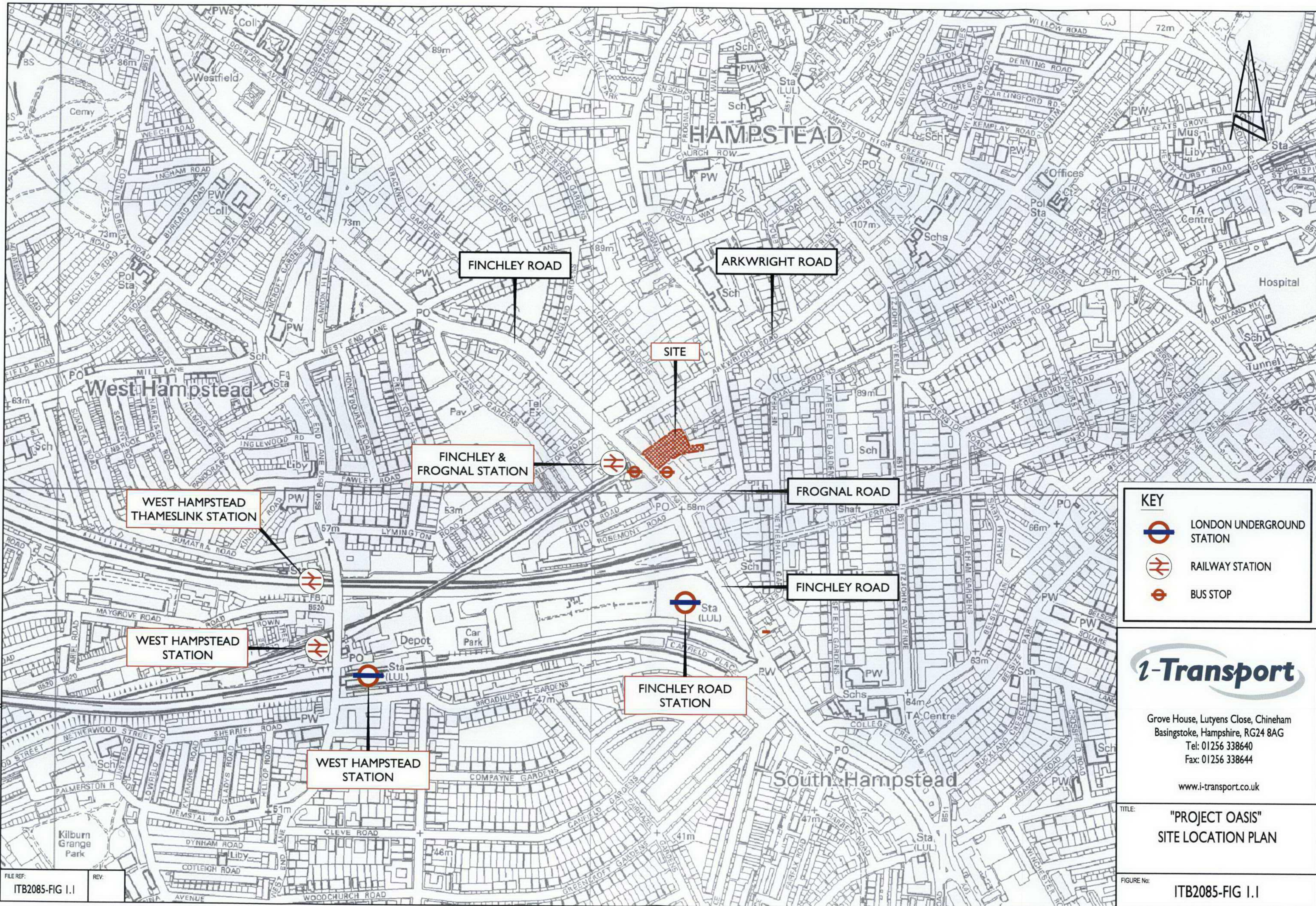





FIGURES



KEY

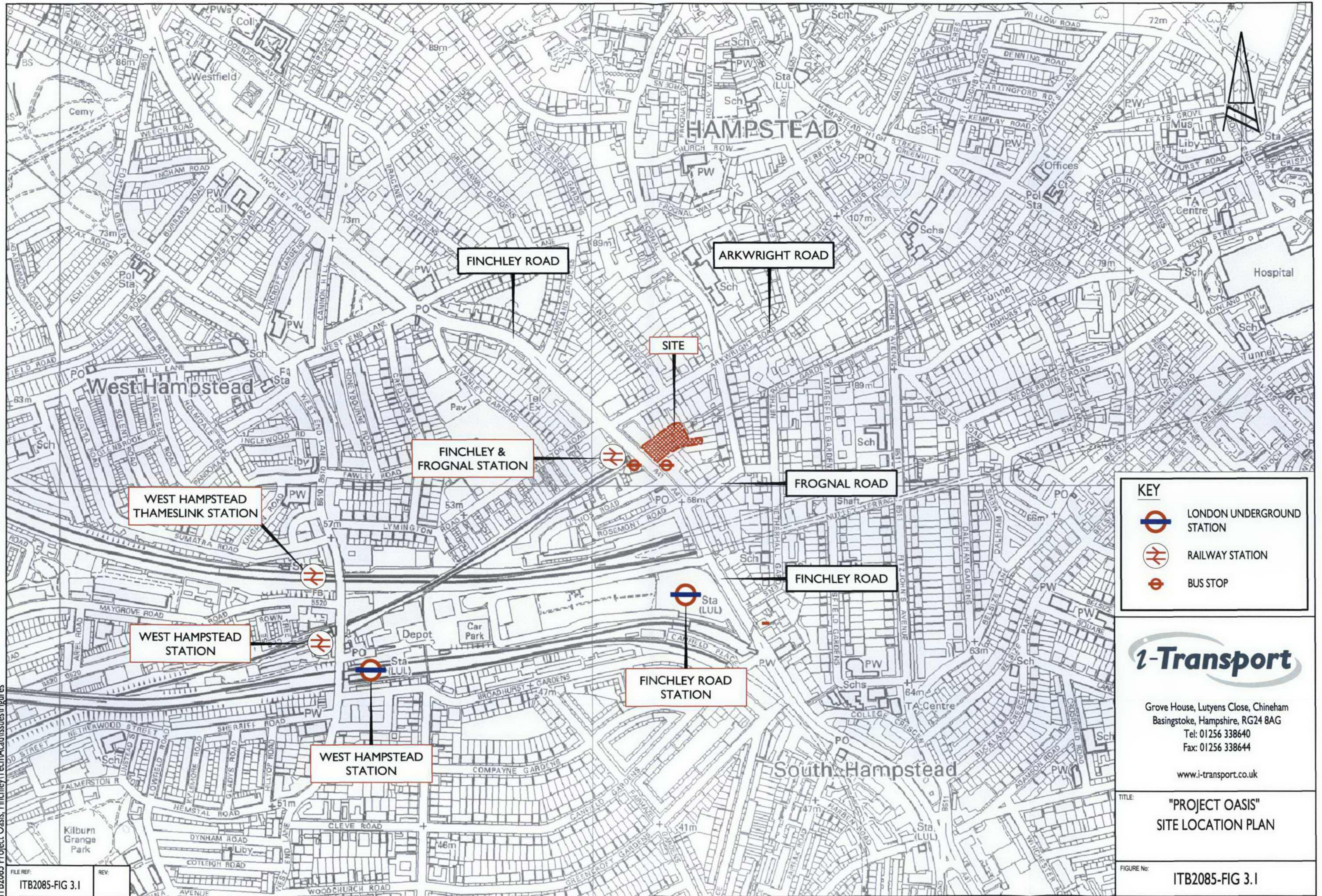
-  LONDON UNDERGROUND STATION
-  RAILWAY STATION
-  BUS STOP

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TITLE: "PROJECT OASIS"
 SITE LOCATION PLAN

FIGURE No: ITB2085-FIG 1.1



KEY

-  LONDON UNDERGROUND STATION
-  RAILWAY STATION
-  BUS STOP

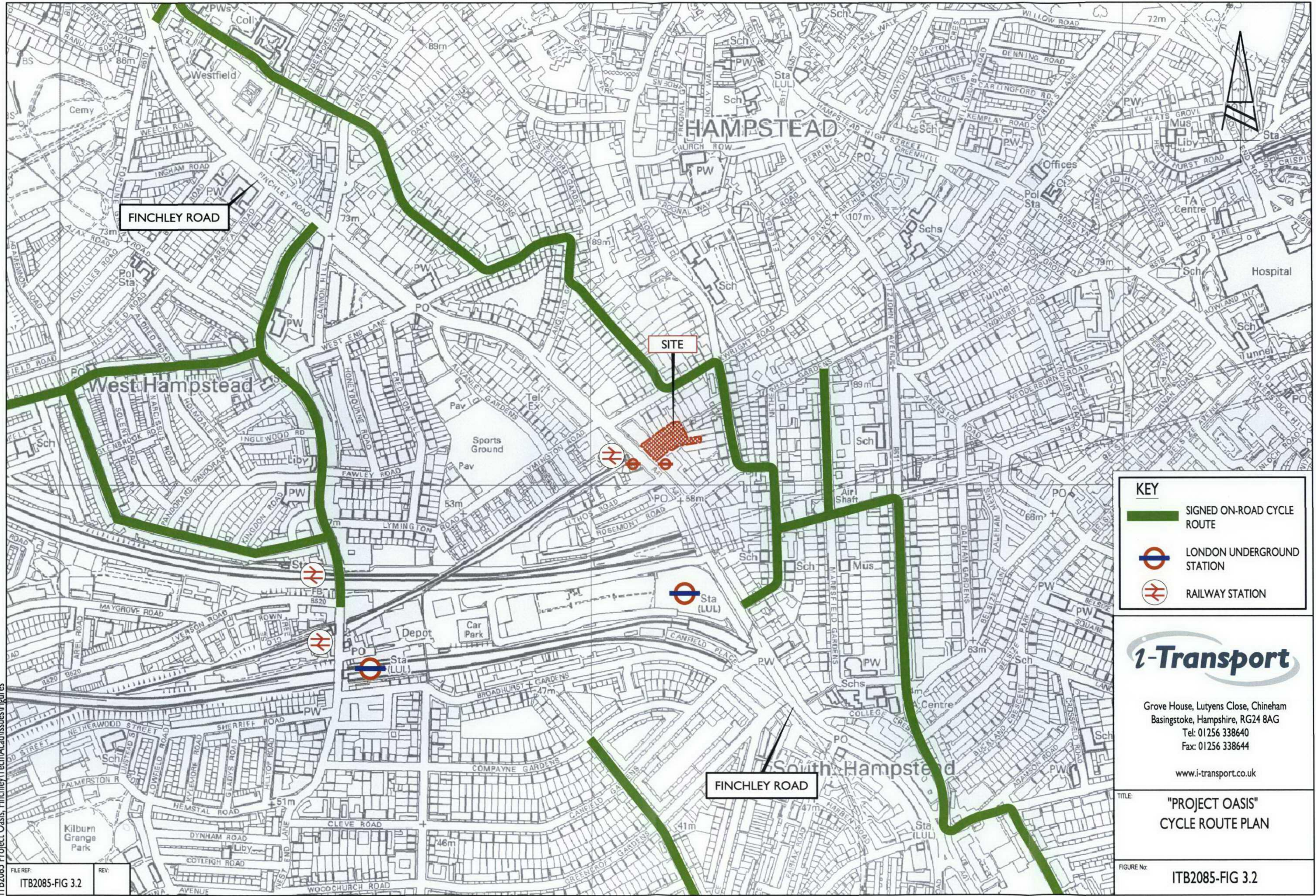


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TITLE: "PROJECT OASIS"
SITE LOCATION PLAN

FIGURE No: ITB2085-FIG 3.1



KEY

- SIGNED ON-ROAD CYCLE ROUTE
- LONDON UNDERGROUND STATION
- RAILWAY STATION

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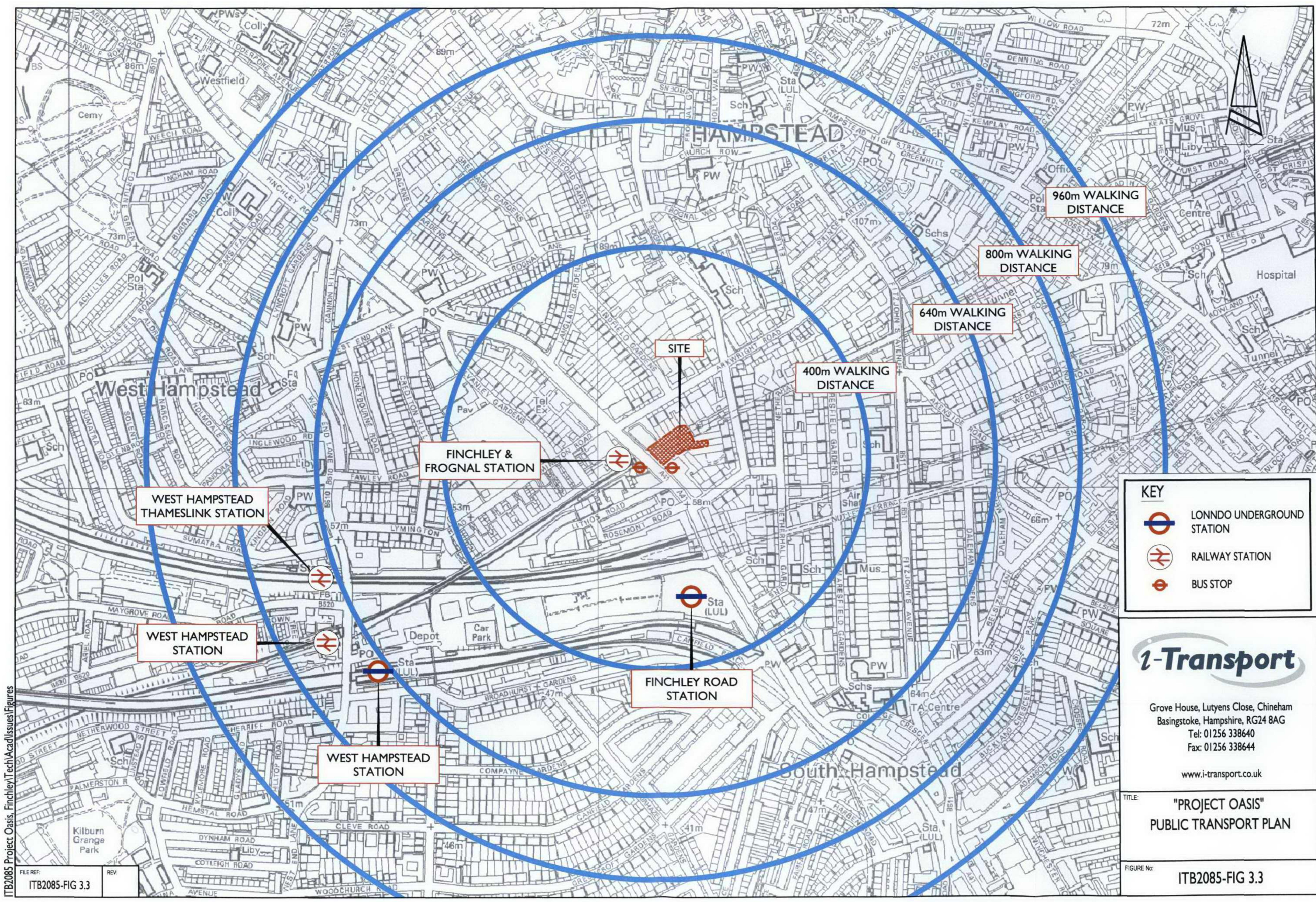
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TITLE: "PROJECT OASIS" CYCLE ROUTE PLAN

FIGURE No: ITB2085-FIG 3.2

ITB2085 Project Oasis, Finchley/Tech/Issues/Figures

FILE REF: ITB2085-FIG 3.2
REV:



KEY

- LONDON UNDERGROUND STATION
- RAILWAY STATION
- BUS STOP

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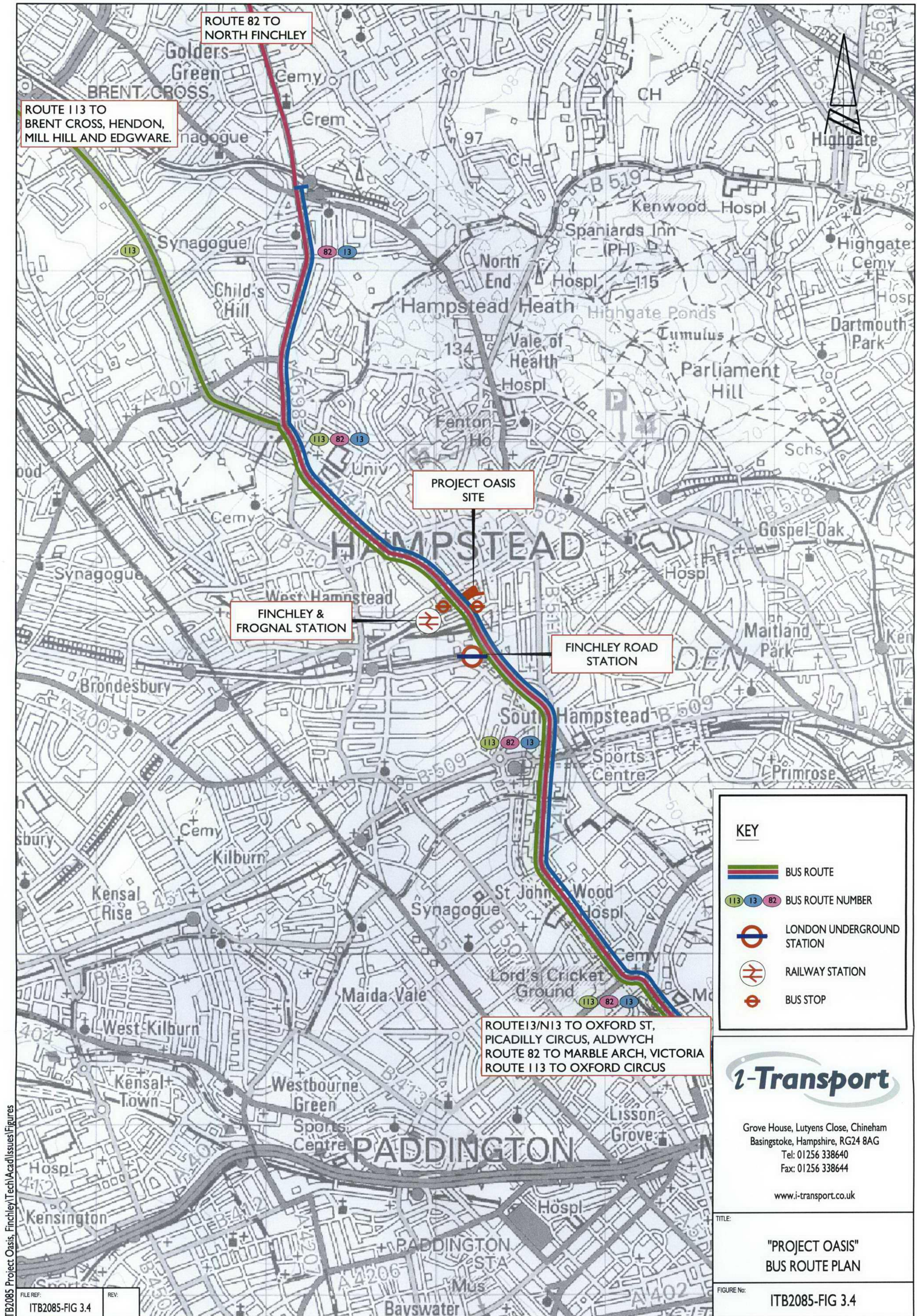
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TITLE: "PROJECT OASIS"
PUBLIC TRANSPORT PLAN

FIGURE No: ITB2085-FIG 3.3

ITB2085 Project Oasis, Finchley Tech Acad Issues Figures

FILE REF: ITB2085-FIG 3.3
REV:



APPENDIX A

**Email to London Borough of
Camden**

Jane Creagh-Osborne

From: Emily Coombes
Sent: 08 November 2007 11:33
To: jonathan.morris@camden.gov.uk
Cc: Jane Creagh-Osborne; Simon Webb; mark@jagcorp.co.uk; Chris Murfin; Andrew Costa
Subject: 2007/2801/P Land to the Rear of 202-204 Finchley Road

Jonathan,

Further to our earlier telephone conversation, our client is preparing a new planning application for the above site. We discussed the highways comments made in Bethany Arbery's letter to Jestico and Whiles dated 22 October and I summarise our discussion as follows:

- PTAL rating – You require this to be undertaken for a new application in line with the methodology given in TfL's Transport Assessment guidance;
- Travel Plan Targets – There is now some certainty over the future occupier of the site. The revised application will include a staff travel to work survey of staff working for the future occupier. Site specific targets will be developed based on the survey results;
- The revised application will include 5 Sheffield cycle stands (10 spaces). Since our conversation I have discussed the issue of cover/security with the project architect. The new building will have a large canopy/overhang (some 5m) at the front, which it is proposed will shelter the cycle parking. This area will be fully observed by staff working in the reception area of the building. We consider that this, coupled with the fact that the building is located away from the street and so is not open to passers by will provide adequate security for the cycle parking. We understand that we should also review the guidance on cycle parking layout given in Section 13 of the Camden Planning Guidance document (2006);
- We confirm that the application documentation will include plans to show the existing and proposed car park layouts; and
- We agreed that provision of traffic lights to provide access to the car park is 'overkill' given that the car park will serve only 5/6 car parking spaces. Instead you requested that the ramp should be 3.5m in width; that right of way is given to incoming traffic and that signs are provided to this effect in both directions; and that a 5mph speed limit is signed in both directions.

I would be grateful for your confirmation that this is an accurate record of our conversation. Thanks for your help.

Regards,

Emily Coombes
Senior Consultant

i-Transport LLP, Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG
T: 01256 338640 F: 01256 338644 E: emily.coombes@i-transport.co.uk W: www.i-transport.co.uk

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06/12/2007