



FAO Zenab Haji-Ismail

Site: 545 Finchley Road London NW3 7BJ

Ref no: 2015/3362/P

Proposal: Erection of 4 storey building plus basement to provide 7 residential units, comprising 2x1bed, 3x2beds and 2x3beds, following demolition of existing building

Thank you for consulting TfL Borough Planning on this planning application. Finchley Road forms part of the Transport For London Road Network (TLRN) and TfL is the highway authority.

The construction management plan (CMP) implies that construction vehicles enter the site; however it does not detail construction vehicle sizes, numbers or movements, for example there is no site plan with vehicle tracking plots. Vehicles must be able to turn on-site, as reversing would be a highly dangerous and disruptive manoeuvre on this busy road; this seems unlikely to be achievable, given the constrained site. The application plans are also not clear where the new building lies in relation to the site boundary/back of footway on Finchley Road, so it is not clear how vehicles associated with construction will serve the site once the building is being erected.

A s278 agreement with TfL will be required to allow for construction of a temporary vehicle crossover. This is likely to require some sort of footway reinforcement; these works are likely to be disruptive to pedestrians and traffic on Finchley Road. It will also require a temporary suspension of the loading bay in front of the property. The footway and loading bay will need to be reinstated after construction. All these elements will be at the expense of applicant.

Because of these issues, and in the absence of relevant information, it would seem preferable for off-peak loading and unloading to take place from Finchley Road, utilising the existing loading bay. The weekday 4pm to 7pm period must be avoided due to the bus lane that operates at these times. The CMP should be revised to reflect this, or alternatively further information submitted to show why off-street construction vehicle access is required and how it would work (numbers, times of arrival/departure, sizes of vehicles, tracking plots).

The CMP should be required to be submitted to the Council for approval, in consultation with TfL, prior to commencement. This, and the subsequent requirement to adhere to the approved CMP, should be a condition of any subsequent planning approval.

Further licences and approvals may also be required from TfL to allow for construction, further details of which can be found on the TfL website:

<https://tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

As the development proposes a basement excavation close to the public highway, it is very likely that 'approval in principle' (AIP) will be required from TfL. The AIP must be secured prior to commencement, as a condition of any subsequent planning approval, to ensure the structural integrity of the TLRN is maintained.

The appropriate contact in TfL is:

Richard English

Technical Approvals Manager
Transport for London | Tunnels and Structures |
Palestra (8th Floor - Zone Y5) | 197 Blackfriars Road | London SE1 8NJ

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Regards

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For more information regarding TfL Planning, including TfL's *Transport Assessment Best Practice Guidance*, TfL's new *Travel Planning Guidance* and pre-application advice please visit <http://www.tfl.gov.uk/info-for/urban-planning-and-construction/>.

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