views expressed within this email are those of the individual and not necessarily those of Harrow Council.

Harrow Council monitors all electronic mail it receives for Policy compliance and to protect its systems including anti-spam and anti-virus measures. Electronic mail does not guarantee delivery or notification of non-delivery. Contact the

intended recipient(s) by other means should confirmation of receipt be important. All traffic may be subject to recording and/or monitoring in accordance with relevant legislation.



image001.jpg
5K