

## McClue, Jonathan

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**From:** McLaughlin Gavin <GavinMcLaughlin@tfl.gov.uk>  
**Sent:** 04 September 2017 15:06  
**To:** McClue, Jonathan  
**Cc:** Hammond, James; Cummings Rob; Gray Rachel  
**Subject:** RE: 2017/3518/P - Stephenson House 75 Hampstead Rd London

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jonathan

### 2017/3518/P - Stephenson House 75 Hampstead Rd London

Thanks for consulting TfL on this planning application.

#### Principle of development

The application has been deemed of no strategic interest by the Greater London Authority and TfL is satisfied it is unlikely to produce any severe negative strategic transport impacts. The low level of car parking and London Plan compliant cycle parking are welcome. TfL also supports the Council securing a Travel Plan, Construction Management Plan, associated monitoring fees, and £350,165.06 towards local walking and cycling improvements.

#### S278 agreement

As noted in comments by the Council transport team, all works affecting the Transport for London Road Network (TLRN) in the vicinity of the site would require a S278 agreement with TfL. In addition TfL understands that the developer seeks to adopt certain parts of highway in our effective landownership for public realm works. This may be acceptable to TfL subject to further discussions between the Council, TfL and the applicant to discuss the exact boundaries involved and, if the matter proceeds, agree appropriate compensation.

TfL would prefer for the scope of all public realm works and potential stopping up / highway adoption to be agreed as a set of bullet point principles noted in the Section 106 agreement, along with plans showing their exact spatial extent and location.

A commuted sum may be required to cover the cost of maintaining that area for a period of 60 years. This is usually covered in a Section 38 agreement incorporated within the S278 agreement.

To discuss these issues further a meeting should be arranged with TfL Planning and TfL Asset Operations.

#### Construction Logistics Plan

A two-stage Construction Logistics Plan (CLP) condition should also be attached to any consent, to ensure production of an outline CLP prior to appointment of a principal contractor, and a detailed CLP prior to commencement.

TfL is promoting a new CLP template for all developments to follow. It is accompanied by an easy to use spreadsheet model for estimating vehicle movements accurately based on a consistent set of data inputs; the land uses, construction methods and phasing of a development.

Developers using these resources will enable creation of a consistent set of data on vehicle movements and phasing for all large developments in London. The data will be collated and shared to support further analysis and innovation (see <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>).

Other important road safety measures must also be considered in the CLP along with mitigation measures throughout the construction and operational phases of all development. We therefore strongly encourage the use

of contractors who are accredited to the Fleet Operator Recognition Scheme (FORS) and meet the vehicle and driver standards of Construction Logistics and Community Safety (CLOCS)

**Thanks,**

**Gavin McLaughlin**

**Planner, TfL Planning, Transport for London**

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