

From: Location Enquiries

Sent: 17 July 2023 16:56

To:

Subject: RE: Consultee letter for Planning Application: 2023/2510/P

Good afternoon,

2023/2510/P

Redevelopment of Selkirk House, 166 High Holborn and 1 Museum Street following the substantial demolition of the existing NCP car park and former Travelodge Hotel to provide a mixed-use scheme, providing office, residential, and town centre uses at ground floor level. Works of part-demolition and refurbishment to 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street to provide further town centre ground floor uses and residential floorspace, including affordable housing provision. Provision of new public realm including a new pedestrian route through the site to link West Central Street with High Holborn. Relocation of cycle hire docking stations on High Holborn.

Thank you for your consultation.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to London Underground (LU) tunnels and infrastructure. Therefore, it will need to be demonstrated to the satisfaction of TfL Infrastructure Protection engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the permanent loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore, we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with TfL Infrastructure Protection) have been submitted to and approved in writing by the local planning authority which:

1. Provide details of below ground works at 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street.
2. Identify and accommodate London Underground (LU) structures and tunnels.
3. Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works.
4. Provide staged ground movement impact assessment arising from temporary works and permanent works during demolition and construction stages to be undertaken.
5. Accommodate ground movement arising from the development construction thereof.
6. Provide risk assessment and method statement for the proposed demolition and construction works including temporary works, use of mobile cranes as well as tower cranes.
7. Mitigate the effects of noise and vibration arising from the adjoining railway operations.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of assessment of impact to London Underground assets, submission of method statement of the demolition and preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods

Also, your proposal may affect Crossrail Infrastructure. My colleagues in Crossrail will provide a separate response.

This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

Kind regards,

Mehmet Kani

**Safeguarding Engineer | LU/DLR | Infrastructure Protection | Engineering
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