



Our ref: 14/1849
Your ref: 2014/4385/P

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Via email only

28th July 2014

Dear Neil,

101 Camley Street, London NW1 0PF

I write following receipt of the above planning application.

Please note that these comments represent an officer level view from Transport for London and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this project. These comments also do not necessarily represent the views of the Greater London Authority, which should be consulted separately.

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

Development Description

Demolition of existing building and redevelopment for a mixed use building ranging from 4 -11 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, the provision of a pedestrian footbridge with disabled access over the Regent's Canal, and associated landscaping and other works relating to the public realm.

Access

The site is bound by Camley Street, to the east, Granary Street to the west and the Regent's Canal to the north. The southern tip of the site is at the junction where Granary Street meets Camley Street. Camley Street is a borough road, with the nearest part of the Transport for London Road Network (TLRN) being the A400 Camden Street approximately 450 metres to the west. Four bus services (routes 46, 214, 45 and 63) are available within 640 metres from bus stops to the south at the junction of Camley

Street with Goods Way. Access by rail and Underground is provided at Kings Cross St Pancras to the south of the site and Mornington Crescent to the west. Although these are a 10 – 12 minute walk from the site they offer a wide range of national and international rail services as well as London Underground services on the Victoria, Northern, Piccadilly, Circle, Metropolitan and Hammersmith & City lines are available. As such, the site records the highest Public Transport Accessibility Level (PTAL) of 6b.

Car Parking

The development is intended to be car free, with the exception of 13 Blue Badge spaces which are accessed from Granary Street. The applicant is willing to enter into a permit free agreement which will prevent occupiers from applying for a permit to park on street. This approach is supported in accordance with London Plan policy 6.13 *Parking*.

Trip Generation

An assessment of trip generation has been carried out using the TRAVL database. Due to the car free nature of the development, the assessment indicates that the traffic impact will be less than the current use and the additional demand can be accommodated on the strategic road and public transport networks.

Cycle Parking

A total of 237 secure cycle parking spaces are proposed to serve the residential development including 12 for visitors. 11 cycle parking spaces are proposed to serve the commercial development. Although this meets the adopted London Plan requirements it is slightly lower than emerging standards in the draft Further Alterations to the London Plan (FALP) published in January 2014 which would lead to a total requirement of 241 spaces to serve the residential development (2 spaces for all units above 45 sq m. and 3 spaces for visitors) and 24 long-stay spaces to serve the B1 office development as well as 1 short-stay space for visitors. The visitor spaces should be accessible from the street frontage. TfL would encourage the applicant to consider a higher level of provision to reflect the emerging standards in FALP.

Walking and Cycling Infrastructure

TfL strongly supports that this development will help to deliver a pedestrian bridge suitable for use by cyclists across the Regent's Canal. The development will provide the bridge foundations and a proportionate financial contribution towards other construction costs. It would improve pedestrian and cycle links and offer an extension of a high quality public realm.

The nearest cycle hire docking stations are located 500 metres walk from the site either to the west on Royal College Street or to the south on Pancras Road. There is currently a gap in the network and increased residential development will cumulatively increase demand leading to a need for an additional docking station. Although no detailed site surveys have been carried out yet, there may be potential to site a station on Camley Street to the north of the canal or possibly on Granary Street; a 25 metre uninterrupted space would ideally be needed. Further discussions and site visits to include Camden transport officers, the applicant's consultants and TfL will be arranged to identify suitable locations. The total cost of providing a docking station (excluding land) is £187,000. Contributions should be shared between this development and the adjacent site at 102, Camley Street to cover the costs of a new docking station within the area.

Travel Plan

A draft travel plan has been provided as part of the application. The finalised plan will need to be secured, along with any necessary measures or financial contributions as part of the section 106 agreement for the site. TfL also recommends that a separate Delivery and Servicing Plan is produced.

Construction

A Construction Management Plan will also be prepared and secured through a section 106 agreement. This should follow TfL guidance on preparing and implementing a Construction Logistics Plan (CLP). Further information is available <http://www.tfl.gov.uk/info-for/freight/planning/construction-logistics-plans#on-this-page-1>. The Plan should include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed to best practice as demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS) or similar. Given the location of the site use of the adjacent canal for movement of construction material should be encouraged.

Mayoral CIL

The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The charging rate for Camden is £50 per sq m.

Summary

To summarise, there is not expected to be an adverse impact on the operation of the strategic transport network as a result of the development. A section 106 agreement should be used to secure the Travel Plan, Delivery and Servicing Plan and Construction Management Plan. As well as building

the foundations of the proposed footbridge and associated works including the platform lift, an appropriate financial contribution to the construction costs of the footbridge and a cycle hire docking station should be provided. Further discussions and site visits will be needed to identify a suitable location for the docking station within the area. TfL would also encourage a higher level of cycle parking in line with emerging standards in FALP.

Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.

Yours sincerely

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