

Statement of Common Ground on Transport Matters

Between Vectos and London Borough of Harrow

Stanmore and Edgware Golf Centre,
Brockley Hill, Stanmore

October 2022

Contents

1	Introduction	1
2	Existing Conditions.....	2
3	Development Proposals	4
4	Travel Characteristics.....	6
5	Declaration	8

Appendices

- Appendix A – Site Access
- Appendix B – Standard Car Parking Layout
- Appendix C – Valet Car Parking Layout
- Appendix D – Tracking Drawings

1 Introduction

- 1.1 This document is a Statement of Common Ground (SoCG) on transport matters between London Borough of Harrow (LBH), in their role as the local highway authority and Vectos, acting on behalf of Sairam (Holdings) Limited, referred to as 'the applicant' from this point onwards, in relation to the planning application (Ref: P/30/88/20) submitted by the applicant in January 2021.
- 1.2 The proposed site is the former Stanmore & Edgware Golf Centre, located at Brockley Hill, Stanmore, London Borough of Harrow (LBH). The proposals will rehouse the current Premier Banqueting London Limited venue that was located in Harrow and Wealdstone which was also owned and operated by the applicant, hosting functions such as weddings for multi-cultural audiences.
- 1.3 This SoCG deals with transport issues only. A separate SoCG between LBH and the Applicant is also provided to deal with matters not related to transport.
- 1.4 The remainder of this SoCG addresses the following matters:
 - Section 2 – summarises matters relating to the accessibility of the site;
 - Section 3 – provides details of the proposed development with regard to access and parking arrangements and sets out the highways mitigation that have been agreed;
 - Section 4 – summarises matters relating to trip generation and analysis of the impact of development traffic on the local highway network.

2 Existing Conditions

Walking and Cycling

- 2.1 The site is located 1.5km, a 19minute walk, or 5minute cycle from Stanmore underground station. A footway is provided along the western side of Brockley Hill. The footway extends north towards Elstree and south to the roundabout with Pipers Green Lane. After Pipers Green Lane a footway is provided on both sides of the carriageway due to the proximity of the town centre.
- 2.2 LCN (London Cycle Network) Routes 89 and 5 run within close proximity to the site, and largely comprise on-street lanes, or shared surfaces (with pedestrians).
- 2.3 Walking and cycling are unlikely to be the chosen mode of travel for guests. However, there is the opportunity for staff to use these modes.

Bus Services

- 2.4 The nearest bus stops are provided approximately 300m to the south of the site on Brockley Hill, just past the roundabout junction with Pipers Green Lane. The stops closest to the site service the 107 and 324 buses. These provide access to Stanmore Station, Edgware Bus Station and New Barnet. In addition, the stop at Canons Corner, further south of Brockley Hill, is served by the 142 which gives access to the following areas along Stone Grove: Farnsworth Drive, Park Grove on the service towards Burnt Oak and Colindale and further residential roads towards Mill Hill. This stop is 900m/11 minutes from the site.
- 2.5 The local bus services are summarised in the table below:

Table 2.1 - Bus services

Service	Route	Ave Weekday Frequency
107	Edgware Bus Station- New Barnet Station	Every 15 mins
324	Centennial Park- Pipers Green Lane- Stanburn Primary School- Buck Lane- Clovelly Avenue- Tesco Brent Cross	Every 20 mins
142	Watford Junction Station- Mill Ridge-Park Grove- Manor Park Crescent – Burnt Oak Broadway- Colindale Avenue- Brent Cross Shopping Centre	Every 10-11 mins

Underground Services

- 2.6 Stanmore Underground Station is located 1.6 km from the site which equates to a circa 20-minute walk or 5-minute cycle. Passengers can also use the 324-bus service that gives access to the stops close to the site.
- 2.7 Stanmore Underground Station provides Jubilee Line services towards Stratford. Interchange is possible with many other lines as the Jubilee Line runs through central London.

PTAL

- 2.8 The site has a PTAL of 1A. The previous Premier Banqueting venue had a PTAL of 6A. That site was 280 metres from Harrow & Wealdstone rail and Underground station.

3 Development Proposals

Access Arrangements

- 3.1 The proposed vehicular access to the site is agreed. The agreed site access junction is shown at **Appendix A**.
- 3.2 The site access junction takes the form of a left in/left out on Brockley Hill, the A5.
- 3.3 The proposed access includes:
- An island to prevent right turns into the site (from the north);
 - Appropriate visibility splays based on 85th percentile speeds as recorded from ATC surveys can be achieved;
 - A pedestrian crossing facility will be incorporated within the access design during detailed design; and,
 - A signage schedule will be prepared to advise drivers to use the Cannons Corner Roundabout rather than the Pipers Green Lane Roundabout.

Highways Mitigations

- 3.4 It is proposed that the speed limit on Brockley Hill will be reduced to 30mph and this is supported by London Borough of Barnet who maintain the road.
- 3.5 A new footpath from the site onto Brockley Hill, south of the vehicle access, will also be constructed to facilitate a pedestrian connection from the site to the wider network.

Car Parking

- 3.6 The layout submitted with the application showed parking spaces for 84 vehicles (78 for guests and 6 for staff), however it is agreed that 109 car parking spaces are physically capable of being provided on site with 104 guest spaces and 5 staff spaces. A layout showing this number of spaces is included at **Appendix B**.
- 3.7 In addition, it is agreed that at specific events an additional 20 valet car parking spaces are physically capable of being provided bringing the total available guest spaces to 124, although this would involve blocking. This layout is shown at **Appendix C**. Associated swept path analysis is shown at **Appendix D**.
- 3.8 It is agreed that cycle and motorcycle parking can be provided in accordance with the London Plan Standards. There will be 20 cycle spaces and 7 motorcycle spaces proposed.

Coach and Taxi Drop-Off and Pick-Up Facilities

- 3.9 The car parking layouts, described above, provide an area for coaches and taxis to drop-off and pick-up guests close to the building. Tracking contained at **Appendix D** of this document has been

provided and it is agreed that it shows that taxis, coaches and emergency vehicles can access the site at the same time.

Car Park Design and Management Plan

- 3.10 Although in the event of a grant of planning permission, the parties agree that a condition should be imposed requiring submission and approval of a Car Park Management Plan, the Council do not agree that such a condition overcomes the issue of overspill into surrounding residential streets.

Travel Plan

- 3.11 It is agreed a Travel Plan will be implemented and monitored for 5 years. It is agreed the following measures will be included in the travel plan and are appropriate for this proposal:
- Issue of a travel information sheet to all guests and staff showing different travel options for gaining access to the site;
 - Travel information to be available on company website;
 - Free taxi travel for guests and staff between Stanmore Underground Station and the site;
 - Potential shuttle bus to transport staff from local areas and stations if there is sufficient demand;
 - Guaranteed free ride home for staff in public transport is not available at the time of travel;
 - Targets for the reduction in the number of car drivers accessing the site. Targets to be set at 3 years and 5 years after the first event at the venue.

4 Travel Characteristics

Previous Trip Generation – Golf Use

- 4.1 It is agreed the estimated traffic generation of the previous use was set out in the Transport Assessment produced by EAS and used the industry standard TRICS database. This are shown in Table 4.1 below.

Table 4.1: Existing Golf Use

Trips (Trip per Driving range and per par 3 course hole)	Trip Generation		
	Arr	Dep	Total
Driving Range (Weekday 07:00-08:00)	7	0	7
Par 3 Course Hole (Weekday 07:00-08:00)	4	0	4
Total Weekday (07:00-08:00)	11	0	11
Driving Range (Weekday 08:00-09:00)	2	3	5
Par 3 Course Hole (Weekday 08:00-09:00)	11	2	13
Total Weekday (08:00-09:00)	13	5	18
Driving Range (Weekday 17:00-18:00)	16	17	33
Par 3 Course Hole (Weekday 17:00-18:00)	1	9	10
Total Weekday (17:00-18:00)	17	26	43
Driving Range (Weekday 18:00-19:00)	16	10	26
Par 3 Course Hole (Weekday 18:00-19:00)	0	1	1
Total Weekday (18:00-19:00)	16	11	27
Driving Range (Weekday Daily)	172	168	340
Par 3 Course Hole (Weekday Daily)	75	77	152
Total Weekday (Weekday Daily)	247	245	492
Driving Range (Weekend 13:00-14:00)	45	46	91
Par 3 Course Hole (Weekend 13:00-14:00)	7	7	14
Total Weekend (13:00-14:00)	52	53	105
Driving Range (Weekend 14:00-15:00)	62	45	107
Par 3 Course Hole (Weekend 14:00-15:00)	8	9	18
Total Weekend (14:00-15:00)	70	54	125
Driving Range (Weekend 15:00-16:00)	49	52	101
Par 3 Course Hole (Weekend 15:00-16:00)	7	7	15
Total Weekend (15:00-16:00)	56	59	115
Driving Range (Weekend Daily)	487	485	972
Par 3 Course Hole (Weekend Daily)	59	60	119
Total Weekend (Weekend Daily)	546	545	1,091

Proposed Event Venue Trip Generation

- 4.2 It is agreed that for the purposes of this inquiry, there is no other available trip rate evidence other than that presented by the appellant. The parties disagree how reliable/helpful this data is.
- 4.3 It is agreed that a car occupancy of 3.25 is a reasonable figure on which to base trip generation assessments.

5 Declaration

5.1 Agreement between Vectos on behalf of Sairam Holdings Limited:

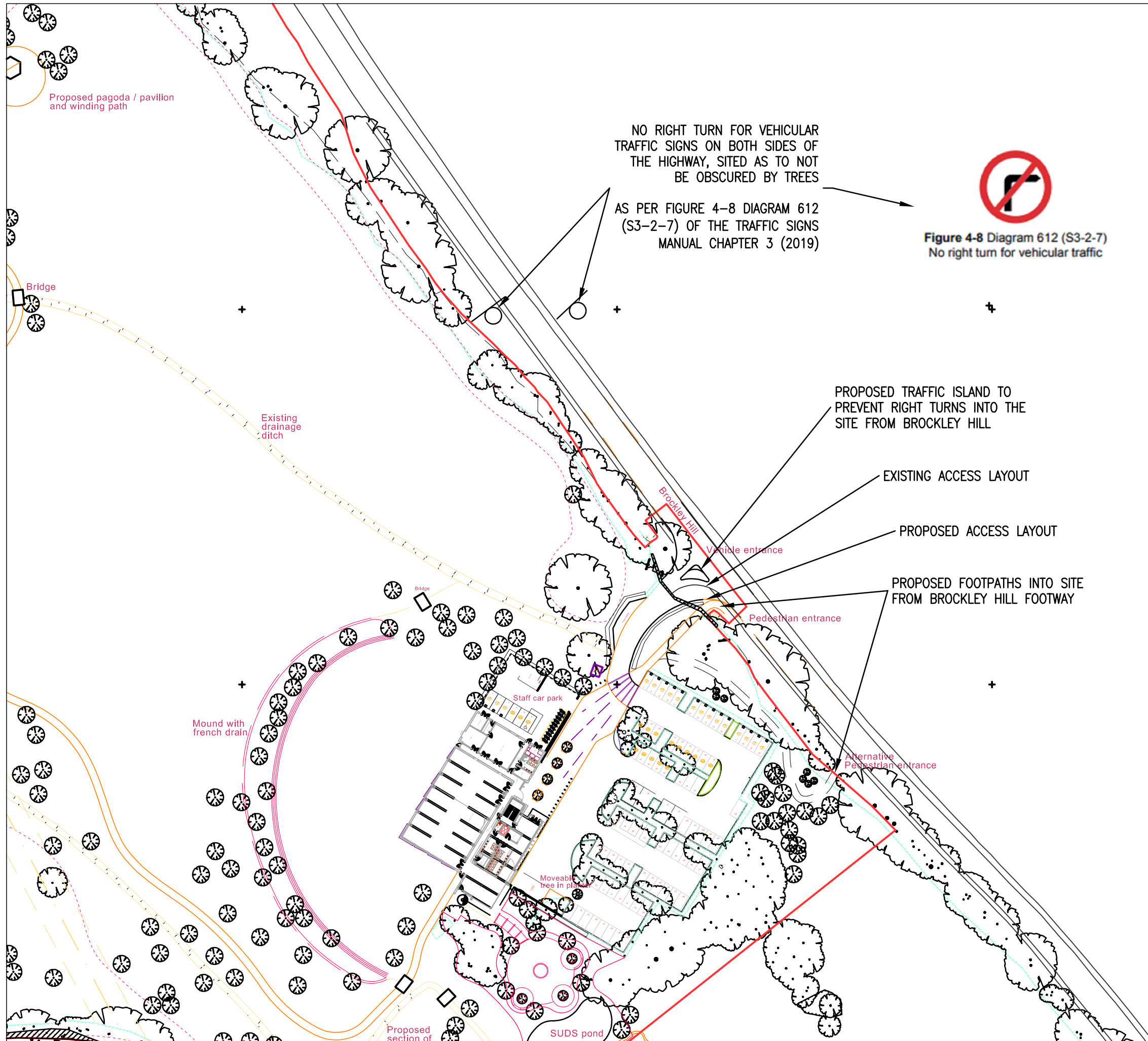
Signed:

A handwritten signature in black ink, appearing to read 'D Bird', is centered within a white rectangular box. The signature is written in a cursive style.

David Bird at Vectos

Nicolina Cooper at London Borough of Harrow

Appendix A



NO RIGHT TURN FOR VEHICULAR TRAFFIC SIGNS ON BOTH SIDES OF THE HIGHWAY, SITED AS TO NOT BE OBSCURED BY TREES

AS PER FIGURE 4-8 DIAGRAM 612 (S3-2-7) OF THE TRAFFIC SIGNS MANUAL CHAPTER 3 (2019)



Figure 4-8 Diagram 612 (S3-2-7)
No right turn for vehicular traffic

PROPOSED TRAFFIC ISLAND TO PREVENT RIGHT TURNS INTO THE SITE FROM BROCKLEY HILL

EXISTING ACCESS LAYOUT

PROPOSED ACCESS LAYOUT

PROPOSED FOOTPATHS INTO SITE FROM BROCKLEY HILL FOOTWAY

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

**FORMER STANMORE & EDGWARE GOLF CENTRE
BROCKLEY HILL, STANMORE**

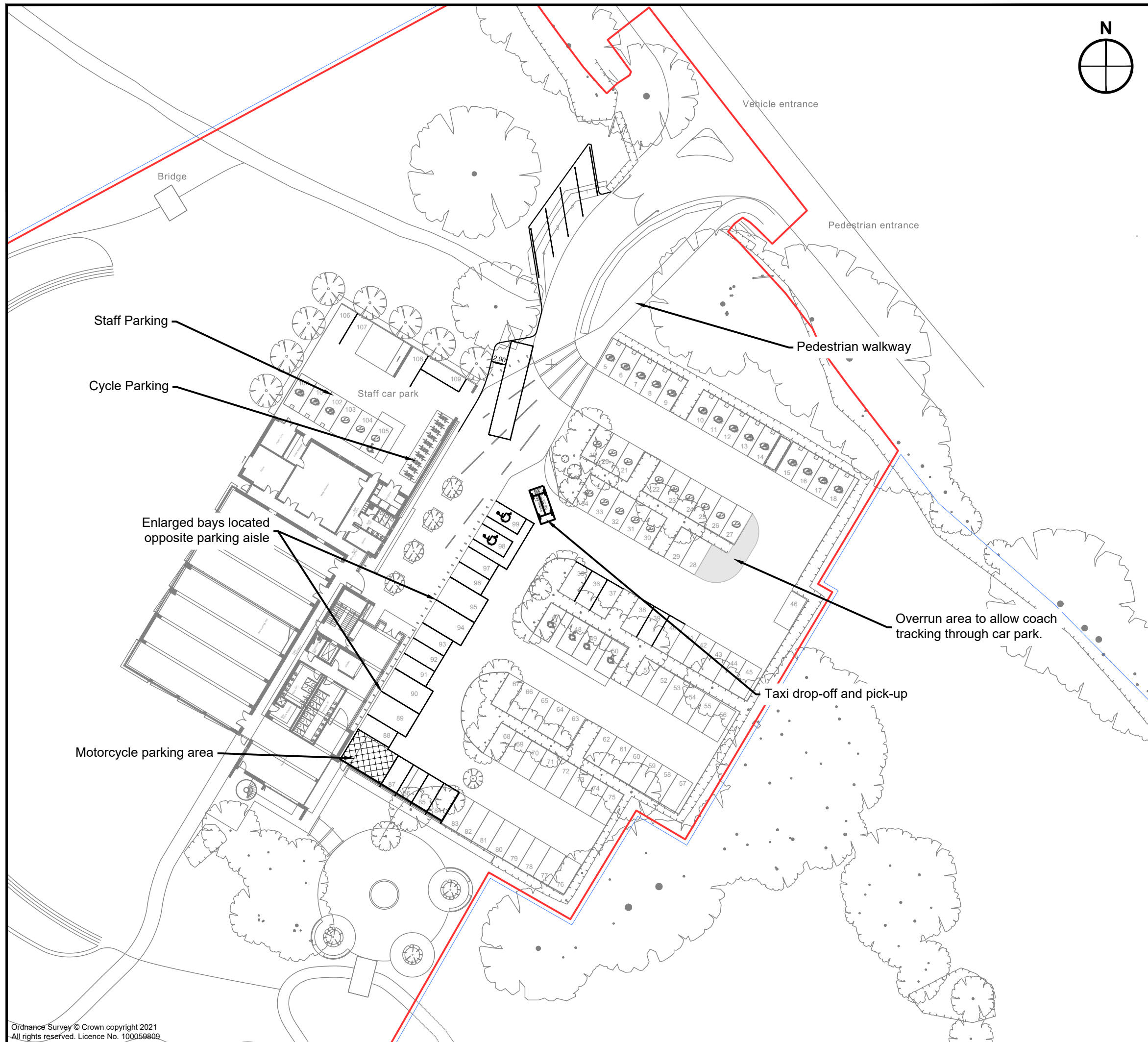
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PROPOSED ACCESS FEATURES

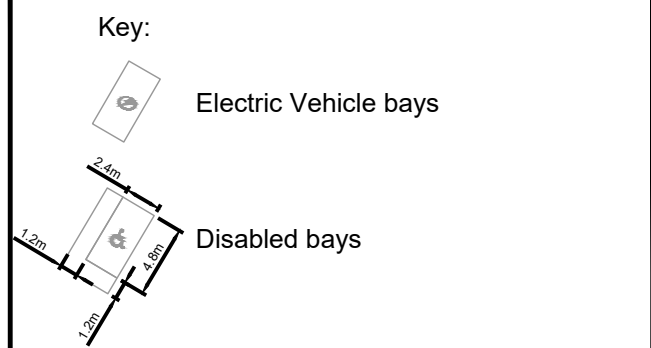
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PROJECT No: 2660	DRAWING No: SK05 REV A
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Appendix B



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.



Bay count
 Standard : 93
 Enlarged: 4
 Disabled: 7
 Staff: 5
 Total = 109

C	Updates to layout.	TF	DB	09.09.2022
B	Updates to layout.	TF	DB	31.08.2022
A	Updates to layout.	TF	DB	23.08.2022

REV.	DETAILS	DRAWN	CHECKED	DATE
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STATUS:
FINAL

CLIENT:
Sairam (Holdings) Ltd

PROJECT:
Stanmore and Edgware Golf Centre, Brockley Hill, Stanmore

DRAWING TITLE:
Car Park Standard Layout

SCALES:
1:500 at A3

DRAWN:	TF	CHECKED:	DB	DATE:	18.08.2022
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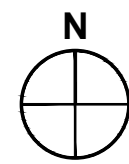
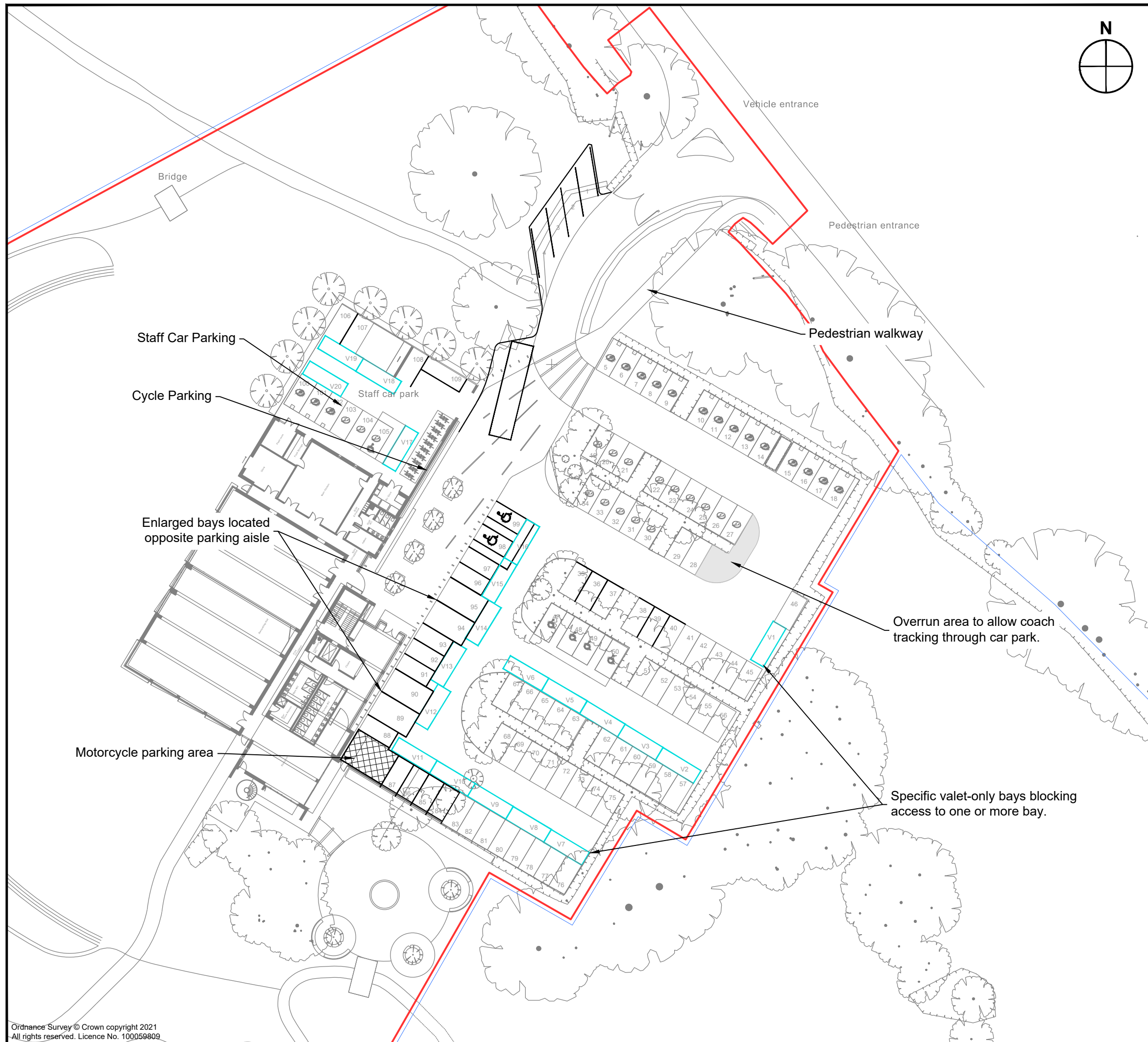
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 vectos@vectos.co.uk

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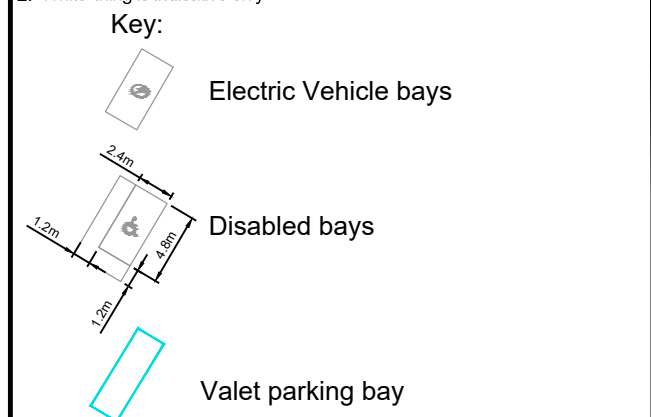
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Appendix C



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.



Bay count

Standard : 93
 Enlarged: 4
 Disabled: 7
 Staff: 5
 Valet: 20
Total = 129

D	Minor updates to valet layout.	TF	DB	26.09.2022
C	Updates to layout.	TF	DB	09.09.2022
B	Updates to layout.	TF	DB	31.08.2022
A	Updates to layout.	TF	DB	23.08.2022

REV.	DETAILS	DRAWN	CHECKED	DATE
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STATUS: **FINAL**

CLIENT: **Sairam (Holdings) Ltd**

PROJECT: **Stanmore and Edgware Golf Centre, Brockley Hill, Stanmore**

DRAWING TITLE: **Car Park Valet Layout**

SCALES: **1:500 at A3**

DRAWN: TF	CHECKED: DB	DATE: 18.08.2022
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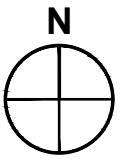
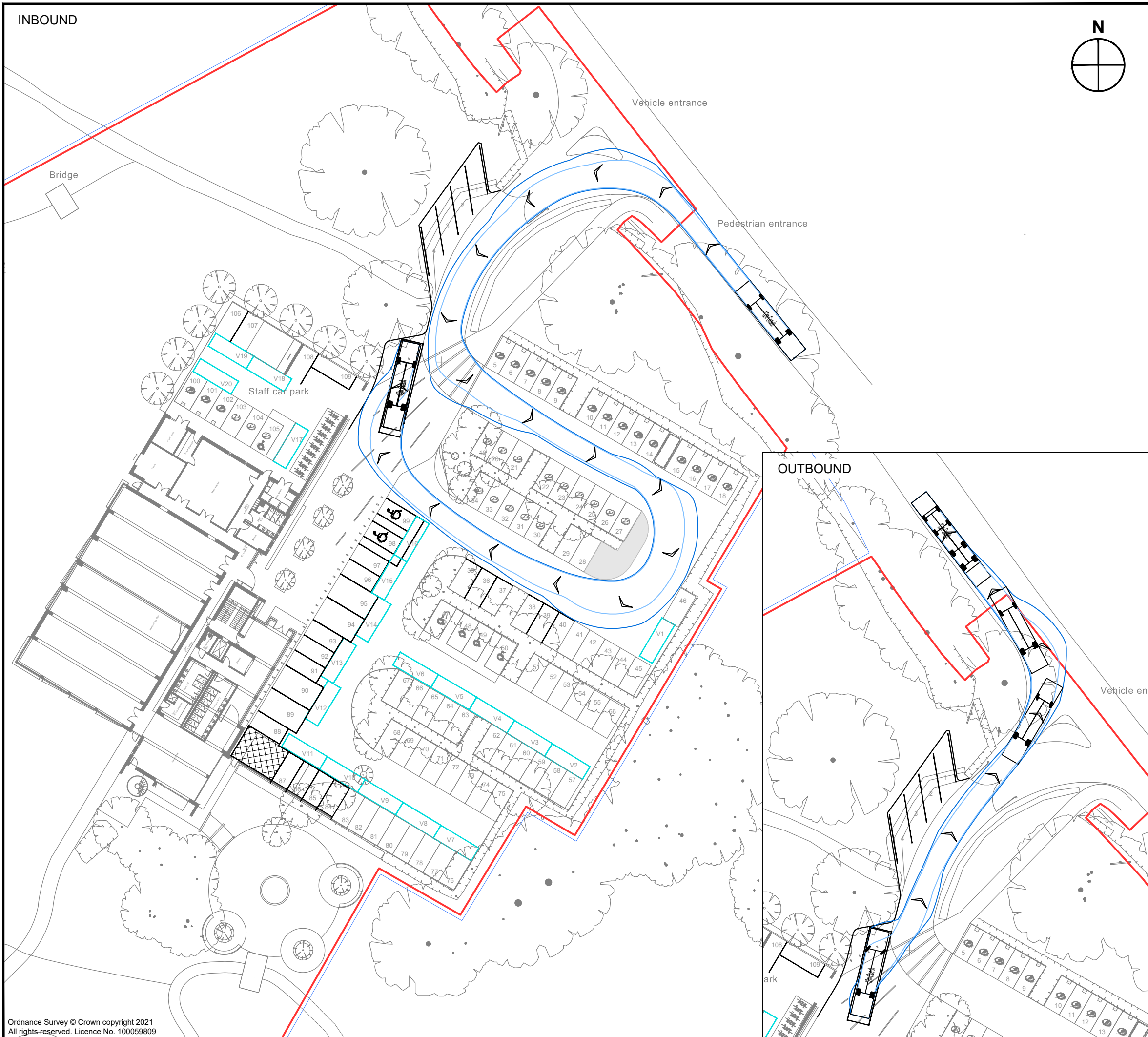
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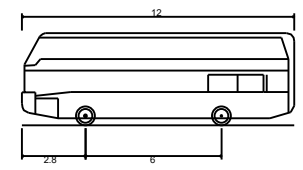
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Appendix D



Notes:
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12m Coach
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 4.069m
 Min Body Ground Clearance 0.308m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Minor updates to valet layout	TF	DB	26.09.2022
A	12m coach added	JB	DB	09.09.2022

STATUS: **FINAL**

CLIENT: **Sairam (Holdings) Ltd**

PROJECT: **Stanmore and Edgware Golf Centre, Brockley Hill, Stanmore**

DRAWING TITLE: **Swept Path Analysis
Car Park - Valet Layout
12m Coach**

SCALES: **1:500 at A3**

DRAWN: TF CHECKED: DB DATE: 31.08.2022

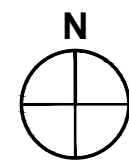
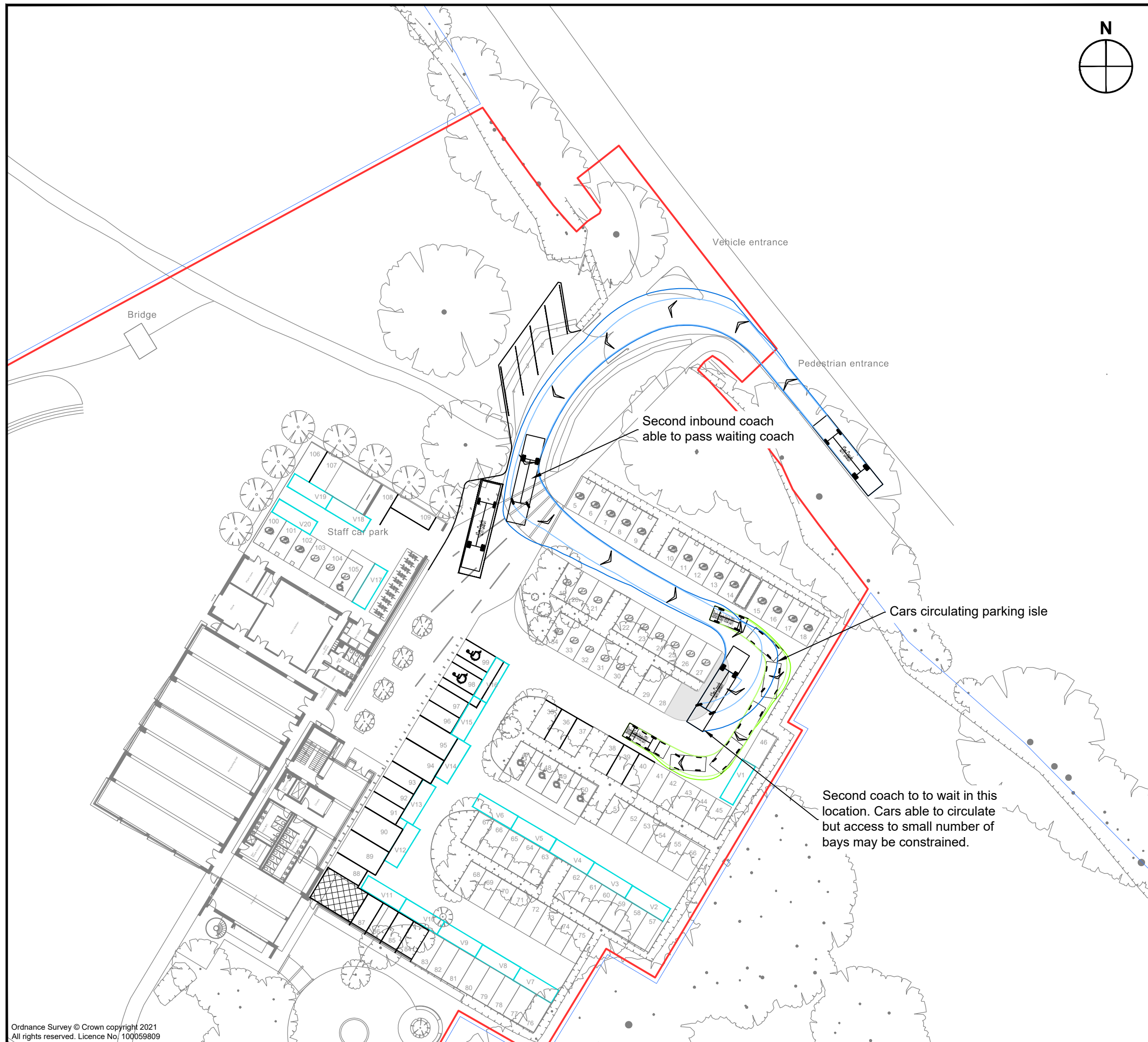
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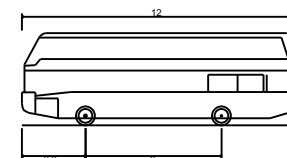
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12m Coach
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 4.069m
 Min Body Ground Clearance 0.308m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Minor updates to valet layout	TF	DB	26.09.2022
A	Updates to layout	TF	DB	09.09.2022

STATUS:
FINAL

CLIENT:
Sairam (Holdings) Ltd

PROJECT:
Stanmore and Edgware Golf Centre, Brockley Hill, Stanmore

DRAWING TITLE:
**Swept Path Analysis
 Car Park - Valet Layout
 2 x 12m Coach**

SCALES:
1:500 at A3

DRAWN: TF CHECKED: DB DATE: 31.08.2022

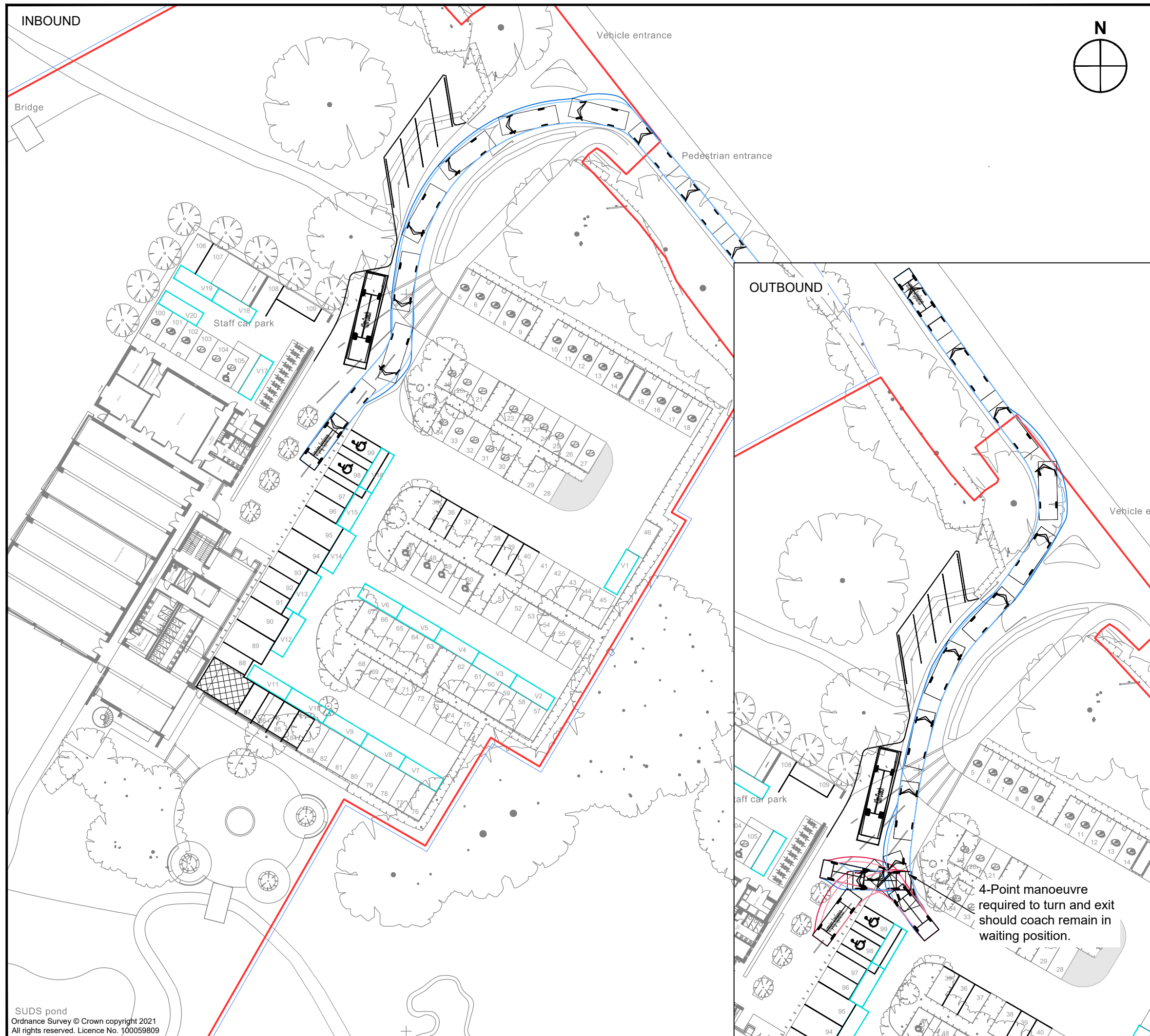
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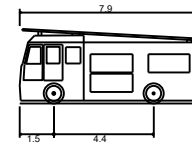
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Pumping Appliance
 Overall Length 7.900m
 Overall Width 1.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Minor updates to valet layout	TF	DB	26.09.2022

STATUS:
FINAL

CLIENT:
Sairam (Holdings) Ltd

PROJECT:
Stanmore and Edgware Golf Centre, Brockley Hill, Stanmore

DRAWING TITLE:
**Swept Path Analysis
 Emergency Fire Vehicle
 Access**

SCALES:
1:500 at A3

DRAWN: JB CHECKED: DB DATE: 09.09.2022

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