

Agenda Item 03

Supplementary Information

Planning Committee on 9 March, 2016

Case No.

15/4226

Location Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH
Description Details pursuant to condition 17 (Construction Logistics Plan) relating to planning application reference 13/3682 dated 04/02/2015 for full planning permission sought for demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended

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1. Amendments to objections previously received from APRATA, KRRRA and KTRA

The Applicant met with local residents associations and have provided further information subsequent to the that meeting and following this all the local residents associations who had originally objected to the proposal (APRATA, KRRRA and KTRA) accept Chamberlayne Road as the location for an off site loading bay and no longer object to this element.

However the RAs still have concerns surrounding the following:

RA concern	Applicant Response
Vehicles removing spoil and delivering on-site approach the site from the Brent Cross area via the A5, A41, Carlton Vale and Kilburn Lane, entering and leaving the site via the Banister Road entrance. The routing shows that vehicles leaving the site will turn left into Banister Road, then left into Chamberlayne Road, then right along the Harrow Road to rejoin the North Circular Road at Stonebridge Park. We object to that because it will add up to a peak of 41 extra HGVs per working day to the existing traffic in Chamberlayne Road, the two pinch-points in the last section of Kilburn Lane and the congested centre of Harlesden. During the first 19 weeks that will be under the existing conditions, after that the unloading bay comes into operation and there will be HGVs as wide as buses competing for space to pass a lorry in the bay. We have asked the applicants why the vehicles cannot simply turn right and return the way they came, via Kilburn Lane and Carlton Vale, etc. They have not rejected that idea but have yet to come up with an answer, or better still, agreement that vehicles can return by that route. Vehicles will be reversed into the site under the control of banksmen. They will be driving forwards when leaving and the banksmen can assist with the right turn if necessary.	The routing of vehicles to and from the site, was agreed through Brent Network Management team. Vehicles arriving from the east and departing from the west was the Council's preferred arrangement. Our highways consultant has put the query to Paul McDonagh in the Network Management Team, and is waiting for a response. From our point of view we are happy to accept either a left or right turn for vehicles exiting the site, so this will be down to Brent Network Management team to advise.
The vehicles using the Chamberlayne Road unloading bay would still need to depart via the Harrow Road. Regarding their arrival, we asked whether a swept path analysis has been done to ensure the vehicles can turn left from Banister	A swept path analysis has been undertaken to demonstrate how HGVs will turn from Banister Road into Chamberlayne Road. This shows that an HGV can make this turn comfortably with the existing stop lines maintained.

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into Chamberlayne without overruling the nearside kerb or coming into conflict with northbound traffic waiting at the lights. Again the applicants have not yet confirmed this. The 316 bus does struggle to make this turn if northbound vehicles have ended up in the cycle box and tight against the centre of carriageway line. On some previous occasion, it was found necessary to temporarily relocate the stop line further back down Chamberlayne Road in order to cater for large HGVs.

The 3 bays on the west side of Chamberlayne south of the bus stop were originally shown as being "no waiting" and subsequently also "no loading/unloading" only during the proposed operational hours of the unloading bay opposite, i.e. 9:30am to 3:30pm. We seek confirmation that those times will now change to reflect the changes in the operational hours of the unloading bay and that the relevant Traffic Order(s) will be amended accordingly.

The 7 or 8 bays outside Chamberlayne Mansions are heavily used and those vehicles have to park somewhere. We wish to ensure that the resident users have been made aware of alternative places for them to park, particularly if the only alternative spaces happen to be in a different zone, which will require special arrangements, as was done for vehicles displaced by the Thames water mains replacement work which were allowed to use an adjacent zone.

We understand that as well as businesses being able to use the unloading bay during operational hours when unloading is not taking place, it would be possible for a single delivery vehicle to share the bay with the lorry. We understand that marshalls will be present to supervise the bay and to control and direct traffic, and to try and prevent unlawful parking by delivery drivers and minicabs (there is a minicab office amongst the shops). However they do not have statutory powers to control traffic and should there be ongoing problems, we have suggested that Brent should permanently allocate a Traffic Warden to the site when unloading is taking place to enforce the regulations and keep traffic moving. The applicants have indicated that they would likely be prepared to defray any addition cost that might be incurred in providing that facility.

The use of Chamberlayne Road for the unloading bay requires the southbound bus stop to be moved about 35 metres south, but not the shelter, which although providing fairly minimal shelter from the weather does also provide seating. From observation this stop is regularly used throughout the day by elderly and infirm persons, therefore we would ask that arrangements are made with TfL to either move the shelter along with the stop, or provide a temporary shelter, in order to give some protection for the more vulnerable, particularly as the project will encompass two winters.

The timing of the suspension of these bays will be changed to the new hours of 9:30 – 3:00 and 9:30 – 2:30. The TRO will be updated accordingly.

9.30am to 2.30pm for the first 30 weeks
9.30am to 3.00pm for the next 35 weeks
9.30am to 2.30pm for the last 10 weeks

We have undertaken an updated parking survey to understand the impact of the suspension of parking bays, and the results of this have just been received. IT shows that there is more than sufficient capacity to accommodate any displaced parking from the suspended bays. This information will be provided to officers this afternoon who will be able to draw conclusions from this.

The provision of a dedicated parking enforcement officer is something that only Brent Council can consider. We have raised with officers as a suggestion. We would be happy to discuss how this might work in practice. We will have our own dedicated site operatives who will manage deliveries within the loading bay, and ensure that traffic on Chamberlayne Road continues to run smoothly.

It is not normal practice to move bus stop shelters, or provide temporary shelters, and this is a TfL issue, however, given the length of time involved here, we have been in touch with TfL to see if they would accept a temporary shelter.

While the westbound bus stop in Banister Road does not move, the shelter is going to be removed to allow demolition of the site wall. Again this stop is regularly used by the elderly and infirm who would be affected by the removal of the shelter for an unspecified period. This shelter also contains a CIS display. Our suggestion is that as the shelter is going to be uprooted, it is not taken away but turned round to be back-to-the-road. This would be the same configuration as most of the other stops in the area and would actually provide greater protection. Also to put the shelter back against the site boundary might interfere with the access to, or windows of, the retail units in the ground floor of the development. We ask that the council also take this up with TfL before the shelter is removed.

It is not possible to retain this bus stop shelter, due to the proximity of the footpath and roadway, to the development site. However, having discussed with our construction team, they are looking at accommodating some sort of shelter beneath the scaffold of the development.

2. Further supporting information

The Applicant has provided further supporting information including additional traffic management design drawings and visual animations of HGVs.

3. Transport for London (TFL)

A letter has been received from TFL in respect of the proposed off site loading bay on Chamberlayne Road and amendments to bus facilities. The letter outlines why TFL consider Chamberlayne Road the most suitable location for the loading bay.

TFL have considered Chamberlayne Road, Banister Road and Kilburn Lane. In their assessment TFL have given consideration to the following:

- Road safety
- Frequency and reliability of services
- Ability to relocate bus stops in order to minimise disruption to services
- Maintaining existing routes and avoiding diversions
- Maintaining convenience to bus passengers
- Avoiding additional mitigation and associated costs to accommodate bus diversion
- Duration of temporary arrangements

Chamberlayne Road:

- The proposed facilities on Chamberlayne Road require no diversion of existing bus services
- The relocation of the bus stop on Chamberlayne Road represents a minimal change to the existing arrangements
- TFL's view is that the proposed suspension of three parking bays opposite the proposed loading bay on the western side of Chamberlayne Road will increase the effective road width, and the developer has provided sufficient width to enable unhindered access for a bus into the bus cage. On the eastern side of Chamberlayne Road access for buses into the bus cage will also be improved as buses will not be required to manoeuvre around parked cars.
- The bus cage on the western side of Chamberlayne Road is maintained in its current location, whilst on the eastern side the bus cage is moved only 35 metres to the north. These changes will cause negligible inconvenience to bus passengers.
- In order to prevent delays to bus services during the morning and evening peak periods the developer has agreed to limit use of the loading bay to avoid morning and evening peak periods. During peak times buses will operate normally.

Banister Road:

- In order to facilitate the loading bay bus stops on either side of Banister Road would have to be removed and relocated. Relocation of either bus stops east along Banister Road is not considered acceptable, on the basis that it would be required for a period of approximately 18 months, cause inconvenience to bus passengers and require suspension of existing parking bays.
- More importantly TFL consider that the occupation of a HGV in a loading bay on Banister Road would cause significant delays to all traffic (including bus services) at the signalised junction of Chamberlayne

Road/ Banister Road. As a consequence TFL consider that in order to maintain service reliability diversion of bus services along Harvist Road would be necessary. This is not acceptable for an 18 month period, since an alternative and preferred solution exists by locating the loading bay on Chamberlayne Road.

Kilburn Lane:

- From a bus perspective a loading bay on Kilburn Lane would be an acceptable solution since it would not require any diversion of bus services or relocation of bus stops. It is accepted, however, that Kilburn Lane is a residential street with significant levels of residential parking, and that to accommodate HGV traffic it would (i) have to be converted to one way operation and (ii) require the suspension of residential parking bays for an 18 month period.

Recommendation: Remains approval

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