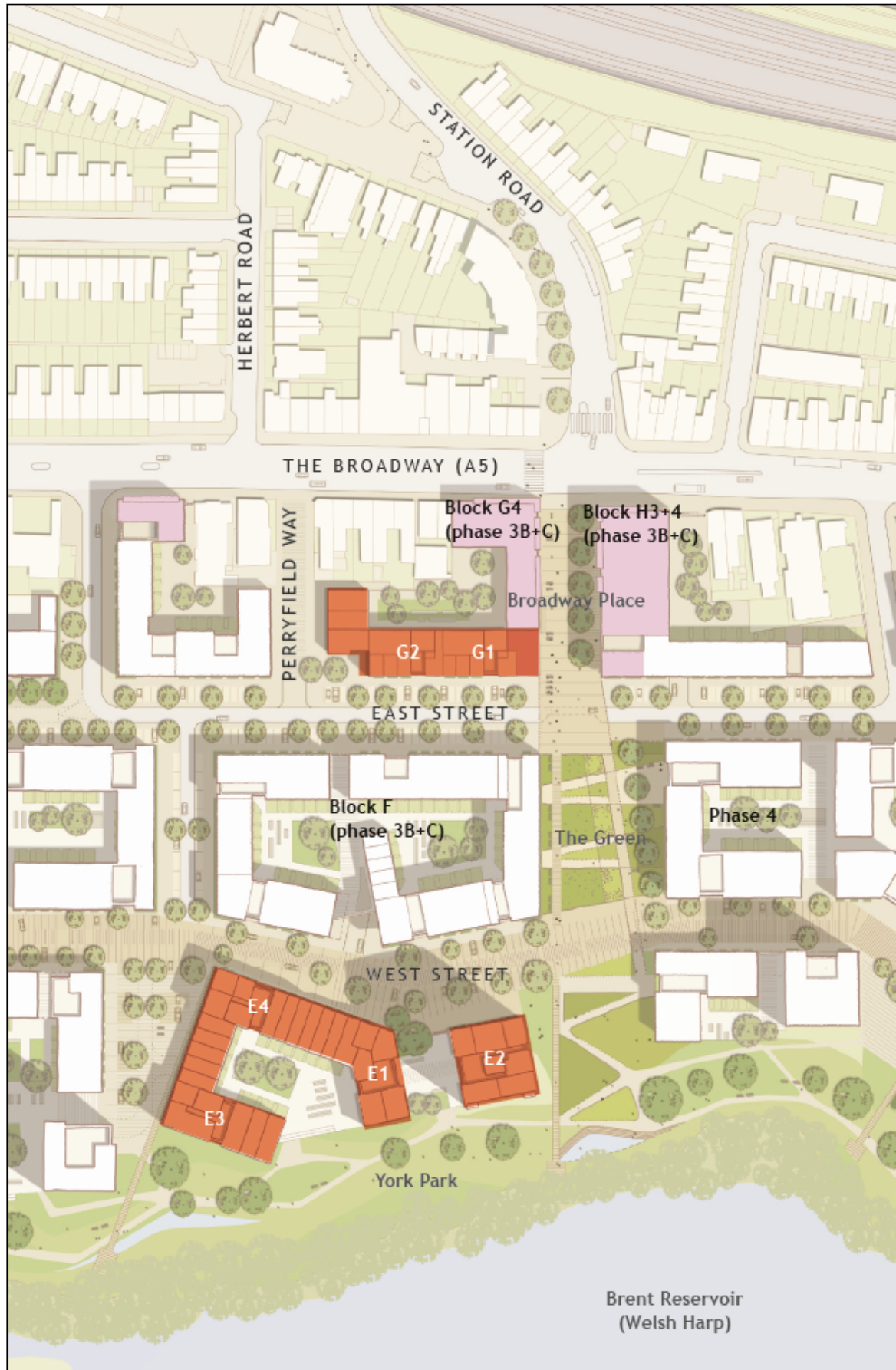
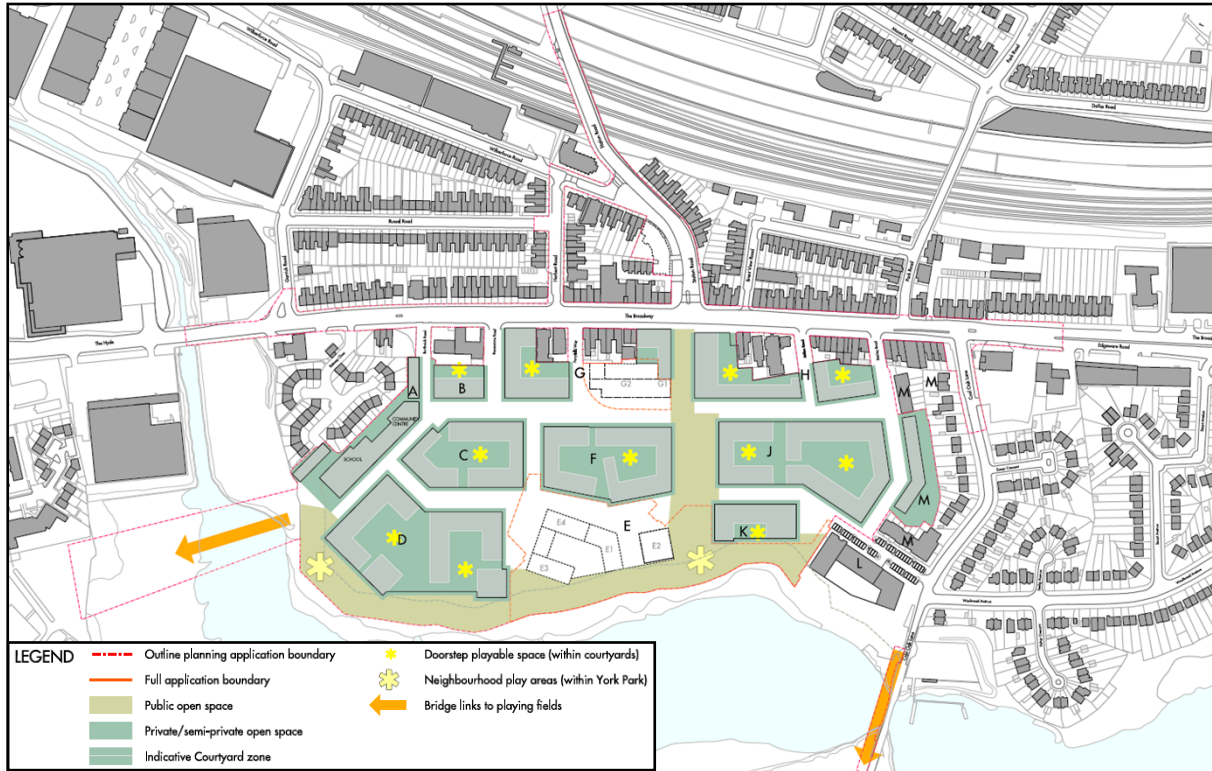


Appendix 10 – Scheme Progress



Appendix 11 – Landscape Parameter Plan



West Hendon – Phase 4 Reserved Matters

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DATE:	April 06, 2017	
PROJECT NUMBER:	GWHPAS/AJM/TN02	
REVISION NO.:	First Issue	
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Introduction

CH2M have been commissioned by Barratt Metropolitan as Transport Consultants to prepare a Transport Statement to support the reserved matters application for detailed permission of Phase 4 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.

This document is an addendum to the Transport Statement (TS) to address further comments on the transport impact of the development raised by consultees following review of the TS undertaken by London Borough of Barnet (LBB). This addendum report should be read alongside the TS.

Structure of Report

An email was received from LBB dated 31st March 2017 (See [Appendix A](#)) which highlights a series of points that require further clarification. The comment raised by LBB is presented in italics, followed by CH2M's formal response.

Road Adoption

LBB Comment - Which residential roads are being considering for future adoption? The London Borough of Barnet generally does not support the following on adopted roads:

- *Perpendicular parking*
- *Vertical deflection*

If adopted, 45 degree entry and exit at the end of on street parallel parking bays are required to assist street cleaning.

CH2M Response – It should be noted that all internal estate roads within the study area are intended to remain private. Therefore, the parking layouts provided within the TS is deemed acceptable and is in accordance with DfT document Manual for Streets. It should be noted that street widths have been kept narrow to act as a form of traffic calming with footways proposed on both sides. Where perpendicular parking is proposed a 1.2m wide buffer strip has been provided to separate them from the carriageway and will be used to aid manoeuvring without the need to widen carriageways.

Cycle Parking

LBB Comment - The proposed cycle parking fails to take into account the London Plan short stay requirement of 1 space per 40 units, which equates to provision for a further 15 cycles. Cycle parking in Block J states '27 cycles K1' and '10 cycles K2'. Is cycle parking for Blocks K1/K2 proposed in Block J?

CH2M Response – It should be noted that Block J and K basement is linked, so some of Block K's cycle spaces are also visible on the Block J drawings. Therefore, the spaces marked for K1 and K2 on the Block J drawing are actually some of the required allocation for Block K and not Block J.

LBB Comment - In total:

Block J = 347 cycle spaces.

Block K1/K2 = 76 cycle spaces

Block H2 = 68 H1 cycles / 63 H2 cycles

Therefore, the proposed provision is 591 cycle spaces. A total provision of 922 long stay spaces and 15 short stay spaces is required.

CH2M Response – The table below which is also referenced as **Table 2.2** within the TS Reserved Matters document for Phase 4 clarifies that there will be a total of 922 long stay cycle spaces within the site.

Table 1

Phase 4 – Location of Parking Provision

Location	Car Parking	Motor Cycles	Cycles
Surface Parking	94	0	0
Building H1	0	0	68
Building H2	13	0	63
Building J	389	26	496
Building K	72	4	265
Building M	0	0	30
Total	568	30	922

The Cameo Landscape drawings also indicate 46 surface level bike stands providing 92 short term spaces which is well in excess of the 15 required. Therefore the above cycle parking numbers should now be deemed acceptable.

Motorcycle Parking

LBB Comment - Motorcycle space provision has been based on 1 space per 20 car spaces, providing a total of 30 spaces. Have surveys of existing motorcycle demand at West Hendon been undertaken to provide confidence that this provision is sufficient?

CH2M Response – As stated and agreed with the Transport Assessment that was submitted during the outline planning permission ref: H/01054/13. For powered two wheelers, guidance has been taken from the IHIE Guidelines for Motorcycling which recommends 1 space per 20 car parking spaces. Therefore, the provision of 30 spaces is deemed acceptable.

Car Parking

LBB Comment - Details of the ramps (gradient/headroom) in Blocks J and K are required. Headroom details within the car parks will be required. Table 2.3 identifies 40 accessible car parking spaces in Block J. However, a total of 59 accessible car parking spaces are identified on Drawings 765_06_07_098 and 765_06_07_099. Provision in Block J is below that in Block H2 and K. Why?

Block H1 does not have internal parking. However, only one disabled space is located outside this block. Further provision adjacent to the block should be provided. In response to Condition 69, 20% active and 20% passive provision of electric vehicle parking points is proposed.

However, in response to Condition 71, rather than provide 20% of spaces with a charge point, passive provision at all covered spaces is proposed, with provision provided on demand. The latter does not meet London Plan active criteria.

The potential provision of bays on the Broadway, limited to 20 minute stays outside of the peak hours requires further detailed analysis and review.

CH2M Response – The following details for Blocks J & K have been provided below;

Table 2

Specifications for Blocks J & K

Block	Ramp Gradient	Car Park Headroom
J & K	1:10	Min 2.700m (Structural)
	(1:16 transition top and bottom)	Min 2.10 (With Service Void)

In accordance with the document Design recommendations for multi-storey and underground car parks its states within Section 4.3.6 that “the recommended minimum clear height or headroom, measured normal to surfaces, for vehicles is 2.10m”. All design and geometry assumes 100mm ground clearance beneath vehicles, which covers all standard cars.

With regard to the reference of Table 2.3 which identified 40 accessible car parking spaces in Block J, when compared to the total of 59 car parking spaces on Drawings 765_06_07_098 and 765_06_07_099. Block J and K basement is linked, so Block K’s car park is also visible on the Block J drawings. Therefore, the extra 19 spaces on the drawing are actually the required allocation for Block K and not Block J.

With regard to the statement on why the provision in Block J is below that in Block H2 and K is that the calculation itself is based on 1 accessible space per 1 WCA unit, however the scheme also had to incorporate accessible spaces from previous Phases 1 & 2 as detailed in the tables overleaf.

ACCESSIBLE PARKING provision**DESIGNATION OF PARKING IN PHASE 4**

Phase 4 use	465
Commercial	29
Phase 1&2	74
Total	568

CALCULATION OF ACCESSIBLE PARKING PROVISION**Phase 4 car spaces:** (1 accessible space per WCA unit)

Block H1	5 WCA units
Block H2	4 WCA units
Block J	33 WCA units
Block K	19 WCA units
Total	61 WCA units

Commercial and phase 1&2 car spaces: (10% of spaces accessible)

Commercial	29
Phase 1&2	74
Total	103

Total 11 accessible car spaces required (10% of 103 car spaces)**Total accessible car spaces therefore required: 72 car spaces****LOCATION OF ACCESSIBLE CAR SPACES:**

External surface	10
Block H	3
Block K	19
Block J	40
Total	72

Further provision of accessible spaces for Block H1 has been acknowledged and will be reviewed during detailed design to increase the number where possible.

In response to the 20% active and 20% passive provision of electric vehicle. It is envisaged that 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. Therefore the provision of car charging points will then be an on-demand basis. And if popular, the provision provided would be twice that of the London Plan target.

With regard to the comment of the parking along the Broadway and the reference that it should be more tightly controlled. CH2M can confirm that as part of the detailed design stage, the parking and on-street servicing along the Broadway is being reviewed and is subject to modelling outputs.

Condition 98

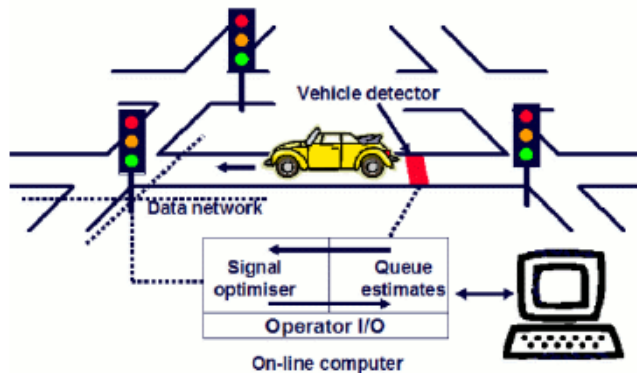
LBB Comment - The response to Condition 98 states: 'As there appears to be no overall increase in traffic it is not considered that any such changes are necessary to accommodate the additional traffic of the first units of Phase 4 in advance of the requirement for the major highway works.'

How many of the 1058 residential units permitted to be occupied prior to completion of the major highway works were actually being lived in at the time of the survey on the 6th June 2016?

CH2M Response – As stated within the original TA (Chapter 6); - at the end of Phase 3 the proposed redevelopment was modeled based on the predicted net increase of 497 residential units. The TA states that only minor modifications such as changes to the traffic signal timings would be required up to this threshold.

Using data supplied by the developer, a total of only 286 new units have been occupied to date.

Since the TA was written in 2013, TfL have implemented the program SCOOT (Split Cycle Offset Optimisation Technique) at all the key junctions along the Broadway. This program is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road (see image) therefore the SCOOT control would be expected to keep improving capacity by actively amending the signal timings until the major highway works are completed.



It should also be noted that from the observed flows collected in 2016 and referenced in the Reserved Matters TS that the general trend in the area has been a modest reduction in flows, hence the junctions should be working more effectively than what was originally reported in 2013.

There is also a budget allowance in the S106 for potential interim modifications to traffic signal timings if agreed between the developer and the highway authority. Which is subject to agreement with TfL, who would implement any changes.

The appropriateness of any such alterations is also likely to depend on the programmed implementation of the major works, which is yet to be determined. As there appears to be no overall increase in traffic it is not considered that any such changes are necessary to accommodate the additional traffic of the first units of Phase 4 in advance of the requirement for the major highway works.

Major Highway Works

LBB Comment - The following reviews have been undertaken of the proposed design drawings DWGWHPAS-C-DWG- 4400 and DWGWHPAS-C-DWG-4405 to 4410:

- A Technical Audit by Capita dated August 2016
- A Road Safety Audit by Capita dated October 2016
- A Designers Response to the Road Safety Audit by Ch2m Hill dated December 2016
- A Draft Road Safety Audit Exception Report by the London Borough of Barnet dated March 2017

The following points require clarification:

ACSLs are shown on the drawings within the RSA but not the West Hendon Phase 4 Reserved Matters

TS. If the ACSL's have now been removed, although this may slightly increase capacity for vehicles this would impact on the promotion of cycling. Please confirm what is proposed, whilst we confirm with TfL their stance on ACSL provision.

There are pedestrian and vehicle conflict areas on Stanley Road. Therefore, pedestrian safe areas may be required.

Can it be confirmed that the loading bay on Station Road is being removed.

TS Appendix A Drg. No. 058-H1-07-120 Rev P2, 058-H2-07-120 Rev P2 - No dropped kerbs for refuse collection points within 10 metre drag distance.

TS Appendix B Drg. No. DWGWHPAS-C-DWG-4412 – It looks like a refuse vehicle is to reverse onto a ramp and collect. Refuse will not collect from ramps and this will need to be a level surface.

TS Appendix B Drg. No DWGWHPAS-C-DWG-4413 – Milton Road access from A5 is very tight and may result in vehicle over-run and a maintenance issue.

TS Appendix C – Has agreement be made for collection of bins from the A5?

CH2M Response - Currently CH2M are undertaking the detailed design for the major highway works, with the emphasis that ACSL's will be provided at all junctions within the study area as identified on the design drawings in Appendix E of the TS. Conversations are ongoing with TfL at present.

CH2M can also confirm that the loading bay located on Station Road is not being removed and will stay in its current location. With regard to pedestrian and vehicle conflict areas on Stanley Road, the Shared Surface has been created in order to create a 'homezone' feel and act as a form of traffic calming, principally by means of geometry but with sympathetically detailed traffic calming measures where required.

Appendix B, identifies that this particular stretch of road will have traffic calming measures such as a ramp, therefore reducing vehicle speeds and removing the risk of pedestrian and vehicle conflict. With reference to Drg. No. 058-H1-07-120 Rev P2, 058-H2-07-120 Rev P2 - and the reference to no dropped kerbs for refuse collection points. CH2M can confirm that this will be investigated further during the detailed design stage and dropped kerbs provided where necessary.

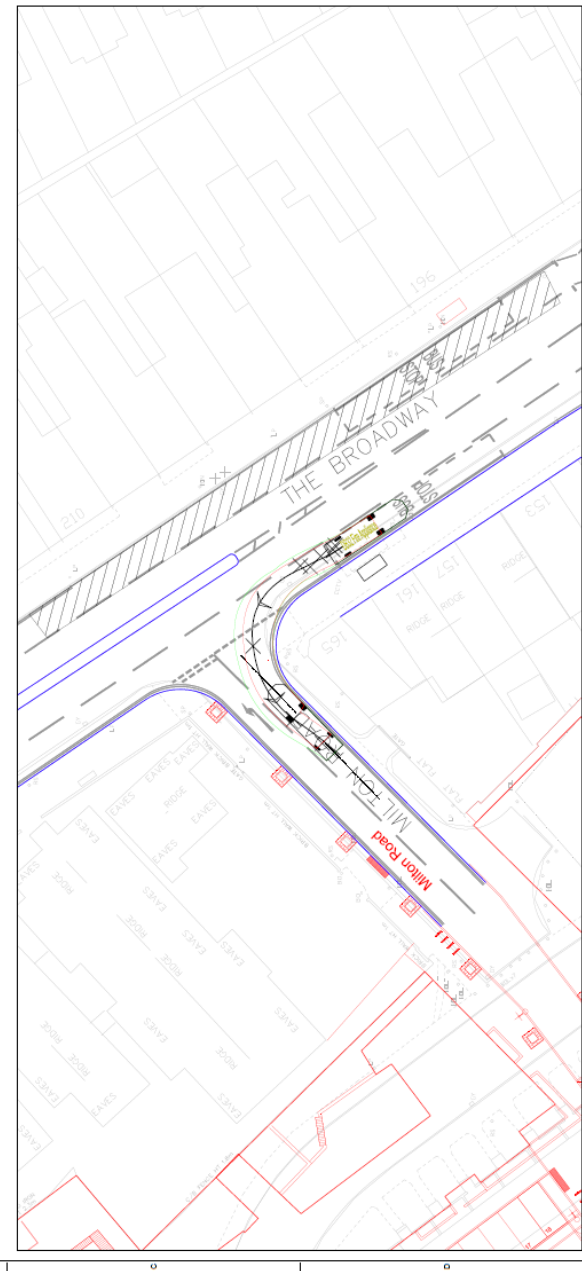
CH2M can confirm that no refuse vehicles will reverse onto a ramp for collection. This drawing error and confirm that all refuse will be collected at street level. Currently no agreement has been made for the collection of bins from the A5. However, it is envisaged that collection along the A5 would continue in its current form.

AutoTrack Assessment

With reference to the Milton Road access from the A5 being tight and that vehicles would over run the kerb and cause maintenance issues, a revised swept path analysis has now been undertaken using the standard practice vehicles such as a fire tender and is provided for reference as GWHPAS-C-SKT-MHW100 in [Appendix C](#).

It should be noted that Milton Road forms the minor secondary access to the site with Ravenstone Road being designed as the main access route from both the A5 and the site. Therefore it is envisaged that certain vehicles of a certain size would use this to gain access instead. It is expressed that a car transporter is required to turn from the A5 into Garrick Road/Wilberforce Road/Herbert Road between the North Circular and West Hendon Broadway. A swept path assessment has been undertaken and is provided for reference on drawing GWHPAS-C-SKT-MHW101 and is located within [Appendix D](#).

By widening the junction Radii of Herbert Rd/Broadway to 8m the tracking demonstrates that a car transporter can undertake the required turning movements successfully if required. It is recommended that the Toyota garage is consulted during detailed design to establish the necessary design vehicle and agreed servicing route prior to finalising the highway design.



Appendix 13 – Location of Tenure Types

