

From: Location Enquiries <SMBLocationEnquiries@tfl.gov.uk>
Sent: 05 December 2017 11:56
To: Planning
Cc: Location Enquiries; English Richard; Peres Da Costa, David
Subject: RE: FAO David Peres Da Costa re 2017/6058/P, Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place London NW1 7JE

Follow Up Flag: Follow up
Flag Status: Flagged

Dear

From: Hiley Andrew
Sent: 15 November 2017 16:19
To: 'planning@camden.gov.uk'
Cc: Location Enquiries; English Richard; 'David.PeresDaCosta@camden.gov.uk'
Subject: FAO David Peres Da Costa re 2017/6058/P, Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place London NW1 7JE

Dear David,

It has come to our attention that a planning application has been submitted for the below property which London Underground do not appear to have been consulted on:

Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place London NW1 7JE.

Part of the property is above London Underground Mornington Crescent station box and Northern line tunnels.

Therefore any works (i.e. demolition, piling, construction) above/in close proximity to LU assets will have to be approved by London Underground Infrastructure Protection. This is to ensure safety of our railway.

Kind regards

Shahina Inayathusein
Information Manager
Infrastructure Protection
London Underground
locationenquiries@tube.tfl.gov.uk
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Find out more about Infrastructure Protection - <https://youtu.be/0hGoJMTBOEg>

FAO David Peres Da Costa

Ref: 2017/6058/P

Site: Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place London NW1 7JE

Proposal: Redevelopment involving change of use from offices (Class B1) and erection of 5 storey building at the corner of Bayham Street and Bayham Place to provide pub at ground floor and private members club (Class Sui Generis) on upper floors following demolition of 65 Bayham Place, 1 Bayham Street (façade retained) and 74 Crowndale Road (façades retained), including enlargement of basement and sub-basement, retention of ground floor and basement of Hope & Anchor PH (Class A4), change of use at 1st and 2nd floor from pub (Class A4) to private members club (Class Sui Generis), mansard roof extension to 74 Crowndale Road, creation of terraces at 3rd and 4th floor level, relocation of chillers and air handling unit to 3rd floor plant enclosure with additional plant (5x a/c condensers and 1 cooling unit) at roof level, erection of glazed canopy to Camden High Street and Crowndale Road elevation and erection of 4th floor glazed extension above roof of Koko to provide restaurant and bar to private members club (Sui Generis).

Thank you for consulting TfL City Planning. The site has a frontage onto Camden High Street which is part of the Transport for London Road Network (TLRN) and for which TfL is the Highway Authority. The site also lies close to London Underground (LU) Northern line tunnels.

The majority of the construction is proposed to take place away from the Camden High Street frontage, which will reduce impacts on the TLRN. However, it is likely that the applicant will require highway licence/s from TfL, such as for scaffolding and hoardings, and further information on which can be found on the TfL website:

<https://tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

My only other observation is that the planning statement (page 43), in respect of the proposed basement excavation, states:

The scheme proposes to excavate the existing basement for stair and elevator access to the KOKO basement. A Basement Impact Assessment has therefore been prepared by RSK to support the planning application in accordance with Camden policy A5 and CPG4.

The Impact Assessment concludes that the relatively small ground movements on the adjacent highways is likely to be negligible.

Similarly, the results of the assessment on adjacent properties fall into 'Category O' defined as 'negligible damage' and the LUL asset assessment predicts ground movements will be less than +/- 1mm.

This document will be fully reviewed by an independent third party in accordance with Camden's planning guidance.

As such, I would recommend that my colleagues in LU Infrastructure Protection and Highways Structures teams (cc'd) are given an opportunity to comment.

Regards

Andrew Hiley | Principal Planner | TfL City Planning
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Please note TfL City Planning's new address

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