



RE: 2016/0477/P

Site Address35 - 41 New Oxford Street, 10-12 Museum Street, 16A-18 West Central Street London WC1A 1AP

Refurbishment and extension of the site to provide a mixed use scheme which includes 21 self-contained units (7 x 1 bed and 12 x 2 bed and 2 x 3 bed), flexible A1, A2, A3 and A4 uses at ground floor level and/or B1 and/or D1 at basement and ground floor levels and associated works.

Dear Zenab.

In addition to the letter just received from Tristan at TfL, I can confirm that the proposed development site is not within the Crossrail Safeguarded limits but is within 56 metres (approximately) of the limits. This may impact on the Crossrail infrastructure.

Please forward the planning application consult to safeguarding@crossrail.co.uk for a formal response to the planning application consult if required and as directed by the Crossrail Safeguarding Direction 2008.



Best regards,

Will Orlik | Safeguarding Coordinator
Crossrail Limited | 25 Canada Square | London | E14 5LQ
Tel: 020 3229 9100 | Helpdesk (24hr) 0345 602 3813

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MOVING LONDON FORWARD

From: Gielen Tristan [mailto:TristanGielen@tfl.gov.uk]
Sent: 17 March 2016 12:01
To: 'zenab.haji-ismail@camden.gov.uk'
Cc: Will Orlik
Subject: 2016/0477/P-TfL comments

To whom it may concern

Thank you for your letter dated 10 March 2016 seeking comment from Transport for London (TfL) relating to the above mentioned planning application located at 35-41 New Oxford Street, London WC1A 1AP.

Vehicle access and car park

Servicing is proposed on street and TfL would expect a Delivery and Service Plan is secured to manage these effects. It is also anticipated that the Council will carefully consider this option, particularly in light of the fact that the road network fronting the site forms part of the Strategic Road Network.

The proposed development is car free, which is supported by TfL (expect for blue badge parking). The Council should consider whether it is necessary to provide additional on street/on site blue badge parking.

Cycle parking

Cycle parking should accord with London Plan (2015) standards, in addition to the provision of cycle changing facilities (such as showers/changing rooms) for the commercial activities proposed. To accord with London Plan (2015 standards; a total of 67 spaces should be provided. To provide a break down of these figures; 36 spaces (35 long stay; 1 short stay) should be provided for the residential units, 5 spaces (4 long stay; 1 short stay) should be provided for the office units proposed, and 26 spaces (6 long stay; 20 short stay) should be provided for the flexible use (A1-A4, B1, D1 and D2). Note that the level of cycle parking for the flexible use should accord with the most onerous cycle parking figures (A1 food). This ensures that an appropriate level of cycle parking is provided from the outset given the uncertainty of future tenants.

Construction Impacts

Any works to the basement may impact upon London Underground and Crossrail infrastructure. I have copied in Crossrail and they will be provide comments direct to the Council on this matter. TfL also expects that a Construction and Logistics Plan is secured, pedestrian footfall is generally high on New Oxford Street and TfL expects that footway access is not impeded. It is also crucial that bus operations along New Oxford Street are not adversely impacted upon.

Other matters

TfL would expect that a revised Travel Plan is secured for the site.

Please contact me should you have any further queries.

Regards

Tristan Gielen | Planner | Borough Planning

TfL Planning, Transport for London

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