

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 13 February 2017 14:42  
**To:** Planning; Henry, Kate  
**Subject:** Middlesex Hospital Annex, 44 Cleveland St, London W1T 4JT

Your ref: 2017/ 0414/P  
Our ref: 17/0411

Middlesex Hospital Annex, 44 Cleveland St, London W1T 4JT

Dear Ms Henry

Thank you for consulting TfL on the above planning application which seeks permission for [] refurbishment and alterations the former Workhouse Building and redevelopment of adjoining land.

TfL has no strategic transport planning objections to the principle of this development.

However we have the following comments regarding the details:

- ∞ If permission is granted we would suggest conditions are imposed requiring a delivery and servicing plan and a construction management including logistics plan
- ∞ We suggest you consider whether the absence of disabled car parking on site is acceptable and if so whether on street/off site provision is adequate to meet additional demand.
- ∞ It appears that the amount of cycle parking proposed meets London Plan standards ( but note the Transport Statement has a different set of numbers and accommodation breakdown to other parts of the application). However, there appears to be no provision for larger bikes – especially important for this development given the proposed absence of disabled car parking.
- ∞ Access to the cycle parking should be through self/remote opening and closing doors. Furthermore the route to the affordable provision is via Bedford Passage along which it is proposed cycling will not be allowed. This is inconvenient for cyclists, will not encourage cycling and is likely to be ignored by some cyclists ( not withstanding the design of the public realm making cycling difficult) causing safety and enforcement issues. I would suggest that you and the applicants reconsider this proposal and allow cycling along the reopened Bedford Passage. The access for cyclists to the basement stores for the market housing and the offices is unclear. The route should be convenient and safe and not require bumping a bike up and down stairs or using a small lift. Further guidance is available in the London Cycling Design Standards.
- ∞ The ultimate cycle parking arrangements should be secured by condition.
- ∞ The s106 should include provisions ensuring that residents and employees at the site can not secure CPZ parking permits unless they are Blue Badge holders.
- ∞ To make the most of the improve permeability to be delivered as part of the scheme, Bedford Passage ( the provision of which is welcomed) should be open 24/7 and as suggested above be open for cycling as well as walking – this should be secured by condition/s106 agreement.
- ∞ The s106 agreement should include provisions to secure the appropriate contribution towards Crossrail ( which would be offset against Mayoral CIL).

I hope that you find these comments of assistance in determining the application. Please contact me should you have any queries.

Regards

**Anne Crane | Area Manager | Borough Planning  
TfL Planning, Transport for London**

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