

From: Nushrat Chowdhury
Sent: 24 April 2025 09:57
To: Christopher Smith
Cc: Planning
Subject: Freight Lane; 2025/1361/P

Dear Christopher,

TfL Planning Reference: CMDN/25/10

Borough Reference: 2025/1361/P

Location: Freight Lane

Proposal: Removal of single storey modular building; erection of a single-storey office and welfare building and a single-storey storage building, provision of on-site car parking, and associated works.

Thank you for consulting TfL. In regard to the above application, TfL have the following comments:

1. The site of the proposal sits on the north of Freight Lane and is bound between two sets of railway tracks; Network Rail should be consulted to comment on the acceptability of the proposal and any potential impacts on their railway track. TfL wishes to make the following observations:
2. Pedestrians can access the site from the east via the York Way/Freight Lane junction. Vehicles will access/exit the site via the existing ramp, located at the western end of the site's frontage along Freight Lane. The applicant should consider safety improvements around key access points to encourage active travel, particularly around the York Way underpass.
3. The applicant is proposing two long-stay spaces and two short-stay spaces in the form of sheffield stands; this seems to serve only the

storage use. The applicant should clarify what provisions are being made for the office element of the proposal; this should be in line with London Plan Standards.

4. It is welcomed that provision will be made for appropriate end-of-trip facilities to encourage the uptake of active travel.
5. It is welcomed that the proposal is to be car-free in line with London Plan Policy T6, except for operational vehicles and the provision of one blue badge parking spaces which is to be provided with electric vehicle charging infrastructure. TfL recommends restrictions to be imposed on car parking for construction staff; staff should be encouraged to travel by active modes and public transport.
6. Deliveries should be scheduled outside of Camden's peak travel hours to minimise potential impacts with other vehicles, pedestrians and cyclists. TfL would also recommend that consideration is given to freight by cargo bikes, wherever possible.
7. In line with London Plan Policy T7 Part K, during the construction phase of the development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.
8. It is recommended for a detailed Construction Logistics Plan (CLP) to be submitted to Camden Council for review; this should detail the final construction vehicle routing and expected number of daily construction vehicles.
9. TfL request that the applicant commit to employ suppliers/ contractors who have gained the Freight Operator Recognition Scheme (FORS) silver level or above accredited companies onto the site.

TfL requests that Camden Council consider the above comments in their decision.

Kind Regards,

Nushrat

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