

Delegated Report		Analysis sheet		Expiry Date:		24/09/2010	
		N/A / attached		Consultation Expiry Date:		08/10/10	
Officer				Application Number(s)			
Sara Whelan				2010/4978/P			
Application Address				Drawing Numbers			
8-12 Tottenham Court Road, London, W1				Please see draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Schedule 7 - Temporary works (construction arrangement) for City of Westminster. Submission wes/8/12 Tottenham Court Road Goslett Yard box.							
Recommendation(s):		No objection					
Application Type:		Request for Observations to Adjoining Borough					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00	
			No. electronic	00			
Summary of consultation responses:		No requirement to consult					
CAAC/Local groups* comments: <small>*Please Specify</small>		No requirement to consult					
Assessment							
<p>The site is bordered by Charing Cross Road to the east, Goslett Yard to the south, existing buildings to the west, and Sutton Road to the north. An additional 400 sqm area is located to the north of Sutton Road, on the old Astoria site, and is bordered by Charing Cross Road to the east, and Falconberg Mews to the west.</p> <p>The works relate to the construction of a building containing ventilation plant and emergency access at Goslett Yard for the new Crossrail station at Tottenham Court Road. The sites are to be used as follows:</p> <ul style="list-style-type: none"> - Crossrail site establishment including erection of hoarding and site offices if required; - Excavate and line cross platform tunnels, passage and adits; - Spoil conveyor to link the two sites, crossing over Sutton Row; - Establishment of concrete batching plant; - Construct ventilation structure; and - Other associated works. <p>The construction arrangements application relates to the following:</p> <ul style="list-style-type: none"> - handling of re-usable spoil and topsoil; - storage sites; 							

- screening;
- artificial lighting;
- suppression of dust; and
- mud on highway.

It should be noted that the works at the eastern end of the Crossrail Tottenham Court Road station are split between Crossrail and London Underground (LU). The LU works will begin first and will comprise a new ticket hall and station entrances beneath Tottenham Court Road. This will include escalators, lifts and stairs to provide access from street level to platforms for the Northern and Central lines. As part of these works LU will construct the underground elements connecting the new ticket hall to the Crossrail platforms beneath the site. These works will include demolition of existing buildings, utilities diversions, piling, excavations, settlement mitigation and the below ground substructure. On completion of these works LU will hand over the site to Crossrail in mid 2013 in order for Crossrail to complete the works listed above.

Conservation area

The whole application site is within the City of Westminster. Camden has assessed the proposed works on their impact upon the character and appearance of the Denmark Street and Bloomsbury Conservation Areas. As well as the grade II Dominion Theatre and Centre Point with its associated listed structures which are located on the opposite side of Charing Cross Road, having regard for the Schedule 7 (paras 3.19 – 3.23).

The proposed construction arrangements set out in the submission documentation for the works listed above are not considered to impact on the character and appearance of the adjoining Conservation Area or setting of the adjoining listed buildings.

Local environment and amenity

The proposed ventilation shaft would be maximum 27m high. This schedule 7 application solely deals with its construction. The construction site would be set back from the Charing Cross Road. The construction site is of sufficient distance from Charing Cross Road and the boundary with Camden to ensure that no detrimental impacts of overshadowing or dominance would occur.

The hoarding would include affixed lights. Considering the low level of the hoarding and the location of the hoarding on the opposite side of Charing Cross Road, it is not considered that any detrimental impacts of light pollution or disturbance would occur upon properties located within Camden.

The submitted documentation states that the nominated undertaker and contractors will seek to reuse as much excavated material as practicable within the project area. They would use the national hierarchy for sustainable waste management for surplus materials management, as set out in section 9.2 of the Crossrail Construction Code. This is welcomed by Camden.

A dust management plan will be prepared and implemented for each worksite, including controls to limit dust emissions. The Tottenham Court Road worksite is a medium risk site, and consequently the dust monitoring will comprise passive deposition monitoring techniques at locations on site boundaries or near to local receptors. This is considered acceptable.

Community safety

Camden recommends that community safety is considered with respect to the position of hoardings throughout the construction process. The hoardings should be positioned in such locations not to attract anti social behaviour or create hiding places. Lighting should also be well considered and maintained throughout the construction process. This advice will be included as in informative in Camden's response.

Transport

Camden understands that an assurance has been undertaken between Westminster and Crossrail that where possible, Crossrail will seek to work with developers to accommodate their proposals and to minimise any cumulative environmental impacts. The submitted information includes information setting out practicable measures which will be put in place to avoid/limit and mitigate the deposition of mud and other debris on the highway. In addition a Traffic Liaison Group has been established in accordance with the Crossrail Construction Code. Camden is satisfied with the proposed measures to limit mud on the highway.

The application does not relate to construction vehicle routing. A Lorry Management Plan has been produced which provides information on lorry routing, monitoring, holding areas and estimated numbers of vehicles. The applicant states that the construction and phasing of the building will be such as to reduce the impact on utilities and transport.

The submitted plan states that the western footpath on Tottenham Court Road and the Sutton Row footpath will be maintained at all times. The applicants state that a Pedestrian Walking Group will be set up in addition to the Traffic Liaison Group, in order to plan and review pedestrian management arrangements, including public safety and security, legibility, provision of bus stops, maintaining local access and requirements for servicing. Camden supports the setting up of a Pedestrian Walking group and finds the information submitted pursuant to highways works acceptable.

Conclusion

Camden Council has no objection to the proposed construction arrangements for the Goslett Yard Box.

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