

From: Gielen Tristan <TristanGielen@tfl.gov.uk>
Sent: 27 November 2015 12:16
To: Planning
Subject: 2015/5928/P- TfL comments

To whom it may concern

Thank you for your letter dated 25 November 2015 relating to the above mentioned planning application.

Transport for London (TfL) has reviewed the proposal. It is noted that the site has frontage to Euston Road which forms part of the TfL Road Network (TLRN). London Underground (LU) infrastructure also lies beneath the site.

Construction effects

It is noted that part of this application includes works at basement level. Any piling and excavation adjacent to the TLRN will require Technical Approval by TfL Tunnels and Structures Team prior to works commencing on site (e. structurestechnicalapproval@tfl.gov.uk). A separate approval is also required from London Underground prior to any foundations, piling, or works on the proposed basement. The developer is encouraged to contact LU to discuss any potential construction issues (e LUDevelopmentControl@tfl.gov.uk).

A Section 278 agreement (Highways Act 1980) is also required prior to any other works on the TLRN and a Construction and Logistics Plan (CLP) should be secured by condition. Construction access to the site should be provided from Warren Street and the footway along Euston Road should not be blocked during construction and demolition. TfL seeks that it is consulted prior to any discharge of planning conditions relating to construction/demolition.

Given the small scale of the office development, a full Delivery and Service Plan may not be necessary. However, it should be noted that all servicing should be from the local road network and not the TLRN.

London Plan standards

It is noted that the development site is car free, which is supported by TfL (except for blue badge parking). The Council should consider whether there is sufficient blue badge parking on the surrounding local road network to serve the development site. TfL requests that residents are exempt from parking permits (except for blue badge parking) to ensure that the car free aspect of the development is not compromised.

Cycle parking should be provided in accordance with London Plan (2015) standards. TfL notes that the developer is only proposing 16 cycle spaces which fails to meet London Plan standards. To accord with London Plan standards, a minimum of 24 cycle spaces should be provided. To provide a breakdown of these figures, 21 long stay spaces should be allocated to the residential units and 3 spaces (2 long stay; 1 short stay) should be allocated to the offices.

Please contact me should you have any queries.

Kind regards

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