

From: Bond Lucas
Sent: 28 September 2022 16:47
To: Planning Planning
Subject: Kilburn High Road, 366 - 336a - 2022/3578/P - TfL Comments

[EXTERNAL EMAIL] Beware – This email originated outside Camden Council and may be malicious. Please take extra care with any links, attachments, requests to take action or for you to verify your password etc. Please note there have been reports of emails purporting to be about Covid 19 being used as cover for scams so extra vigilance is required.

TfL reference: CMDN/22/25

Borough reference: 2022/3578/P

Location: Kilburn High Road, 366 - 336a

Proposal: The renovation and utilisation of 12 railway arches in flexible Class E uses, the demolition and reconstruction of two units beneath and adjacent to Metropolitan Railway bridge for utilisation in flexible Class E uses, the removal of non-compliant temporary prefab unit at 364 Kilburn High Road and improvements to the public realm including semi-mature trees, re-surfacing, and planters at Kilburn Mews, Kilburn High Street NW6 2QH

Thank you for consulting TfL. With regards to the above planning application, TfL has the following comments:

The site of the proposed development is on the A5, Shoot-Up Hill which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. The proposed development is also on land owned by TfL.

The footway and carriageway on the A5, Shoot-Up Hill should not be blocked during the renovation of the development. Temporary obstructions during the renovation should 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 on the A5, Shoot-Up Hill. All vehicles should only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

The provision for cycle parking meets the standards set out in London Plan Policy T5 Part A Part 2 given there is equal split between the usage of the Arches. These should be located in a secure, sheltered and accessible location, and should meet design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS). There should also be provision for space intended for cycle parking in the future if more is required.

We welcome that the development will be a pedestrian-priority space.

Delivery and servicing must be done outside of all peak hours including lunch peaks to mitigate chance of collision between pedestrians, cyclists and large vehicles and maintain a pedestrian-priority space. In line with London Plan Policy T4 Part F "Development proposals should not increase road danger" and Policy T2 Healthy Streets.

TfL request a full Delivery and Servicing Plan is submitted to further understand the impacts caused.

Location Enquiries at TfL should also be contacted for their comments regarding this application.
Contact them at: SMBLocationEnquiries@tfl.gov.uk

Spatial Planning at TfL requests additional information is provided as outlined above prior to being supportive of the application.

Kind regards,

Lucas Bond | Assistant Planner