

## Hazelton, Laura

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**Subject:** FW: 2020/1789/P; Finchley Road, 1 Northways Parade; CMDN/20/32

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**From:** Kinder Jack <[v\\_JackKinder@tfl.gov.uk](mailto:JackKinder@tfl.gov.uk)>  
**Sent:** 01 June 2020 17:22  
**To:** Planning <[Planning@camden.gov.uk](mailto:Planning@camden.gov.uk)>  
**Subject:** 2020/1789/P; Finchley Road, 1 Northways Parade; CMDN/20/32

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**TfL Spatial Planning Reference:** CMDN/20/32

**Borough Reference:** 2020/1789/P

**Location:** 1 Northways Parade Finchley Road London NW3 5EN

**Proposal:** Change of use of part of the lower ground / ground floor from car repair garage (Class B2) to office accommodation (Class B1) including construction of an extension at lower ground and ground floor level on College Crescent, new window openings at lower ground floor level and associated cycle parking, and installation of plant.

FAO Laura Hazelton

Many thanks for consulting TfL, with regard to the above planning application, TfL has the following comments:

1. The site of the proposals is located adjacent to the A41, Finchley Road which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
2. The footway and carriageway on Finchley Road must not be blocked during the construction works. Temporary obstructions during the works must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on Finchley Road. All vehicles associated with the works must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
3. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>.
4. Given the site's high PTAL, the car-free nature of the scheme is supported.
5. The quantum of long and short-stay cycle parking complies with Intend to Publish (ItP) London Plan policy T5 minimum standards which is welcomed.

As per ItP London Plan Policy T5AA, Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS). The LCDS can be found in TfL's online Streets Toolkit at: <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>.

**Chapter 8 specifically covers cycle parking and the standards outlined within this chapter will be used to assess this proposal's cycle parking.**

Cycle parking should be:

- **Fit-for-purpose** – meeting identified current and future demand, with an appropriate balance of short stay and longer-stay provision, and accommodating all types of cycle.
- **Secure** – stands in secure private or indoor spaces, or in visible, well-lit places that have high levels of natural surveillance.
- **Well-located** – convenient, accessible, as close as possible to the destination, and preferably sheltered.

The current submission fails to provide sufficient details regarding the proposed cycle parking to assess its merits against the LCDS. TfL require additional information including the exact dimensions of all cycle parking stands and aisle widths.

TfL hold concerns regarding the security arrangements for long-stay cycle parking located at the end of the ramped approach in terms of a lack of natural surveillance and security. The applicant should clarify what measures have been put in place here in order to alleviate these security and personal safety concerns.

TfL do not support the use of vertical stands for cycle parking for the following reasons:

- You can't fit any kind of non-standard cycle into them.
- Many people can't lift a cycle into a hanging rack.
- They can't take any cycle with long mudguards.
- They offer poor security (you can't lock the rear wheel and frame to the rack with a shackle ("D") lock).

The vertical stands proposed for short cycle parking should be replaced with horizontal style stands such as Sheffield or M-profile stands.

6. A framework travel plan has been produced to support this application. A five-year site mode split target, reflecting the Mayor's strategic target for 90% of all trips in Inner London to be made on foot, by cycle or using public transport should be provided.
7. TfL request further clarity is provided regarding the construction logistics associated with the development including the proposed routing strategy for construction traffic and site access proposals. This can be provided as a standalone plan or as part of a Construction Method Statement document.

**Overall, TfL require further information as outlined above prior to being supportive of the application.**

Please do not hesitate to contact me should you require further information.

Kind regards,  
Jack

**Jack Kinder**

Assistant Planner | Spatial Planning

Phone: +44 (0)20 7027 9010 | Auto: 59010 | Email: [v\\_JackKinder@tfl.gov.uk](mailto:v_JackKinder@tfl.gov.uk)

9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN

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<https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

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