

From: Moreno viera Fatima [REDACTED]
Sent: 01 November 2017 11:43
To: Marfleet, Patrick; Planning
Subject: 2017/5455/P; Kilburn High Road e-h 328; 17/4663 – TfL Comments

F.A.O. / Dear Patrick Marfleet

TfL Borough Planning Reference: 17/4663

Borough Reference: 2017/5455/P

Location: 328 e-h Kilburn High Road

Proposal: Demolition of existing bar/restaurant (Sui Generis) and erection of four storey mixed use building including commercial unit (A1-A4) at ground floor level and 8 residential units (C3) at first, second and third floor level comprising 4 x 1 bed, 3 x 2 bed and 1 x 3 bed flats with associated roof terraces to the front and rear.

Many thanks for consulting TfL, with regard to the above application, TfL has the following comments:

- ∞ The site of the proposed development is on Kilburn High Road, which forms part of the Strategic Road Network (SRN). TfL have a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. Therefore, no skips or construction material shall be kept on the footway or carriageway of the SRN at any time.
- ∞ The proposal includes cycle parking provision of 12 long-stay spaces, which is London Plan compliant for the residential aspect of the mixed-use building. However, no cycle parking spaces are proposed to serve the commercial units. According to the London Plan minimum standards, at least 1 long-stay and 5 short-stay cycle parking spaces must be provided to serve the commercial space. These should be provided following the London Cycle Design Standards (LCDS; see: <http://content.tfl.gov.uk/lclds-chapter8-cycleparking.pdf>) and should be secured by condition.
- ∞ Additionally, the cycle parking access arrangement should be revised to provide a direct route into the residential lobby rather than expecting residents to return to the street after parking their bikes in order to access their residences. This is a major issue as the current arrangement would provide a bad customer experience for cyclists, potentially putting them off cycling and reducing the chances of achieving mode shift to active and sustainable travel to achieve the target of 80% of Londoner's trips to be by foot, cycle or public transport by 2041 in the draft Mayor's Transport Strategy.
- ∞ No Delivery and Servicing Plan (DSP) has been submitted with this application. Due to the nature and location of the proposal, TfL requests a DSP to be submitted and approved by Camden City Council in conjunction with TfL prior to occupation. This should be secured by condition.
- ∞ The DSP should be produced in accordance with TfL best practice guidance available from <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>
- ∞ A draft Construction Management Plan (CMP) has been submitted with this application. TfL requests a full CMP is produced and approved by Camden City Council in conjunction with TfL prior to commencement. This should be secured by condition.

Due to the poor cycling access arrangement and the lack of London Plan compliant cycle parking provision, TfL objects to this application.

Kind regards,

Fatima Moreno Viera

Assistant Planner (Central), City Planning | Transport for London
9B5 | 5 Endeavour Square | Westfield Avenue | London E20 1JN



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