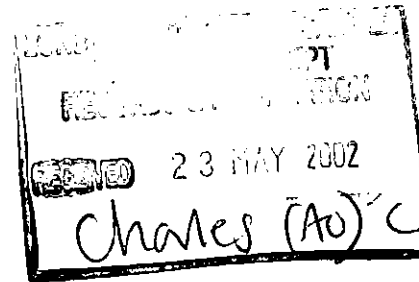


21 May 2002

Direct line: 020 7941 4577



Application No: PWX0202103/
Case File: G5/3/J

Jackie input pacis 27/05/02
NBR21 ✓

For the attention of Charles Thuaire

Dear Mr Thuaire,

14 BLACKBURN ROAD, LONDON NW6 1RZ

Thank you for your letter regarding the planning application for work to the above property.

I take this opportunity to start on a procedural note. Whilst this notification was sent to Tony Antoniou, probably because of his obvious interest in West Hampstead Stations and interchange, for future reference it is generally appropriate to send any planning applications that may be of interest to TfL, to me at Planning and Partnerships, Windsor House. This would be in line with guidance drawn up in conjunction with the ALG and issued to the boroughs about a year ago (copy enclosed). The notable exception to this is where there is a statutory duty to consult TfL as the highway authority. Such consultation should go to the appropriate team in TfL Street Management.

Nevertheless, we currently have a Project Champion working specifically on improving interchange at West Hampstead in partnership with Camden, and many of these comments come from that source.

1. 'Safeguarding' of Land

Our Project Champion is currently assessing the feasibility of creating an interchange which integrates the three rail stations in West Hampstead, (the Jubilee Line Underground station, the Silverlink North London Line station and West Hampstead Thameslink). As such, all land adjacent to the stations and the railway lines is currently being considered for its potential requirement in creating a new integrated interchange. We anticipate that by the beginning of September, our Project Champion will have determined whether the land at 14 Blackburn Road will be required for this purpose. Ideally, it would be sensible for the application to be determined in the light of the Project Champion's recommendations although our work is at an early stage and any new interchange is unlikely to materialise for some years to come.

2. Transport Impact

We have not received a copy of the applicant's Transport Report but in relation to the proposed uses of B8 Warehousing and B1 Offices, we believe that this will have a

Transport for London, Windsor House, 42-50 Victoria Street, London SW1H 0TL

detrimental impact on traffic and pedestrians in West End Lane. In particular, there does not appear to be any improvements to the junction of Blackburn Road with West End Lane although the proposed development would generate a greater volume of traffic turning into and out of Blackburn Road. TfL do not believe this to be satisfactory given the numbers of pedestrians currently crossing Blackburn Road, most of whom are interchanging to and from the Jubilee Line.

In more general terms, we would make the following observations:

- The site is not as easily accessible by road as it is by public transport and that would suggest that it lends itself more to a 'people' orientated development rather than warehousing.
- Access to the proposed warehouse by any HGV's is likely to cause problems given the limited width of Blackburn Road and the current limited space for parking by employees at adjacent businesses.
- The railway bridge over the North London Line on West End Lane is weak and has a 7.5 tonne weight restriction. Additional HGV traffic may be restricted in its access to the development or would exacerbate the current structural problems.

Whilst we recognise that the above issues are primarily for Camden to progress with the applicants, the proposed development could have an important bearing on future interchange between the three stations at West Hampstead. Our initial planning work suggests that the volume of passengers making an interchange at West Hampstead could rise substantially over today's levels if plans for a new Chiltern station and implementation of Thameslink 2000 come to fruition. This would result in many more pedestrians, buses and vehicles passing through the area and it may be necessary to 'calm' West End Lane to make it safer. We would therefore ask that Camden consider how the proposed development fits in with longer term requirements for improved interchange facilities at West Hampstead.

3. Section 106 contributions

Given that the proposed development has an adverse impact on interchange at least in the short term, TfL believe that work to identify ways of mitigating those impacts is necessary. Whilst the Project Champion is looking at ways of integrating the stations and potentially segregating passengers and pedestrians from traffic, such a scheme is not a firm commitment and even if it were, is a long way from implementation. In the meantime, contributions from the developers towards improving pedestrian safety, traffic calming along West End Lane and improving the security of public transport users in West Hampstead will be required.

4. Car parking

In such an accessible location (5 stations and at least 9 bus routes within easy walking distance), it would seem appropriate to seek suitably restraint based parking standards. The applicants suggest 1 space per unit for the residential whereas there is an opportunity to create, as Camden has done at other locations, some car-free housing. The applicants also suggest 1 space per 844 sq.m. for the office/warehouse use. This falls within the appropriate standards but it should be towards the higher end of these: ie. nearer 1 space per 1000 sq.m. Ultimately, the number of spaces is relatively small, but some reduction is possible.

Thank you for giving TfL the opportunity to comment on the above application. Should you require any further clarification on the points I have outlined above, then please do not hesitate to contact me. Alternatively, you can speak to the Project Champion directly; Rob Bayley can be contacted on 020-7309-7061.

Yours faithfully

A handwritten signature in black ink, appearing to read 'I. Butcher', written in a cursive style.

Ian Butcher
Planning and Partnerships