

Design and Access Statement Addendum
MHE/OPA/11.1

Mill Hill East
Planning Application
August 2010



responsive, intelligent, enduring **design**

INGLIS CONSORTIUM



Design and Access Statement Addendum MHE/OPA/11.1

Mill Hill East Planning Application
August 2010

*This document is to be read in conjunction
with the October 2009 version.*

***The section in this addendum document replace
the commensurate sections in the original documents.***

The Inglis Consortium

Annington Property Ltd
VSM Estates Ltd
London Borough of Barnet

Design Team

Planning Consultants - GVA Grimley
Masterplanners - PRP Architects
Landscape Architects - Allen Pyke Associates
Transport / Highways Engineers - Halcrow Yolles
Sustainability / Energy Consultants - Parsons Brinckerhoff
Environmental - Halcrow Yolles



responsive, intelligent, enduring design



3.04 Local Connectivity

Partingdale Lane to the north of the site has recently been re-opened to traffic but due to its character has limited capacity. The site has a public transport accessibility level (PTAL) of 1 to high 2. Three bus services pass along the adjacent roads of Bittacy Hill and Frith Lane, and much of the site is within 400 metres of an existing bus stop. Proposals for diversions of bus routes through the site will lift some access to PTAL 3.

Mill Hill East Underground Station is a terminus to a secondary branch off the main High Barnet branch of the Northern Line, providing direct public transport access to Central London.

Public footpaths in the area connect Mill Hill East with the London LOOP and Capital Ring long distance footpaths.

Footpaths connect the northern edge of the site to the open countryside and to Woodside Park via Lullington Garth. A footpath known as Lovers Walk connects Frith Lane to the riverside walk along Dollis Brook in the east known as the Dollis Valley Greenwalk. Enhanced pedestrian connection across Bittacy Hill will be provided as part of the development, between the site and Bittacy Park to the west.

The pedestrian crossing facility as part of the new junction between the western end of the proposed link road and Bittacy Hill, will provide enhanced access to the pedestrian and cyclist routes along Sanders lane and the associated disused rail line links to the west of the site.

Proposals for Bittacy Hill will provide hard paved connections to the south and to various on / off road routes including Dollis Brook.

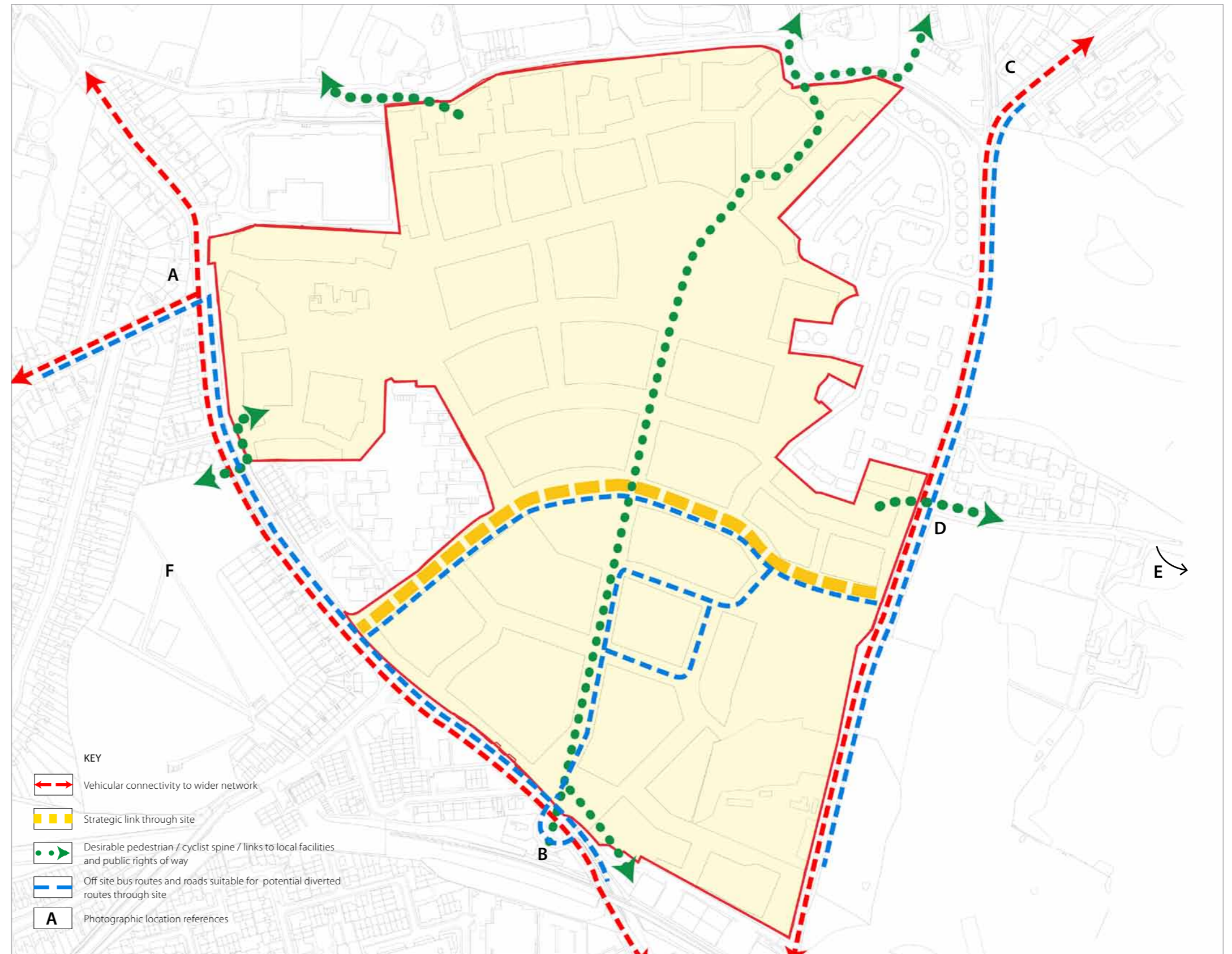


Figure 3.6 Local connectivity diagram

*Addendum note
Additional potential diverted bus routes
through site and key amended*

4.07 Vehicular and Transport Links

The development of the new community at Mill Hill East will enable enhanced connectivity with the wider area.

The provision and locations of the various access points to the site will be the only matter which is not reserved as part of the Outline Planning Application.

Opportunities for access to the site are limited by the following:

- Areas of land around the perimeter of the site which are not part of the application, including the NHHT retained land, Bittacy Business Park access from Bittacy Hill,
- Limitations on proximity to existing highway junctions on Bittacy Hill and Frith Lane
- Restrictions to visibility imposed by retained trees or level changes

Five vehicular access points from the surrounding highway network are proposed to the development site.

In the northwest corner of the site the existing access point is to be retained. It would not be physically possible to create a new access further south because of the junction of Engel Park with Bittacy Hill opposite and the level difference between the site and Bittacy Hill and the location of important trees further south.

It is proposed that the existing access point from Bittacy Hill into Bray Road on the site should also be retained. This will enable NHHT to maintain their existing access arrangements to the retained land and would also provide the best opportunity for an efficient layout to be achieved on the development land. This will form the western end of the strategic link road through the site.

A new access from Bittacy Hill into the site is proposed opposite Mill Hill East Underground Station. This would be limited to bus routes through the site along the local High Street and for a limited amount of drop-off parking to the retail facilities. The location of the junction between Bittacy Road and Bittacy Hill opposite will dictate that the new access is located directly opposite Bittacy Road.

A new access is proposed from Frith Lane immediately south of the Scout Camp land to serve the Employment zone within the development. It is intended that there would not be a vehicular link from this access to the main part of the site, so the amount of traffic using this junction would be limited.

A new access is proposed from Frith Lane into the site north of the Scout Camp land. This will form the eastern end of the strategic link road through the site.

The vehicular access from Frith Road approved as part of the Annington / Countryside site will be connected to the street network within the proposed masterplan.

As part of the sustainable transport strategy for the site, it is proposed to divert existing bus service routes to ensure that as much of the development as possible is within a 5 minute walk, (240 metre radius) of new bus stops on the site, or existing stops in the roads surrounding the site. Discussions on these proposals have been undertaken both with LB of Barnet highways officers and Transport for London to obtain their comments on the preferred strategy.

It is currently proposed to divert the existing 221 and 382 services through the site along the primary east - west link road and down the High Street with new stops provided in the north west corner of the public square.

4.08 Inclusive Access

The creation of a residential environment which enables equal enjoyment and accessibility for people with disabilities as well as able bodied residents, is a primary requirement of the new community at Mill Hill East. The needs of all potential future users should be considered to ensure that access to facilities will not be limited by any form of disability.

All paved areas and footpaths through public open spaces should be easily negotiable by a person in a wheelchair. Because of the steeply sloping nature of parts of the site, care will be needed to minimise the instances of steeper gradients within the public realm and to ensure that as many dwellings as possible have the capacity for mobility access. All buildings on the site including dwellings, work places, retail and community facilities should have level thresholds at main entrances. The gradients diagram, Fig 4.31 illustrates the likely distribution of varying street gradients across the site. Particularly within the Central Slopes character area, blocks will be orientated generally along the contours to maximise the opportunities for mobility thresholds.

The most steeply sloping streets in the Central Slopes area are between 1:9 and 1:12 gradient. They incorporate a sloping, shared surface zone, an adjacent stepped path for able bodied people, and a sequence of 1:12 gradient ramps and landings around a series of pocket spaces.

In compliance with policy MHE-MF4 a minimum of 10% of the new homes on the site will be wheelchair accessible and 100% should meet Lifetime Homes standards unless there are specific issues relating to the site topography which prevent it. For more information and guidance on responding to the requirements of Lifetime Homes refer to Section 3.22 of the Masterplan and Design Principles document.

The following should be provided to ensure equal access and movement around the various areas of the masterplan:

- Dropped kerbs at all pedestrian crossings
- Raised kerbs at bus stops to enable ease of access
- Pavements to be a minimum 1800mm wide
- Reflective band on bollards at pedestrian crossing points to assist visually impaired people

Where vehicles cross the pavement at garage entrances or from traditional into shared surface streets, the following measures should be adopted:

- Drivers to be aware that pedestrian priority
- Blister pattern or similar tactile paving each side of crossing as warning to visually impaired people – ‘proceed with caution’.

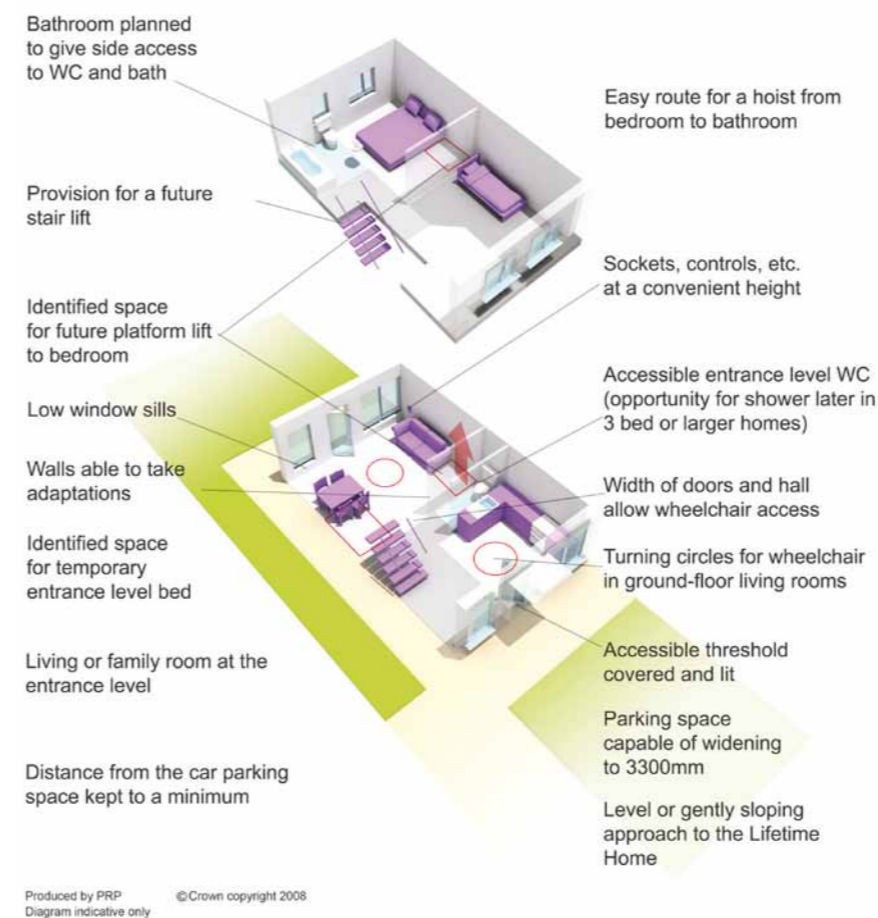


Figure 4.30 Diagram illustrating Lifetime Homes requirements

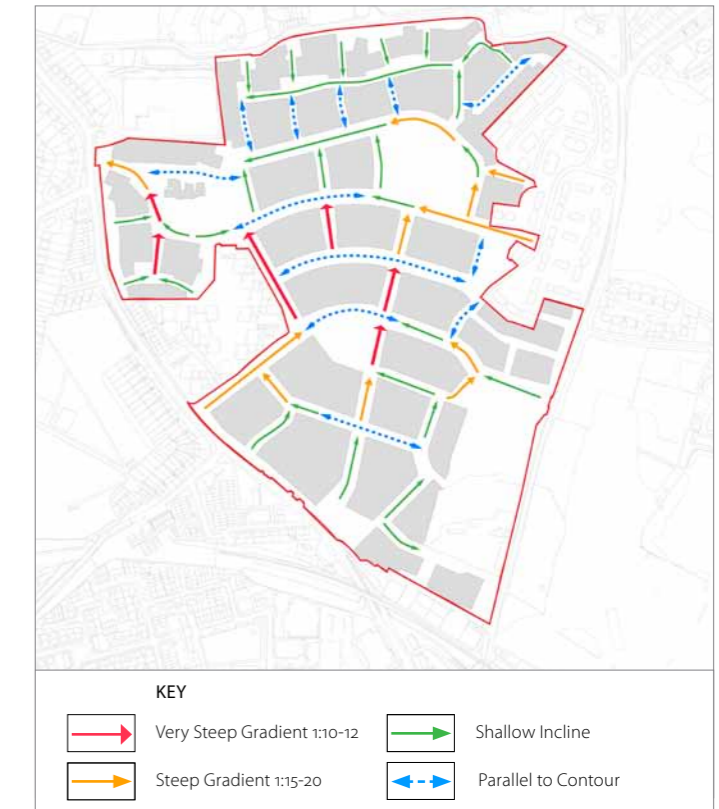


Figure 4.31 Accessibility strategy

Addendum note
Minimum pavement width increased to 1800mm. This page should be read in conjunction with the separate Access Statement which has been submitted with the supplementary information.



*responsive, intelligent, enduring **design***

PRP Architects Ltd Ferry Works . Summer Road . Thames Ditton . Surrey . KT7 0QJ

Tel +44 (0)20 8339 3600 . Fax +44 (0)20 8339 3636 . www.prparchitects.co.uk

INGLIS
CONSORTIUM