

WEST HENDON PHASE 3B+C RESERVED MATTERS

TRANSPORT STATEMENT

December 2014

CH2M HILL

Transport Conditions

West Hendon Phase 3b and 3c

Prepared for
Barratt Metropolitan

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CH2MHILL®

43 Brook Green
Hammersmith
London

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Introduction

1.1 Background

This report has been prepared as a transport statement to support the reserved matters application for detailed permission of the second stage of the West Hendon development and provides the necessary information to Barnet Council in respect of discharging a number of conditions of the outline planning permission ref: H/01054/13 for phase 3B and 3C of the development.

A total of 297 residential units are being brought forward as part of these phases to be provided in blocks F, G and H. The overall allocation of these units in terms of size and tenure can be seen below in **Table 1**.

	Market	Affordable	Shared Ownership	Total
1 bed	63	16	5	85
2 bed	86	70	12	168
3 bed	31	10	2	43
4 bed	0	2	0	2
Total	180	98	19	298

Table 1: Phase 3B & 3C Unit Mix

In addition 1118sqm of commercial space is to be provided in the ground floor of new development at Block H close to Hendon Broadway.

The development coming forward in this phase is consistent with the outline permission and the approved Transport Assessment prepared in 2013 for the outline application remains relevant and should be referred to for an overall assessment of the transport impact of the development.

This statement has been set out as a series of sections that consider the phase of development, with reference to pertinent conditions of the outline permission where applicable.

1.2 Parking: Condition 68

Condition 68 of the outline permission states:

Prior to the commencement of each phase of the outline scheme details of the car parking spaces for that phase shall be provided to the Highway Authority prior to submitting to Local Planning Authority for written approval and shall not be used for any purpose other than parking of vehicles in connection with the approved development. Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.

Allocated residential parking

It is confirmed that in excess of the minimum of 0.8 spaces per residential unit will be provided for both 3B and 3C. **Table 2** demonstrates compliance with condition 68 with an overall parking ratio of 0.92 being provided in basement parking in Phases 3B and 3C. Some of the spaces being provided in the basement of block will be required for to ensure the overall ration of 0.8 is available for future phases and will be allocated as necessary at a future date as further units are built.

Block	No of Units	Regular Car Parking Spaces	Disabled Car Parking Spaces	Total Car Parking	No of Motorcycle Spaces	Cycle Parking	Location
F	206	140	25	165	9	250	Under-croft and basement
G	16	12	1	13	3	17	Under-croft and basement
H	76	53	8	61	3	0	N/A
Surface	N/A	35	0	35	0	0	Surface
Total	298	240	34	274	15	267	

Table 2: Phase 3B & 3C new spaces Parking Provision

Phase 3a is currently under construction. This comprises 358 units and have an associated 289 parking spaces. When combined with Phases 3B and 3C, this equates to a total of 656 units and 563 spaces i.e. a ratio of 0.86.

It can also be confirmed that the allocated parking spaces provided shall not be used for any other purpose than parking vehicles in connection with the residential development.

Unallocated parking

A Total of 28 additional on street parking spaces will be provided along with this phase of the development. These are unallocated spaces that will form part of the overall non allocated parking provision of 67 spaces required by the outline planning permission.

1.3 Electric Charge Points: Condition 69

Condition 69 of the outline permission states:

Prior to occupation of each phase full details of the electric vehicle charging points for each phase / sub-phase / to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for 20% of the approved parking spaces within that phase to be provided with electric vehicle charging facilities and 20% of spaces to have passive provision for possible future use. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

It is confirmed that the basement parking for phases 3B and 3C is inclusive of the 20% active and 20% passive provision. Given that there are a total of 274 car parking spaces, this equates to 55 active and 55 passive.

1.4 Condition 71

Condition 71 of the outline permission states:

Prior to the occupation of each phase hereby approved, a Car Parking Management Strategy for that phase detailing the following shall be submitted to and approved by the Local Planning Authority.

a. Location and layout of car parking spaces;

The layout of the parking spaces are set out in detail in the planning application drawings:

- 765_05_07_098 and 765_05_07_099 for Block F
- 765_05_07_150 and 765_05_07_151 for Block G

b. The allocation of car parking spaces

All parking detailed in the parking schedules set out in **Table 2** are to be built as the elements of phases 3B and 3C of the development. The necessary ratio of 0.8 will be available at any given stage.

The allocation of individual spaces is subject to determination at the time of sale and occupation of individual units. Freehold unit occupiers will have opportunity to purchase units on a commercial basis whilst for rent units will be allocated spaces on a commercial basis and/or in agreement with individual occupiers as managed by Metropolitan Housing acting as the landlord. The total number of spaces to be provided at these phases is limited, and as set out in the schedules, to ensure a similar, planning permission compliant, ratio of parking is available at subsequent phases of development.

The allocation approach repeats that agreed for phase 3a.

c. On-site parking controls and charges;

There are no proposed changes to the form or quantity of on street parking in the surrounding streets that form the current West Hendon Estate that require modification to existing parking controls at Phases 3B or 3C.

At this stage no charges are proposed for use of any unallocated spaces that may be available during or at the end of the phase. Any such spaces would be retained and considered for re-allocation in later phases if considered appropriate. Such an arrangement would be set out in the Parking Strategy for later phases and would be subject to agreement with the council.

Access to areas of basement and covered parking will be controlled by barriers and electric doors with access restricted to permit holders.

d. The enforcement of unauthorised parking;

The allocated parking provision will be monitored and enforced if necessary as part of the estate management from initial occupation. Such arrangements have been successfully used to manage and monitor parking space use in phase 1 of the development, brought forward under an earlier outline planning permission. New occupiers will not be able to apply for resident parking permits and any demand for non-allocated parking will be subject to the same controls as applies to the general public on surrounding roads.

e. Disabled driver parking spaces;

A total of 34 DDA compliant disabled parking spaces are to be provided within phases 3B and 3C of development. These are allocated as 25 spaces in Block F, 1 space in block G and 8 spaces for block H in line with the number of disabled access units coming forward within the blocks. Allocation of these spaces will follow the same approach as the general parking provision, discouraging the potential for disused spaces in line with the planning conditions for the development and the aspiration to minimise the risk of unused parking leading to pressures for overspill parking.

f. Electrical vehicle charging points;

At these initial phases, rather than providing 20% of the total number of spaces with a charge point on a nominal basis the intention is to ensure that all covered parking spaces will be potentially used for the purposes of electrical charging. The provision of car charging points will then be on-demand such that if required the provision would be more than twice that of the London Plan target.

g. Monitoring of parking in the development including electrical vehicle charging points and disabled spaces;

The uptake of both types of spaces will be continually reviewed during the marketing and occupation of phases 3B and 3C which will inform the strategy to be followed for later phases of development. This would enable review and modification of the strategy if considered appropriate and agreed with the council.

This monitoring will be continued thereafter as part of the Travel Plan monitoring and reported to the developer and the planning authority as required by the Travel Plan monitoring requirements associated with the planning permission.

h. Compatibility and consistency with the overall Car Parking Management Plan.

The strategy with regards to these initial phases is intended to inform subsequent phases and is compliant with the parking strategy set out within the Transport Assessment and transport section of the Environmental Assessment submitted with planning application. It is also consistent with the detailed Residential Travel Plan. The parking strategy for subsequent phases will evolve and update this strategy as consistent with the phased and total.

1.5 Condition 72

Condition 72 of the outline permission states:

Prior to the commencement of development within any phase of the outline scheme, a Car Parking Management Plan for the whole development shall be submitted to and approved in writing by the

Local Planning Authority. This will set out the overall approach to all elements of vehicular parking associated with the site wide development, including proposals for each phase.

The car parking strategy as described in relation to Condition 71 will be implemented for Phases 3B and 3C. This is alongside the existing strategy for Phase 3a of the development. As and when the phases come forward, a strategy specific to each phase will be submitted for approval.

1.6 Condition 80

Condition 80 of the outline permission states:

Prior to the occupation of each phase a full Delivery and Servicing Plan (DSP) for that phase shall be submitted to and approved in writing by the Local Planning Authority.

The servicing strategy covers the proposed arrangements for the anticipated day to day activity associated with the servicing of the residential properties that make up phase 3b/c of the scheme. These include refuse collection and the delivery of goods.

The various development blocks within the masterplan will eventually be serviced from a new highway network layout which is to be built in phases along with the elements of the masterplan. However, in its initial form Phase 3A is to be accessed and served from existing highway network with new roads being built that will form part of the new network when complete. The highway network that will be in place on completion of phase 3A is shown in Application Drawing Number:

- OX5236-001

The residential units are primarily served from cores that will both provide means of access for deliveries and will be focal point for bin stores for waste and recycling removal.

It is intended that recycling and waste collection will be carried out by the normal public waste collection service and hence the proposals take into account requirements for proximity to pick up points.

Deliveries take a number of forms with small deliveries requiring less space for vehicles to stop whilst larger vehicles have a more limited number of locations identified for major deliveries.

1.6.1 Refuse Collection

Refuse is to be collected through the Barnet Council's arrangements for residential refuse collection. On this basis it is assumed that all refuse collection points are required to be within 10m. The pick-up points for waste from the residential blocks have been positioned to be within 10m of where vehicles can collect the waste. It is considered that the normal practice of slow moving refuse vehicles travelling around the estate roads will be practical and that accordingly the refuse will be transferred to refuse vehicles on the carriageways. Any blocking caused to other vehicles will be intermittent and for short periods only. The internal bin storage details are provided on application drawings:

1.6.2 Bin Store Locations

The proposed bin store locations for blocks are shown on planning application:

- 765_05_07_121 for Block F
- 765_05_07_157 for Block G4
- 026-01-500_P2 for Block H

These are determined by service core locations and the need for every unit has a practical and convenient option for waste management.

Due to the constraints of the site some bins are located in underground car park enclosures or outside the required collection guideline distance, these bins will be presented at street level and/or at an agreed point on the day of collection. It is noted that it is not the responsibility of the Council to ensure these bins are presented at the agreed collection points.

1.6.3 Masterplan Refuse and Recycle pick and Delivery Points

Deliveries can be from a range of vehicle sizes and may involve short stops or longer parking requirements for pantechnicons delivering furniture etc... For these longer stays in particular locations have been identified where vehicles can stop without causing blockage. These are away from on street parking and junctions.

1.6.4 Commercial Units

The large commercial units facing onto Hendon Broadway will be serviced from a dedicated off street service bay accessed from Perryfield Way in the intermediate stage and from a shared space in the permanent stage as indicated on planning application drawing:

- OX5236-001.pdf

Smaller commercial units will be serviced from on street parking arrangements.

1.7 Condition 92

Condition 92 of the outline permission states:

Prior to the commencement of development within each phase the details of the highway works identified in the Pedestrian Environment Review System (PERS) audit within that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved improvement works shall be carried out at the applicant's expense under the S278 of the Highways Act 1980 and shall be completed prior to occupation.

A range of identified pedestrian highway improvement works are being implemented along with Phase 3a and in advance of the major highway works, and associated pedestrian improvements, that are planned for phase

4. No additional pedestrian facilities are required for Phases 3B and 3C. No action is therefore required at this stage.

1.8 Condition 94

Condition 94 of the outline permission states:

Prior to the commencement of the development within each phase of the outline scheme details showing turning space within that phase are to be submitted to and agreed by the Highway Authority prior to submitting to the Local Planning Authority for approval in writing.

The detailed layout of highways that will be constructed along with phase 3b/c are set out in planning application drawing:

765_05_07 - Ground Floor Plan in Existing Context_P1

The elements of the final roads that will be provided at this stage will tie into existing highways with shortest possible lengths of temporary alignments as necessary to provide practical gradients and acceptable geometry.

1.9 Condition 97

Condition 97 of the outline permission states:

Prior to the commencement of development within each phase of the outline scheme, the works to be undertaken to existing public highways within that phase shall have been approved in writing by the Local Planning Authority and implemented prior to the occupation of any of the residential units located within that phase. The development shall be implemented in accordance with such details as approved.

The following works are to be provided within phase 3a/b:

- Estate Road adjacent and access points to Block F5/F6 with temporary connection to Marsh Drive connection to Phase 3A estate roads
- Estate Road adjacent to and new access points to Development Blocks, with the exception of the need to retain Perryfield Way between blocks F and G/H ;
- Access points to Blocks F1 and F2 from Marsh Drive;
- Northern section of the main east-west pedestrian Corridor from The Broadway (towards York Park);
- Temporary Pedestrian Crossing to Perryfield Way with links through to the linear park.

1.10 Condition 98

Condition 98 of the outline permission states:

Prior to the commencement of the development of any purchase the details of the interim re-timing of traffic signals are to be re-submitted and approved by the Highway Authority in consultation with TfL prior to submitting to and approved by the Local Planning Authority in writing.

In order to determine that the highway modelling undertaken as part of the Transport Assessment dated March 2013 remains relevant, Automated Traffic Counts (ATCs) were undertaken on Monday 8th September 2014. These flows were then compared to the classified turning counts from Thursday 10th March 2011. The observed flows compared to the existing can be seen in **Table 3**.

		Northbound			Southbound		
		TA	New Data	Difference	TA	New Data	Difference
Station Rd	08:00-09:00	729	734	5	681	686	5
	17:00-18:00	644	630	-14	798	476	-322
West Hendon Broadway	08:00-09:00	606	364	-242	612	449	-163
	17:00-18:00	702	597	-105	614	548	-66
Perryfield Way	08:00-09:00	511	533	22			
	17:00-18:00	535	511	-24			

Table 3: Observed Traffic Flows

The most recent data shows the following:

- Station Road – largely similar flows with the exception of the southbound traffic in the PM peak hour.
- West Hendon Broadway – more recently observed flows significantly lower than within the TA in both directions.
- Perryfield Way – Similar flows in both the AM and PM peak hours.

From the observed flows it can be concluded that the general trend in the area has been a reduction in flows. Accordingly there is no proposed alterations to signal timings required to accommodate increased traffic flows in association with this interim situation.

CH2M HILL

Elms House
43 Brook Green
London W6 7EF
+44 20 3479 8000
ch2m.com

telephone
web