

Dear Kristina,

**TfL Spatial Planning Reference:** CMDN/19/263

**Borough Reference:** 2019/3138/P

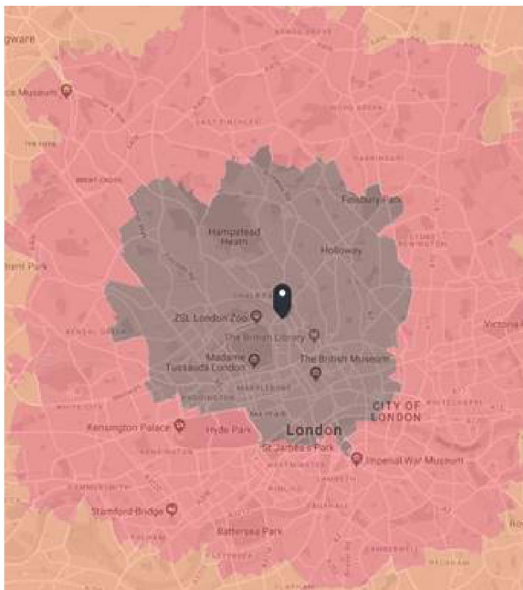
**Location:** 115-119 Camden High Street London NW1 7JS

**Proposal:** Demolition of existing two storey building and erection of a part-four, part-five storey building (plus enlargement of existing basement and plant room at roof level) comprising retail (Class A1) at ground floor level fronting Camden High Street, 80-bed hotel (Class C1) and 3 x 2-bed residential units (social rented) (Class C3) fronting Delancey Street.

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 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.

The applicant should promote active travel within the Active Travel Zone (dark coloured in the image below):



The principle to improve public realm through chamfering the ground floor corner and reactivating the Delancey Street frontage is supported.

*London Underground Infrastructure Protection*

As the development is very close to London Underground (LU) infrastructure and assets, we have consulted LU Infrastructure Protection team to provide comments, which will be provided separately in due course.

TfL advises the Council not to determine this application until comments from LU Infrastructure Protection are received and that the applicant has had the chance to respond to those comments.

Comments from LU Infrastructure Protection should be considered in conjunction with our comments being given here.

#### Cycle parking

11 long-stay and 5 short-stay cycle parking spaces are proposed. This provision is in accordance with the standards set out in the draft London Plan and is therefore welcome.

It is noted from the proposed ground floor plan that six cycle parking spaces are accessed through the residential lobby. However it is unclear where the rest of cycle parking is located. TfL therefore requests clarification/further information on cycle parking location and access.

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

End of journey facilities should also be provided for the employment uses including shower and changing areas.

#### Construction, delivery and servicing

TfL requests that an outline Construction Logistics Plan (CLP) following best practice guidance is provided prior to determination. A full CLP should be secured by condition and discharged in consultation with TfL.

The applicant should confirm that they will comply with CLOCS standards and use freight operators with FORS silver or gold membership, as it is imperative that road safety measures are considered and preventative measures delivered through the construction and operational phases of the development.

The use of traffic marshals is supported. However TfL requests that accredited Site Access Traffic Marshals are appointed to carry out the traffic management procedures during construction works. Further information can be found here: <https://constructionlogistics.org.uk/> or through contacting [enquiries@constructionlogistics.org.uk](mailto:enquiries@constructionlogistics.org.uk)

All construction deliveries should ideally be scheduled outside the TLRN peak hours.

The footway and carriageway on A400 Camden High Street must not be blocked during demolition and construction. 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 works 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.

#### Summary

TfL advises the Council not to determine this application until comments from LU Infrastructure Protection are received and that the applicant has had the chance to respond to those comments. TfL Spatial Planning believes that the other concerns raised above are capable of being mitigated by the applicant.

Kind regards,

**Chris Leong** | Assistant Planner



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