



Havering and Wates Regeneration LLP

CHIPPENHAM ROAD, LB HAVERING

Transport Assessment Addendum



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Transport Assessment Addendum

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WSP

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1 INTRODUCTION

- 1.1.1 This Transport Assessment Addendum has been prepared by WSP on behalf of Havering and Wates Regeneration LLP ('the Applicant') to support a planning application for residential redevelopment at land bounded by Chippenham Road, Kings Lynn Drive, Dartfields East and Dartfields West, Harold Hill, Romford, RM3 8HW, located in the London Borough of Havering (LBH) ('the Site').
- 1.1.2 The Proposed Development seeks to bring forward: "Redevelopment of the Site and the erection of four residential blocks to provide affordable housing units, landscaping works, car parking, cycle parking, plant and associated works."
- 1.1.3 The Transport Assessment Addendum has been prepared in response to comments received from officers at London Borough Havering (LBH) during the planning determination period for the planning submission, ref: P1150.24.
- 1.1.4 As part of the planning application submission [PA ref: P1150.24] a Transport Assessment (WSP, August 2024) was submitted. LBH Highways officers have since reviewed and raised comments as summarised below:
- The proposed off-site car club space on the public highway would not be acceptable to the Highway Authority. The Highway Consultant should consider the feasibility of providing a car club space on the site.
 - The parking bays at the northeast part of the site, will need to be stopped up to enable for this development. A Section 247 Stopping Up Order is sought and should be properly secured by Condition/Obligation within an Agreement under Section 247 of the Town and Country Planning Act 1990.
- 1.1.5 This Transport Assessment Addendum will address these two comments in turn in the remainder of the report.

2 CAR CLUB SPACE

- 2.1.1 In the Transport Assessment (WSP, August 2024) submitted as part of the planning application [PA ref: P1150.24], it was stated the development proposals will include the provision of a car club space on-street, the location of which will be confirmed through discussions with a car club operator and LBH.
- 2.1.2 In comments received from LBH during the planning assessment period, LBH has requested the car club space be provided on-site.
- 2.1.3 It is suggested the location of the car club bay is discussed further with LBH and potential car club operators post application to identify a suitable location for all parties, and to ensure a car club operator is onboard.
- 2.1.4 Further to a discussion with the design team it is not possible to provide an additional parking space on-site to accommodate a car club bay, instead it is suggested to provide the car club space on-site using one of the currently proposed parking spaces fronting the site.
- 2.1.5 It is suggested to provide the car club on the north edge of the site, fronting Chippenham Road, which is the busiest road bordering the site. Figure 2-1 shows the location of the proposed on-site car club space with the plan also provided as Appendix A.

Figure 2-1 – Location of Proposed on-site Car Club Space



- 2.1.6 The location has been selected to align with the proposals for the Farnham and Hildene site to the north and the re-aligned Farnham Road. The location of the car club bay should be visible from the north and would be likely to attract higher demand due to the proximity to the retail area on the

Farnham and Hildene site. In addition, the location is on the edge of a row of parking, therefore likely to cause less disruption to residents on the Chippenham Road site.

- 2.1.7 Table 2-1 shows the revised parking proposals with the provision of a car club space on-site.

Table 2-1 – Revised On-site Parking Proposals

Type of Parking	Proposed	Revised
Residential Parking – Standard bays	37	36
Residential Parking – Accessible bays	5	5
Staff parking bays	2	2
Car club bay	-	1
Total	44	44

- 2.1.8 The revised proposals would not require any updated drawings as part of the planning submission, with the on-site car club space being provided within the current proposed parking layout.
- 2.1.9 It is suggested the proposed car club on-site is subject to agreement with a car club operator in terms of the location and viability. If a car club space on-site is not viable, then the space would revert to a parking bay for residents of the development to use. The proposed car club space on-site would be secured via condition.
- 2.1.10 The on-site parking space would be identified as a car club bay through markings and signage.

3 STOPPING UP

- 3.1.1 The comments received from LBH included comments on an area of adopted highway on the site which will need to be stopped up as part of the planning application [PA ref: P1150.24].
- 3.1.2 Figure 3.1 shows the extent of the adopted highway around the Chippenham Road site, with an area in the northeast corner of the site identified as adopted highway. The adopted highway plan is provided as Appendix B.

Figure 3-1 – Extent of Adopted Highway



- 3.1.3 As part of the planning application [PA ref: P1150.24] this area will be stopped up. Figure 3-2 shows the approximate area to be stopped up, with the revised highway boundary to run along the back edge of the footway fronting Chippenham Road.

Figure 3-2 – Stopping Up Plan

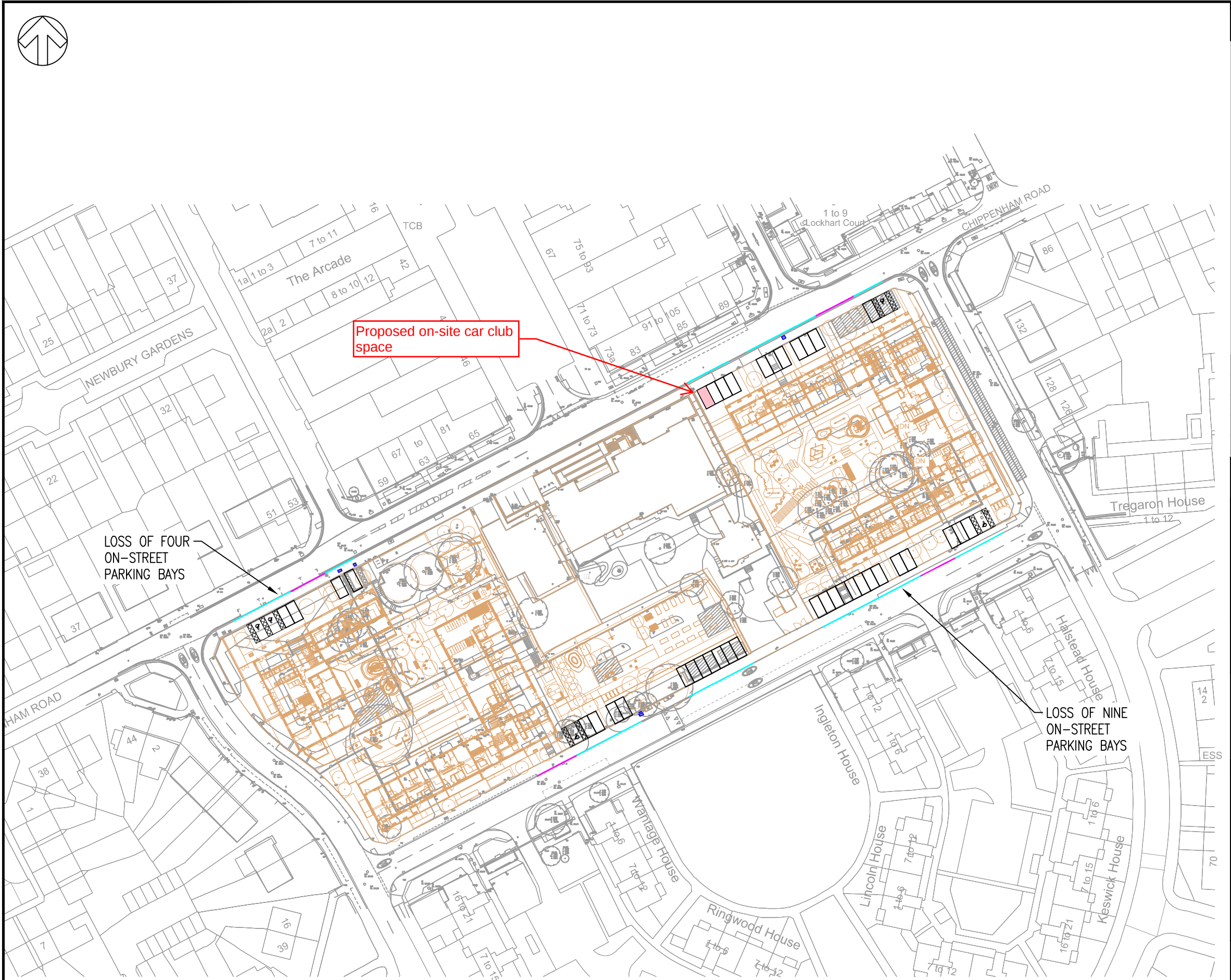


3.1.4 The stopping up plan is provided as Appendix C and forms part of the planning application PA ref: P1150.24.



APPENDIX A – LOCATION OF PROPOSED ON-SITE CAR CLUB BAY

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70108580-SK-TP-0003.DWG, HAVERING AND FARNHAM03 WIP\TRANSPORT\03 DRAWINGS\70108580-SK-TP-0003.DWG, printed on 04 July 2024 10:28:23, by Burton, Craig



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DO NOT SCALE

KEY

 PROPOSED PARKING BAYS (39 BAYS)

 PROPOSED BLUE BADGE BAYS (5 BAYS)

 PROPOSED DROPPED KERB FOR PARKING BAY ACCESS

 PROPOSED DOUBLE YELLOW LINES FOR DELIVERY VEHICLES

 EXISTING COVER TO BE REINFORCED AND/OR COVER LEVEL ADJUSTED

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P04	04/07/2024	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	AT	AT
P03	13/06/2024	CRJB	UPDATED ARCHITECT AND LANDSCAPE LAYOUTS	AT	AT
P02	22/02/2024	CRJB	BAY RELOCATED, ANNOTATIONS ADDED	AT	AT
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DRAWING STATUS:

S2 - FOR INFORMATION



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TITLE:

HAWKINS/BROWN

CHIPPENHAM ROAD, HAVERING AND FARNHAM

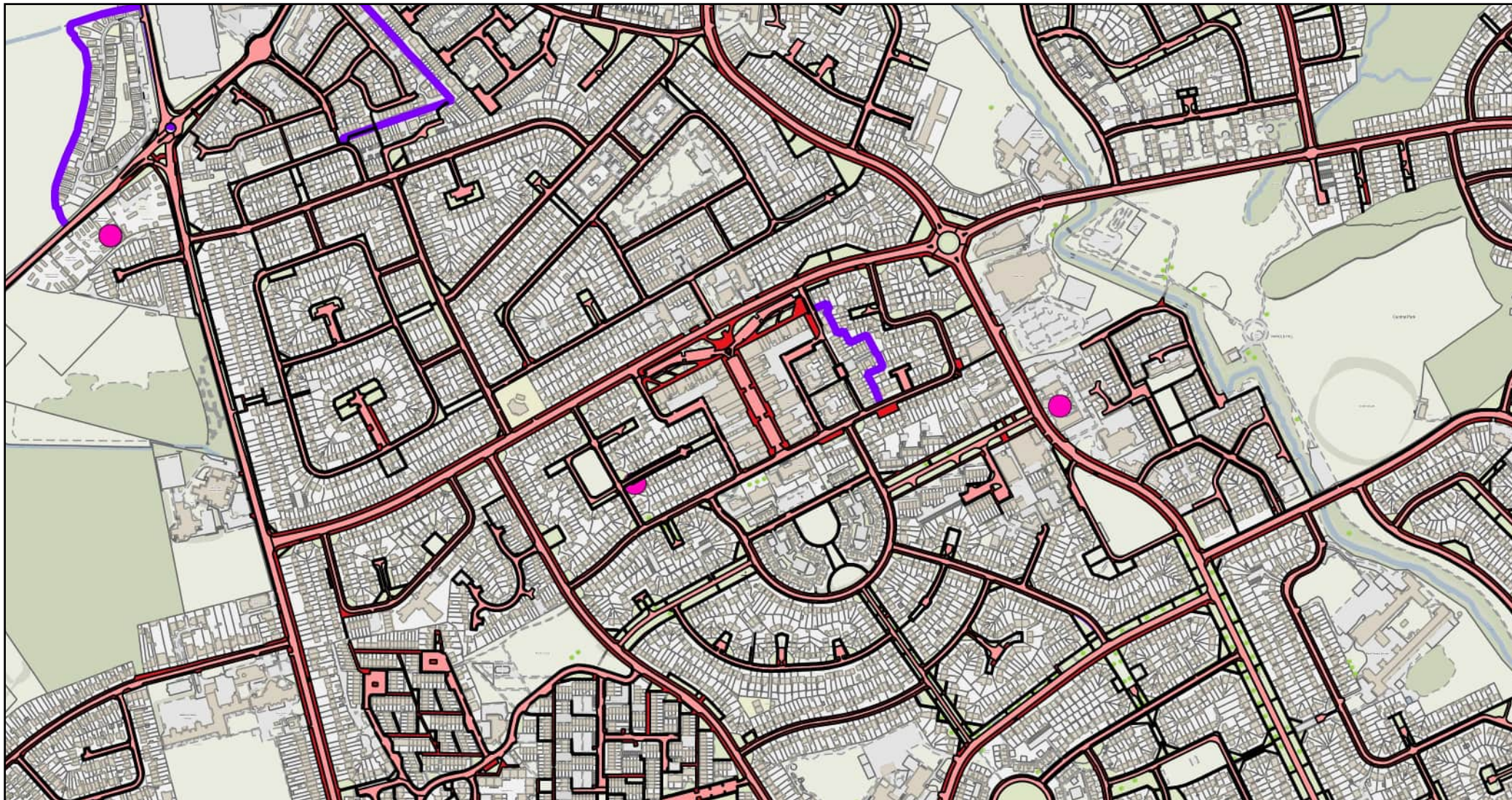
PROPOSED PARKING, DELIVERY & SERVICING STRATEGY

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1:1000	AT	AT	
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70108580	CRJB	CRJB	July 24
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APPENDIX B – EXTENT OF ADOPTED HIGHWAY



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nlpg The National Land & Property Gazetteer NSG NATIONAL STREET GAZETTEER Ordnance Survey Licensed Partner	Scale: 1:7500 Date: 15 October 2024 Size: A4 0 50 100 150 metres



APPENDIX C - STOPPING UP PLAN



Harold Hill Library

1 to 8 Lewins Court

1 to 9 Lockhart Court

CHIPPENHAM ROAD

St George's Church

Crediton House

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KEY

— EXISTING HIGHWAY BOUNDARY

— PROPOSED HIGHWAY BOUNDARY

 HIGHWAY TO BE STOPPED UP

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ARCHITECT: HAWKINS/BROWN

PROJECT:

CHIPPENHAM ROAD, HAVERING AND FARNHAM

TITLE: STOPPING UP PLAN

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