

Dawson (development), Barry

From: McLaughlin Gavin <GavinMcLaughlin@tfl.gov.uk>
Sent: 30 October 2020 13:22
To: Smith, Kristina
Cc: Planning
Subject: Camden Goods Yard application 2020/3116/P - Tfl comments

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Hi Kristina

2020/3116/P

Camden Goods Yard Morrisons Superstore and Petrol Filling Station Chalk Farm Road London NW1 8EH; Proposal: Variation of Conditions 3 (approved drawings) and 73 (number and mix of residential units) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2020/2786/P dated 09/07/2020, 2020/0034/P dated 05/05/20, 2019/6301/P dated 24/12/2019, 2019/0153/P dated 06/02/2019 and 2019/2962/P dated 04/07/2019) for redevelopment of the petrol filling station site and main supermarket site; namely for: additional storeys across buildings A, B, C and F creating 71 additional residential units (52 market, 19 affordable) (Class C3) and associated elevational changes; relocation of concierge to Block A; and alterations to basement and landscaping. This application is accompanied by an addendum to the original Environmental Statement.

Thanks for consulting TfL on this planning application.

Minor changes are proposed to the internal layout which are not likely to cause any significant strategic transport impacts. The tracked vehicle drawings provided and designs proposed for highway access, including for refuse and emergency vehicles, will not directly impact the Transport for London Road Network (TLRN) and the Council is therefore the relevant highway authority.

The applicant is liaising directly with TfL for detailed discussions on Bus safeguarding at and around the site throughout construction of this development, which is due to commence in early 2021. It is essential for this positive engagement to continue and for the applicant, Council and TfL to continue to work collaboratively to minimise negative impacts on Bus operations.

71 additional residential units are proposed by this new application.

3 additional disabled car parking spaces are proposed to serve these units. New London Plan policy T6.1 (Residential car parking) part G requires at least one designated disabled persons parking bay per dwelling to be available from the outset for 3% of dwellings. 3% of 71 is 2.13. The proposed provision should therefore be reduced to 2 instead of 3 spaces.

142 additional long-stay and 9 short-stay cycle parking spaces are proposed to serve the new residential units compared to the previous permission. This complies with Table 10.2 and Policy T5 (Cycling) of the new London Plan which is welcome. High level design information for the proposed cycle parking has also been provided in the TA addendum which is acceptable in principle. The detailed design of all cycle parking

should be provided to demonstrate full compliance with the London Cycle Design Standards (LCDS), and shared with TfL, when relevant parking-related conditions are discharged.

21 additional long-stay cycle parking spaces and 8 additional short-stay spaces are proposed for additional office/workspace and retail floorspace now proposed, which also complies with the new London Plan and is acceptable.

Thanks,
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