

**E-mail Message**

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**From:** Gielen Tristan [REDACTED]  
**To:** [Jonathan McClue \[EX:O=LONDON BOROUGH OF CAMDEN/OU=EXCHANGE ADMINISTRATIVE GROUP \(FYDIBOHF23SPDLT\)/CN=RECIPIENTS/CN=McClue, Jonathan95e\]](mailto:Jonathan.McClue@london.gov.uk)  
**Cc:**  
**Sent:** 26/06/2015 at 16:19  
**Received:** 26/06/2015 at 16:19  
**Subject:** FW: 2015/1293/P- TfL comments

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Dear Jonathan

Thank you for your letter dated 19 June 2015 pertaining to the above mentioned planning application at 50 Haverstock Hill, London NW3 2BH.

Cycle parking should comply with London Plan (2015) standards. Cycle changing facilities should be provided for staff and secured by condition. With respect to car parking, TfL notes that 2 car parks are existing and proposed. TfL requests that at least one of these car parks is equipped with an electric vehicle charge point and blue badge parking is made available. The onus is on Council to agree on an acceptable level of blue badge parking with the applicant.

**London Underground**

The proposed building is in close proximity to the London Underground tube network and therefore of interest to London Underground Limited (LUL). Due to the risk of embankment slippage caused by excavation and additional load being added to the embankment it will need to be demonstrated to the satisfaction of LUL engineers. Therefore TfL requests that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures
- demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- demonstrate that there will at no time be any potential security risk to our railway, property or structures
- accommodate ground movement arising from the construction thereof
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted

which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

TfL also requests that the following informative is added:  
The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

Please contact London Underground (e LUDevelopmentControl@tfl.gov.uk) regarding the above informative. Please contact me if you have any queries relating to the level of cycle parking and car parking.

Kind regards

Tristan Gleen | Planner | Borough Planning  
TfL Planning, Transport for London



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