

Gentet, Matthias

From: Moreno viera Fatima <FatimaMorenoviera@tfl.gov.uk>
Sent: 04 August 2017 09:33
To: Planning; Peres Da Costa, David
Subject: FW: 2017/2891/P; Camden High Street, 159-161 – Tfl Comments

Apologies for the delayed email, it was originally sent to the wrong email address.

Fatima Moreno Viera

Assistant Planner (Central), Borough Planning | Transport for London
10R2 | Windsor House | 42-50 Victoria Street | London SW1H 0TL

☎ External: +44 (0)20 3054 7055 | ☎ Auto: 87055 | e-mail: FatimaMorenoviera@tfl.gov.uk

From: Moreno viera Fatima
Sent: 27 July 2017 16:52
To: 'planning@camden.co.uk'
Cc: Calver Danny (ST); McLaughlin Gavin; Rigakis Stylianos (ST)
Subject: 2017/2891/P; Camden High Street, 159-161 – TfL Comments

F.A.O. / Dear David Peres Da Costa

TfL Borough Planning Reference: 17/3183

Borough Reference: 2017/2891/P

Location: 159-161 Camden High Street, London, NW1 17Y

Proposal: Application under section 106A (3) to modify a legal agreement and amend Schedule 1 (service management plan) of the S106 associated with planning permission 2006/0776/P dated 16/05/2006 (as amended by 2009/3719/P dated 05/08/2010) (for the demolition of existing 3 and 4 storey buildings and the redevelopment of the site through the erection of a five-storey plus basement level building, with retail (Class A1) at basement and ground floor levels, and 14 self-contained flats above (Class C3)), namely to allow deliveries via Camden High Street rather than Underhill Street.

Many thanks for consulting TfL, with regard to the above planning application, TfL has the following comments:

- The site of the proposed development is on 159-161 Camden High Street, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
- Servicing via Camden High Street could cause interruptions to the 17 bus route services serving Camden Town Station, and stops which will soon extend their operation times as part of a series of proposed improvements to Camden High Street South.
- These improvement works also currently propose to retain but shorten the existing loading provision outside 157 Camden High Street. Other forthcoming changes to existing loading bays in the vicinity will also further decrease the capacity of this loading area.
- The local vicinity experiences extremely high pedestrian footfall during the inter-peak period (10am – 4pm). Therefore TfL is currently working to restrict footway activities at this time of day through a variety of proposed works and street control measures.
- Given the complex issues outlined above, further discussions are required between the applicant, Council and TfL and certain proposals within this application may have to be amended.

- TfL Planning is consulting internally and will soon look to facilitate a Site Meeting between TfL Road Space Management and the applicant’s design/transport team. TfL Planning will therefore update the Council further in due course. Please do not determine the application until we have supplied further comments.

Thanks and kind regards,

Fatima Moreno Viera

Assistant Planner (Central), Borough Planning | Transport for London
10R2 | Windsor House | 42-50 Victoria Street | London SW1H 0TL

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