



Planning Committee Addendum

Date: Wednesday 17 November 2021

HARROW COUNCIL

ADDENDUM

PLANNING COMMITTEE

DATE : 17th November 2021

<p>1/01</p>	<p>A public re-consultation was carried to ensure all residents were consulted on the submission of details requested. The re-consultation was carried which expired on 25th October 2021.</p> <p>An additional 88 neighbour comments were received, these reiterate previous objections (addressed in the report).</p> <p>The residents of 'Save our Brockley Hill Neighbourhood Group' commissioned an independent Transport study to prepare a highways related objection in response to the latest details received. The report outlines the following:</p> <ul style="list-style-type: none"> - No firm commitment to providing off-site car parking is provided by the applicant, indeed, it is unclear whether accommodating parking at the nearby Elstree Manor Hotel is feasible or realistic; - The applicant suggests that additional parking could be accommodated on site, although this would result in double parking and restrict access for coaches. From a practical view, this would likely exacerbate delay, resulting in unacceptable pressures on the surrounding road network; - Actual likely traffic flow/parking demand is still underestimated. This will compound the issues that will materialise from the revised parking arrangements on site, which include double parking and restricted access/drop off for coaches (and indeed all users); - The application continues to ignore the issues raised within the Road Safety Audit, which if left unaddressed represents a potential highway safety concern; - The proposal would fail to meet the focus of the NPPF, which seeks to promote sustainable development <p>Officer comment: The objections outlined above have been reviewed by the Council's Highways Authority who have made the following comments:</p> <ul style="list-style-type: none"> - The measures cannot be enforced and relies on the co-operation of the guests. The proposed measures would not guarantee that they would actually address overspill concerns. This is addressed in detail in Paragraph 6.34 of the report.
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- There is still concern regarding the number of coaches for large events where it has been previously said to be 11 coaches. This is not an integrated permanent suggestion and appears to be another ad hoc solution for the coach parking and no designated coach spaces within the layout. The coach parking with the number of coaches for larger events, would likely result in congestion along Brockley Hill and an adequate on site or off site car / coach parking with integrated drop off facilities for the banqueting use has not been provided.
- Officers have used information provided in the transport assessment to understand the potential traffic flow and parking demand. The assessment is based on data from actual surveys from events and data held by the owner. It would have been beneficial to have a larger sample of data however due to the global pandemic this halted activity at the site and unable to gather further data. Whilst useful to cross reference with parking capacity of similar venues this would still not provide an accurate representation of the potential activity associated with the application site and its impact as parking provision is not a direct reflection of car travel trips. The actual amount of parking demand may be higher or lower. There are various factors which impact travel behaviour. Officers consider the proposal on the basis on the proposed activity if the use and not wholly on the previous situation. Officers have agreed various mitigation measures to address negative impacts such as speed limits and encourage new travel habits. However, the overspill parking is still a concern, Officers maintain that additional overspill parking is required for this development as the proposed level may not be sufficient to cater for larger events due to the operator being unable to control how many people will travel by car and the public transport accessibility of the site.
- The transport assessment refers to the how the Road Safety Audit issues would be addressed in Paragraphs 4.9 to 4.11 with signage at the Pipers Green Lane roundabout and providing a pedestrian crossing facility at the venue access. Additionally, the applicant has agreed to contribute to reducing the speed limit along Brockley Hill and stop some turns at the access into and out of the site.
- Whilst the Council supports sustainable modes of travel given the PTAL rating and existing travel habits to such venues and events it would be difficult to achieve a significant modal shift. However the proposal does include measures to encourage sustainable travel where possible. Officers would expect the focus to be on modal shift for staff travel and car sharing or coach use for guests whilst still encouraging public transport use.

London Borough of Barnet Council:

The London Borough of Barnet maintains its objection to the proposal for the following reason:

- The development has not provided adequate on-site car / coach parking with revised options potentially causing internal circulation / safety issues, and lacks integrated coach drop off facilities to service the requirements of the proposed banqueting facility. It has failed to sufficiently develop proposals for off-site overflow parking to the stage where the London

	<p>Borough of Barnet would have confidence that it would provide adequate mitigation. The associated likely on-site traffic congestion, potentially impacting the local road network, and parking overspill into the Borough, with particular reference to the residential streets to the south-east of the site, is therefore considered to be detrimental to highway and pedestrian safety, and the amenities of neighbouring occupiers. This is contrary to Policy CS9 of Barnet's adopted Core Strategy (2012); Policy DM17 of the adopted Development Management Policies DPD (2012) and Policy T6 of revised London Plan (March 2021)</p>	
2/01	<p>1 The Circuits – P/3419/21</p> <p>Omit Paragraph 6.9.4 and amend paragraph label for 6.9.5 to read 6.9.4.</p>	
<p>AGENDA ITEM 10 – REPRESENTATIONS ON PLANNING APPLICATIONS</p>		
Agenda Item	Application	Speakers
1/01	<p>Stanmore & Edgware Golf Centre, Brockley Hill (P/3088/20)</p>	<p>Councillor Philip Benjamin (Back Bench)</p> <p>Councillor Amir Moshenson (Back Bench)</p>