

From: [REDACTED]
Sent: 22 July 2026 17:33
To: Sally Robbin [REDACTED]
Subject: 16568/APP/2026/703- Holland and Holland

Hi Sally,

I hope this e-mail finds you well.

Please find below TfL's comments on planning application 16568/APP/2026/703.

Trip Generation Assessment and Vehicle Access

The Transport Assessment indicates that the same level of operation as the current site in Kensal, which in turn will result in the same level of vehicle movement. A first principles approach has been applied to determine the level of existing vehicle trips associated with the existing use. Whilst not fully agreeing with the trip generation methodology, it is considered that the proposed development will not have an adverse impact on the strategic highway network.

Amendments are proposed to the vehicle access to this site. A Stage 1 Road Safety audit should be undertaken, with this being reviewed by the relevant highway authority and any concerns raised satisfactorily addressed.

Parking

A total of 26 parking spaces – comprised of 22 parking spaces and 4 motorcycle parking spaces – is proposed. This level of parking appears excessive when compared with the anticipated number of employees and the site, and should, therefore reduced. Further, the proposed level of parking should be seeking to support a modal shift in line with Policy T1 of the London Plan. Noting the aforementioned, the level of parking at this site should be reduced.

The level of disabled person parking provision at this site should be confirmed. This should be in line with London Plan standards.

The Transport Assessment states that 5% of the parking spaces will have passive provision and 5% will have active EVCP provision. However, it is noted that the planning application form for the site says that no electric vehicle charging provision is being provided. EVCP should be provided in line with London Plan standards.

The level of cycle parking to be provided at this site has not been stated, as such TfL is unable to confirm whether it is in line with London Plan standards.

Delivery and Servicing, Construction Logistics Plan and Travel Plan

In line with Policy T7 a Delivery and Servicing Plan and Construction Logistic Plan should be secured through an appropriate mechanism. The Delivery and Servicing Plan should detail measures that will be implemented to reduce the impact of this activity on the surrounding transport network.

A Travel Plan should be secured through the appropriate mechanism.

Please do not hesitate to contact me if you would like to discuss the above further.

Many thanks,
[REDACTED]
Principal Area Planner
Spatial Planning | City Planning