

Peres Da Costa, David

From: Leong Chris <ChrisLeong@tfl.gov.uk>
Sent: 08 October 2018 17:11
To: Peres Da Costa, David
Subject: TfL Comments - 2018/4035/P Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place, London, NW1 7JE

Dear David:

TfL Spatial Planning Reference: 18/3444

Borough Reference: 2018/4035/P

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

Proposal: Variation of condition 3 (approved plans) of planning permission 2017/6058/P dated 02/05/2018 (for 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 SG) on upper floors following demolition of 65 Bayham Place, 1 Bayham Street, and 74 Crowndale Road (façades retained), including enlargement of basement / sub-basement, mansard roof extension (74 Crowndale Road), creation of terraces and erection of 4th floor glazed extension above roof of Koko to provide restaurant and bar to private members club (SG)), namely to allow enlargement of basement and sub-basement, 3 fresh air grilles to Crowndale Road elevation, acoustic louvre to ground floor of Bayham Place (to serve plant room below) and other minor external alterations.

Thank you for consulting TfL with regard to the above planning application.

The site has a frontage onto A400 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. Crowndale Road, Bayham Street, and Bayham Place are not part of the TLRN or the Strategic Road Network (SRN).

Mornington Crescent is the closest London Underground (LU) station which is opposite the site. Part of the site is within LU's Zone of Influence, close to the tunnels and assets of the Northern Line. We confirm that condition 22 of the consented scheme (ref: 2017/6058/P) regarding the protection of London Underground Infrastructure has been applied and it remains valid.

It is likely that the applicant will require highway licence(s) from TfL for scaffolds and hoardings on the TLRN. Please refer to our website for further information: <https://tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

Should it be granted planning permission, the footway and carriageway on A400 Camden High Street must not be blocked during construction of the redevelopment. Temporary obstructions during the construction must be kept to a minimum and should not encroach the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic.

All vehicles associated with the construction of the site must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions,

No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time.

Subject to the above, TfL Spatial Planning has no objections to the variation of condition 3 (approved plans) of planning permission 2017/6058/P.

Kind regards,

Chris Leong

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