

7th February 2024
Ref: 3035-pj-PP3



For the attention of Roland Sheldon.

Planning, Regeneration & Economy
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Dear Mr Sheldon,

Planning Application: Hornsey Parish Church; Cranley Gardens N10 3AH;
Your reference: HGY/2023/3381

Thank you for your email of 5-2-2024 relaying comments from your Transport officer. We respond as follows to the five items that were raised:

a. The site has poor public transport accessibility (PTAL=2) and is not located with a CPZ.

This assessment is noted, however the site is immediately adjacent to three bus stops and with several more just a couple of hundred yards away so it seems a strange point to make.

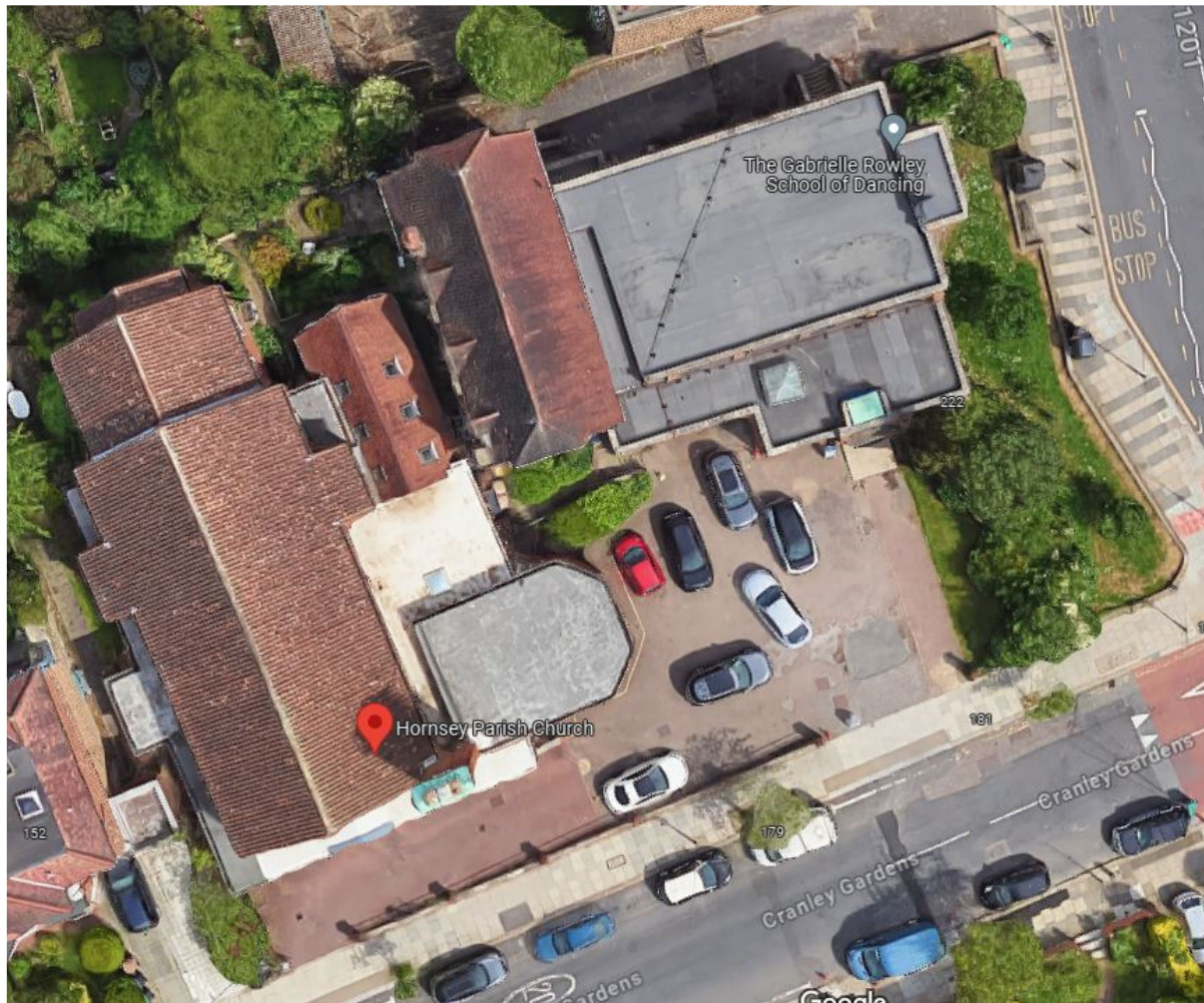
b. The site presently has 8 parking spaces that are to be retained – a site layout plan illustrating these parking spaces should be provided.

It is correct that up to eight cars are regularly to be found in the parking area. This can be independently verified by the scene on Google Earth (below) which happens to show seven. These spaces are not currently demarcated by lines and park in a more “random” pattern, but for illustrative purposes these are shown on the attached plan. These cars exit the site by the wider (east) exit. It may be of particular interest to the officer and support to the application that in the current Google Earth view a white car is parked with a folding bollard to its rear. The parking layout is not part of the current proposals but a demonstration that the existing arrangement works.

c. The submission includes a plan illustrating a vehicular swept path for a hearse entering the site via the western vehicular access. The vehicular swept path should illustrate vehicles entering the site from both directions along Cranley Gardens. The layout as proposed is unacceptably constrained by the proposed landscaping.

In response an alternative swept path has been drawn on the attached plan. The assumption has always been that a hearse would drive in through one gateway and exit from the other in whichever direction it was facing. A large hearse was chosen as the largest vehicle we could contemplate moving here. It seems likely that smaller vehicles would manage the route more easily however the key point is that this is emphatically a pedestrian route and vehicles are discouraged and those that approach will be travelling slowly.

Please note that we have also considered the necessary access for a fire engine along the front.



d. Clarification is required regarding why the eastern vehicular access is not used given that it is significantly wider.

This may be a point of confusion. I confirm that the eastern vehicular access is indeed wider (the width is shown on the plan and it is to be used all the time – it is the primary vehicular access. The removable bollards are placed to close off the narrower western access. The intention is that this is never used except in special circumstances. The instances when it might be desirable to move bollards are in the instance that a hearse or a wedding car would approach the entrance. In my view however it is likely that a hearse or wedding limousine would park alongside the pavement and make dignified pedestrian approach through the main door. It is this pedestrian approach which the application is enabling. The preferred pattern of weddings and funerals and their cars is best left to those managing them however we have designed the approach so that a hearse or limousine can still pull up to the door if that was ever desirable.

e. I cannot see details of the removable parking bollards – please indicate location on plan.

These were shown on the revised plans issued on 12-1-2024. These have been highlighted yellow on the plan to make them much easier to see. When these are removed they can be placed in the alternative sockets by the wall.

In the past there were fold down bollards (one is visible in the Google-earth scene above) and also there is still a metal gate at the western opening for closing this approach. Clearly this latter was never practical as it closes off the access to the church for everyone. This gate is being removed as part of this application.

I trust this covers all the concerns that have been raised and clarifies the intentions behind the changes around the church entrance. The church has long desired to improve safe easy and welcoming access to their doors and this may help to resolve the long-established concern for keeping pedestrians and vehicles apart for safe access to the site.

Yours sincerely,

A handwritten signature in blue ink that reads "Paul Jackson". The signature is written in a cursive style, with the first name "Paul" and the last name "Jackson" clearly legible. A long, horizontal line extends from the end of the signature across the page.

Paul Jackson RIBA CA AABC IHBC EASA

Director: P B Jackson Architecture Ltd

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