
From: [REDACTED]
Sent: 31 May 2019 09:16
To: Fowler, David
Cc: Planning
Subject: TfL comments - 2019/2238/P Camden Town Hall Judd Street London WC1H 9JE

Dear David,

TfL Spatial Planning Reference: CMDN/19/250

Borough Reference: 2019/2238/P

Location: Camden Town Hall Judd Street London WC1H 9JE

Proposal: The part change of use of the Camden Town Hall from Sui Generis (Town Hall) at (part) basement, second and third floors to office use (B1), and the change of use of the Camden Centre from Sui Generis (Town Hall) to Events use (comprising D2 with ancillary A3 and A4 use). Retention of Sui Generis (Town Hall) uses at ground, first floor and part basement. External physical works to include the demolition of the 3rd floor conservatory and replacement infill pavilion, demolition of 1960s Euston Road entrance, covering over 3 No. lightwells at roof level, opening up for 2No. new doorways on Bidborough Street and 2No. new doorways on Tonbridge Walk, works to the Judd Street entrance, refurbishment of windows, cleaning and facade repairs. Internal works include the refurbishment and conservation repairs to ground and first floor to improve civic and democratic services, refurbishment and changes to layout on basement, second and third floor to accommodate new offices, installation of new circulation core in south east lightwell, new office reception, new lift and dumbwaiter in the Camden Centre. New roof plant and services throughout, targeted basement excavation for lift pits and attenuation tanks, waste storage, cycle parking, public realm improvements, new on street loading bay and other associated works.

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

The site is on Judd Street which is part of the Borough Road Network. Judd Street is also part of Cycle Superhighway 6 (CS6).

The site also bounds A501 Euston Road, 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.

Cycle parking

Overall, 62 long-stay and 13 short-stay cycle parking spaces are currently proposed for all land uses. This provision is short of draft London Plan minimum requirements and should therefore be revised.

Based on the proposed B1 office floorspace of 4,686 sqm (GEA), a minimum of 63 long-stay and 10 short-stay cycle parking spaces should be provided for this land use.

The proposed long-stay provision of 9 spaces for the town hall function (Sui Generis) and the Camden Centre (D2 land use) is in line with draft London Plan standards and is welcomed.

As such, a total of 72 long-stay cycle parking spaces should therefore be provided.

While it is noted that the potential new layout of Judd Street would provide 22 cycle parking spaces in the public realm, the proposed short-stay cycle parking provision associated with this planning application does not meet draft London Plan standards.

In terms of the short-stay cycle parking provision for Camden Centre (D2 land use), it is considered that more than 2 spaces would be required, as events such as conferences, workshops, corporate networking and exhibitions are likely to generate cycle parking demand for more than just 2 short-stay spaces.

TfL requests further information regarding indicative capacity of the Events-use space and its GEA floorspace, as we are currently unable to confirm the level of short-stay cycle parking that would be required to accommodate this land use.

With the short-stay cycle parking for the town hall function (Sui Generis), should it be regarded that the visitor pattern would be similar to a D1 land use, a minimum of 38 short-stay spaces would be needed to meet draft London Plan standards.

Whereas if the cycle parking standard for B1 land use is regarded as the most relevant, a minimum of 8 short-stay spaces should be provided to meet requirements.

The proposed short-stay parking provision for the town hall land use is therefore not sufficient at present. This should be revised upwards and preferably supported by expected indicative number of daily visitors for the town hall function.

Furthermore, it is unclear where the proposed short-stay cycle parking would be located in the public realm. TfL requests that an indicative cycle parking plan is provided to demonstrate that short-stay cycle parking is designed in accordance with Chapter 8 of the London Cycling Design Standards (LCDS) and is located in an accessible, convenient, secure and sheltered area.

The applicant should also confirm that the long-stay cycle parking is in accordance with the LCDS.

Construction & Servicing

It is welcomed that the applicant has committed to comply with CLOCS standards and use freight operators with FORS silver membership as a minimum.

While the use of traffic marshals is supported, we request that accredited Site Access Traffic Marshals are appointed to carry out traffic management procedures during construction. Further information can be found here: <https://constructionlogistics.org.uk/>

The principle to replace three resident permit parking bays on Bidborough Street by a loading/servicing bay is supported, in line with draft London Plan policy to reduce car dominance and make sufficient provision for deliveries and servicing.

Summary

Whilst we do not object to the principle of this planning application for change of use of the Camden Town Hall, further information on cycle parking provision and design details should be provided to address our concerns before this application can be considered acceptable in strategic transport terms.

Should it be granted planning permission, the footway and carriageway of A501 Euston Road must not be blocked during construction/conversion. Temporary obstructions 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 construction/conversion must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.

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: 020 3054 7055 (Auto: 87055)

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process.

For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>



The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at postmaster@tfl.gov.uk and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 55 Broadway, London, SW1H 0DB. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.
