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Dear Alex

CENTRE POINT TOWER, CENTRE POINT LINK AND CENTRE POINT HOUSE, 101-103 NEW OXFORD STREET AND 5-24 ST GILES HIGH STREET, LONDON WC1A 1DD - LB CAMDEN

Following your letter of 23 July and our meeting with Mark Day and officers from LB Camden on 26 July 2012 we have considered the transport arrangements for the proposed Centre Point development in more detail.

Your letter of 23 July concluded:

“By way of an alternative approach I would suggest that a viable way forward could be to focus on a scheme that delivers the works to Centrepont Tower and Centrepont House at first, with the public realm works and works to Centrepont Link to follow once the issues surrounding modelling are resolved.”

We have discussed this approach with our client (Almacantar), Gerald Eve and other members of the technical team and we now propose to deliver the scheme in the way you suggest.

This new approach would have the following elements:

1. Refurbishment of Centre Point Tower and Centre Point House would begin without requiring bus stands or bus services to be relocated from St Giles High Street. There would therefore be no change to vehicle flows at nearby junctions and hence no modelling would be required.
2. As part of this first stage of refurbishment we propose that the alignment of St Giles High Street would shift to the west temporarily to provide a sufficiently large work site for the refurbishment of Centre Point House. The number and arrangement of bus stands in St Giles High Street would though be the same. We will provide a diagram which shows the proposed arrangement.
3. No construction works would begin under Centre Point Link requiring partial or complete closure of the most northern part of St Giles High Street until TfL has approved an assessment of the traffic impact of the proposed changes. Given the likely time taken to undertake modelling we anticipate that any agreed closure is unlikely to be before the end of Q1 2015 at the earliest i.e. two years into the refurbishment programme.
4. We look forward to LB Camden and TfL leading the promotion and assessment of the “Gillespies” scheme to deliver the closure of St Giles High Street and associated public realm works in accordance with the timetable suggested by Amanda Peck at our meeting on 13 July 2012 i.e. consultation in June 2013 with responses required by July 2013. This process would build on TfL Forward Planning’s “support in principle” for the “Gillespies” scheme and continue the process of scheme development which began in 2008.

5. The proposed arrangements for bus stands in Earnshaw Street would remain as per the Planning Application (i.e. two bus stands in Earnshaw Street shifted south from their existing position together with a new zebra crossing). We understand that the relocation of the bus stands would also be subject to TfL's normal consultation process for such changes.
6. Any further changes to bus stand arrangements in Earnshaw Street (e.g. due to the relocation of bus stands from St Giles High Street) would only occur once TfL has approved an assessment of the traffic impact of the proposed changes. The requirement to make changes to bus stands in St Giles High Street is of course linked to the assessment of the "Gillespies" proposals described in point 4.
7. If there is no agreement on the closure of St Giles High Street by the time of the completion of the Centre Point House refurbishment, the temporary alignment of St Giles High Street suggested in point 2 would either be retained or would be reconfigured to match the official TCRSU/Crossrail end state (Traffic Management Plan D7).

We will document these changes in a new Construction and Logistics Plan containing relevant drawings together with a technical summary of the proposed modifications. Our colleagues on the rest of the team are also preparing further documents to describe the proposed arrangements.

In summary, our revised approach is to seek planning permission to undertake refurbishment of Centre Point Tower and Centre Point House with no relocation of bus stands or services from St Giles High Street. Any works below Centre Point Link which close part or all of St Giles High Street (and which in turn enable public realm works to begin) would be subject to a condition that they would only occur once TfL has approved its own modelling work to examine their highway impact. If this condition is not satisfied before the works on Centre Point Tower and Centre Point House have been completed then the bus stand arrangements proposed for Earnshaw Street would still remain as per those proposed in the Planning Application and St Giles High Street would still be open and available to provide four bus stands as it does now.

We would welcome your written response to this proposed approach and how this could be taken into account when you are preparing your comments to LB Camden on the application.

Yours sincerely



Peter Twelftree
Director

Cc	Mark Day	TfL Borough Partnerships
	Lucy Ryan	TfL Network Planning
	Geoff Taylor	Almacantar
	Faye Wright	Gerald Eve
	David Bowers	Steer Davies Gleave
	Amanda Peck	LB Camden
	Steve Cardno	LB Camden
	John Futcher	LB Camden