

From: Pak-Lim Wong <PakLim.Wong@tfl.gov.uk>
Sent: 19 May 2017 17:41
To: Peres Da Costa, David; Planning
Cc: Crane Anne
Subject: Re: 2017/2092/P' Holy Trinity Church, Finchley Road, London NW3 5HT

Follow Up Flag: Follow up
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Dear David

Re: 2017/2092/P' Holy Trinity Church, Finchley Road, London NW3 5HT

Thank you for consulting TfL this proposal, TfL offers the following comments and recommendation:

1. The application site is situated on A41 Finchley Road, which forms part of the Transport for London Road Network (TLRN).
2. It is welcomed that the proposal would generate insignificant amount of additional vehicular traffic, given majority of peak hour trips will be undertaken by public transport; hence its traffic capacity impact to the TLRN would be in-significant.
3. TfL would welcome the proposed re-configuration of the existing car Lief House car park, in particular improvement to disabled parking; evidence of such agreement between the applicant and the car park owner must be produced prior to commencement of construction of the proposal; this should be secured by condition.
4. While it is understood that only eight cycle parking spaces would be accommodated on –site or in the existing parking area; the applicant’s willingness to provide additional on-street cycle parking spaces is nevertheless supported in principal; however TfL is still keen to see further work from the applicant to accommodate additional cycle parking within the premises as the priority; since it may be difficult to identify suitable location for additional on-street cycle stands in the vicinity on the site’s A41 Finchley Road’s frontage. Nevertheless, any on-street cycle stands to be provided on Finchley Road would be subject to the applicant entering into a s278 agreement with TfL under Highways Act 1980, this should be secured by appropriate planning obligation/ condition.
5. It is noted that the Draft event management plan has been supported, this is welcomed by TfL. TfL welcomes that reference was made that organisers/ applicant should have duty to manage the in-flow/ out-flow of people in events to avoid congestion outside the building in particular to minimise impact to Finchley Road; it is therefore specific asks that such measures to be extended to Sunday worship services as well.
6. TfL acknowledges that a Street level of service assessment has been undertaken by the applicant to address concerns raised in relation to the proposed reduced open area in the site’s Finchley Road frontage as the resulting of bring forwarding the building line of the proposed development in line of other building adjacent to the site. TfL is content that the proposed alteration of building line would have an neglect able impact to pedestrians crowding, as the existing footway is enjoying a comfortable level of service (LOS). However, as mentioned in the above para, management measure is needed to discourage people

attending the site from congregating on the public highway, in particular near the signal controlled crossing outside the site.

7. A delivery & servicing plan should be implemented to regular servicing activity to the site. To minimise highway and traffic impact, servicing should only take place in off-peak hours where possible. This should be secured by condition.
8. The submission of the draft travel plan is welcome; the finalised travel plan should be secured s106 agreement.
9. While TfL welcomes that a draft construction management plan and construction method statement have been submitted; it is considered that the constrained nature of the site would require detailed and careful planning of construction logistics to ensure that disruption to A41 Finchley Road will be kept to a minimum. Hence, TfL requires that the applicant to liaise closely with TfL as soon as consent is granted to produce a details construction logistics plan in accordance with TfL's CLP guidance. Construction vehicles routing, operational times and hours, and movements would needed to be agreed by TfL along with site access arrangements and safety measures to ensure safety of other road users, in particular cyclists and pedestrians. The submission and approval of the final CLP should be secured by condition with Camden Council in consultation with TfL.
10. It is likely that the demolition of the existing building and construction of the proposed development would cause disturbance to the carriageway/ footway of A41 Finchley Road adjacent to the site; therefore the applicant is required to enter into a s278 agreement under Highways Act 1980 with TfL to any temporary access arrangement to be agreed and to reinstate and make good of the footway/ carriageway adjacent to the site post completion. This should be secured by appropriate condition/ obligation. The applicant is expected to borne the full cost of the work. Such agreement for highway works to facilitate the construction of the proposal must be completed prior to demolition/ construction work commences on site.

In summary, while TfL has No principle objection to the proposed development; the applicant is however required to address all of the above issues satisfactorily ensuring that transport impact would be adequately mitigated with highway impact to the TLRN be kept to a minimum.

Please do not hesitate to contact me if I can be of any further assistance.

Kind regards

PakLim Wong

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