

Topic	TfL comment	Response
General	Ground floor plan does not match elevation sketches	The sketch in the Design and Access Statement is indicative only and shows an earlier design intent. The final design is as per the proposed plans, elevations and sections submitted for approval and TfL should refer to these for their assessment of the proposals.
Cycle parking	26 long stay and 2 short stay cycle parking spaces for residential accords with London Plan	Agreed
	Cycle parking for residential provided as 2-tier racks. At least 5% should be conventional tubular stands.	It is proposed to use a product from Broxap (hi-rise 2-tier cycle rack storage system), which has Sheffield-style stands in the lower tier.
	2-tier racks should be mechanically or pneumatically assisted and the product must allow for double locking.	The Broxap cycle storage system has an easy lowering and lifting system for the upper tier. Broxap has confirmed that double locking can be achieved.
	Minimum aisle widths, as set out in the LCDS, must be achieved.	Agreed
	Required cycle parking provision for commercial use may vary according to use and highest potential applicable standard should apply.	It is not possible to accommodate the short-stay parking for the commercial use within the building without significantly compromising the internal space, which would make the commercial use unviable. Peter Barber Architects has produced a sketch (attached) showing possible location on the public highway fronting the site for the provision of up to 12 cycle stands for short-stay parking for the commercial use (required provision varies between 1 and 12 spaces depending on use within Use Class E). This conforms with the dimensions set out in LCDS.
	Cycle parking should cater for larger cycles	The lower tier is Sheffield-style stands and there is sufficient space for larger cycles to use the end of the row of stands. There is also sufficient aisle width to accommodate larger cycles.
Car parking	Site will be car-free	Agreed
	Future occupiers will be ineligible to apply for residents' parking permits	Agreed
	Acceptable to use the existing blue badge parking on-street in the vicinity of the site	Agreed
Delivery and servicing	A DSP should be provided and secured by condition	The development is likely to generate a low level of deliveries, with fewer than two per day for the residential use and

		occasional deliveries for the commercial use. Condition will be set and DSP provided prior to occupation.
<b>Construction</b>	A CLP will be submitted	Camden's pro-forma construction traffic management plan has been submitted. This is an outline at this stage and further details will be submitted once a Principal Contractor is appointed post-consent.
	TfL to be informed of changes to timeline	Agreed
	Footway and carriageway must not be blocked and temporary obstructions kept to a minimum.	Agreed
	Bus stop outside site must not be blocked	Agreed
	All vehicles associated with construction must only park within the times permitted.	Agreed
	No skips or construction materials shall be kept on the TRLN. Licences from TfL will be required to install scaffolding or hoarding on the footway.	Agreed
	All contractor vehicles must have side-bars, blind spot mirrors and detection equipment.	Agreed
	Applicant must confirm they will comply with CLOCS standards. Agree	Agreed
	Safe access to the crossing south of the site should be maintained at all times and scaffolding/gantry not obscure signals.	Agreed
	A pit-lane licence will be required to create a temporary loading bay by suspending parking.	Agreed
	Queries how concrete and other materials will be transported between the loading bay and the site.	Details will be provided by Principal Contractor prior to start on site.
<b>Trees</b>	Work should not impact on trees	Details will be provided by Principal Contractor prior to start on site.

