
From: Hindle Emily [REDACTED]
Sent: 18 December 2020 16:40
To: Hazelton, Laura
Cc: Brady Conor; Planning
Subject: 551-557 Finchley Road (2020/5444/P)

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TfL Spatial Planning Reference: CMDN/20/67

Borough Reference: 2020/5444/P

Location: 551-557 Finchley Road, NW3 7BJ

Proposal: Part change of use from Use Class E and F1 and remodelling of the existing building to provide residential apartments (C3) along with flexible commercial (Class E)/pub/wine bar/drinking establishments (Sui Generis) uses, alterations including partial demolition and extensions at the rear at lower ground, ground and first floor levels, extension to provide an additional storey at roof level, levelling of the lower ground floor level, remodelling and restoration of front facade, amenity space, cycle parking and associated works (Site does not include 1st to 3rd floor of 551 Finchley Road).

Dear Laura,

Thank you for contacting Transport for London (TfL) on the above. TfL have the following comments:

General:

- The proposed ground floor plan suggests a window/bay like structure will be provided at ground floor level. However, the proposed elevation sketches do not show bays at ground floor. TfL request clarification on this.

Cycle Parking:

- 26 long stay and 2 short stay cycle spaces will be provided for the residential element of this proposal, which is in line with policy T5 (Cycling) of the Intend to Publish (ItP) London Plan.
- It is noted these spaces will be provided in the form of two-tier racks. Two-tier racks are generally not suitable for parking 'non-standard' cycles. Where two-tier racks present the main form of provision, at least 5% of the total number should be provided as conventional tubular stands (e.g. Sheffield stands).
- Where two-tier racks are provided, they should have a mechanically or pneumatically assisted system for accessing the upper level. The product must also allow for double locking. Minimum aisle widths, as set out in the London Cycling Design Standards (LCDS) and recommended by manufacturers, must be met for these stands to be usable.
- It is noted that the required cycle parking provision for the commercial space may vary depending on its use. Where the use class of a development is not fixed at the point of application, the applicant should apply the highest potential applicable cycle parking standard.
- Cycle parking should be designed and laid out in accordance with the guidance contained in the LCDS. Development proposals should demonstrate how cycle parking will cater for larger cycles, including adapted cycles for disabled people.

Car Parking:

- The site will be car free, which is strongly supported by TfL.
- TfL welcomes the applicant's commitment to prevent future occupiers of the proposed development from obtaining a permit in the surrounding CAZ. This will minimise overspill parking and this should be secured by condition.

- Is noted that there are existing blue badge spaces within the vicinity of the site. Given the site constraints, it is considered acceptable to utilise these spaces as opposed to providing disabled bays on site.

Delivery and Servicing

- A Delivery and Servicing Plan (DSP) should be provided in line with TfL guidance and secured by condition.

Construction

- A Construction Logistics Plan (CLP) should be submitted. TfL guidance on CLPs is available here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/freight> This should be secured by a condition.
- It is understood construction is expected to start in 2021 and last 18 months. TfL should be informed of on any changes to this timeline.
- The footway and carriageway on Finchley Road must not be blocked during the works. Temporary obstructions 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.
- The existing northbound bus stop fronting the site must not be blocked by construction vehicles and construction must not disturb bus operations.
- All vehicles associated with the works must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.
- 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 would be required with TfL, please see: <https://tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>
- All contractor vehicles should include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.
- Additionally, the applicant should confirm that they will comply with CLOCS standards. TfL encourages the use of freight operators with FORS silver or gold membership as it is imperative that road safety measures are considered, and preventative measures delivered through the construction and operational phases of the development.
- A pedestrian crossing is located immediately south of the site. Safe access to the crossing should always be maintained and scaffolding/ gantry must not obscure the signals.
- It is understood the applicant wishes to create a temporary loading bay by suspending a section of the existing parking bays on the western edge of Finchley Road. A pit-lane licence would be required for this.
- TfL queries how concrete and other construction material will be transported between the loading bay and the site.

Trees

- TfL expected site works should not impact on the TfL tree adjacent to the site, and protective measures would be required to ensure no impact is inflicted on the tree roots or canopy.

Overall, TfL require further information as outlined above prior to being supportive of the application. TfL does have concerns about the construction set up for this site. I am waiting for additional comments from TfL colleagues on the Construction Management Plan. I will follow up with further comments based on TfL colleagues getting back.

Kind regards,
Emily

Emily Hindle | Assistant Planner (North)
Spatial Planning | City Planning

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