

**From:** Gielen Tristan  
**Sent:** 08 June 2016 15:27  
**To:** Planning  
**Subject:** 2016/2910/P - TfL comments

To whom it may concern

Transport for London (TfL) is notified of a planning application lodged with respect to the application referenced above.

The site has direct frontage to the Transport for London Road Network (TLRN) and is adjacent to a Network Rail station. It is anticipated that the applicant has consulted with network rail. TfL notes that loading is proposed from the TLRN. This is acceptable subject to the inclusion of a Delivery and Service Plan (DSP) which would take into account matters such as Red Route restrictions. The Transport Assessment makes reference to the construction of a temporary construction loading bay on the TLRN. These discussions are ongoing with TfL and TfL seeks that Council do not grant planning permission until such a time a position is agreed. It is important to remind the Council and the applicant that the developer cannot complete any works on the TLRN without the approval of TfL in the form of a Section 278 agreement.

Cycle parking should accord with the standards outlined in the London Plan (2015). The level of cycle parking proposed for the residential units exceeds London Plan standards which is welcomed by TfL. However it must be noted that short stay cycle parking for residents and the commercial unit should not be provided in the basement and should be provided on street. The overall level of cycle parking proposed for the commercial unit does not comply with London Plan standards and there should be an uplift in the level of cycle parking. Given the unit is flexible use, A1 standards should apply to ensure that appropriate provision is installed from the outset of development. Any lifts to cycle parking must accord with the London Cycle Design Guidance which sets out minimum dimensions for lifts.

The development is car free which is supported by TfL (except for blue badge parking provision). TfL requests that residents are exempt from parking permits to ensure the car free nature of this development is not compromised.

In addition to the matters raised above, a Construction and Logistics Plan (CLP) should be secured by planning condition. TfL seeks that it is consulted prior to any discharge of planning conditions relating to either a CLP or DSP. The CLP should also ensure that all construction vehicles have FORS accreditation and the footway is not blocked during construction.

Please contact me should you have any queries. As stated above, TfL will update the Council when a position is reached on the TLRN construction loading bay proposal.

Regards

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

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