

THE LONDON BOROUGH OF BARNET (WEST HENDON
REGENERATION AREA) COMPULSORY PURCHASE

ORDER (No 2) 2016

And

THE LONDON BOROUGH OF BARNET (WEST HENDON MAJOR
HIGHWAY WORKS) COMPULSORY PURCHASE

ORDER (No 2a) 2016

SUMMARY PROOF OF EVIDENCE

ANDREW JAMES MILEHAM

FEBRUARY 2017

Planning Inspectorate Reference:

ENV/3164290

NPCU/CPO/N5090/77105



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Personal Statement

Personal Details

- 1.1 My name is Andrew James Mileham. I am an Associate Transportation Planner employed by CH2M. I am a member of the Institution of Civil Engineers and a member of the Institution of Highways and Transportation. My professional experience has been gained entirely in the field of highways and transportation, the last 10 years having been spent working on the transport aspects of major development planning application.
- 1.2 I am a member of the Institution of Civil Engineers as well as a member of the Institution of Highway and Transportation. I have extensive experience in the development planning, traffic and transportation planning and engineering fields.

Role in relation to Proposed Scheme

- 1.3 CH2M were appointed by Barratt London (part of and hereinafter referred to as the Developer) to produce and prepare transport-related design and documentation for a hybrid planning application in March 2013.
- 1.4 Since 2013 I have been appointed by the Developer to advise on matters relating to transport and highway to support the reserved matters application for detailed permission of Phase 4 of the Regeneration Project and to provide the necessary information to Barnet Council (the Highway Authority and Local Planning Authority) in respect of discharging a number of conditions of the outline planning permission ref: H/01054/13.
- 1.5 My evidence is given in support of CPO2a and the stopping up of highways required to implement Phase 4 and the Regeneration Project.
- 1.6 My evidence in regard to CPO2a is given on behalf of the Council. My evidence in regard to the stopping up of highways is given on behalf of the Developer.

Scope of Evidence

Introduction

2.1 My evidence has been produced in respect of the Major Highway Works which are enabled by CPO2a and constitute part of Phase 4 of the Regeneration project. I will also provide evidence on the need for stopping up of highways required to implement the Regeneration Project.

2.2 My evidence is structured as follows:

- *The current highway arrangement*
- *Proposed highway works*
- *Justification for CPO2a*
- *Stopping up of highways*
- *Responses to objections*
- *Set out my conclusions.*

The Current Highway Arrangement

Site Layout

- 3.1 Within my evidence I describe the West Hendon Estate and the adjoining area. The estate currently consists of a social housing estate with associated on street car parking. Some of these highways are subject to an application for their closure to allow the next phase of development, which is included in the detailed element of the hybrid planning application (see Core Document CDB.17 'Transport Assessment and Addendum').

Existing Highways Layout

- 3.2 I describe the existing highway layout within my evidence and that it comprises a network of vehicular and pedestrian routes very different in character from the surrounding area. It lacks a traditional hierarchy of streets and is severed from adjoining areas resulting in isolation. The estate sits to the west of and accesses onto the A5 via Perryfield Way. Phase 2 of the Regeneration Project connects directly to Cool Oak Lane. Perryfield Way and Cool Oak Lane connect to the south and north-east via the A5 which is a busy strategic arterial and distributor road that connects through to the Transport for London Road Network (TLRN), including the A406 North Circular Road, and the M1 Motorway.
- 3.3 To the east there is a connection to the A41 via the A504 Station Road/Herbert Road gyratory and to more local areas via Park Road. Cool Oak Lane also connects to residential areas to the west, providing links to wider areas west of the site.
- 3.4 The Hendon area is very conveniently located for the strategic highway network with the A406/A1/A41 and M1 all within 1 mile of the site. However the existing traffic arrangements are inefficient, the estate is isolated from the adjoining area and the highway layout contributes to the poor quality public realm. There are poor visual links between the existing estate and the A5 which deter connectivity by not providing an obvious desire line.

Proposed Highway Works

Planning Permission for the Scheme

- 4.1 I confirm within my evidence that the development of the project masterplan and the proposed hierarchy of streets will assist in reintegrating the estate with the wider area. The masterplan also includes new links and highways improvements targeted at resolving the issues.
- 4.2 Following revisions to the Masterplan the Developer submitted the part-detailed part-outline planning application (ref: H/01054/13) for the Scheme in March 2013 reflecting the hierarchy of streets referred to by Mr Heyns and associated highways improvements.
- 4.3 Planning Permission for the Scheme was subsequently granted on 20th November 2013 following the completion of the Section 106 Agreement (dated 19th November 2013) which includes a planning obligation on the Developer to deliver the Major Highway Works during Phase 4 of the Scheme. (See evidence of Mr Garner in Section 3.57).

Major Highway Works

- 4.4 Within my evidence, I have provided a description of the Major Highway Works is provided in Core Documents CDB.17 'Transport Assessment' under Section 4.5.4 on Page 19 and CDB.41 Section 4.31 on Page 14. A series of proposed highway drawings are also provided for reference within the Book of Plans under Plans 14 to 19.
- 4.5 The highway works comprise of:
- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the estate access road;
 - improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;

- provision of a two lane approach for the A5 northbound and Cool Oak Lane;
- provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
- carriageway widening to Station Road to create two lanes ahead and one right turn lane;
- Creation new public realm along Station Road providing an enhanced link to the rail station.
- widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
- removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;
- provision of controlled pedestrian crossing north of Borthwick Road on the A5;
- provision of controlled pedestrian crossing south of Stanley Road including a central island;
- removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
- creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by a means of a central kerbed median strip);
- reversal of one-way traffic flow on Herbert Road;
- closure of vehicular access to Stanley Road and Borthwick Road;
- provision of a right turn lane into Garrick Road from the A5;
- Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
- Re-provision of the bus stand from Perryfield Way to Wilberforce Road.
- General public realm improvement across the Broadway and adjoining footways.

Justification for CPO2a

Link between the Major Highway Works and Phase 4

- 5.1 CPO2a is required to implement the Major Highways Works which constitute an integral part of Phase 4 of the Regeneration Project. The 2013 planning permission requires the Major Highway Works to be implemented part way through Phase 4. Without completion of the Major Highway Works Phase 4 of the Regeneration Project cannot be completed and later phases cannot be implemented. The overarching benefits resulting from and justification for the Regeneration Project are considered in the evidence of Mr Bailey.

Benefits of the Major Highway Works

- 5.2 Within my evidence I have described the significant benefits resulting from the Major Highway Works can be summarised as follows:
- Increasing traffic capacity and mitigating transport related impacts of the Regeneration Project.
 - Increasing traffic movement efficiency
 - Improving access to the overall area
 - Enhancing the image, character and attractiveness of the local area
 - Providing an impetus for the wider regeneration of Hendon Broadway by providing a more attractive environment and public realm encouraging further new investment in the area and
 - Removing the undesirable gyratory traffic movements

CPO Land Requirement

- 5.3 Within my evidence I have set out, the inclusion of the land and new rights sought in CPO2a. Each and every parcel of land and rights included within CPO2a is required to enable delivery of the Major Highway Works. Certain lands are proposed to be acquired to deliver significant physical changes to junctions including the necessary associated visibility splays or new pedestrian links and public realm improvements such as the enhanced vehicular and pedestrian link between The Broadway and Hendon Rail station.
- 5.4 Rights in land are also sought to enable completion of the scheme. The majority of rights sought are required to deliver improvements to the public realm and pedestrian footways along The Broadway. Currently a considerable number of privately maintainable accesses and frontages exist along the Broadway where some uncertainty exists as to whether these frontages hold highway status.
- 5.5 CPO2a will allow these frontages and accesses to be resurfaced so that the public realm across the private and publically maintainable land/highway is consistent. This will offer pedestrians safe, more accessible surfaces to pedestrian footways and provide enhanced public realm.

Proposed Stopping up Order

Stopping Up Submission

- 5.6 I conclude that the developer has submitted an application for the stopping up and improvement of parts of these highways to the extent needed to enable Phase 4 to be built out in accordance with the Planning Permission.
- 5.7 To date [6] stopping up orders have been confirmed to enable delivery of the Regeneration Project. As implementation of the Regeneration project proceeds the further highway orders will be required. A phased programme for the delivery of highway orders has been agreed with the highway authority. This involves only stopping up highways when required to deliver the scheme and implementing stopping up orders when rights are no longer required or when alternative means of access has been provided.

Description of the area of highway affected by the stopping up order

- 5.8 The area of highway which is proposed to be stopped up as part of Phase 4 has been illustrated upon Plans 12 & 13 and is provided for reference within the Book of Plans.

Reasons for the Stopping up Order Application

- 5.9 Within my evidence, it is described that it is necessary to stop up highways within Phase 4 because the Regeneration Project adopts a fundamentally different street and building layout to that which currently exists. Without confirmation of the Phase 4 Stopping up Order the land required for Phase 4 will remain encumbered by the existing highway rights, in such a scenario it would not be possible to deliver Phase 4.

Impediments

- 5.10 I confirm that to date highways orders have not represented an impediment to delivery of the Regeneration Project. Because stopping up orders will not be implemented until rights are no longer required or alternatives are provided I do not consider that any subsequent highways orders will constitute an impediment to the delivery of Phase 4 or subsequent phrases of the Regeneration Project.

Stakeholders

Matters Agreed with Transport for London and the London Borough of Barnet

Consultation Discussions with TfL

- 6.1 I confirm that Pre-application meetings with TfL in relation to the Scheme were held on: 10th September, 26th November, 17th December 2012 and 7th February 2013.
- 6.2 TfL were also party to pre-application discussions with the GLA held on 6th September 2012 and 4th January 2013. The Council consulted TfL in relation to the planning application submitted for the Scheme. By a letter dated 26 April 2012, TfL provided comment on the Transport Assessment as submitted in support of the planning application. The Developer responded to the comments submitted by TfL in the Addendum Transport Assessment dated June 2013.

Consultation with Partnership Board

- 6.3 I can also confirm that I've attended West Hendon Regeneration Partnership Board (the Partnership Board) meetings to explain Major Highways Works on two separate occasions during September 2016 and December 2016.

Objections

- 7.1 Responses to these objection themes have been collated in document [CDD.02]. I refer to the specific objections below to which I respond.
- 7.2 The Secretary of State has received objections against the confirmation of the Orders (As provided within the Core Document CDD.01). A schedule of objectors for each order is in the Core Document library at CDD.03 and CDD.04
- 7.3 Although a number of individual objections were made it has been possible to identify a number of common themes in these.
- 7.4 Responses to these objection themes have been collated in document [CDD.02]. I refer to the specific objections below to which I respond.

Group 1 Theme 5: Strain on Local Transport

- 7.5 The objections claim the development will have a negative impact on local transport. I respond to this objection along with Mr Garner. My responses to this objection are in paragraphs 2.36 and 2.37 (page 7) of the Objections Document [CDD.02].
- 7.6 Overall I consider the Regeneration Project will have a positive impact on the local transport network.

Group 1 theme 9: Adequacy of Local Services & Infrastructure

- 7.7 The objections claim that local services such as healthcare and secondary school education are overstretched and that the scheme could have a negative impact on the quality of these services.
- 7.8 I respond to this objection along with Mr Garner. My responses to this objection are at paragraphs [2.62] of the Objections Document [CDD.02]

Objection group

- 7.9 The objections raise a number of concerns in regard to the acquisition of their interests at plots 9, 10, 11, 12, 13 and 14 comprising No229 West Hendon Broadway and adjacent land.
- 7.10 I respond to this objection along with Ms Blackman. My responses to this objection as at paragraphs [7.3] of the Objections Document [CDD.02]

Conclusion

In my conclusion, I have described that

- 8.1 The implementation of the Major Highway Works forms an integral part of the Regeneration Project, without completion of the Major Highways Works Phase 4 cannot be completed.
- 8.2 The Major Highway Works are necessary in order to accommodate the additional demands placed on the local road network as a result of the implementation of Phase 4 and subsequent phases of the Regeneration Project.
- 8.3 The works will result in significant improvements to highway safety and traffic flow along Station Road and The Broadway.
- 8.4 In order to deliver the Major Highway Works within a reasonable timeframe and budget it is necessary for compulsory purchase powers to be confirmed to enable assembly of the land interest specified in the Order schedules and plans.
- 8.5 The Regeneration Project fundamentally alters the street layout within the West Hendon estate. To deliver the new street pattern required to enable Phase 4 it is necessary to stop up a number of highways.



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