

Muthoora, Leela

From: Wallace Cameron [REDACTED]
Sent: 26 August 2015 16:05
To: Muthoora, Leela
Subject: Re: 2015/3742/P - 176 Camden High Street

Categories: Red Category

Hi Leela,

2015/3742/P; Installation of additional ATM machine to Camden High Street elevation and alterations to entrance – 176 Camden High Street NW1 8QL

Thank you for your letter dated 20 August 2015 seeking comment from Transport for London (TfL) on the above mentioned application.

TfL has reviewed the above mentioned application and notes that the site of the proposed development is next to the Camden Underground Station and is on the A400 Camden High Street/ Camden Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. TfL notes that ATM could potentially impact the TLRN due to queuing or their proximity to bus shelters/ pedestrian crossings etc. In this instance, it is considered that due to the nature and scale of the proposal in the context of the wide pavement area at the Camden High Street intersection that the additional ATM will not adversely impact the TLRN or Underground Station.

With regards to the alterations of the entrance and new illuminated signage, while TfL does not object to the principle of this proposal, the following conditions are requested in order to make the proposal safe and suitable for this location:

1. Illumination for the advertisements must be in line with the 'Institute of Lighting Professional's 'Professional Lighting Guide 05: The Brightness of Illuminated Advertisements';
2. The proposed signage must not have any intermittent light source, moving feature, animation or exposed cold cathode tubing; and
3. The footway and carriageway on Camden High Street must not be blocked during the installation and maintenance of the advertising signage. Temporary obstruction during the installation 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. All vehicles associated with the installation must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

On the basis of the above mentioned conditions being secured, the proposal would not result in an unacceptable impact to the TLRN. Accordingly, TfL would not object to the granting of consent here.

Kind Regards,

Cameron Wallace | Planner
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