

Dawson (development), Barry

From: Gielen Tristan <TristanGielen@tfl.gov.uk>
Sent: 05 July 2016 12:00
To: Planning
Subject: 2016/2094/P- TfL comments

To whom it may concern

Transport for London (TfL) is notified of the above mentioned planning application. By way of context; it is noted that the application site has direct frontage to High Holborn which forms part of the Strategic Road Network (SRN). The site also has frontage to Brooke Street and Gray's Inn Road which form part of the local road network. The site also benefits from an excellent PTAL rating of 6b, which is the highest rating. There is direct access to London Underground (Chancery Lane station) along High Holborn.

The development is car free, with the exception of two blue badge spaces proposed off street. TfL supports the premise of car free developments (except for blue badge parking provision) and requests that at least one blue badge space is equipped with an electric vehicle charge point, in addition to resident exemption from parking permits. TfL's understand is that the blue badge parking proposed will be allocated to the residential units proposed. The Council, in conjunction with the developer, should consider whether there is sufficient on street blue badge provision to accommodate the additional demand from the commercial activities on site.

Policy complaint cycle parking is proposed and this should be secured by planning condition. The developer should consult the London Cycle Design Guidance as it sets out standards for cycle parking generally (including access to cycle parking and the dimensions for any lifts proposed). A walking link is proposed between Brooke Street and Gray's Inn, which is supported by TfL subject to making provision for cyclists. Subject to TfL agreement due to the location of the London Underground entrance, TfL would also encourage the developer to improve the public realm along High Holborn.

Off street servicing is also proposed to the rear of the site which is acceptable to TfL, subject to a Delivery and Service Plan (DSP). In addition to the measures above TfL requests that a Travel Plan and Construction and Logistics Plan is secured. London Underground have provided comments separately to Council addressing infrastructure protection concerns. TfL requests that these comments are taken into consideration in any planning decision relating to the site.

It is noted that the application is referable to the Mayor. A separate ,and more detailed, suite of correspondence will be provided to the Greater London Authority at Stage 1. In this correspondence, TfL may request (but not limited to) financial contributions to cycle hire, buses, or Legible London signage to address the impacts of this development. It is anticipated that any mitigation would be secured as part of the S106 agreement. A copy will be forwarded to the case officer at Camden upon your request.

Please contact me should you have any queries in the interim.

Regards

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