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Kind regards,

Kate Grey

From: Kate Grey
Sent: Thursday, August 29, 2024 2:52 PM
To: Daren Zuk <Daren.Zuk@camden.gov.uk>
Subject: 151-153 Camden High Street , 2024/3100/P

Hello Daren,

TfL reference: CMDN/24/12

Borough reference: 2024/3100/P

Location: 151-153 Camden High Street London NW1 7JY

Proposal: Change of use from commercial (Class E) to residential (Class C3) to provide two self-contained residential units at first and second floors. Replacement shopfront and creation of residential entrance at front ground floor. Erection of part one/part two-storey rear extension at first and second floors, including provision of roof terraces. Installation of monopitch roof with associated PV solar panels.

Many thanks for consulting TfL, the above site is located on Camden High Street, this forms part of the Transport for London Road Network (TLRN), TfL is the highway authority for the TLRN and is therefore concerned about any application that may impact the performance and / or safety of the TLRN.

TfL have the following comments:

Considering the location of the proposed development, we request the London Borough of Camden consults London Underground Infrastructure Protection and they will be responding to the application separately.

The footway and carriageway on the Camden High Street must not be blocked during the change of use from commercial to residential Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for

pedestrians or obstruct the flow of traffic on Camden High Street. The footway should be at a minimum 2.0metres at all times throughout construction.

All vehicles associated with the change of use from commercial to residential must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences

TfL would like to review the detailed CLP prior to works commencing.

Given the site's Public Transport Accessibility Level (PTAL) of 6b, which is the highest possible level of access to transport. We welcome that the site is proposed to be car free.

TfL would also expect a restriction on residents applying for parking permits in the local CPZ. This should be secured through the section 106 agreement.

We request the applicant provides at least 4 long stay cycle parking spaces across the residential units. The applicant is proposing to provide no cycle parking, given Cycleway 6 is approximately 450metres to the east of the site the applicant should be encouraging cycling and active travel in line with London Plan Policy T1, with the Mayors Strategic target of 80% of all journeys by active travel or public transport by 2040. All cycle facilities should be in line with the London Cycle Design Standards (LCDS) https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf

All deliveries, servicing and refuse collection must follow the current loading and unloading requirements on Camden High Street and stay within the allocated area.

Kind regards,

Kate Grey
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Certified Carbon Literate

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit
https://tfl.gov.uk/info-for/urban-planning-and-construction/our-role-in-planning?intcmp=3484

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