



From: Leong Chris <ChrisLeong@tfl.gov.uk>
Sent: 12 November 2018 17:40
To: Meynell, Charlotte <Charlotte.Meynell@camden.gov.uk>
Subject: Tfl Comments - 2018/3565/P Ground Floor and Basement Units 51-52 Tottenham Court Road London W1T 2EH

Dear Charlotte,

TfL Spatial Planning Reference: 18/3974

Borough Reference: 2018/3565/P

Location: Ground Floor and Basement Units 51-52 Tottenham Court Road London W1T 2EH

Proposal: Excavation of new basement and lowering of existing basement floor level by 1.0m; installation of 2 x new shopfronts.

Thank you for consulting TfL Spatial Planning with regard to the above planning application. We have the following comments:

The site is on A400 Tottenham Court Road which forms part of the Strategic Road Network (SRN). While the Local Authority is the Highway Authority for those roads, TfL has a duty under the Traffic Management Act 2004 to ensure that any proposal does not have an adverse impact on the SRN.

Percy Street (Stop E) is the closest bus stop which is approximately 60m to the southeast of the site. The bus stop is served by the 14, 24, 29, 73, 134, 390, N5, N20, N29, N73, N253, and N279 services. It is essential that no disruption to the bus stop and services occurs due to the excavation and installation works. Goodge Street Station is approximately 130m to the northwest of the site and it is served by the Northern Line.

As the site is near the tunnels and assets of London Underground (LU) for use by the Northern Line and its red line boundary overlaps with LU's Zone of Influence, LU Infrastructure Protection should be consulted separately via locationenquiries@tfl.gov.uk. Comments from LU should be taken into account in conjunction with Tfl Spatial Planning's comments.

Tfl Spatial Planning notes that the application pack includes consultation comments by LU Infrastructure Protection from August 2017. However LU Infrastructure Protection should be reconsulted using the email address above both prior to determination and prior to commencement of construction. They are likely to request a condition to ensure that no sub-surface works can take place on site without prior written approval by LU. This should be secured by condition.

Cycle parking

It is unclear how many cycle parking spaces are proposed and whether they can accommodate larger cycles. To comply with standards set out in the draft London Plan and minor suggested changes, a minimum of 2 long-stay and 8 short-stay cycle parking spaces should be provided and these should be secured by condition.

Cycle parking should follow the London Cycling Design Standards (LCDS) and be located in an accessible, convenient, secure, and sheltered area. End of journey facilities should also be provided for the employment uses including shower and changing facilities.

Access to the cycle parking should be step-free with wide doorways and spacious corridors. Any doors to the cycle parking should be automated. Tfl requests the applicant to clarify the design and access to the basement cycle parking comply with LCDS.

West End project

Tfl is concerned that the Healthy Streets benefits of the West End public realm improvement project may be negatively impacted by construction of this scheme, and the Council should therefore seek a Section 278 (S278) agreement with the applicant to make good any damage to the local footways and SRN carriageway during construction. It would not be acceptable for the recent improvements to immediately suffer damage and for the quality and attractiveness of the local pedestrian environment to worsen following completion of this scheme.

Crossrail contributions

The site is within The Central London charging area where section 106 contributions for Crossrail will be sought in accordance with London Plan policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Crossrail funding' (March 2016). In these situations, the Mayor's CIL charge (but not the Borough's) will be treated as a credit towards the section 106 liability. The practical effect of this will be that only the larger of the two amounts will normally be sought. As the CIL charge will not be confirmed until development is about to commence, the section 106 agreement will need to be worded so that if the section 106 contribution based on the assumed CIL proves incorrect the contribution is adjusted accordingly (assuming it is still more than the CIL).

Crossrail 2 safeguarding

The site is covered by the 2015 Crossrail 2 Safeguarding Directions. As a result, Tfl Crossrail 2 must be consulted separately from Tfl Spatial Planning prior to determination. The comments being provided by Tfl Crossrail 2 should be considered in conjunction with Tfl Spatial Planning's comments. Crossrail 2 Safeguarding can be contacted via: michaeljohnson@tfl.gov.uk.

Summary

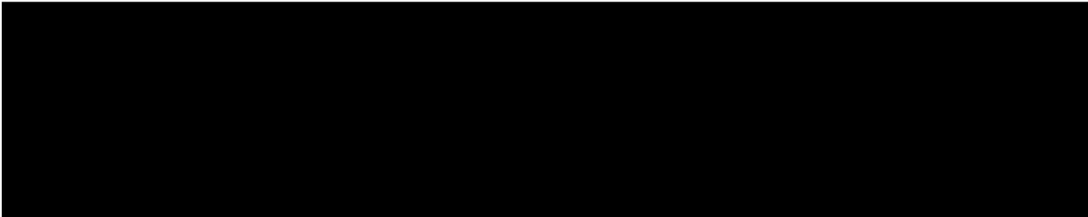
In conclusion, TfL currently **objects** to the proposal on cycle parking grounds, pending provision of further information by the applicant to resolve TfL Spatial Planning's concerns. LU Infrastructure Protection should also be reconulted prior to determination and any conditions they request prior to commencement of construction should be secured by the Council.

Should it be granted planning permission, the footway and carriageway on A400 Tottenham Court Road must not be blocked during excavation and installation works. Temporary obstructions must be kept to a minimum and should not encroach the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic. The Council should also ensure that the local street environment is protected and if necessary reinstated or improved via S278.

All vehicles associated with the excavation and installation works must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.

Kind regards,

Chris Leong



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