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**From:** [REDACTED]  
**Sent:** 11 March 2019 16:32  
**To:** [REDACTED]  
**Cc:** Planning  
**Subject:** TfL Comments - 2019/0910/P 369-377 Kentish Town Road London NW5 2TJ

Dear David,

**TfL Spatial Planning Reference:** CMDN/19/241

**Borough Reference:** 2019/0910/P

**Location:** 369-377 Kentish Town Road London NW5 2TJ

**Proposal:** Redevelopment including change of use from car wash (Sui Generis) and erection of part six and part seven storey building plus basement to provide 14 flats (10 x 2-bed units and 4 x 1-bed) (Class C3) at 1st floor and above (with terraces at 5th floor rear and 6th floor level (north elevation)); and retail (Class A1) or restaurant (Class A3) use at ground and basement level incorporating widened pavement to Kentish Town Road.

Thank you for consulting TfL with regard to the above planning application. TfL has the following comments:

The site of the proposed development is on A400 Kentish Town Road, which forms part of the Strategic Road Network (SRN). While the Local Authority is the Highway Authority for those roads, TfL has a duty under the Traffic Management Act 2004 to ensure that any proposal does not have an adverse impact on the SRN.

Public realm improvements

TfL strongly supports the removal of the existing vehicle crossover on Kentish Town Road and welcomes that improvements will be made to pedestrian conditions, in line with draft London Plan policy T2 (Healthy Streets) and policy D7 (Public realm).

Cycle parking

34 cycle parking spaces (32 for residential and 2 for retail) are currently proposed. While the residential cycle parking provision meets the draft London Plan standards which require 26 long-stay and 2 short-stay spaces, the short-stay provision for retail use is not yet in compliance with draft London Plan standards. Should it be a food retail unit (Use Class A1) or a restaurant/café (Use Class A3), a minimum of 13 short-stay cycle spaces are required.

TfL notes that the applicant is exploring options for on-street visitor (short-stay) cycle parking. The applicant should identify nearby on-street locations to accommodate the cycle parking stands. Locations for more than 13 short-stay cycle spaces should be identified in order for the Council to decide the best options for locating the cycle stands.

Cycle parking should follow the London Cycling Design Standards (LCDS) and be located in an accessible, convenient, secure, and sheltered area.

The lift for cycle parking access should have minimum dimensions of 2.3m x 1.2m and a minimum door opening of 1m to comfortably accommodate all types of cycle. The applicant should confirm with the Council that the lift meets these standards and that there are wide doorways and spacious corridors to reach the cycle parking areas whilst the doors are automated.

End of journey facilities should be provided for the employment use including shower and changing facilities.

Bus shelter alterations

TfL has no objections in regard to the bus stop and shelter configuration. However, due to high passenger numbers (an average of 642 boarders a day), a 2-bay shelter is not considered adequate. TfL requests a 3-bay shelter (approximately 4260mm long) to be installed, similar to the shelter at Kentish Town (Stop KB).

Detailed design and configuration for the bus stop will need to be designed and built in accordance with TfL Accessible Bus Stop Design Guidance and will require TfL Buses' approval.

London Underground infrastructure

Due to the development site being in close proximity to London Underground tunnels, the following condition should be imposed to ensure the safe operation of the railway.

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for basement construction only have been submitted to and approved in writing by the local planning authority which:

- provide details of basement construction
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof

MCIL 2

The new Mayoral Community Infrastructure Levy (MCIL2) will be levied from April 2019. This levy will be charged at £80 per square metre (indexed) for qualifying development in the London Borough of Camden.

Summary

Subject to the above being secured/adhered to, TfL has no objections to this planning application.

Kind regards,

**Chris Leong** | Assistant Planner  
Spatial Planning (North) | City Planning | Transport for London

9th Floor B5, 5 Endeavour Square, Westfield Avenue, London, E20 1JN

Phone: [REDACTED]

Email: [REDACTED]

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