

Transport for London



To: Andrew Russell

From: Joe Oakden

Our Ref: 19/0099

Your Ref: GLA4287

Phone: [REDACTED]

Date: 16th January 2019

RE: Gurnell Leisure Centre, Ruislip Road East, Ealing- GLA Pre-app, TfL post-meeting notes

Thank you for the opportunity to contribute to this pre-application process. The following comments summarise TfL's views offered of the proposed development, including those offered during the pre-application meeting and those other observations that should also be taken into account. Please note that these comments represent the views of Transport for London officers and are made entirely on a "without prejudice" basis.

A formal TfL pre-application process is offered, through which more detailed transport issues can be identified and resolved prior to submission of the planning application. This would be particularly useful for discussions around contributions towards bus services and for walking, cycling and other transport infrastructure improvements. This will contribute to delivery of a better quality and more sustainable development, as well as reducing delays during the planning process. If the applicant wishes to take up this opportunity, further information can be found at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-advice>.

The applicant's transport consultants prepared a draft Transport Assessment (TA) in advance of the meeting. In addition to the current information, a multi-modal split trip generation with public transport disseminated by mode should be included. Trip generation and demand may justify contributions to mitigate the impact of, or otherwise support, the development through improvements to public transport, walking, cycling or other public transport networks in the area, a decision upon which will be made upon assessment of the transport assessment when the formal application has been submitted.

Walking, Cycling and Healthy Streets

The proposals appear to create and enhance walking paths through the site, and create a bridge across the River Brent to the northwest of the site, which is supported in line with draft London Plan policy T2 Healthy Streets and the Mayor's Transport Strategy. It is assumed that these proposed routes will be made available, and be designed to allow for cyclist use also. The TA should supply details of the treatment of these routes and measures to ensure personal security of users.

It is noted that a PERS and CLOS audit as well as accident data analysis has been undertaken and included as part of the TA, for which appropriate and proportionate contributions may be sought for improvements indicated when the formal application is submitted in light of Vision Zero. Wayfinding measures, preferably using Legible London are expected to be provided.

Car Parking

A total of 169 residential car parking spaces are proposed, which equates to a parking ratio of 0.27 spaces per unit, compliant with draft London Plan policy T6.1. 19 disabled parking spaces are provided from the outset, which equates to 3% of the total number of dwellings, and it is noted that an additional 7% of the total number of dwellings can be provided for upon request, in conformity with draft London Plan Policy T6.1. All residential car parking should provide infrastructure for electric vehicles, with 20% active provision and 80% passive provision provided.

A total of 175 car parking spaces and 3 coach parking bays are proposed for the Leisure Centre use, for which full justification should be provided. This should be based on surveys of a range of similar sites and of the current site.

A Parking Design and Management Plan should be submitted which should apply to all types of car parking on site.

Cycle Parking

It is understood that cycle parking quantum will at least meet draft London Plan minimum standards, in secure and covered locations. Cycle parking should be designed in accordance with the London Cycle Design Standards (LCDS), which requires at least 5% of spaces to accommodate larger and adapted cycles. This is an accessibility requirement. The proposed two-tier racks should include a mechanically or pneumatically assisted system for accessing the upper levels and allow for double locking.

Short-stay cycle parking is proposed within a sheltered external cycle store. This should be located close to building entrances in order to conform with draft London Plan policy T5.

Bus Services

Local junction modelling taking account of additional vehicle traffic generated is included within the TA and the impact of this on bus services will be assessed when the formal application is submitted. Dependent on the extent of this impact, further financial contributions may be sought to mitigate this as appropriate.

Delivery and Servicing

It is understood that Delivery and Servicing is proposed to take place off-street within the site boundary, which is welcomed, in line with draft London Plan policy T2 and T7. The servicing arrangement should not impact existing bus movements, nor impede vehicle and pedestrian movement on Ruislip Road East and this must be demonstrated in the application submission as well as followed up in more detail in the Delivery and Servicing Management Plan (DSP).

Construction

The application should be supported by an outline Construction Logistics Plan, produced in accordance with TfL best practice guidance available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>. This document should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common procurement).

Mayoral Community Infrastructure Levy (MCIL)

The development will be liable to Mayoral Community Infrastructure Levy (MCIL) as well as Borough CIL. In June 2017, the Mayor published proposals for an MCIL2, which would be levied from April 2019. The applicant should ensure they are fully aware of the regulations.