



156 West End Lane, West Hampstead

Response M-EC's representations on behalf of Travis Perkins

Introduction

1. 156 West End Lane is located within the London Borough of Camden and is currently made up of a Travis Perkins builder's yard and Wickes retail store at ground floor, plus ca.2,000m² of vacant office space above.
2. The site is bounded by Network Rail railway tracks to the south, the rear of properties fronting Lymington Road to the north and a publicly accessible Multi Use Games Area (MUGA) to the west. It is on the edge of (but not in) the West End Green Conservation Area, which lies immediately to the north. West End Lane runs along the site's western boundary and provides the sole point of access for vehicles. The site is bounded to the south by Potteries Path. This is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane.
3. A planning application was submitted by A2Dominion Developments Limited to London Borough of Camden, which sought to demolish all existing buildings at 156 West End Lane and redevelop the site to provide a residential-led mixed use development comprising up to 164 mixed-tenure homes, retail, office and community space – LPA Ref: 2015/6455/P.
4. Mewies Engineering Consultants (M-EC) were commissioned by Travis Perkins (an objector to the scheme) to undertake a further review of the Transport Assessment for 156 West End Lane over and above that already undertaken previously by Morgan Tucker on their behalf.
5. This Technical Note provides a response to the comments raised in M-EC's review.

Review of Transport Assessment

Existing Conditions

All network traffic count surveys undertaken for the purposes of evaluating the development's impact against baseline traffic conditions were undertaken in the second week of July. The DfT's Guidance on Transport Assessment is very clear as to when traffic count surveys should be undertaken so as to be representative of normal network conditions

6. The DfT's Guidance on Transport Assessment (GTA) was withdrawn in October 2014 and replaced by the National Planning Policy Framework, specifically Paragraph 32 of that document. Traffic surveys were undertaken in early July, with the date of collection carefully selected to best represent typical traffic conditions on West End Lane. One of the biggest influencers of traffic flow on local roads is school traffic - a check confirmed that schools were still open during the time of the surveys and that none had ended for the summer holiday recess. A check of other abnormal events was also carried out, which confirmed that there were no events planned which could influence the results of the traffic

surveys. Whilst not an ideal time to survey we consider that the surveys undertaken represented a valid basis for assessment.

It is noted from paragraph 3.3.8 that having carried out pedestrian flow counts; presented in table 3.1, it was concluded that the period 1800-19:00 recorded the maximum number of movements. However, it can be clearly seen that the period 0800 -0900 recorded the highest level of pedestrian activity 2054, when compared with 1969 for the period 1800 – 1900.

- The information contained in Table 3.1 appears to be incorrect, as the data presented therein was input prior to a re-check of the survey data. However, the data presented in Table 5.16, which underpins the pedestrian comfort assessment, is the correct data. The highest flow refers to that which passes along the footway immediately adjacent to the site.

Proposed Development

It is noted in paragraph 4.4.3 of TPP’s report that specific reference is made with regards to the Section 106 agreement. This asserts that any future occupiers of the building would be ineligible for on street parking. It is our understanding that under the Planning Act, any person/s bound by such an obligation can seek to have the obligation modified or discharged after five years. While this would be dependent on the obligation no longer being required or applicable; which is unlikely to be the case in this instance, the statement is in our view slightly misleading.

- Noted

Trip Generation and Mode Share

It is noted that in table 2 at paragraph 5.2.6 a possible typing error has resulted in inaccurate person trip generations being presented. Paragraph 5.2.2 has confirmed the vacant former office quantum as 2,401sqm. The information and figures in table 5.2 however reflect a floor area of 2,041sqm and therefore underestimate the person trip rate generated from the extant use. Any subsequent tables / commentary reliant on this information will also be inaccurate, and should be revisited to ensure accuracy of reporting.

- Noted. This is a typo. The floor area for the vacant office space is 2,401sqm but the trip generation for the baseline assessment is based on a floor area of 2,041sqm. However, this makes for a robust assessment of forecast transport impacts arising from the development proposals as the baseline trip generation for the site is slightly underestimated. The corrected net change in trip generation is presented below.

Mode	AM peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	-10	53	42	35	-13	23
Train	-10	12	2	8	-11	-3
Bus, minibus or coach	-9	6	-3	4	-10	-6
Taxi or minicab	0	0	0	0	0	0

Motorcycle, scooter or moped	-1	1	0	1	-1	-1
Driving a car, van or HGV	-21	-17	-39	-7	-10	-18
Passenger in a car or van	-1	0	-1	0	-2	-1
Bicycle	-1	3	2	2	-1	1
On foot	-7	6	-1	4	-7	-4
Other	0	0	0	0	0	0
Total	-61	63	2	46	-55	-9

10. As can be seen from the analysis above, because of the car-free nature of the proposed development vehicular trips to and from the development are predicted to reduce by 39 and 18 vehicles in the AM and PM peak hours respectively. Across all modes, the proposed development is expected to result in an additional 2 two-way trips in the morning peak hour and a reduction of 9 two-way trips in the evening peak hour.

Again the turning count survey carried out to examine vehicle movements to and from the Travis Perkins and Wickes premises was undertaken in a non-neutral month (July) and therefore unrepresentative of normal network conditions. Travis Perkins have confirmed that an annual drop in sales typically occurs around this period, which is further evidence that the results of the survey are inaccurate. The survey should be redone in a neutral month.

11. M-EC's statement confirms that the applicant undertook a conservative assessment of Travis Perkins' vehicular activity. Reassessing the vehicular activity at the access junction for a busier month would only serve to highlight further the positive effects of the proposed development by, effectively, removing even more HGV traffic from West End Lane.

In summary, we do not consider that the existing trip generations for the existing conditions have been accurately presented sufficient for us to say with confidence that the report is sufficiently robust and representative of normal conditions on the network and operations of Travis Perkins and Wickes premises.

Review of Road Safety

We have undertaken a further review of safety in light of the revised proposals and layouts post the above Road Safety Audits. The review was conducted by a qualified Road Safety Auditor (Team Leader) and consisted of a desk top appraisal only. The following issues were identified:

12. One of the mandatory requirements of HD19/95 is that the road safety audit team MUST undertake a site visit. Failure by M-EC to undertake a site visit therefore casts serious doubts over any comments made in relation to road safety at the proposed site.

Plan 30760/AC/26 was included for the previous audit review. This illustrated kerbed radii for the access/egress. It would appear that these have been omitted from the current proposals. As such we would raise concerns that overrunning of the adjacent footway could occur increasing the likelihood of conflict with pedestrians. In addition, vehicles on egress will overhang the northbound carriageway potentially resulting in vehicle to vehicle conflict, as well as hindering free flowing conditions.

13. TPP Drawing 30760/AC/041, included in the Transport Assessment, illustrates the vehicle swept path analysis and confirms that there will be no overrunning of vehicles on the adjacent footway.

The purposes of a Road Safety Audit is to identify safety issues and offer a possible solution to resolve or mitigate the issues

14. Noted and agreed. The applicant has sought to mitigate pedestrian and vehicular conflict by substantially reducing the volume of HGV traffic arising from the site access, therefore creating a safer environment for pedestrians and cyclists in this High Street location.