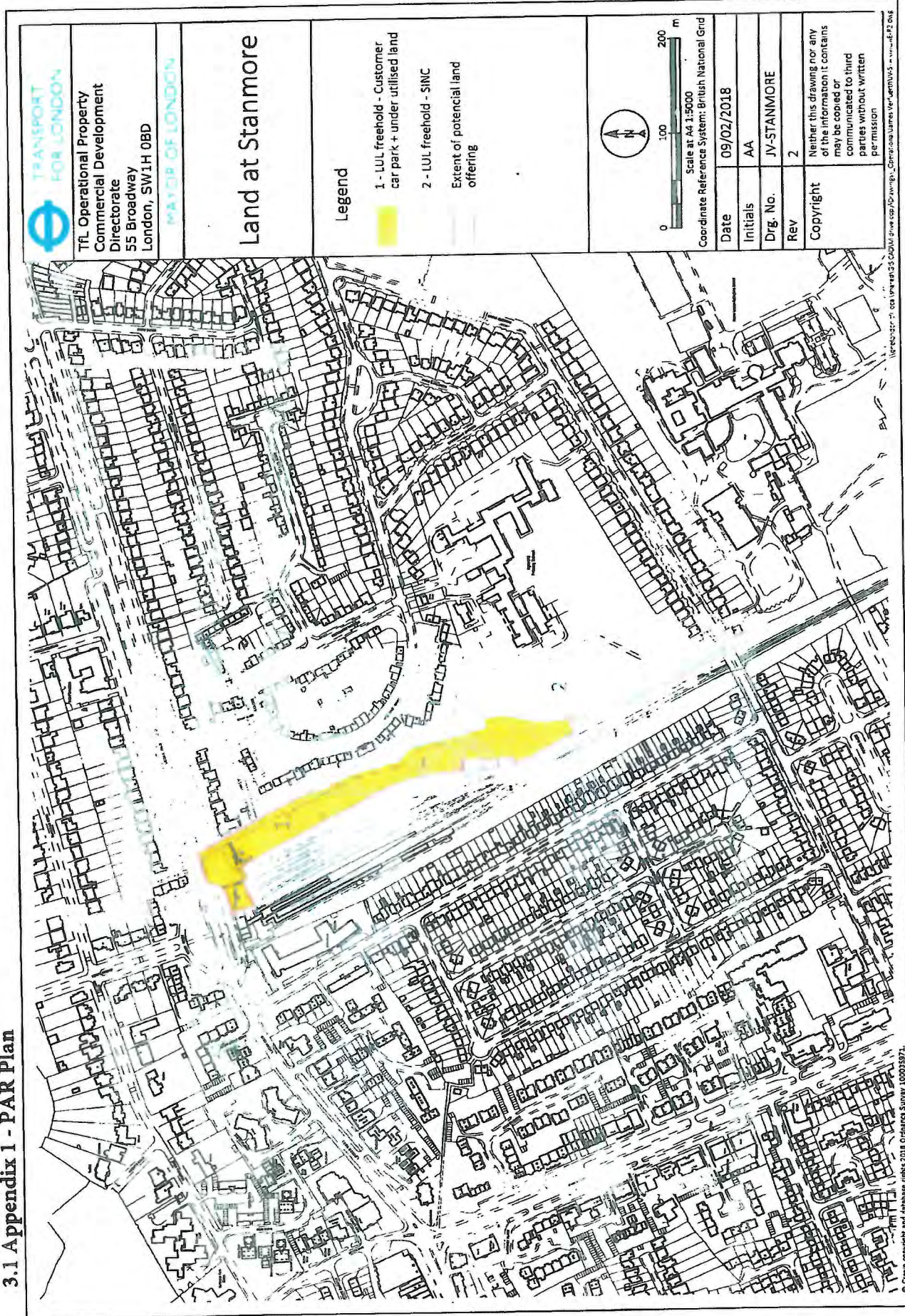


Asset Name	1. Stanmore car park, the area of woodland to the rear of the car park, land adjacent to Stanmore station.		Date	09.02.2018
Information about proposed disposal	<p>Land and 'air rights' development of three NCP car parks in the London Borough of Harrow: Canons Park, Rayners Lane and Stanmore. This request is in relation to Stanmore. An amount of car parking, to be agreed with the Council, in line with usage and the Mayors Transport Strategy, will be removed in order to enable development.</p> <p>At Stanmore TfL land adjacent to the car park is to also be included. This comprises a large wooded area to the rear of the car park. An area of land adjacent to the station is also included.</p> <p>Engineering constraints plans are provided with this request, which will also be provided to bidding developers and will be reflected in legal agreements in order to protect TfL.</p>			
Property Name & Address	1. Stanmore car park and adjoining land, London Road, Stanmore HA7 4PD	TfL Asset Owner	TfL (Commercial) – car parks LUL – operational land	
Unique Ref (PAR)	Stanmore: 928	CD Team	Property Development	
Borough	London Borough of Harrow	CD Sponsor	David Wakeford	
Zone (TfL)	5	Project Manager	David Wakeford	
Site Area	Stanmore: - Car park, 3.8 acres - Other areas, up to 3.2 acres	TfL Legal Contact	David Jenkins	
Details of disposal	Long leasehold (250 years currently proposed) of spare land and air rights over retained car parking. TfL will retain the freehold to its land, as well as the retained car parking. The disposal will be subject to planning for a residential development.			
PAR plan	Appended			



### 3.1 Appendix 1 - PAR Plan







### 1.1 Author of the request

David Wakeford, Senior Development Manager  
Commercial Development

Date

[Redacted Signature]  
Jonathan Cornelius, Head of Property Development  
Commercial Development

13/2/18  
Date

### Authority Approval Signatures Sheet – Surface Transport

Site name:

#### 1.2 Consultee

Surface Transport confirms that we ☒ do not have any operational need or other requirements for, or existing operational interest in the asset(s).

Surface Transport

9/3/18  
Date

**Authority Approval Signatures Sheet – London Underground****Site name:****1.3 Consultee**

London Underground confirms that we ~~do~~ do not have any operational need or other requirements for, or existing operational interest in the asset(s).

  
\_\_\_\_\_  
London Underground


14/08/18

\_\_\_\_\_  
Date

*Please See attached observations.*

**2 Approval**

**Authority Approval:** The Director of Commercial Development considers that TfL does/does not require the above asset(s) for the purpose of the discharge of any of its functions.

  
\_\_\_\_\_  
Graeme Craig, Director of Commercial Development

22/3/18

\_\_\_\_\_  
Date**3 Appendixes – PAR & Site Constraints Plans**

## **Stanmore**

### **Step Free Access**

S&ND have met with the Property Development (PD) team to flag up the current position on Stanmore so they are aware of plans and stakeholder concerns.

S&ND were reassured that in not objecting to this request, we are not foregoing the opportunity to engage. PD agreed to make our requirements/constraints clear to any potential buyer/delivery partner and will be meeting with the Accessibility Sponsorship team to that end.

There are no objections to this request but S&ND would like to set out that:

- there is a requirement to provide step-free access improvements at Stanmore, this should be made clear during negotiations, should be actively considered in any development proposals and, as a minimum, safeguarded; and
- in reconfiguring car parking, the provision of 'blue badge' parking spaces is safeguarded in an appropriate location at Stanmore.

### **Track**

Stanmore car park is essential for all track renewals between Wembley Park and Stanmore. Access is required to deliver road/rail plant and lift equipment with tall cranes. This is the only area north of Wembley Park where it is possible for this plant to access the track. Additionally, the Jubilee line underpass at Wembley Park is LG1 (Tube) gauge which will prevent any future use of rail mounted Kirow cranes (which will be larger LG2 gauge) travelling north of Wembley Park.

All future points renewals will require a large space adjacent to the track, with road access, to deliver and set up specialist lifting equipment and tall cranes to lift them from car park to track.

The loss of this space will prevent future track renewals between Wembley Park and Stanmore.

### **World Class Capacity**

Stanmore is potentially a site for an additional Train Crew Accommodation facility to support higher train service frequencies under JLU2. The staff car park area and station concourse have been suggested as potential sites but there are no firm plans or schemes in place.

