

Dempsey, Matthew

From: McLaughlin Gavin <GavinMcLaughlin@tfl.gov.uk>
Sent: 10 April 2017 12:05
To: Lester, Robert; Planning
Cc: Location Enquiries
Subject: 2017/1206/P 1-5 Kings Cross Bridge, 281 Pentonville Road and 368 Grays Inn Road London N1 9NW - TfL Response

Application Number 2017/1206/P

Site Address 1-5 Kings Cross Bridge, 281 Pentonville Road and 368 Grays Inn Road London N1 9NW

Application Type Variation

Proposal Variation of Condition 2 (approved plans) of planning permission reference: 2014/0371/P dated 26/08/2014 (for the erection of a three storey building comprising retail/restaurant (Class A1/A3) at ground floor and office (Class B1a) at first and second floors and roof top plant, following demolition of existing building) to amend the access from street to basement levels; raise the ground floor slab to allow access to underground tunnels; provision of basement services (cycle/refuse storage); alterations to upper floor layout; infill of approved void between first and second floor levels; provision of a full length facade to the ground floor elevation facing Kings Cross Bridge; revised materials for office entrance on Grays Inn Road and an increase in the height of approved plant screen.

Thanks for consulting TfL Planning on this application. TfL Planning has the following comments:

1. Whilst this application does not impact upon the Transport for London Road Network in highway terms, it does have an impact upon London Underground. The application has been sent to the LU Infrastructure Protection team who will send you comments directly.
2. TfL Planning reminds LB Camden that any changes to the amount of net additional floorspace created by the development would require the Mayoral CIL liability to be recalculated.
3. TfL Planning notes the office cycle parking has been moved to the basement in the new proposal, and lockers and showers will be provided in accordance with London Plan policy 6A.13, which is welcomed. Locating the office cycle parking in the basement is acceptable provided that office occupiers are made aware of it by internal signage and Travel Plan measures. If not there is danger the cycle parking will be underused. For further guidance please consult Chapter 8 of the [London Cycling Design Standards](#).
4. 5 short-stay cycle parking spaces and 1 long-stay space must be provided for the A1-3 use in accordance with Table 6.3 of the London Plan. This should be secured by condition. Chapter 8 of the [London Cycling Design Standards](#) advises that cycle parking should be:
 - Fit-for-purpose – meeting identified current and future demand, with an appropriate balance of short-stay and longer-stay provision, and accommodating all types of cycle.
 - Secure – stands in secure private or indoor spaces, or in visible, well-lit places that have high levels of natural surveillance.
 - Well located – convenient, accessible, as close as possible to the destination (8.1.2)

London Plan policy 6A.13 also states, “Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.”

Please ensure additional cycle parking is secured by condition for the retail part of the development as requested above, to comply with the London Plan.

Thanks,

Gavin McLaughlin
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For more information regarding the TfL Borough Planning team, including TfL's *Transport Assessment Best Practice Guidance*, and pre-application advice please visit <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-advice>

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