

Gentet, Matthias

From: McLaughlin Gavin <GavinMcLaughlin@tfl.gov.uk>
Sent: 24 August 2018 15:54
To: Gentet, Matthias
Cc: Marsh Lauren; Woolmer Jonathan
Subject: 2018/2688/P 219 Finchley Road - TfL Spatial Planning response
Attachments: FW: 219 Finchley Road, London - planning (ref. 2018/2688/P)

Dear Matthias

Thanks for consulting TfL Spatial Planning on this application:

2018/2688/P

219, 219A, 219B & 219D Finchley Road London NW3 6LP

Lateral conversion of 4 units into 1 retail unit (A1), including the change of use of 29.5sqm of mixed A1/B1 floorspace (No219) and 36 sqm of A2 floorspace (No219A) into A1 floorspace and associated alterations including new shopfront.

The site of the development is on the A41 which is part of the Transport for London Road Network (TLRN). It is also immediately adjacent to Finchely Road LU (London Underground) station, and bus stops for the 13, 113, 187, 268, C11 and N113 services, towards Golders Green or Brent Cross. A taxi bay and loading bay are also located at the kerbside on Canfield Gardens.

The area is clearly a busy strategic transport interchange which, like many others in London, suffers at times from congestion on local footways.

The proposed development would create a larger retail unit by combining 4 neighbouring units that are currently separate. It appears unlikely that the new unit proposed would generate any severely strategic transport impacts. TfL Spatial Planning therefore has no objections.

A relatively small number of new trips seem likely to be generated due to the clear potential for more intensive retail use of new and improved units by customers of the tube station. Furthermore, the deliveries and servicing of a larger new retail unit would not be likely to significantly worsen existing local street conditions or negative impact Finchley Road in its ongoing role as a strategic transport interchange.

TfL Spatial Planning requested additional information from the applicant on deliveries and servicing which has been provided by their Planning Consultant in the attached email. One delivery and two refuse collections per day are expected. The applicant contends it is possible that due to the combination of 4 units into 1, the total number of vehicle movements associated with the site may decrease, which TfL Spatial Planning accepts.

A large loading bay is located immediately outside the site on the northern side of Canfield Gardens. It is approximately 20m long with no stopping Monday to Saturday from 07:00 – 19:00 except for loading for a maximum of 20 minutes. Any vehicles loading outside these hours would be violating the Traffic Order governing the bay and could be subject to legal proceedings. Any future amendments to the legal time restrictions on the bay would require public consultation with relevant stakeholders including the local authority and community.

The applicant has proposed for the loading bay to be used for construction (see attached email), which may be appropriate, depending on the scale and complexity of refurbishment works.

TfL Spatial Planning therefore requests a Construction Management Plan (CMP) is secured by condition and discharged in consultation with us, due to the sensitive site location on the TLRN, and the need to maintain bus operations and safety and convenience for public transport passengers moving through the area. We would prefer

for all vehicle movements associated with the refurbishment works to take place outside of periods of peak network congestion (i.e. 10am-4pm only).

Thanks and kind regards,

**Gavin McLaughlin | Principal Planner
Spatial Planning | City Planning**

M: 07711 345112 T: 020 3054 7027 Ext: 87027
Level 9, 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN
gavinmclaughlin@tfl.gov.uk

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit:
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Gentet, Matthias

From: Marsh Lauren <LaurenMarsh@tfl.gov.uk>
Sent: 23 August 2018 16:24
To: McLaughlin Gavin; Woolmer Jonathan
Subject: FW: 219 Finchley Road, London - planning (ref. 2018/2688/P)

Follow Up Flag: Follow up
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Hi Gavin,

Please see below the information from Pret regarding deliveries/ waste collection/ servicing during both the construction phase and operational phase.

Not sure if this will be beneficial for your response to Camden?

Please let me know if you do require any further details from Pret to feed into a response.

Following my email earlier, is the letter that Jonathan kindly amended okay for me to send to Matthias at Camden?

Many thanks,
Lauren

From: Rhys Govier [mailto:RGovier@savills.com]
Sent: 23 August 2018 15:01
To: Marsh Lauren
Cc: Gerard Loughran; Alex Chapman
Subject: 219 Finchley Road, London - planning (ref. 2018/2688/P)

Good afternoon Lauren,

I am now able to provide more detail in respect of servicing and deliveries of the store, both when under construction (summarising the earlier comments from Stuart Wilkinson) and when operational.

As background information, you will be aware the site benefits from a large loading bay immediately outside the site on the northern side of Canfield Gardens. The loading bay is approximately 20m in length and clearly marked. Local traffic restrictions indicate no stopping Monday to Saturday between 07:00 – 19:00 except for loading for a maximum of 20 minutes. Local traffic restrictions in/around Canfield Gardens also prevent goods vehicles over 5t (and busses) between the hours of 00:00 (midnight) – 08:00 and 18:30 – 00:00 (midnight) daily.

Construction

- Constructions activities will make use of the existing loading bay off Canfield Gardens
- Deliveries during construction will be reverse off-loaded from within the loading bay, with construction materials etc. taken inside the temporary hoarding
- All works and storage will be within the confines of the temporary hoarding, with nothing stored externally
- All construction waste will be kept on site and inside the temporary hoarding until the 'wait and load' arrives when it will then be put into vehicle
- All construction deliveries and collections will comply with local traffic restrictions
- All construction operations will comply with Camden Council's noise restrictions

Operational

Deliveries

- Deliveries will make use of the existing loading bay off Canfield Gardens
- All deliveries will comply with local traffic restrictions
- Frequency: Typically once daily
- Timing: Typically 19:00 – 23:00
- Vehicle: Typically a rigid 26t goods vehicle
- Duration: Up to 20 minutes

Refuse collection

- Refuse collection will make use of the existing loading bay off Canfield Gardens
- All refuse collections will comply with local traffic restrictions
- Frequency: Typically twice daily
- Timing: 07:00 – 19:00
- Vehicle: Typically a small refuse vehicle
- Duration: Up to 5 minutes

It is worth noting that, through the amalgamation of the units, we expect the operational activities of the proposed store to result in fewer deliveries and refuse collections to the site than when operating as four units. This is because each of the four units would reasonably be expected to have delivery and refuse collections of their own. As all activities will make use of the existing loading bay, take place in line with local traffic restrictions and during 'daytime' hours (i.e. between 07:00 – 23:00) the amenity of neighbouring residential occupiers will not be adversely affected. As such, the proposals would be acceptable both in terms of highways and amenity.

Should you require any further information then please do not hesitate to contact me.

Kind regards,

Rhys

Rhys Govier BSc (Hons) MSc MRTPI
Associate
Planning

Savills, 2 Kingsway, Cardiff CF10 3FD

 Tel :+44 (0) 2920 368 907
 Mobile :+44 (0) 7807 999 477
 Email :rgovier@savills.com
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