



ERITREAN BETHEL CHURCH IN
LONDON
CHURCH EXTENSION
BOREHAM ROAD, N22 6SL

TRANSPORT STATEMENT

JUNE 2024



the journey is the reward

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Report Reference:	TS
Project Code:	B/EBCBorehamRd.1
Prepared by:	HI
Approved by:	RG
Issue Date:	June 2024
Status:	Version 2

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Church Extension
Boreham Road, N22 6SL
Transport Statement

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1 Introduction

- 1.1 Mayer Brown Limited has been appointed by Eritrean Bethel Church to prepare a Transport Statement (TS) in support of their planning application at their church on Sofia Mews, Boreham Road, N22 6SL. It is intended to form part of the planning application documentation to be submitted to the Local Planning and Highway Authority, Haringey Council.
- 1.2 The development proposals comprise a first-floor extension to the existing church building, along with internal reconfiguration, to provide improved facilities for the church community. A planning application (reference HGY/2023/3289) has been submitted. As a result, the building size will increase from 545sqm to 878sqm.

Consultation response

- 1.3 The initial submission included a Design and Access Statement for the scheme, but the consultation response from Haringey Council has requested the provision of a Transport Statement including the following additional information:
- Details of parking provision for Blue Badge holders;
 - Swept path analysis for parking spaces in forward gear, including review of construction vehicles;
 - Parking surveys of surrounding streets during peak activities at the church;
 - Details of cycle parking in line with London Plan standards;
 - Details of demand and provision for servicing and delivery;
 - Details of car park management;
 - Site management plan;
 - Existing and proposed capacity of site, number and timings of trips by visitors, details of existing use of Sofia Mews by church and other occupiers.

2 Existing site

Location

- 2.1 The Church is sited on Sofia Mews, a private mews road accessed from Boreham Road that runs to the rear of properties on the southern side of Lordship Lane.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.

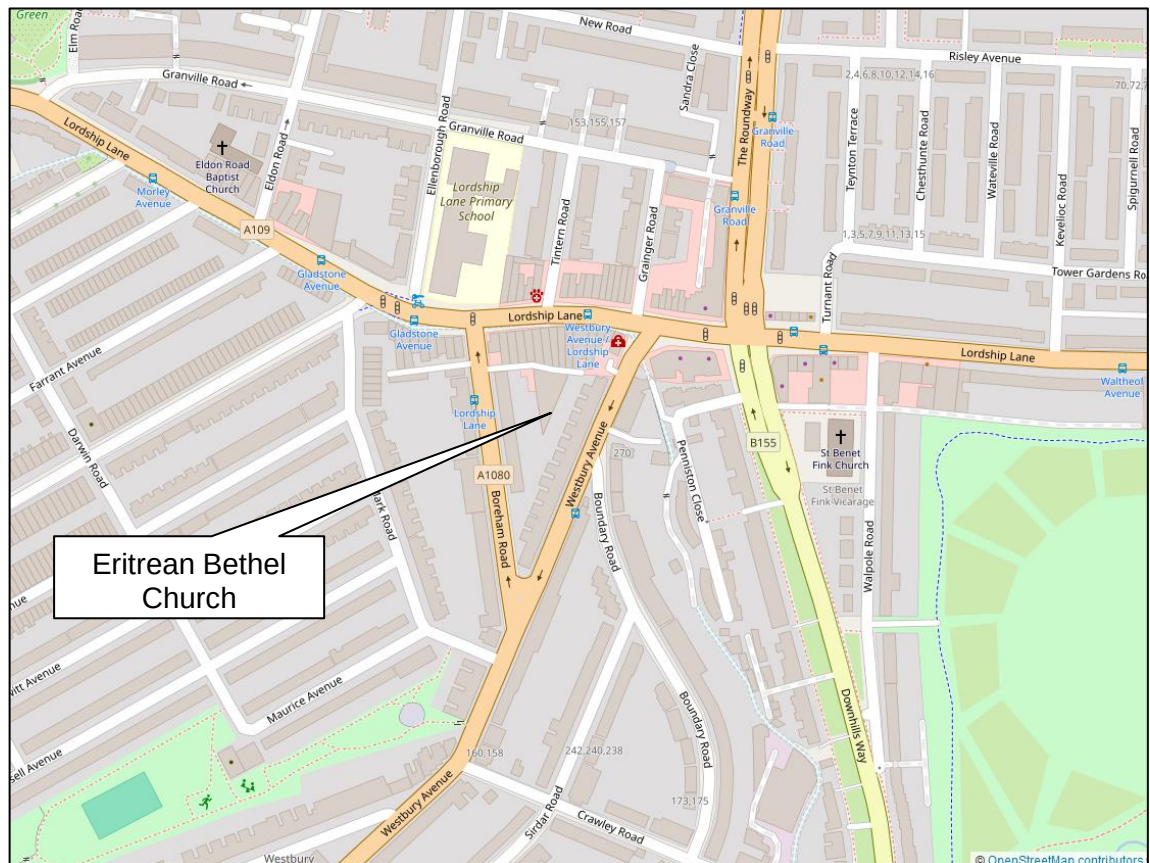


Figure 2.1: Site location

Existing site overview

- 2.3 The site currently comprises the Church building, which takes access from Sofia Mews, and is triangular in shape. Pedestrian access to the building is on the northern side, while the building abuts the western and southeastern boundaries and the gardens of the adjacent housing.
- 2.4 There is a small parking area to the west of the building which in theory could accommodate up to eight cars, although this requires vehicles to park in rows of three and with a width of just 4.8m between walls in part, drivers would struggle to enter or exit their vehicle once parked. Usage of all spaces would also block the fire exit on the

western side of the building. Parking surveys, of which details are set out in the next section, showed a maximum of three vehicles parked within the Church grounds during Sunday worship and during Tuesday choir practice.

- 2.5 The building currently has a floor area 545sqm split over the ground floor, which provides the main congregation space plus three classrooms, a media room and library, and a small mezzanine area with another classroom and two offices. Outside, there is a small external courtyard area. The current layout of the building is outdated and not conducive to the Church's activities.
- 2.6 The Church currently has a maximum capacity of 347 attendees, based on a 2014 fire risk assessment which calculated capacity based on exit routes.

User numbers and times

- 2.7 The Church has a congregation of approximately 200 adult members and 250 child members, although not all members will attend every week.
- 2.8 The catchment of the Church is wide, with members attending from across London, due to the cultural and language elements provided by the Church for the Eritrean community in addition to its religious practice.

Attendee numbers

- 2.9 The Church has provided a timetable of its existing usage throughout the week, including typical user numbers at each session, shown in **Table 2.1**.

Day	Event	Times	Number of existing attendees
Monday	Cleaning Staff	13:00 - 16:00	1
	Adults Prayer Evening	18:30 - 21:00	8-10
Tuesday	Choir Practice	18:00 - 21:00	20 - 25
Wednesday	Youth Prayer Evening	18:00 – 21:00	2-8
Thursday	Office Staff	10:00 – 18:00	1
Friday	Office Staff	10:00 – 18:00	2
	Youth Bible Study	18:30 – 21:00	20 - 25
Saturday	Cleaning Staff	13:00 – 16:00	1
	Adults Prayer (Once a Month)	11:00 – 16:30	15 - 20
Sunday	Sunday Worship	10:30-13:00	171
	Classrooms (children)	10:30-13:00	123
	Youth Service	14:30-16:30	42

Table 2.1: Current Church events and attendee numbers

- 2.10 The main events held at the Church in terms of attendee numbers are its Sunday services. These provide an adult service in the morning, which includes Sunday School sessions for children within its classrooms, and a separate youth service in the afternoon for ages 15-30, to which the young members travel independently of their parents/families. Choir practice and youth bible study are the most popular events during the week.

Travel survey

- 2.11 The Church undertook travel surveys of its congregation on Sunday 28th April 2024, for both the main and youth services. Attendees were asked upon entering how they travelled to the Church; if they travelled by more than one mode (e.g. walking to a bus stop), they were asked to provide the mode by which they travelled the greatest distance.
- 2.12 **Figure 2.1** shows the results for the main Sunday service, which includes families with children who attend the Sunday School sessions in the classrooms. There was a total of 322 attendees to the morning service.

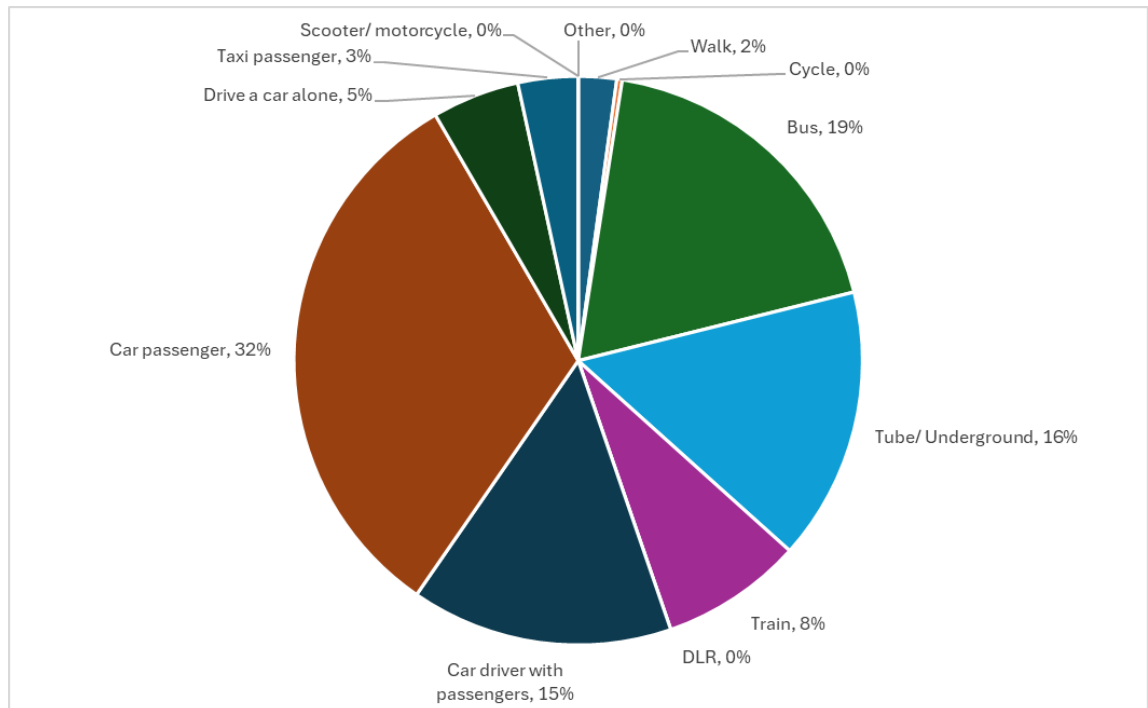


Figure 2.1: Modal share – main Sunday service

- 2.13 This demonstrates that around 42% travel by public transport, whilst only a very small proportion walk or cycle to the Church, indicating that few live within a close distance of the site. Only 5% travel by car alone, with nearly 50% car sharing with friends or family. This results in around 65 cars travelling to the site and parking on surrounding streets.
- 2.14 There was a total of 40 attendees to the Youth service on the Sunday afternoon.

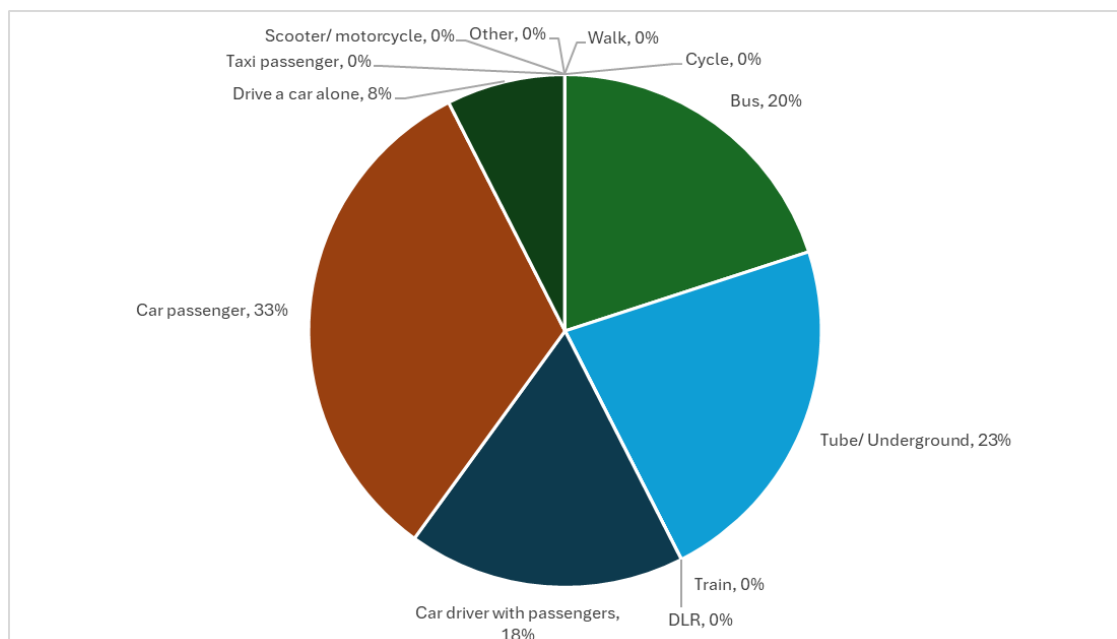


Figure 2.2: Modal share – Youth service

Spot checks

2.15 Spot checks of attendee numbers were also undertaken on Sunday 19th May 2024 and during the evening on Tuesday 21st May 2024, which showed the following attendances:

Sunday 19th May

- Adult service (morning) – Total: 302;
- Youth service (afternoon) - Total: 52;
- Most of those attending the youth service came in the morning with their parents and stayed.

Tuesday 21st May

- Choir Practice (evening) – Total: 11.

2.16 These spot checks were undertaken on the same days as the parking surveys of surrounding streets, for which further information is set out in **Section 3**.

3 Accessibility

Walking

- 3.1 The Chartered Institute of Highways and Transportation document 'Planning for Walking' published March 2015 indicates that people will typically only walk if their destination is less than a mile away with a typical catchment of around 800m, or a 10-minute walk time based on a comfortable walking pace of 80m per minute.
- 3.2 A walking distance of 800m covers an area bounded broadly by the A10 to the northeast, White Hart Lane to the north, Vincent Road to the west and Mannock Road to the south.
- 3.3 Boreham Road has footways on both sides. At the southern end, dropped kerbs are provided onto a central island at the junction with Westbury Avenue. At the northern end, there is a signal-controlled junction with Lordship Lane which includes pedestrian crossings on all three arms.
- 3.4 Lordship Lane to the north of the site is a local high street, with a range of shops and other services. There are additional pedestrian crossing locations, including a Toucan crossing around 70m west of Boreham Road and pedestrian provision at the signal-controlled junction of Lordship Lane and The Roundway.

Cycling

- 3.5 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). **Figure 3.1** shows in brown a 20-minute cycle time to/from the site from the TfL Webcat site.

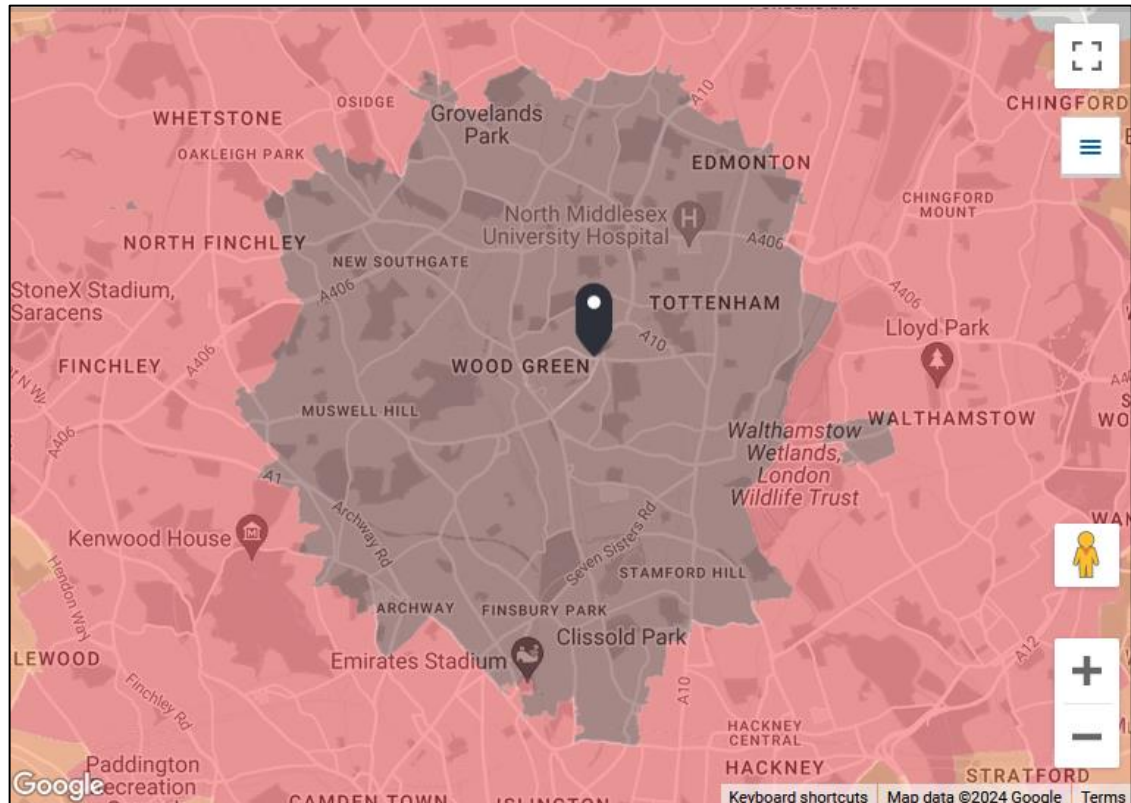


Figure 3.1: 20-minute cycle isochrone (from tfl.gov.uk WebCAT page)

- 3.6 There is currently no formal cycle parking at the Church or in the immediate vicinity of the site. The nearest stands are located on Lordship Lane, close to the shops. The site proposals include new formal cycle parking within the site boundary, with further details provided in **Section 4**.

Public Transport

[PTAL Assessment](#)

- 3.7 Undertaking an assessment of the application site using the WebCAT website identifies a 2021 Public Transport Accessibility Level (PTAL) rating of 3-4, indicating a medium level of access to public transport, as shown below in **Figure 3.2**.

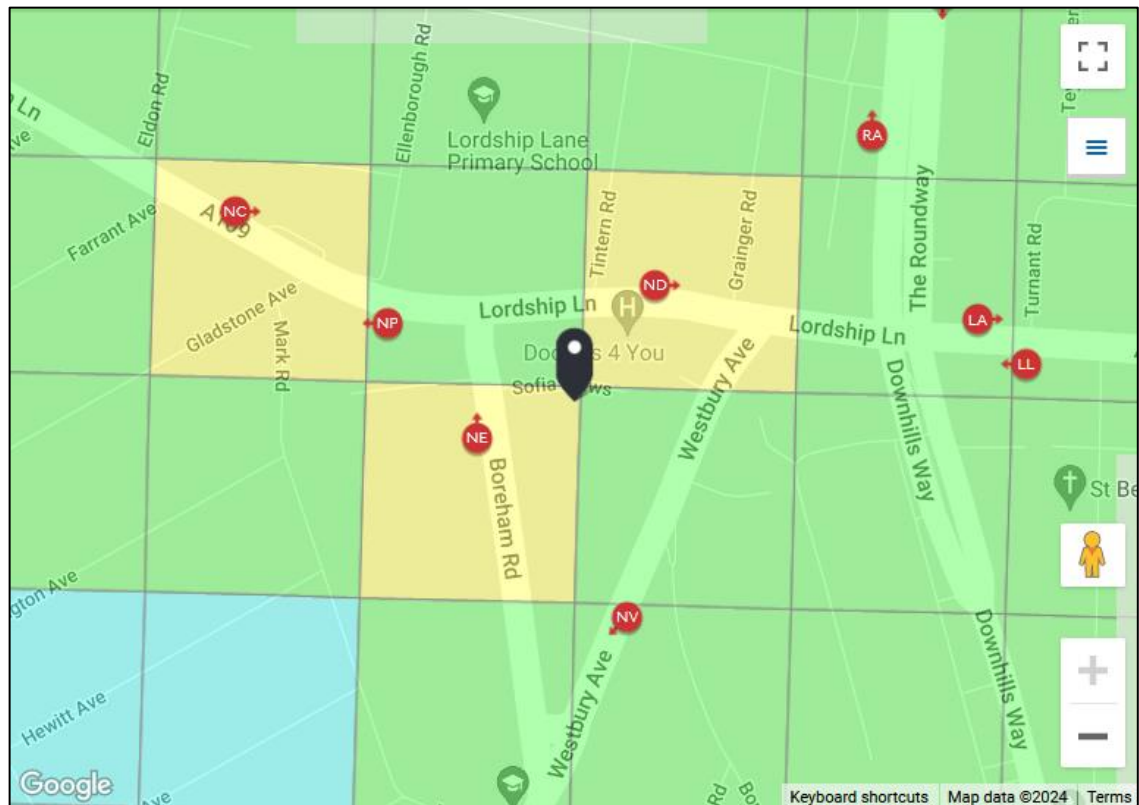


Figure 3.2: Extract from TfL Webcat PTAL mapping

Bus Services

- 3.8 The nearest bus stops to the site are located Boreham Avenue, just south of Sofia Mews (50m walk from the Church), and on Lordship Lane east of Tintern Road (approximately 150m walk from the Church). Both stops provide shelters with seating and timetable information.
- 3.9 A summary of local bus services included within the PTAL assessment is set out in **Table 3.1**. The Sunday services will receive the highest level of usage from Church congregants, with some usage during weekday evenings, in particular for choir practice and youth bible study.

Service	Route	Weekday		Saturday daytime frequency	Sunday daytime frequency
		Daytime frequency	Evening frequency		
123	Lordship Lane – Hainault Street	Every 7-11 minutes	Every 15 minutes	Every 9-13 minutes	Every 13-14 minutes
144	Muswell Hill Broadway - Edmonton Green Bus Station	Every 7-11 minutes	Every 11-12 minutes	Every 8-12 minutes	Every 9-12 minutes
217	Waltham Cross Bus Station – Turnpike Lane Bus Station	Every 10-12 minutes	Every 20 minutes	Every 15 minutes	Every 20 minutes
231	Enfield Chase Station – Turnpike Lane Bus Station	Every 15 minutes	Every 20 minutes	Every 15 minutes	Every 20 minutes
243	Redvers Road – Waterloo Station	Every 7-10 minutes	Every 10-12 minutes	Every 7-11 minutes	Every 8-12 minutes
444	Turnpike Lane Bus Station – Chingford Station	Every 9-13 minutes	Every 20 minutes	Every 10-13 minutes	Every 15 minutes
W3	Northumberland Park – Finsbury Park Station	Every 5-8 minutes	Every 9-11 minutes	Every 5-7 minutes	Every 9-12 minutes

Table 3.1: Bus services (as May 2024)

Rail services

- 3.10 There are no rail or tube stations within 960m that would be included within the PTAL assessment. However, Turnpike Lane tube station is 1.1km to the southwest, which would take around 15 minutes to walk. Additionally, Hornsey station is approximately 2km to the southwest while Bruce Grove overground station is around 2.1km to the southeast, both of which would take approximately 30 minutes to walk to/from. As shown from the travel surveys set out in Section 2, around one quarter of attendees to the main Sunday service travel by rail or Underground.

Highway network

- 3.11 The site is accessed from Sofia Mews, a private road off Boreham Road which gives access to the Church and to the rear of properties on Lordship Lane. Most businesses on Lordship Lane which use the mews for rear access are quiet on Sundays which ensures ease of access at the busiest times for the Church.
- 3.12 Boreham Road is a northbound single carriageway with sufficient width for two lanes of traffic. Additionally, there are parking bays on both sides of the road.
- 3.13 The A1080 Westbury Avenue, to the east of the site, is a southbound single carriageway which has a single lane of traffic plus parking bays on its western side. Together with Boreham Road, these form a small section of gyratory around the neighbourhood block

in which the site is located. Westbury Avenue continues to the south towards Turnpike Lane and Green Lanes.

- 3.14 The A109 Lordship Lane is located to the north of the site and forms a local link between Wood Green and the A10. In the vicinity of the site, it forms a local shopping street, with retail units on both sides. There is an eastbound bus lane and two traffic lanes, along with some short sections of off-carriageway public parking and loading bays on the southern side. Other sections have double yellow lines restrictions preventing both parking and loading.
- 3.15 The streets around the site form part of the Belmont Controlled Parking Zone, which is operational Monday to Friday 08:00 to 18:30. Other CPZs are also in place beyond the immediate area, with similar time restrictions.
- 3.16 The limited amount of public parking along Lordship Lane has a two-hour restriction from Monday to Saturday between 08:00 and 18:30 and is “pay by phone”.

Highway safety

- 3.17 Accident data available from the TfL website <https://tfl.gov.uk/corporate/publications-and-reports/road-safety> has been reviewed for January 2019 to July 2023, the most recent data available on the website. A plan showing the mapping is included in **Figure 3.1**.

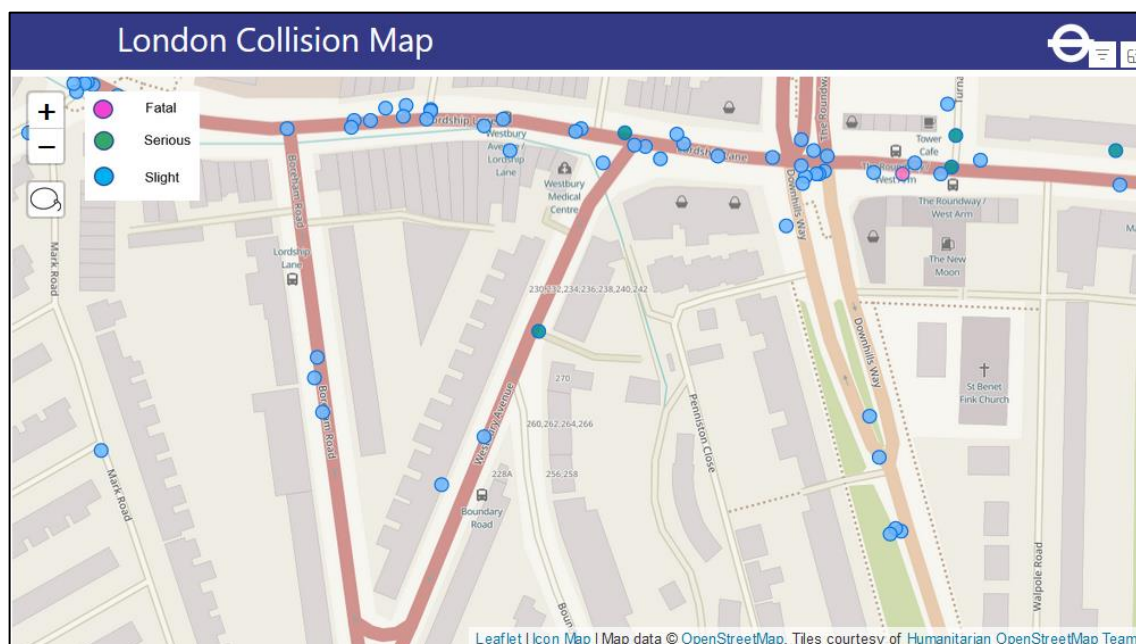


Figure 3.1: Extract from London Collision Map

- 3.18 This data shows no recorded injury accidents at the site entrance, but three slight accidents on Boreham Lane to the south of the site. Due to higher traffic flows and a

large mix of user types, there are a larger number along Lordship Lane, with approximately 25 incidents of which 11 involved pedestrians or cyclists.

- 3.19 It is concluded that there are no significant highway safety issues in the vicinity of the proposed development or its access route. There is no proposed change to permitted user numbers and therefore no increase in risk to users or other road users is expected.

Parking survey results

- 3.20 Parking surveys were undertaken by Charge Surveys, broadly in line with the Lambeth Methodology and surveying for a distance of 500m from the site, as agreed with the local highway authority. Full results of the survey are included in **Appendix A**.
- 3.21 The study area is shown in **Figure 3.2**.



Mapping: Google

Figure 3.2: Parking study area

- 3.22 Hourly beat count surveys were undertaken on Sunday 19th May 2024 from 10:00-17:00, to reflect the busiest Sunday times before, during and after the main and youth services, and on Tuesday 21st May 2024 from 17:30 to 21:30, to reflect the busiest weekday activity, before, during and after the choir practice.
- 3.23 The nominal length of a parking space was assumed to be five metres when working out the overall parking capacity and the survey results were required to state both the number of vehicles parked, and the number of spaces available. The survey company

defined observed spaces as “a real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)”.

- 3.24 The surveys measured approximately 1,800 spaces based on kerb metrage, but in reality, based on the observed spaces definition above, there were around 1,600 useable spaces on the Tuesday and 1,725 usable spaces on Sunday.
- 3.25 A maximum of three vehicles were observed parking in the Church parking area at any time.
- 3.26 **Figures 3.3 and 3.4** show the number of parked cars and observed spaces available throughout the study periods on the Tuesday and Sunday. Some of the observed spaces will have had restrictions (e.g. disabled parking only, no parking on event days at Tottenham Hotspur Stadium) but the majority would have been available to members of the public all day on Sunday and after 18:30 on weekdays.

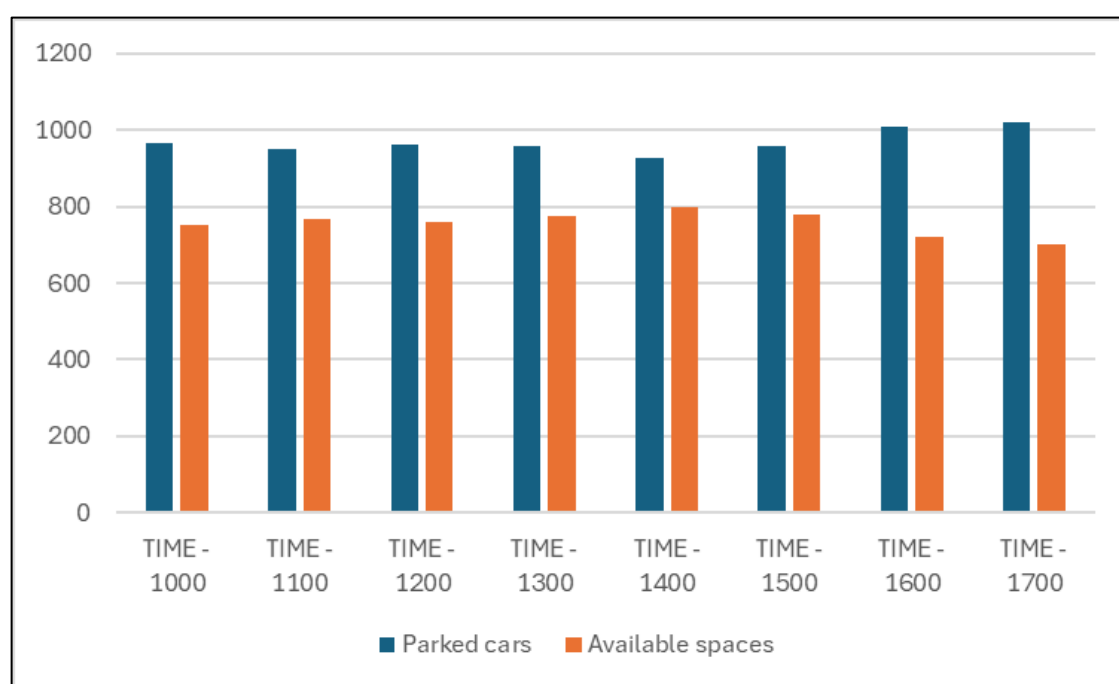


Figure 3.3: Parking summary – Sunday 19th May

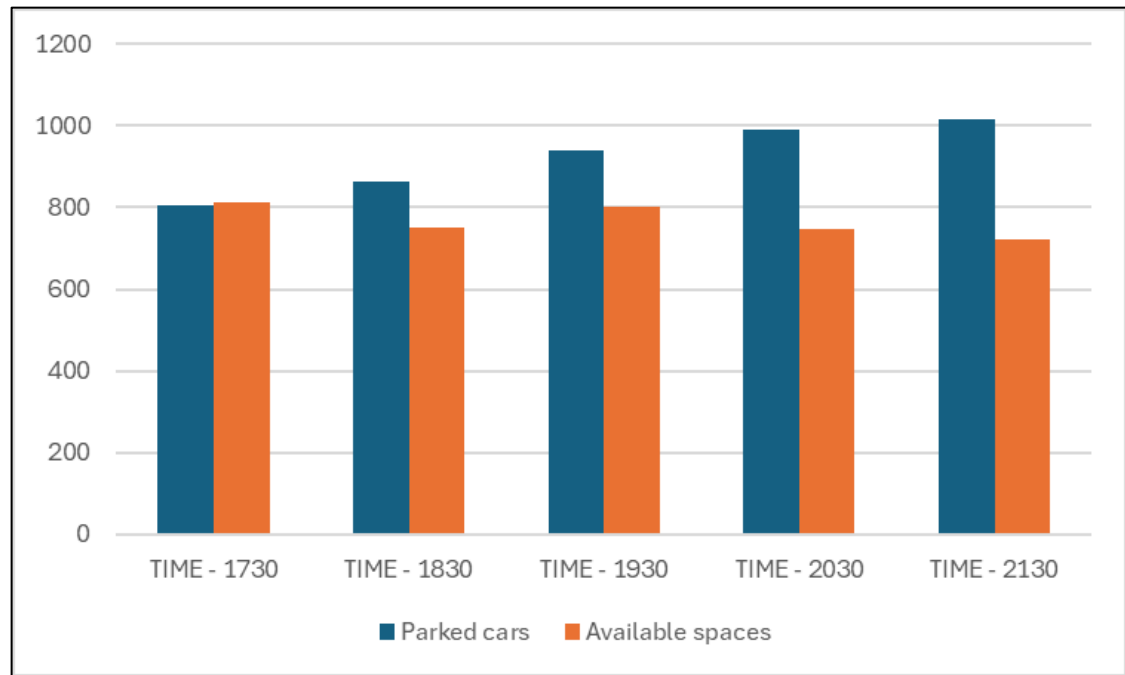


Figure 3.4: Parking summary – Tuesday 21st May

- 3.27 This data does not show any significant change in parking demand corresponding with the Sunday services (10:30-13:00 and 14:30-16:30) or during the Choir practice (18:00 - 21:00).
- 3.28 The majority of available spaces were located within the outer areas of the study area, away from the site, but still within the 500m (approximately six minutes' walk) distance.
- 3.29 Focusing on the streets directly around the site, within approximately 200m (two to three minutes' walk) of the site, namely all or parts of Boreham Road, Westbury Avenue, Mark Road, Ellenborough Road, Tintern Road and Grainger Road, there were a minimum of 47 available spaces during the Sunday study period and 82 available spaces during the Tuesday study period.

4 Development Proposals

Proposed development

- 4.1 The scheme aims to raise the roof eaves on the first floor to accommodate more comfortable spaces for the current classrooms, along with gathering spaces for youth members. A better internal floor area will be provided, along with improved entrance arrangements and lighting within the building. As a result of these proposals, the building size will increase from 545sqm to 878sqm.
- 4.2 Plans showing the current and proposed layouts are included in **Appendix B**.

Site access arrangements

- 4.3 There are no changes proposed to pedestrian or vehicular access, which will be retained via Sofia Mews from Boreham Road.

Parking

Bicycles

- 4.4 New bicycle parking provision will be made within the Church's land.
- 4.5 The London Plan (2021) sets out long term cycle parking requirements for churches of one space per eight full time equivalent staff and one space per 100sqm for short term parking.
- 4.6 This results in a requirement for one long term space and nine short term spaces. Therefore, five Sheffield stands accommodating ten bicycles will be provided in a cycle store to the west of the building, plus an additional space for storage of a larger/non-standard bicycle.

Car parking

- 4.7 A total of three parking spaces will be provided, using land to the west of the building which is currently used for this purpose.
- 4.8 The London Plan (2021) requires a minimum of two disabled parking spaces for religious buildings, which will be provided at the northern end of the external area, with space to the rear to provide one standard parking space, the cycle store, bin storage area and emergency exit route from the western side of the Church.
- 4.9 The standard space will be allocated for staff use only, as its location behind the disabled spaces means that open access to this space is unlikely to be feasible. All three spaces will be managed through a booking system.

Swept path analysis

- 4.10 Swept path analysis for cars using the parking spaces, for a Transit-type van, which could be used for deliveries or for construction, along with tracking for a small tipper lorry which would be needed during construction, is shown in **Appendix C**.

Attendee times and numbers

- 4.11 There is expected to be no change to the various events and sessions provided by the Church and no change in attendee numbers as a result of the development. The proposals aim only to provide an improved environment for the Church's congregation.
- 4.12 Therefore, the number of attendees will remain as at present, with numbers shown previously in this report at **Table 2.1**.
- 4.13 The Council's concern about an increase in attendee numbers and the impact this may have on surrounding streets is noted. The Church has a total congregation of approximately 200 adult members and 250 child members, with typical attendance of around 300 people at the busiest Sunday worship.
- 4.14 The building will be restricted to an absolute maximum of 350 people onsite at any given time. This is based on the maximum capacity of the building from the fire strategy, which takes account of the number of people that could safely exit the building in the event of an emergency. As a result, although in theory the total capacity of the separate rooms might exceed this number, use of these to their maximum capacity would result in the building exceeding its safe occupant levels. The Church does not wish to endanger its users and therefore will only permit the maximum safe number to attend at any time.

Servicing and deliveries

- 4.15 The following frequency of deliveries/servicing is expected:
- Food (limited items such as tea, coffee and biscuits for after services) – brought in by Church members;
 - Cleaning supplies – every three months;
 - Stationery – every three months;
 - Maintenance – as required; and
 - Bin collections – weekly, depending on waste produced.
- 4.16 A private bin collection service will be used, enabling additional collections as necessary in the event of a large amount of waste.
- 4.17 Bins are currently taken to the end of Sofia Mews by church staff to allow for collection from the roadside. This procedure will continue following development.

4.18 Further details of servicing and delivery management is set out in **Section 5**.

5 Servicing and Deliveries

5.1 Details of predicted servicing requirements are set out in **Section 4** of this report.

5.1 Delivery and servicing management plans can be used to:

- Increase building operational efficiency by reducing delivery and servicing impact on premises;
- Reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities; and
- Increase the road network efficiency.

Management of deliveries

5.2 It is expected that the deliveries will be made by a combination of:

- Third party suppliers providing deliveries directly to the church; and
- Church staff/members purchasing goods at suppliers (e.g. kitchen supplies such as tea and biscuits) and then bringing them to the church when they attend services in their own vehicles.

5.3 For all deliveries to the church by third party supplier, contact must be made with the church team. The staff may either permit the delivery to continue to the relevant part of the building, or alternatively the package may be stored securely for later collection by the intended recipient.

5.4 Any large deliveries (for example, new furniture) will be logged in advance with the church's management team to ensure that appropriate supervision is in place during delivery times.

5.5 Vehicles delivering goods and servicing the proposed building are generally envisaged to be limited to small goods vehicles such as a transit van or similar for delivery of office and cleaning supplies and building maintenance.

Routing of vehicles

5.6 All traffic delivering to the site will need to travel from the southern end of Boreham Road as a result of the one-way restrictions.

5.7 Waste collections will occur from the roadside of Boreham Road as at present.

5.8 Smaller delivery vehicles will either reverse to the site frontage along Sofia Mews, and then exit in forward gear, or stop briefly on the roadside where loading restrictions permit this, to unload and then transport goods on foot to the Church.

Delivery hours

- 5.9 Typically, deliveries would be undertaken between the hours 09:00 and 17:00 Monday to Friday (office hours), with no deliveries by third party suppliers on weekends or bank holidays. Additionally, third party suppliers will be requested to avoid delivering during services or other large events, as fewer staff may be available to collect or manage this, as well as more of the building being in use making it difficult to drop the items to the required area.
- 5.10 Where possible, deliveries will be scheduled outside of peak periods in order to minimise the impact of delivery vehicles upon the local highway network. TfL indicates that freight vehicles account for 25% of traffic between 07:00 to 11:00 and by avoiding these times, congestion can be reduced, and vehicles can operate more efficiently. This will also reduce the risk of collisions, particularly with cyclists and pedestrians. Businesses can also reduce costs and contribute to improving air quality.

Highway Safety

- 5.11 All deliveries will take place within legally permitted delivery areas.
- 5.12 The church management will be responsible for ensuring that pedestrian management and highway safety is maintained during servicing.
- 5.13 As necessary, the church will make an appointed member of staff available for delivery vehicles to ensure that pedestrians are kept away from the vehicle and provide an aid to the driver in terms of maximising visibility.

6 Car Park Management

- 6.1 At present, the parking surveys showed a maximum of three cars parked within the existing car park area, although additional vehicles may be able to park in this area subject to manoeuvring.
- 6.2 In the future, a maximum of three parking spaces will be available, of which two are dedicated for disabled users, and the third will be allocated for staff use (including volunteers as appropriate).
- 6.3 The two disabled spaces will be available for booking in advance, to provide users the certainty that a space will be available for them when they arrive. This will either be via an online system or could be booked in person (e.g. at a previous service), by phone or email. The western space will be filled first, to allow easier use of the staff space to the rear.
- 6.4 As staff members are likely to be arriving before and departing after the main congregation, they will be able to enter and exit the space before and after the disabled spaces are occupied. Church employees will also be asked to book the staff space, to ensure that they will be able to access and egress at the times they need to, without requiring the disabled space users to move their vehicles.
- 6.5 Registration plates and names will be recorded to allow users to be contacted in the event of issues.

7 Site/Visitor Management

- 7.1 Details of predicted visitor numbers throughout the week are set out in **Section 2** of this report.
- 7.2 The busiest time at the Church will be on Sunday mornings when approximately 300 people will attend the worship service and Sunday school. This is the same number as currently do so.
- 7.3 In order to ensure safety for visitors and avoid congestion on Sofia Mews or Boreham Road, volunteer marshals will be used to manage arrivals and use of the building during the busiest times, namely Sunday mornings and Christmas events.

Building capacity

- 7.4 Capacity is limited by the number of people who can safely exit the building in the event of an emergency, and this number varies depending upon the number and size of doorways. The triangular shape of the site and its boundaries abutting neighbouring land limit the number of exit doors that can be provided. The church had a fire risk assessment undertaken in 2014 which showed the current capacity when the building is being used with the usual rows of chairs to be 347.
- 7.5 A preliminary assessment of fire capacity for the new building exits has been undertaken by the architect, using Approved Document B1. This determines the capacity of each fire exit door, and then the widest door is discounted to allow for it to be blocked by fire, giving total capacity of 350 as follows:

- ~~Door A - 1850mm (220+160) = 380~~
- Door B - 1400mm (220+70 people) = **290**
- Door C - 750mm (60 people) = **60**

Sunday services

- 7.6 For the first three months of operation, marshals will use “clickers” to count the number of attendees to Sunday services, and if this reaches 350, the building doors will be closed, and any late attendees will not be able to attend that service.
- 7.7 If attendee numbers are regularly at or close to 350, the marshals will continue to count attendees after the first three months to ensure capacity is not exceeded. If after this time, attendees are much lower, “clicker” counts will only be used at special occasions or particular times of year if numbers are anticipated to be higher.

- 7.8 Additionally, the Church will consider implementation of an online booking system for busy services, such as at Christmas, Easter and Sunday services if numbers justify it, so that attendee numbers are limited to the building capacity and potential attendees do not have to be turned away at the door.

Marketing and leaflets

- 7.9 The Church has a website which will be updated to include a section on its location, opening hours, classes/activities and local transport options.
- 7.10 This will include a summary table showing bus services and stops, information about cycle parking provision at the Church and a link to the TfL journey planner to enable attendees to plan their route.

Management of special events

- 7.11 During Christmas or Easter events, if held, the majority of attendees will be existing members of the Church and therefore will be aware of its location and internal layout.
- 7.12 For any other events that may be held, it is probable that there will be a mixture of existing and new attendees, and therefore those who are not members of the Church will not be familiar with the site or travel arrangements.
- 7.13 The people who have requested the event or hired the venue will be asked to provide information to their guests about travel arrangements. The Church will provide a leaflet about travel options, also available in electronic PDF format, that the event organisers will be asked to issue to all guests.
- 7.14 In the event that the Church holds one-off larger events in the future with relevant event licenses, as necessary, they will either hire door security guards or allocate staff/volunteers to act as security guards and traffic management stewards during the event if considered appropriate. They will keep track of the number of people entering and departing so that the building does not get over-crowded. In the event of attendees exceeding capacity, entry will be barred until space becomes available.

8 Trip Generation and Parking Impact

Trip Generation

- 8.1 As set out in Section 4, there is not expected to be an increase in attendee numbers at the site, with the building capacity being in line with current permissions, nor a change in how attendees travel to the site.
- 8.2 As a result, there will be no change in trip generation as a result of the development proposals.

Sensitivity test

- 8.3 As requested by LBH, a sensitivity test has been undertaken, to estimate likely trip generation in the event that the Church is fully occupied with 350 people attending Sunday services. As the spot checks were undertaken on the same day as the parking surveys, the observed attendance from these days has been used. For the choir practice, an estimate of potential additional numbers has been made through comparison of observed and typical numbers. As the youth service had a higher number of attendees (52) than usual (42), no further sensitivity assessment of this service has been made.

Session	Observed numbers (spot check)	Potential numbers	Increase in numbers compared to spot check
Sunday main service	302	350 (full capacity)	+48
Tuesday choir practice	11	25	+14

Table 8.1: Sensitivity test

- 8.4 This shows that there could be up to 48 more people within the building than counted on the Sunday of the parking surveys. The choir session on the Tuesday had lower attendance than typical, so allowance for an additional 14 people has been made. It is not expected that the choir session, or other evening activities, would fill the building to its capacity.
- 8.5 **Table 8.2** sets out the change in attendees with their expected travel mode, based on the modal surveys undertaken in April 2024.

Mode	Percentage by mode	Sunday main service	Tuesday choir practice
Change in attendees	-	+48	+14
Walk	2%	1	0
Cycle	0%	0	0
Bus	19%	9	3
Tube/ Underground	16%	7	2
Train	8%	4	1
Car driver with passengers	15%	7	2
Car passenger	32%	15	4
Drive a car alone	5%	2	1
Taxi passenger	3%	2	0

Table 8.2: Sensitivity test – modal share

8.6 The results in **Table 8.2** indicate that if the new building operates at full capacity, this would result in 20 additional public transport users on a Sunday and nine additional car drivers compared to observed numbers.

8.7 During the Tuesday evening choir practice, there would potentially be six additional public transport users and three additional car drivers, if the typical numbers attended this session.

Parking Impact

8.8 At present, the Church has space for up to eight cars to park adjacent to the building within its land, although the arrangement of this, with a width of just 4.8m at the narrowest point which makes it difficult to park two vehicles side-by-side and enter/exit the driver's door, means that in reality, not all spaces are used at once. The parking surveys showed a maximum of three vehicles parked in this area during the Sunday service.

8.9 Following development, this will reduce to a total of two disabled spaces and one standard space due to the provision of cycle parking and bin stores within this area.

8.10 As a result, potentially two cars will be displaced at the busiest times from the Church car park to surrounding streets, assuming none of the existing users would require the disabled spaces, in addition to the nine additional cars if the building is operating at full capacity as per the sensitivity test. There are no parking restrictions in place during evenings or weekends, and therefore attendees are permitted to park legally at these times on surrounding streets which are covered by the CPZ during weekday daytimes.

8.11 The parking surveys set out in **Section 3** showed sufficient space to accommodate these 11 additional parked cars without causing issues for other residents, with a minimum of

47 available observed spaces within approximately 200m and over 700 spaces within the wider 500m study area.

9 Conclusions

9.1 Mayer Brown Ltd has been appointed by Eritrean Bethel Church to prepare this Transport Statement in support of their proposals for an extension to their church building on Sofia Mews, Boreham Road, N22 6SL.

9.2 This Transport Statement demonstrates that:

- Eritrean Bethel Church currently occupies the building but the building arrangement does not meet their current needs;
- Access to the site for members of the public and staff is currently provided via Sofia Mews, off Boreham Road;
- The site is accessible via sustainable modes of travel, with easy access to bus services, and has a 3-4 PTAL rating;
- Travel surveys of attendees were undertaken which shows the majority of attendees travelling by sustainable modes, with 20% travelling as a car driver and only 5% travelling by single occupancy car;
- Development proposals seek to provide additional floor area at the first floor and an improved internal layout;
- There is not expected to an increase in building capacity over current capacity, given fire safety regulations;
- Two formal disabled parking spaces and one staff parking staff will be provided;
- New cycle storage will be provided in line with London Plan requirements;
- Parking surveys were undertaken of the surrounding streets and show that there is available parking on Sundays and weekday evenings. Parking restrictions are in place Monday to Friday during the daytime; and
- Given that there will be no increase in occupancy levels at the Church, it is expected that the proposed development would have no material/significant impact on the safety or operation of the local highway network.

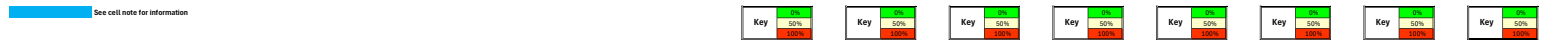
9.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

APPENDIX A: Parking Surveys





[illegible]



Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

LOCATION : Boreham Rd, London N22 6SL					Tuesday 21st May 2024 - Hourly Snapshot Beats (17:30-21:30)																	
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (Including marked bays of less than 5 metres)	TIME - 1730			TIME - 1830			TIME - 1930			TIME - 2030			TIME - 2130					
					PAKED VEHICLES	DESERVED SPACE	%RESTRICTION STRESS	PAKED VEHICLES	DESERVED SPACE	%RESTRICTION STRESS	PAKED VEHICLES	DESERVED SPACE	%RESTRICTION STRESS	PAKED VEHICLES	DESERVED SPACE	%RESTRICTION STRESS	PAKED VEHICLES	DESERVED SPACE	%RESTRICTION STRESS			
RUSPER ROAD	1	DOUBLE YELLOW LINE A) RESIDENT PERMIT HOLDER ONLY MON-FRI 0800-1830 DROPPED KERB	16.4 40.1 3.9	7	4	3	57.1%	4	3	57.1%	4	3	57.1%	4	3	57.1%	4	3	57.1%			
WESTBURY AVENUE	2	DISABLED BAY DOUBLE YELLOW LINE B) LOADING MON-SAT 20 MINS NO LOADING MON-SAT 0800-0930 1630-1830 BUS STOP	75.6 75.6 22 37.2	1 4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%			
		PEDESTRIAN CROSSING DOUBLE YELLOW LINE SINGLE YELLOW LINE MON-SAT 0700-1900	30.3 16.2 6.4				1			0	1	0.0%	2	0	100.0%	0	1	0.0%				
		C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	14.5	2	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%			
LAKEFIELD ROAD	3	DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	15.9 38.1	7	6	1	85.7%	7	0	100.0%	7	0	100.0%	7	0	100.0%	7	0	100.0%			
WILLINGDON ROAD	4	D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DISABLED BAY DOUBLE YELLOW LINE	257.5 12.3 17.7	50 2	29	16	64.4%	29	16	64.4%	36	9	80.0%	33	12	73.3%	34	10	77.3%			
		C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	24.4 73.7	14	11	3	78.6%	11	3	78.6%	11	3	78.6%	15	0	100.0%	11	3	78.6%			
		SINGLE YELLOW LINE MON-SAT 0700-1900 D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DISABLED BAY	5.8 147.7 6.6	29	13	14	48.1%	12	15	44.4%	12	15	44.4%	12	15	44.4%	18	9	66.7%			
LAKEFIELD ROAD	7	DOUBLE YELLOW LINE DROPPED KERB C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS SINGLE YELLOW LINE MON-SAT 0700-1900 PEDESTRIAN CROSSING	17.4 6.3 69.2 72.7	13 1	10	2	83.3%	11	1	91.7%	12	0	100.0%	12	0	100.0%	11	1	91.7%			
WESTBURY AVENUE	8	BUS STOP DROPPED KERB SINGLE YELLOW LINE MON-SAT 0700-1900 D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	39.6 3.2 14.7 56.2	11	6	5	54.5%	7	4	63.6%	8	3	72.7%	8	3	72.7%	7	4	63.6%			
		DOUBLE YELLOW LINE DOUBLE YELLOW LINE SINGLE YELLOW LINE MON-SAT 0700-1900	49.3 94.5 28.9	5				0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%			
		DOUBLE YELLOW LINE ELECTRIC VEHICLE RECHARGING POINT DROPPED KERB	17.9 16.3 5.4	2	2	2	50.0%	1	3	25.0%	1	3	25.0%	0	4	0.0%	0	4	0.0%			
MAURICE AVENUE	11	D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS DROPPED KERB	14.2 12.8 141.7 18.8	28	15	10	60.0%	15	10	60.0%	15	10	60.0%	16	9	64.0%	17	8	68.0%			
DARWIN ROAD	12	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE DROPPED KERB DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DROPPED KERB DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS BIKE SHED C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	31.2 13.6 32.1 13.4 36.9 5.8 14.7 22.3 19.1 25.7 6.6 2.8 14.6 32.5 13.8 14.5 36.6 14 18.9 22.3 13.5 2.8 40.1 13.5 32.1 13.7 31.6 31.7	6 7	1 5 3 2 4	16.7% 0.0% 16.7% 0.0% 42.9% 25.0% 33.3% 60.0% 0.0% 60.0% 25.0% 50.0% 66.7% 33.3% 100.0% 66.7% 16.7% 16.7% 66.7% 50.0% 25.0% 25.0% 0.0% 0.0% 16.7% 0.0% 0.0%	0 6 1 5 2 5 4 2 3 2 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	6.0% 0.0% 16.7% 0.0% 28.6% 0.0% 66.7% 33.3% 100.0% 66.7% 50.0% 66.7% 33.3% 100.0% 66.7% 16.7% 16.7% 66.7% 50.0% 25.0% 25.0% 0.0% 0.0% 16.7% 0.0% 0.0%	0 6 2 5 2 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6.0% 0.0% 16.7% 0.0% 28.6% 0.0% 66.7% 33.3% 100.0% 66.7% 50.0% 66.7% 33.3% 100.0% 66.7% 16.7% 16.7% 66.7% 50.0% 25.0% 25.0% 0.0% 0.0% 16.7% 0.0% 0.0%	0 6 2 5 2 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6.0% 0.0% 16.7% 0.0% 28.6% 0.0% 66.7% 33.3% 100.0% 66.7% 50.0% 66.7% 33.3% 100.0% 66.7% 16.7% 16.7% 66.7% 50.0% 25.0% 25.0% 0.0% 0.0% 16.7% 0.0% 0.0%	0 6 2 5 2 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6.0% 0.0% 16.7% 0.0% 28.6% 0.0% 66.7% 33.3% 100.0% 66.7% 50.0% 66.7% 33.3% 100.0% 66.7% 16.7% 16.7% 66.7% 50.0% 25.0% 25.0% 0.0% 0.0% 16.7% 0.0% 0.0%								
		MAURICE ROAD	26	DOUBLE YELLOW LINE DISABLED BAY D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	7.2 13.8 121.1	23	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	
		MARK ROAD	27	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE DISABLED BAY D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 BIKE SHED SINGLE YELLOW LINE MON-SAT 0700-1900 DISABLED BAY	11 32.2 10.5 118.2 20 13.4 128.1 2.7 6.9	6 29	2 4 0 3 0	33.3% 0.0% 31.8% 0.0% 0.0%	2 4 13 9 10	4 16 13 16 16	44.8% 53.6%	15 13	53.6%	14 14	50.0%	15 13	53.6%	14 14	50.0%	15 13	53.6%	
		HEWITT AVENUE	31	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 BIKE SHED DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	10.9 33 11.2 146.1 2.7 13.5	30	15	14	51.7%	18	10	64.3%	21	7	75.0%	19	9	67.9%	19	9	67.9%	
		MARK ROAD	33	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 SINGLE YELLOW LINE MON-SAT 0700-1900 DISABLED BAY	13.2 32 10.7 161.3 13.5 147.1 2.2 6.4	6 32	5	1	83.3%	2	4	33.3%	3	3	50.0%	3	3	50.0%	4	2	66.7%	
		LYMINGTON AVENUE	35	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 SINGLE YELLOW LINE MON-SAT 0700-1900 DISABLED BAY PERMIT HOLDER DISABLED BAY DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	10.7 161.3 13.5 147.1 2.2 6.4 6.3	28	13	14	48.1%	14	13	51.9%	16	10	61.5%	19	7	73.1%	17	9	65.4%	
		GLADSTONE AVENUE	36	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE SINGLE YELLOW LINE MON-SAT 0700-1900 D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DISABLED BAY	17.7 47.8 6.9 166.2 20.5 33.9 13.6 161.9	9 30	3 16 12 5	37.5% 100.0% 51.6% 33.3% 40.0%	3 5 1 2 2 2	37.5% 100.0% 51.6% 33.3% 40.0%	2 7 1 3 2 2	22.2% 100.0% 51.6% 33.3% 40.0%	3 6 1 3 2 2	33.3% 100.0% 51.6% 33.3% 40.0%	3 6 1 3 2 2	33.3% 100.0% 51.6% 33.3% 40.0%	3 6 1 3 2 2	33.3% 100.0% 51.6% 33.3% 40.0%				
		LORDSHIP LANE	39	PEDESTRIAN CROSSING SINGLE YELLOW LINE MON-SAT 0700-1900 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS SINGLE YELLOW LINE MON-SAT 0700-1900 DISABLED BAY	1.6 49.3 9.6 9.5 9.7 26.6	9	1	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	1	1	50.0%
		FARRANT AVENUE	40	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 BIKE SHED D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	45 14 130.4 2.7 137.8 13.6	27	14	12	53.8%	15	11	57.7%	14	12	53.8%	14	12	53.8%	16	9	64.0%	
		LORDSHIP LANE	42	DOUBLE YELLOW LINE PEDESTRIAN CROSSING DOUBLE YELLOW LINE ROADWORKS / C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS SINGLE YELLOW LINE MON-SAT 0700-1900 D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	9.8 44.9 12.4 11.5 12.7 121.7 14 100.3 12.6 27.3	24	12	11	52.2%	13	10	56.5%	13	10	56.5%	13	10	56.5%	14	8	63.6%	
		MORLEY AVENUE	43	DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE D) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830 DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	12.4 11.5 12.7 121.7 14 100.3	24	12	11	52.2%	13	10	56.5%	13	10	56.5%	13	10	56.5%	14	8	63.6%	
		LORDSHIP LANE	45	DOUBLE YELLOW LINE BUS STOP DOUBLE YELLOW LINE C) RESIDENT PERMIT HOLDER ONLY / PAY BY PHONE MON-SAT 0800-1830 MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	14.7 35.8 14.6 8	1	2	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	
		Charge Surveys Ltd	46	DROPPED KERB	8	1	2	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	

[illegible]

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

APPENDIX B: Site Layout Plans

Note
Approximate Dimensions
Red Line Indicating Site Boundary 758m²

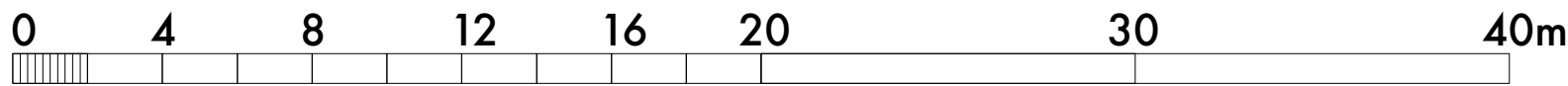


NOTES- Do not scale for the purposes of valuation or construction: use figured dimensions only. All dimensions to be checked on site before placing orders, fabrication or construction. Read drawing in conjunction with associated specifications + information prepared by other consultants. Any discrepancies between consultants information to be reported to the Architect before work commences.

REVISIONS
P1 03 Dec 2023
A 16 May 2024
B 30 June 2024

Planning Application
Car Park Provisions
Car Park Provisions_Revised

MOT FOR CONSTRUCTION



Shidan Belay Hagos

71 Goldman Street
shidanbh.co.uk

LONDON E2 6EF
07426802345

PROJECT
EBC Boreham Road N22 6SL
DRAWING
Site Block Plan - Car Park Prop.

SCALE
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NUMBER
004_005
REV
B

Existing

Proposed

Existing
Proposed

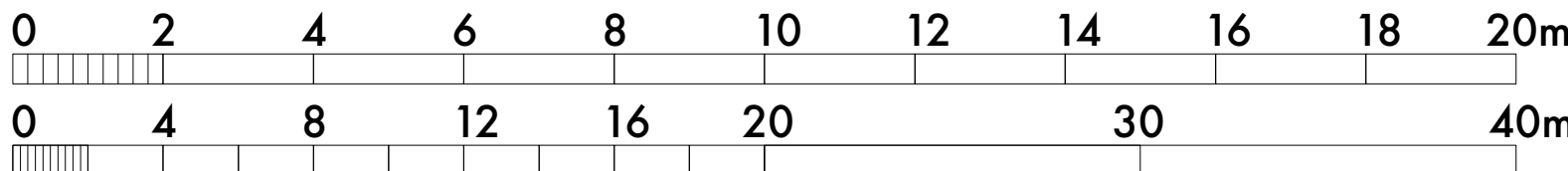
NOTES- Do not scale for the purposes of valuation or construction: use figured dimensions only. All dimensions to be checked on site before placing orders, fabrication or construction. Read drawing in conjunction with associated specifications + information prepared by other consultants. Any discrepancies between consultants information to be reported to the Architect before work commences.

REVISIONS

P1 03 Dec 2023
A 13 June 2024

Planning Application
Transport Assessment

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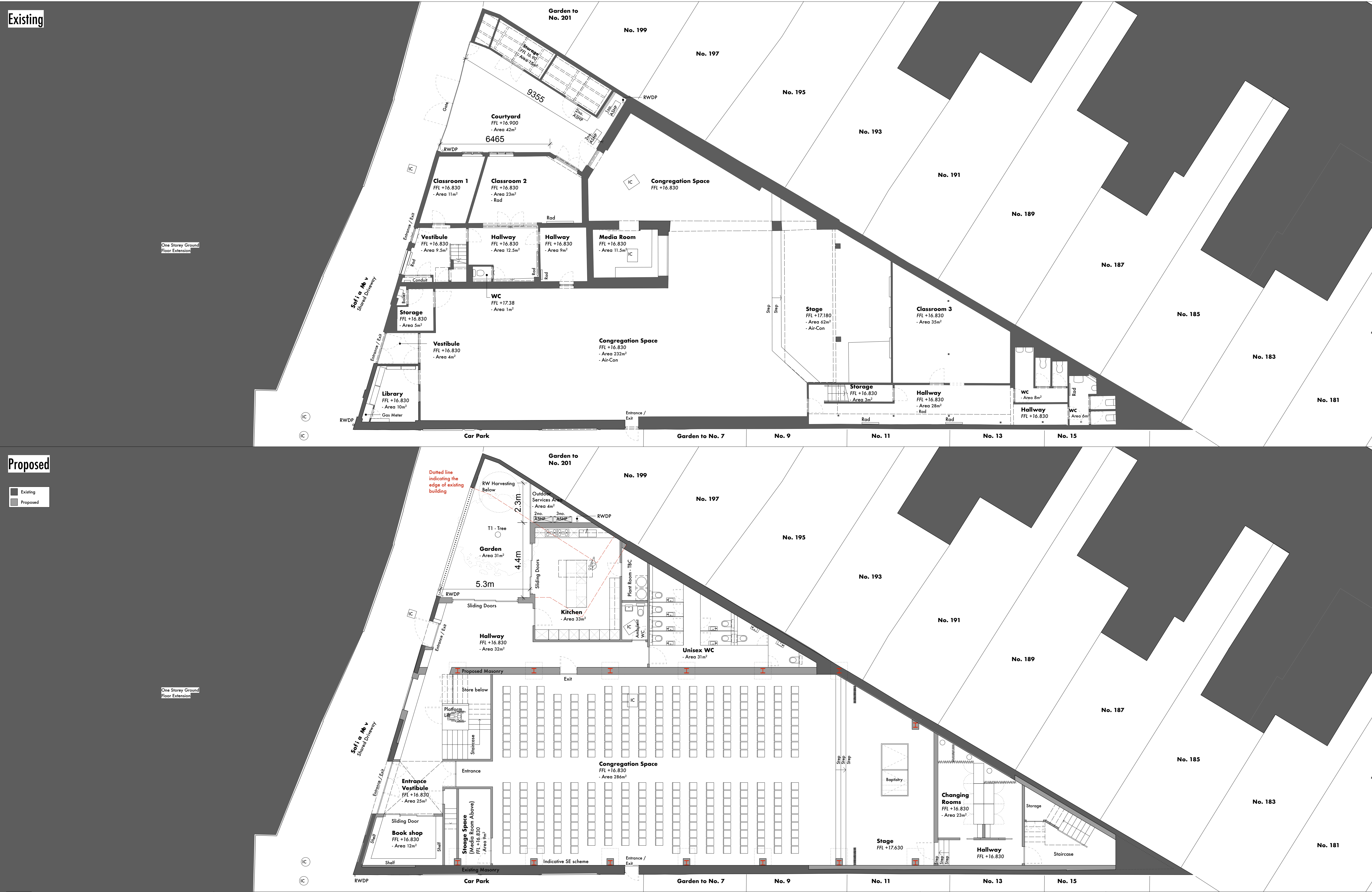
71 Goldman Street
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07426802345

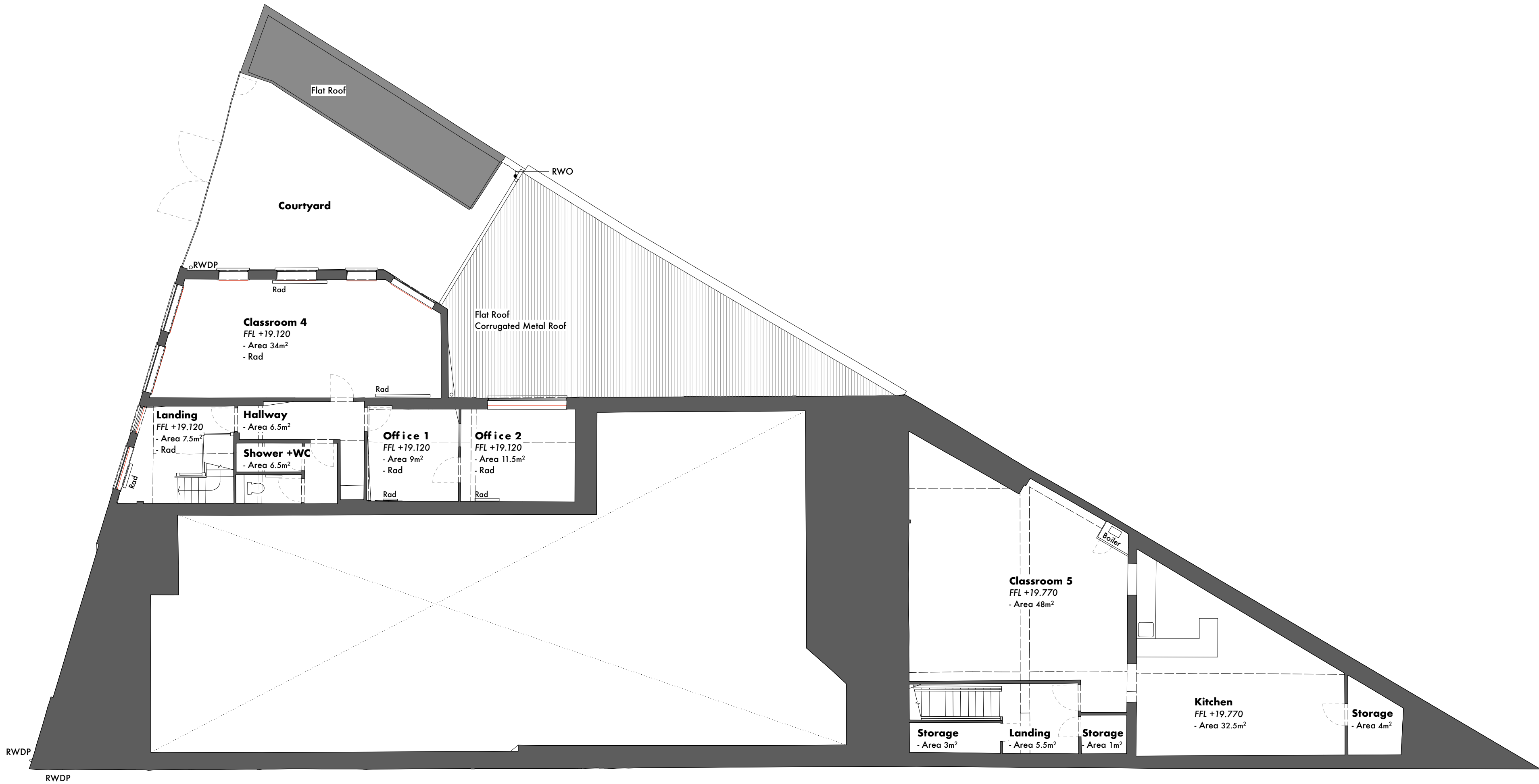
PROJECT
EBC Boreham Road N22 6SL

DRAWING
Ground Floor Plans

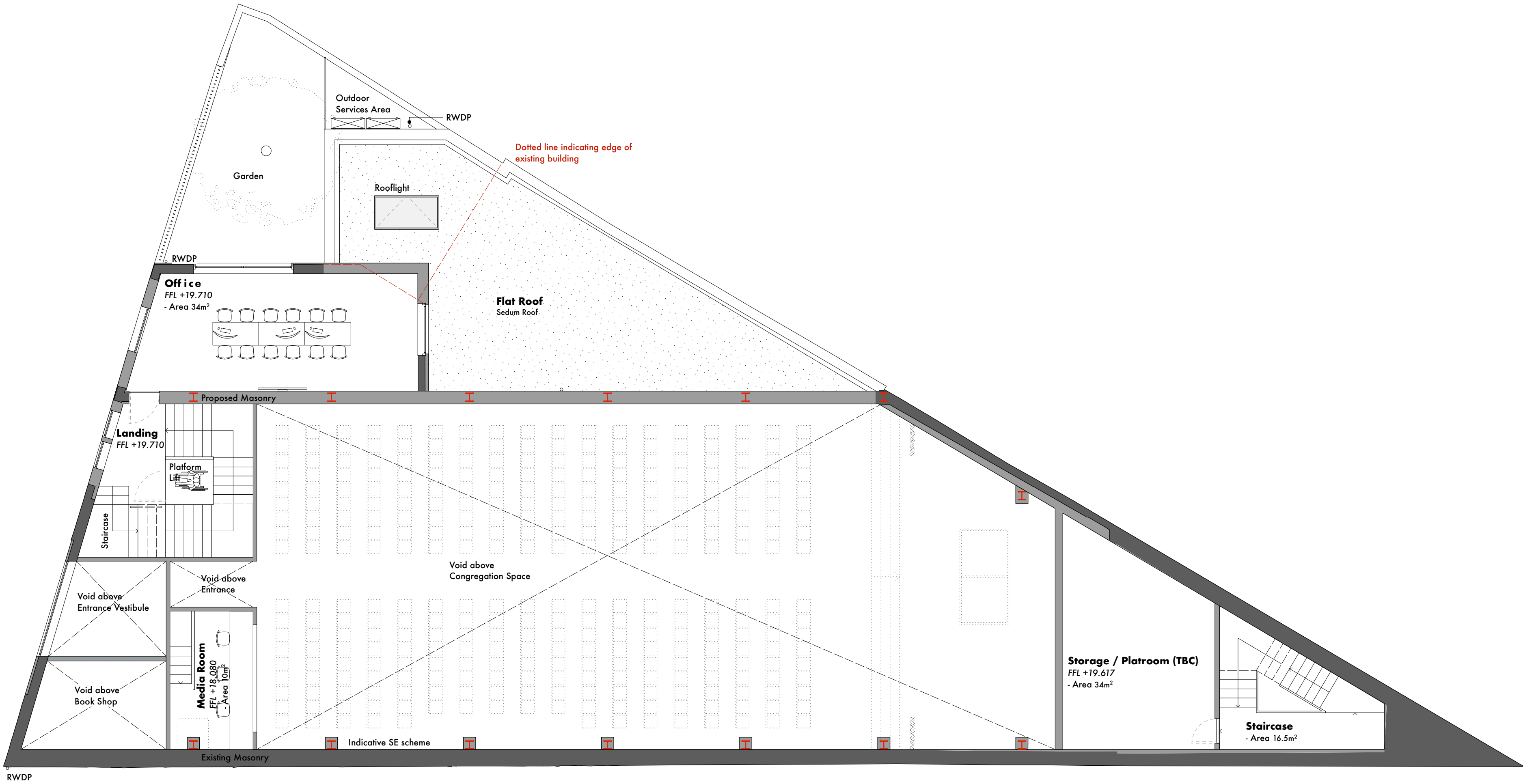
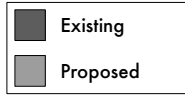
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REV
A



Existing



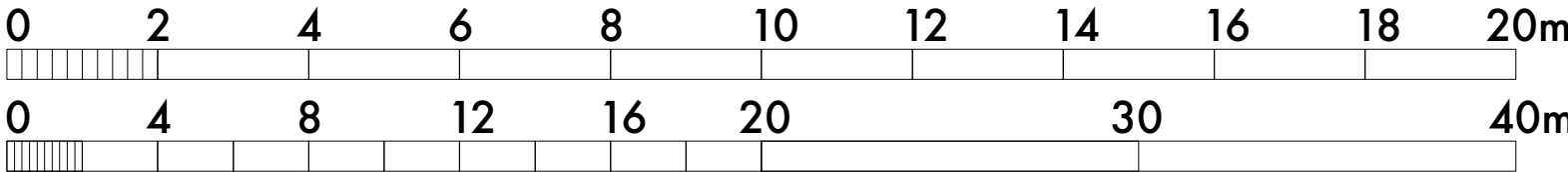
Proposed



NOTES- Do not scale for the purposes of valuation or construction: use figured dimensions only. All dimensions to be checked on site before placing orders, fabrication or construction. Read drawing in conjunction with associated specifications + information prepared by other consultants. Any discrepancies between consultants information to be reported to the Architect before work commences.

REVISIONS			Planning Application Transport Assessment
P1	03 Dec 2023		
A	13 June 2024		

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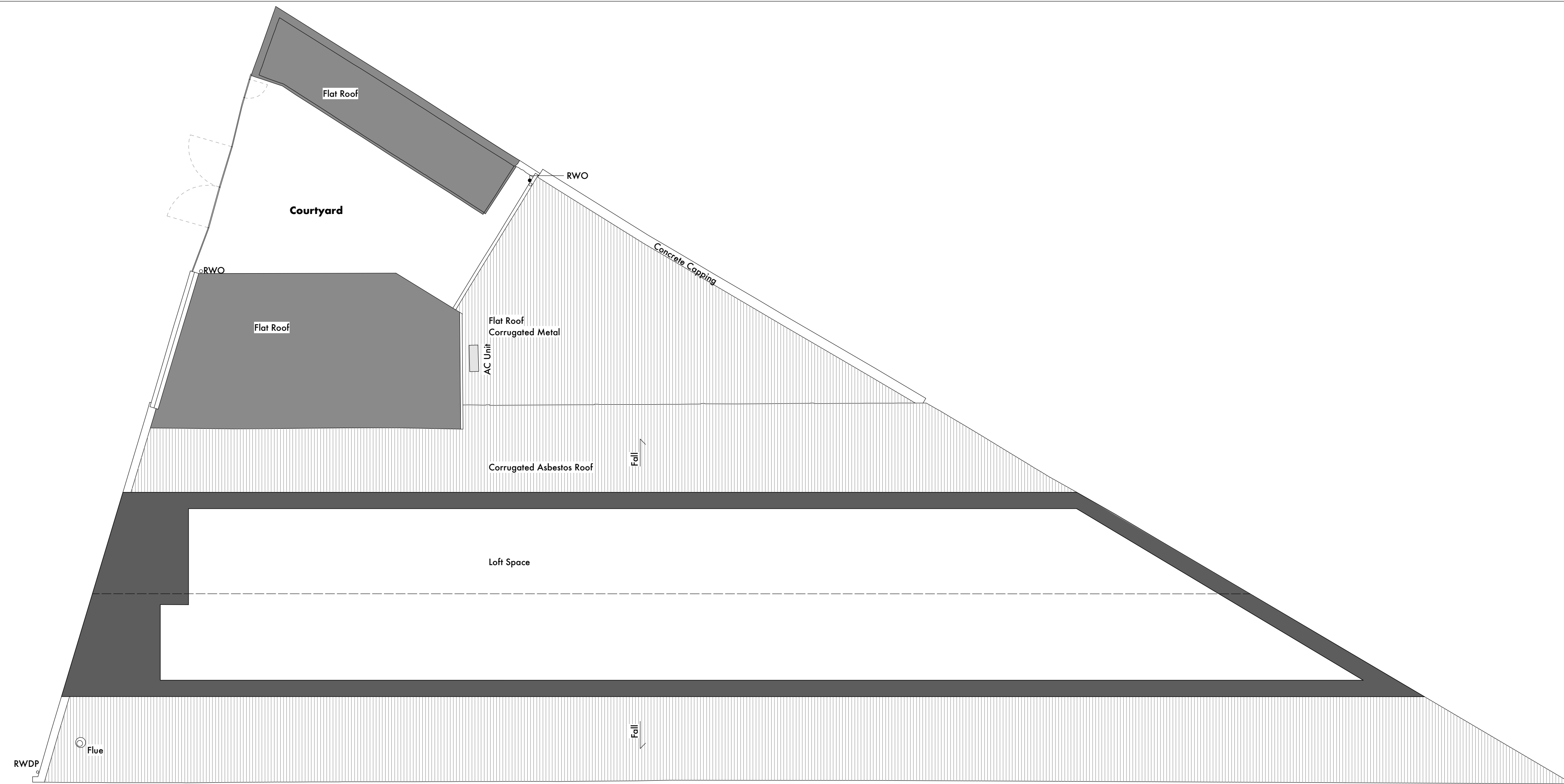
71 Goldman Street
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07426802345

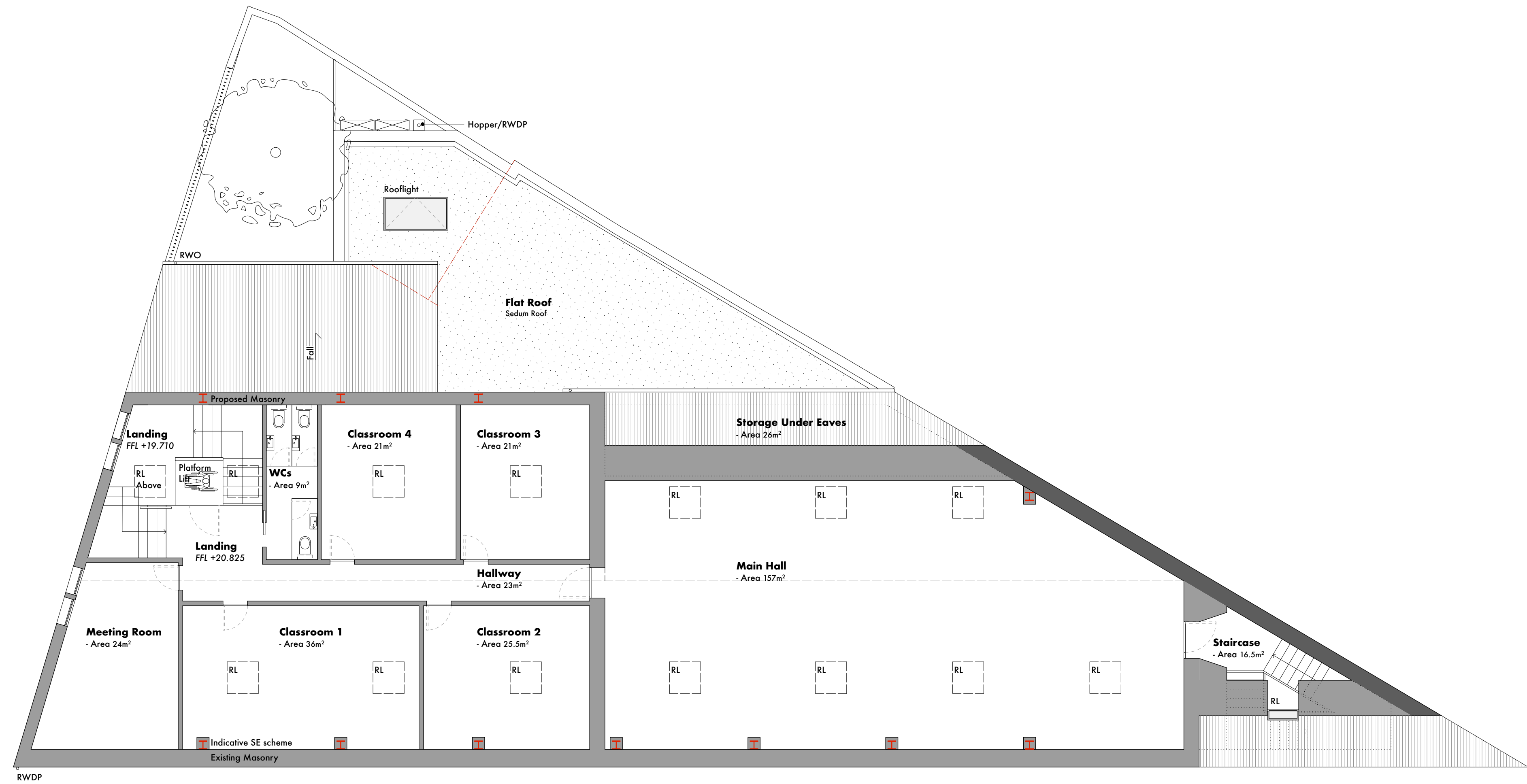
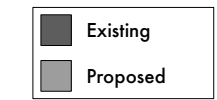
PROJECT	EBC Boreham Road N22 6SL
DRAWING	Mezzanine Floor Plans

SCALE	1:100 @A1 1:200 @A3
NUMBER	004_011
REV	A

Existing



Proposed



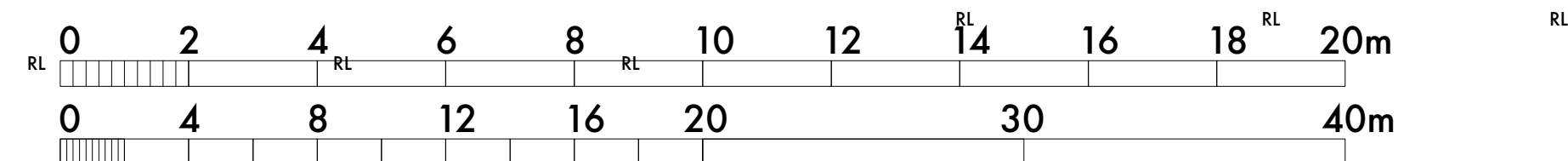
NOTES: Do not scale for the purposes of valuation or construction: use figured dimensions only. All dimensions to be checked on site before placing orders, fabrication or construction. Read drawing in conjunction with associated specifications + information prepared by other consultants. Any discrepancies between consultants information to be reported to the Architect before work commences.

REVISIONS

P1	03 Dec 2023
A	13 June 2024

Planning Application Transport Assessment

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PROJECT

EBC Boreham Road N22 6SL

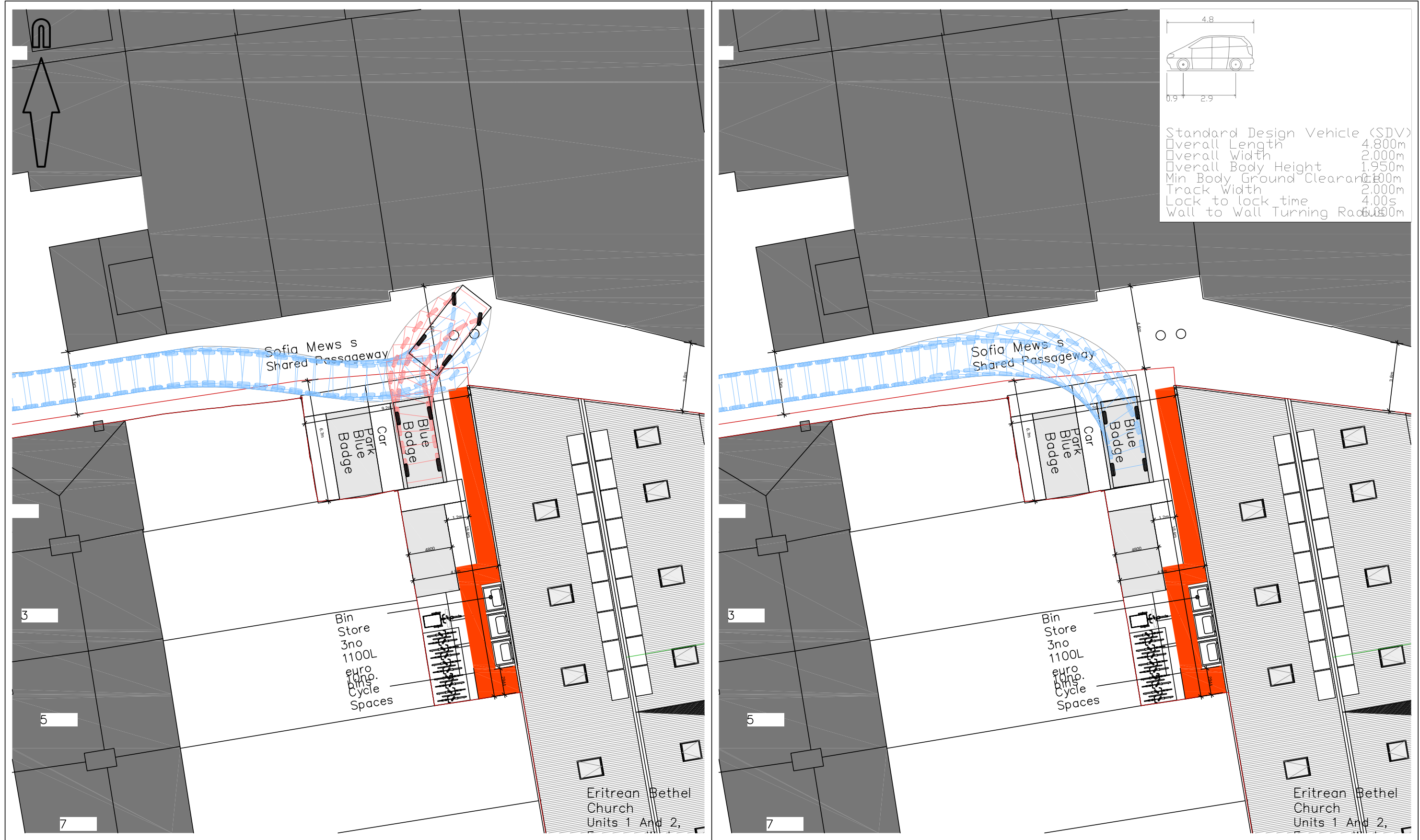
DRAWING

First Floor Plans

SCALE
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1:200 @A3

NUMBER	REV
004_012	A

APPENDIX C: Swept Path Analysis



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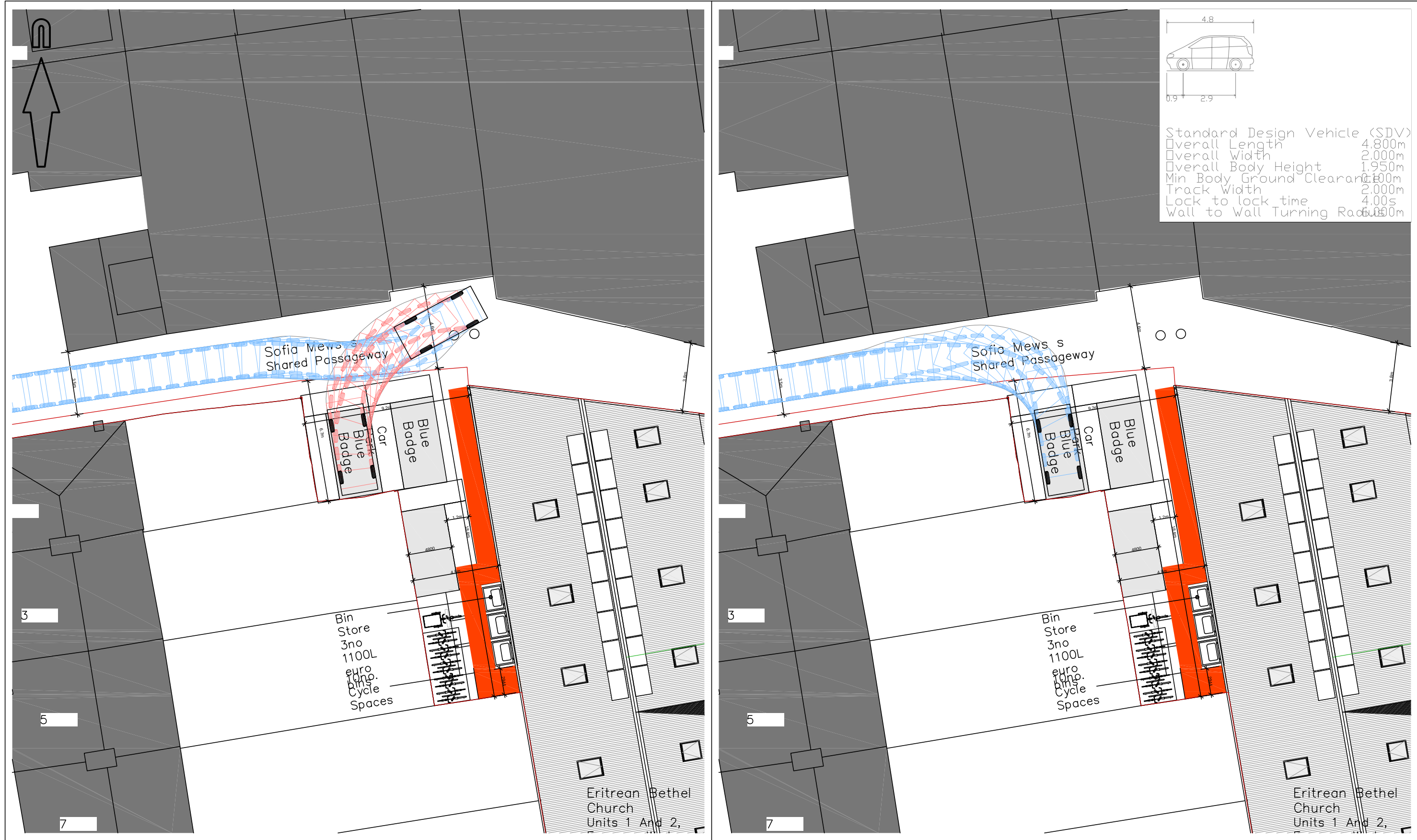
Mayer Brown Limited
Suite 501 CityPoint Temple Gate Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
ERITREAN BETHEL CHURCH

project
**ERITREAN BETHEL CHURCH,
SOFIA MEWS, BOREHAM ROAD N22 6SL**

title
**SWEPT PATH ANALYSIS
CAR ENTERING/EXITING PARKING BAY 1**

scale	1:200 @ A3	drawn by	RG	checked by	RG
date	JUNE 2024	cad file	Master 2023-06-06		
drawing number	B/EBCBOREHAMRD.1/TK01				rev.



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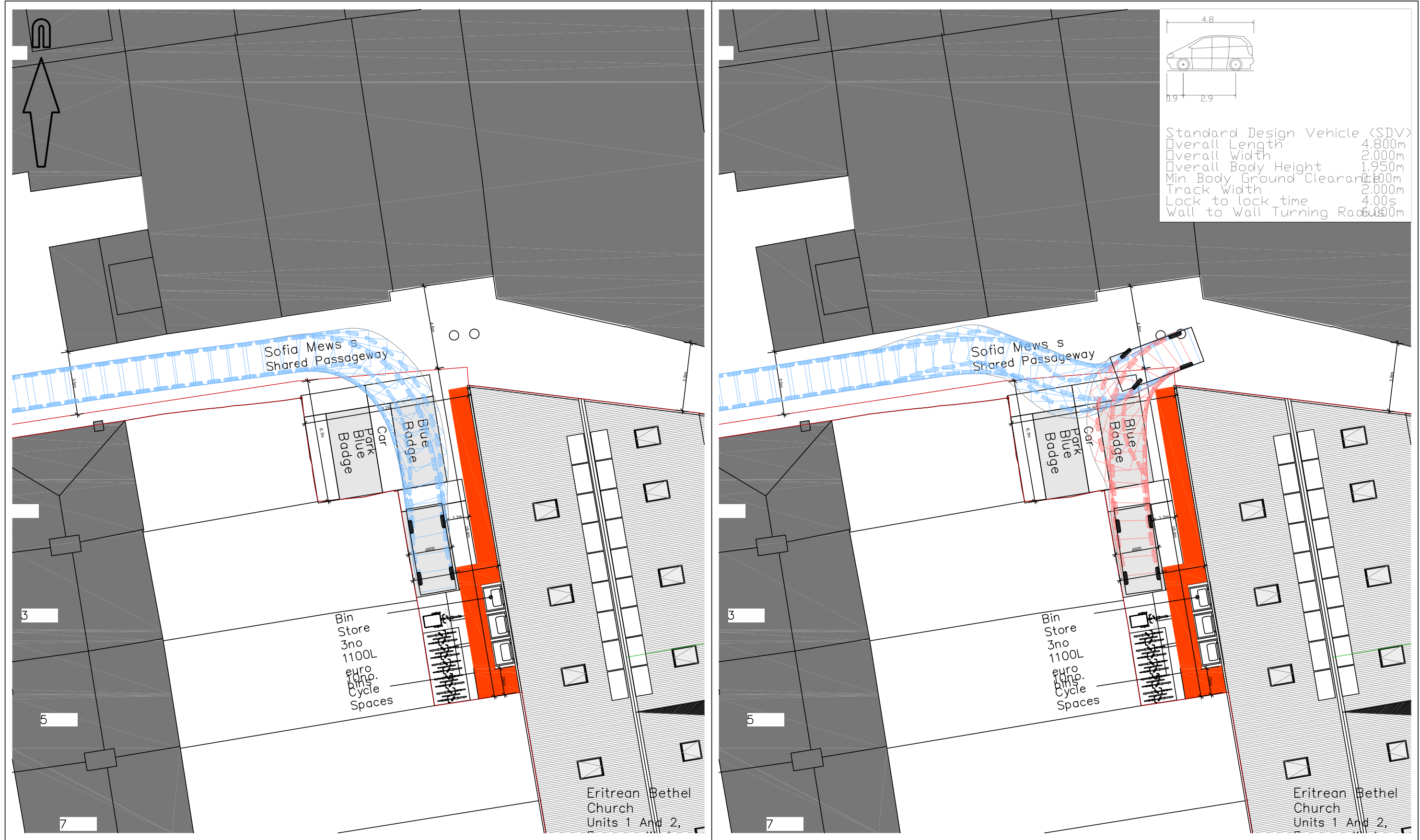
Mayer Brown Limited
Suite 501 CityPoint Temple Gate Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
ERITREAN BETHEL CHURCH

project
**ERITREAN BETHEL CHURCH,
SOFIA MEWS, BOREHAM ROAD N22 6SL**

title
**SWEPT PATH ANALYSIS
CAR ENTERING/EXITING PARKING BAY 2**

scale	1:200 @ A3	drawn by	RG	checked by	RG
date	JUNE 2024	cad file	Master 2023-06-06		
drawing number	B/EBCBOREHAMRD.1/TK02				rev.



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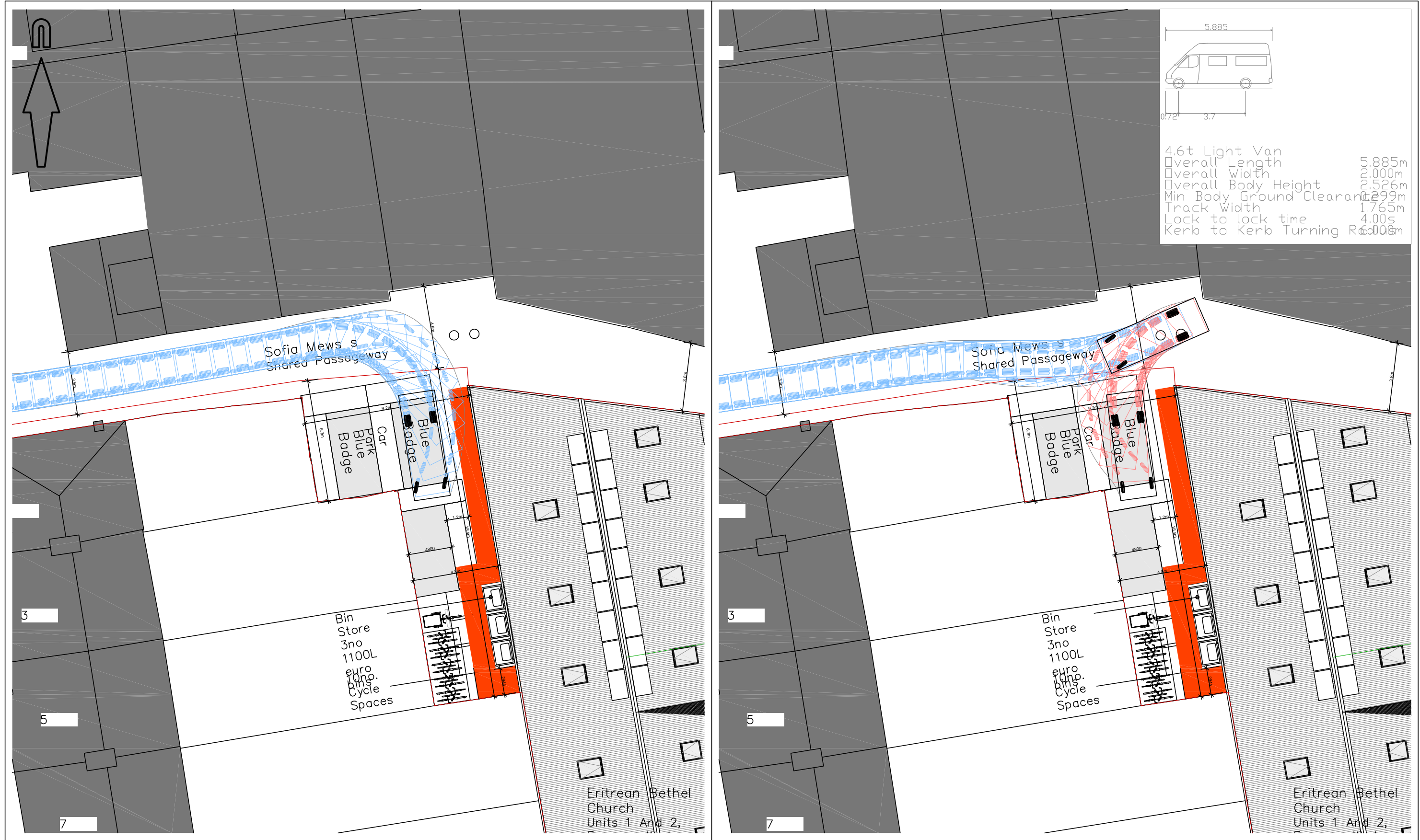
Mayer Brown Limited
Suite 501 CityPoint Temple Gate Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
ERITREAN BETHEL CHURCH

project
**ERITREAN BETHEL CHURCH,
SOFIA MEWS, BOREHAM ROAD N22 6SL**

title
**SWEPT PATH ANALYSIS
CAR ENTERING/EXITING PARKING BAY 3**

scale	1:200 @ A3	drawn by	RG	checked by	RG
date	JUNE 2024	cad file	Master 2023-06-06		
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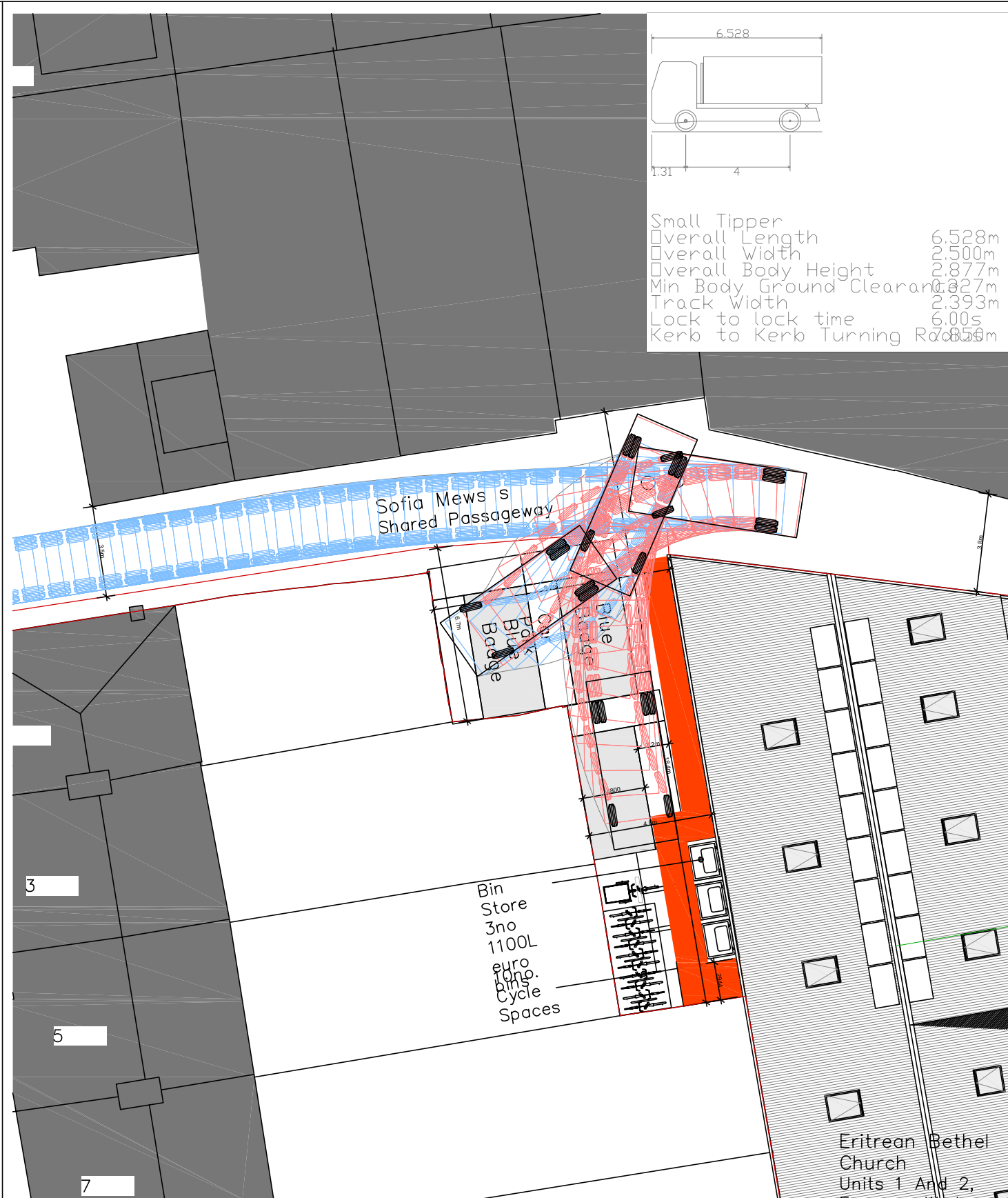
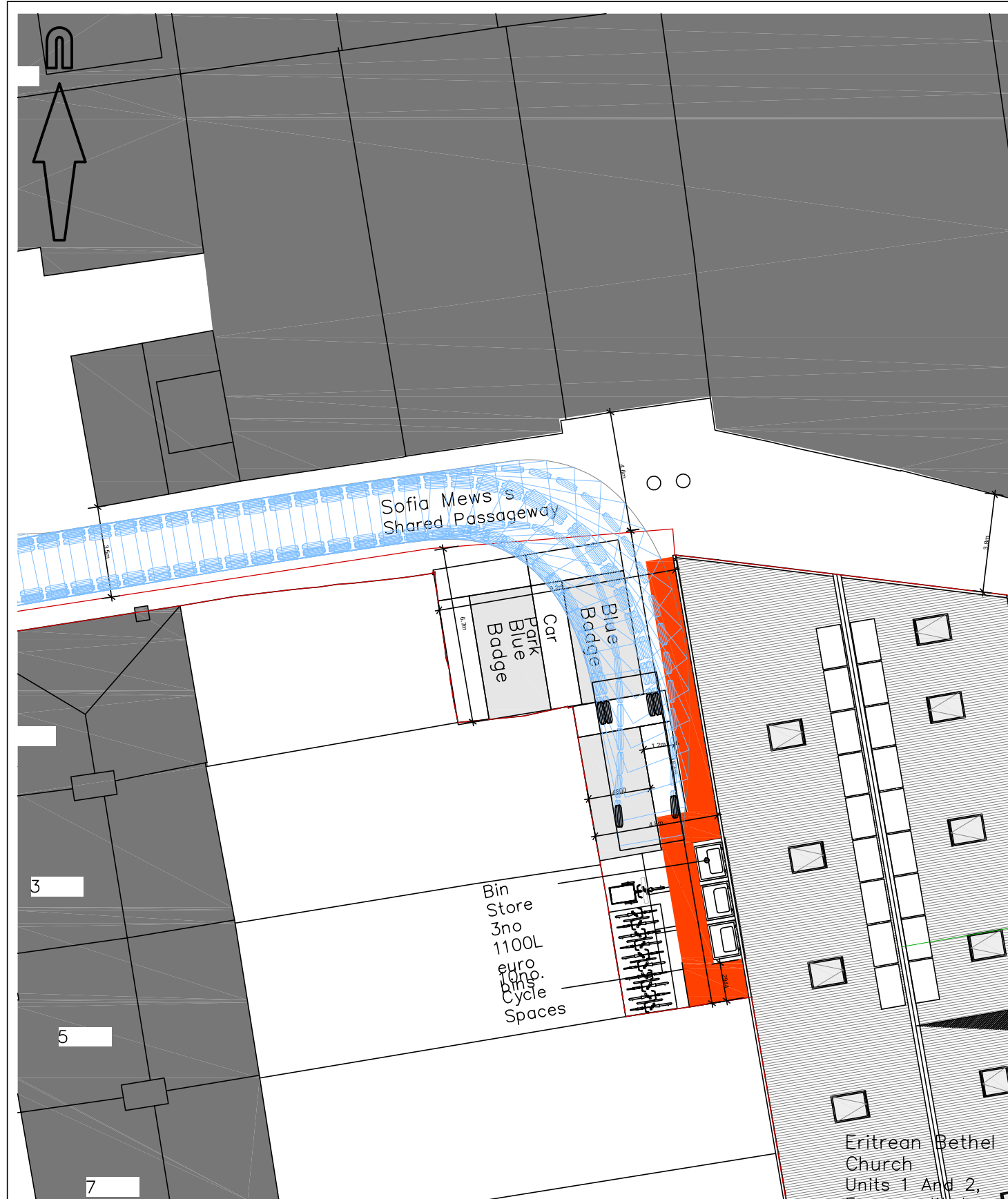
Mayer Brown Limited
Suite 501 CityPoint Temple Gate Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
ERITREAN BETHEL CHURCH

project
**ERITREAN BETHEL CHURCH,
SOFIA MEWS, BOREHAM ROAD N22 6SL**

title
**SWEPT PATH ANALYSIS
DELIVERY VAN ENTERING/EXITING SITE**

scale	1:200 @ A3	drawn by	RG	checked by	RG
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Mayer Brown Limited
Suite 501 CityPoint Temple Gate Bristol BS1 6PL
Telephone 0117 9251027 Fax 0117 9251029
bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
ERITREAN BETHEL CHURCH

project
**ERITREAN BETHEL CHURCH,
SOFIA MEWS, BOREHAM ROAD N22 6SL**

title
**SWEPT PATH ANALYSIS
CONSTRUCTION VEHICLE ENTERING/EXITING SITE**

scale 1:200 @ A3 drawn by RG checked by RG

date JUNE 2024 cad file Master 2023-06-06

drawing number **B/EBCBOREHAMRD.1/TK05** rev.

