

From: Savage Bobby [REDACTED]
Sent: 29 June 2018 16:08
To: Planning [REDACTED]
Subject: 2018/2567/P; Gough Street & Calthorpe Street; 18/2269 – TfL response

Jonathon,

TfL Spatial Planning Reference: 18/2269

Borough Reference: 2018/2567/P

Location: Land to west of Royal Mail sorting office bounded Phoenix Place Mount Pleasant Gough Street & Calthorpe Street

Proposal: Erection of four storey temporary marketing suite associated with the Mount Pleasant development approved under 2017/3807/P, including open sided inter balconies and third level floor roof terrace, for a period of 2 years.

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

- London Borough of Camden is the highway authority for Gough Street and Phoenix Place however these are both within close proximity of Kings Cross Road which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
- TfL understands that 6 Sheffield cycle parking spaces are to be provided, however these do not meet the standards of New London Plan. TfL reminds the applicant to be in accordance with the New London Plan 9 long stay spaces and 1 short stay space for visitors needs to be provided for this development.
- TfL are satisfied with Construction Management Plan that has been submitted, it clearly outlines the control measures that will be implemented to manage safety for vulnerable road users (cyclists, pedestrians etc.)
- TfL welcomes the use of traffic marshals to direct all vehicles entering and exiting the construction site which provides safety for vulnerable road users
- TfL also welcomes the commitment of all associated vehicles being registered under bronze membership of the FORS system; however we would like to push for vehicles registered under silver membership.
- TfL encourage the use of a vehicle booking system to avoid vehicles waiting on the surrounding roads. Vehicles should at all time enter and egress from the site in a forward gear and the EMP amended to reflect this.
- TfL recommends that developments which will have servicing impact on strategic highways should produce a DSP in accordance with TfL guidance [REDACTED]

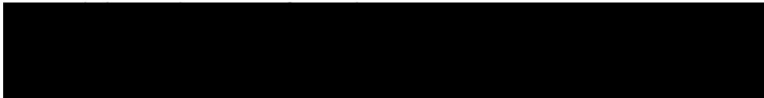
[REDACTED] At the very least the local authority should be confident servicing will not cause any disruption to local highways (e.g. blocking, reversing on/off, dangerous manoeuvres) and the safety and amenity of vulnerable road users (cyclists, pedestrians, mobility-impaired people) will not decline due to servicing of the development.

Subject to the confirmation of the amendment of the cycle parking; TfL would have no objections to the above planning application

Thanks

Bobby

Bobby Savage
Transport Planner Apprentice



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