



Our ref: 18/2668

Russell Vaughan
TPP
-by email only-

29th August 2018

Transport for London
City Planning

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Dear Russell,

New City Court, St Thomas Street, Southwark – TfL's pre-application advice

Thank you for taking part in formal pre-application discussions with TfL, the aim of which is to ensure that this development is successful in transport terms and in line with relevant London Plan policies.

This letter concerns the recent pre-application meeting that we held to discuss the proposals for New City Court, St Thomas Street.

The following comments are made by Transport for London (TfL) officers on a 'without prejudice' basis only. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme.

General

The Transport Assessment (TA) report to be produced by the applicant as part of the planning application submission should be in line with TfL's Transport Assessment guidance available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

TfL will continue to provide transport technical advice through the pre-application stage and will welcome the opportunity to provide further pre-application advice on specific matters as and when appropriate. The applicant should note that if further meetings are required they will need to pay a follow up pre-app fee.

The attendees of the pre-app meeting on 14 August 2018 are listed below. Prior to the meeting, a Transport Note and Servicing Note was circulated to attendees to inform the meeting. Michael Welch visited the site on 9 August and Duncan Lawrence visited the site on 13 August 2018.

TfL attendees:

Duncan Lawrence – Spatial Planning, Assistant Planner (Case Officer)
Andrew Hiley – Spatial Planning, Principal Planner
Michael Welch – Spatial Planning, Planner
David McKenna – Network Sponsorship, Lead Sponsor
David Leboff – LU Strategy & Network Development, Principal Sponsor
Puja Jain – Operational Property

Applicant attendees:

Russell Vaughan – TPP
Matthew Evanson – Gardiner & Theobald
Haydn Thomas – AHMM
David Shiels – DP9
James Shipton – Great Portland Estates

Southwark Council attendee:

Alex Oyebade – Transport Planning

Apologies:

Gary Snewing – TfL (Taxis and Private Hire Ranks) – written comments provided for this letter

Policy context

The draft new London Plan was published on 29 November 2017 and we will be expecting all new planning applications to give material consideration to the policies set out within this document, noting that the decision-maker is to determine the balance of weight to be given to adopted and draft policies. The following Policies are particularly relevant to the Applicants proposals

Policy T2 Healthy Streets

This Policy requires that Development proposals should demonstrate how they will deliver improvements and reduce the dominance of vehicles on London's streets whether stationary or moving. It also requires better management of freight so the impact of moving goods, carrying out servicing and supporting construction delivering services on London's streets is lessened.

The Policy encourages the development of more creative solutions to managing freight and deliveries which include considering the different uses of London's streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring shops and services continue to thrive.

The Mayor has a long-term vision to reduce danger on the streets so that no deaths or serious injuries occur on London's streets. This Vision Zero will be achieved by designing and managing a street system that accommodates

human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source.

The Healthy Streets Approach uses 10 indicators that reflect the experience of being on streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people choose to walk, cycle and use public transport. New developments and public realm schemes should deliver improvements against the Healthy Streets Indicators.

Policy T7 Deliveries, servicing and construction

This Policy requires that Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. They should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time and minimise additional freight trips arising from missed deliveries. At large developments, facilities to enable micro-consolidation should be provided.

Proposals should be supported by Construction Logistics Plans and Delivery and Servicing Plans (detailing how the development will be managed), and be developed in accordance with Transport for London guidance which can be found at

<http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>

Development proposals must adopt appropriate construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times

We will be expecting proposals and assessments that demonstrate compliance with these policies

Site and surrounding area

The site is bounded by St Thomas Street to the north; buildings which front on to Borough High Street as well as St Thomas Street to the west; King's Head Yard to the south; and commercial buildings to the east.

Both St Thomas Street and the A3 Borough High Street form part of the Transport for London Road Network (TLRN). The nearest section of the Strategic Road Network (SRN) is Cannon Street, which is located approximately 750m to the north of the site on the other side of the Thames.

The nearest London Underground (LU) station is London Bridge, which is served by the Jubilee and Northern lines. The nearest entrance is approximately 50m from the site on Borough High Street. St Thomas Street also has an entrance to the station, approximately 150m to the east of the site. London Bridge is also served by National Rail services, the nearest entrance being the aforementioned one on St Thomas Street. Bus stops are accessible within 220m of the site on Southwark Street, Borough High Street and London Bridge Bus Station. These are served by routes 21, 35, 40, 43, 133, 141, 343 and 381. River Services can be accessed approximately 620m to the north of the site from London Bridge Pier.

Due to the aforementioned public transport connections, the site achieves a Public Transport Accessibility Level (PTAL) of 6b, the highest possible (where 1 represents the lowest accessibility level).

The site is also served by the Mayor's cycle hire scheme. The nearest docking station is 'Hop Exchange, The Borough' (51 cycle capacity), located approximately 260m to the west of the site on Southwark Street.

The site is also in close proximity to several cycle routes. Cycle Superhighway 7 (CS7) can be accessed approximately 500m to the west of the site on Southwark Bridge Road. Cycle Superhighway 4 (CS4) is planned to run between Tower Bridge and Greenwich with the nearest point being some 1km to the east, and there is an aspiration to extend this to London Bridge via Tooley Street. National Cycle Network Route 4 (NCN 4) can be accessed approximately 200m north of the site on Tooley Street. Union Street and Newcomen Street, approximately 310m to the south of the site forms part of the Central London Grid/proposed Quietway 14.

The site is currently made up of five or six buildings which between them provide approximately 9,000sqm of office floorspace. Two of these buildings, 4-8 and 12-16 St Thomas, are Grade 2 listed. LU lines run almost directly under the site.

To the immediate south of the site is King's Head Yard. This forms the northern part of a small 'u' shaped route accessed from Borough High Street. The southern part of this is called White Hart Yard. Both of these are narrow, largely cobbled and have restricted height access. These currently operate two-way. As witnessed on the site visit and noted in the scoping material they are lightly trafficked.

Development overview

It is understood that the proposal is for the demolition of most of the office buildings currently on-site and the creation of a new development of around

52,000sqm. The primary use of this will be office floorspace (around 51,000sqm), with a small amount of retail floorspace (around 1,000sqm) provided mostly on lower ground and ground floors, and a small portion provided on first floors. As yet no tenants have been identified for the retail uses, however it is envisaged that these will be occupied by small independent businesses. Two basement levels will be retained, which will be largely made up of plant equipment, cycle parking, disabled car parking and servicing space. It is proposed access to the basement servicing area and disabled car parking will be provided off King's Head Yard via two car lifts (one for entering and one for exiting). As part of the TA, the applicant should clearly set out how servicing operates for the existing site.

St Thomas Street proposals

The applicant is aware that TfL's long term vision for St Thomas Street is to reduce vehicular traffic and make it into an area where pedestrians and cyclists are prioritised. St Thomas Street already experiences high pedestrian footfall throughout the day given its location in close proximity to London Bridge Station, Guy's Hospital and a King's College campus, The Shard and Fielden House (which is currently being redeveloped for a significant amount of residential apartments and retail floorspace). Footfall is expected to continue to grow over future years, especially when London Bridge Station fully opens and nearby development (including Fielden House) are completed.

David McKenna provided an update on proposals at the meeting. In the short term, only fairly small changes are proposed on St Thomas Street using 'signs and lines' to reduce vehicular traffic. Eastbound traffic from Borough High Street would be restricted to vehicles under 7.5t, whilst westbound from Bermondsey Street would be 'access only'. The long term vision would be an eastbound-only arrangement for vehicles, with a westbound stepped track provided for cyclists. Other restrictions and changes to access may be put in place in future; in particular left turns from London Bridge to Tooley Street may be banned for certain vehicles.

The applicant should ensure that both the two-way and the eastbound-only arrangements are taken account of when considering the design of the development for the site and in particular servicing/construction arrangements.

St Thomas Street Masterplan

Since the Pre-application meeting we have been contacted by Consultants working on behalf of Southwark to produce a Masterplan for St Thomas Street which may be relevant to the proposals. We will advise further when we have some more information after those meetings have been scheduled and held.

Servicing arrangements

The Vehicle Servicing Note was discussed at the meeting which detailed the forecast volume of vehicles and types expected to service the development, together with the two proposed access arrangements to the site.

For HGV access it is proposed to relocate an existing Loading Bay on St. Thomas Street (retaining the 7pm – 7am and 10am – 4pm operation) to provide easier access to the site. Forecasts suggest that the bay will have adequate capacity to accommodate the developments needs, although at the upper end of the range it would be at 89% utilisation.

The high number of HGVs was queried for what is largely an office development with only a small amount of retail. It was stated that the calculation has simply scaled up the number of HGVs based on the floorspace proposed, rather than assuming a more efficient pattern of servicing which would include consolidation and other efforts to reduce vehicle numbers.

Proposals for LGV and Car access are vehicles to approach and exit from Borough High Street (that forms part of the TLRN), running in both directions White Hart Yard, as it is proposed that King's Head Yard becomes a mostly Pedestrianised environment. The vehicles enter and exit the building via a pair of Vehicle lifts which lead to Loading Bays and a Turning area located on the second level Basement.

As discussed at the meeting, the proposed servicing of the site is a key concern for TfL and ensuring that the proposals are in line with the draft New London Plan Policies T2 and T7. Our main concerns are as follows

Policy

- The existing arrangements at White Hart Yard are far from ideal, and it was acknowledged at the meeting that the proposals worsen the situation, albeit there are forecast to be a relatively small number of vehicles involved.
- We can however foresee a number of potential challenges and conflicts with Policy T2 of the draft new London Plan (Healthy Streets) the thrust of which is towards delivering improvements and reducing road danger.

Road Safety

- TfL's main concern with this is the access from Borough High Street to White Hart Yard.
- A left turn-in obviously creates the potential for conflicts with cyclists, particularly those who may be out of site to drivers due to buses being in the way.

- A right turn-in raises issues with vehicles blocking the outside lane whilst waiting for a suitable gap to turn in.
- Finally, the movement over the footway of Borough High Street to access White Hart Yard creates the potential for conflicts with pedestrians.
- There are also issues surrounding the proposed loading bay on St Thomas Street which will can hopefully be overcome with night-time deliveries when pedestrian and cyclist activity is at a minimum.

It is understood that a Stage 1 Road Safety Audit/Assessment will be undertaken for the proposed access, which should inform the applicant, TfL and Southwark Council of safety concerns and measures to mitigate these. TfL will expect the Audit/Assessment to be submitted as part of the planning application.

Forecast Servicing Volumes

- Whilst welcoming the surveys that have been done to date it is noted that there have been nearby examples such as the Shard where previous forecasts have significantly underestimated demand, or where demand has grown much quicker than expected.
- These underestimates have caused problems both on and off site. Given the constrained nature of the site it is felt that there is little room for error and potentially large internal and external consequences if similar variations were to prove the case here.
- As there is not currently a large evidence base regarding this sort of development I think that we would have to adopt a pessimistic approach to forecasts and require further work to demonstrate that like is being compared to like, and potential variations between similar developments.
- Regardless of the proposed development we be expecting to see pedestrian and cycling volumes increase over time, this will also need to be considered when assessing the impact and road safety of the current proposals

Management and Enforceability

- We would need to see a detailed and robust plan indicating how the access and servicing is to be managed
- This should detail contingency plans to manage on-site operational issues if the trip rates and forecasting prove to be conservative once the development is implemented.
- Driver behaviour should also be considered, for example if vehicles are 'in a hurry' how is it proposed to ensure that they will follow procedure
- The current proposals indicate small independent occupiers of the retail floorspace which is supported, as these are likely to generate fewer servicing trips than more traditional high street retailers. However it is not

clear how this arrangement will be secured and enforced which should be set out in the submission.

The above should be provided in the TA or Framework Delivery and Servicing Plan (DSP). TfL will request that Southwark Council secure a Full DSP by condition. Guidance on producing this document can be found here:

<http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

In summary there are a number of concerns with the current proposals and at this stage we cannot guarantee that the current proposals will not turn out to be a showstopper.

In the first instance we would suggest the exploration of further opportunities to reduce and minimise the impact of servicing and deliveries and see what level of HGV access is most likely to be required. Information on consolidating and re-timing deliveries can be found on the TfL webpage at

<https://tfl.gov.uk/corporate/publications-and-reports/freight>

Specific measures we can suggest would be to

Using the current site and 240 Blackfriars Road as a template and undertake a full delivery survey / audit.

This would

- Provide a full weeks' worth of information about deliveries
- Understand what is being delivered, when and by what vehicles
- Understand how full the delivery vehicles are on arrival
- Establish the scope for consolidation at this type of development

Investigating an off-site warehouse / micro-consolidation solution. This would

- Enable off-site storage and consolidation
- The use of smaller vehicles
- Easier Management through timed deliveries and vehicle types
- Provide a flexible solution if servicing demand exceeds forecasts
- Minimise the footprint required in the development site, potentially releasing space for more profitable development.

Design and Potential Alternative Servicing arrangements

It was mentioned at the meeting that many other options had been considered and discounted. It would be helpful if we could have sight of these in order to further understand the design process and rationale to demonstrate and justify that the best or 'only' option for servicing is being pursued.

We welcome the retention of the unlisted Keat's House Façade and think that it's placement is key to improving the Servicing arrangements and reducing its impacts. We also note that the area behind Keat's House appears to be relatively underutilised.

Given our concerns and the utilisation of the space behind Keat's House we would request that you consider alternative servicing arrangements before progressing your current proposals any further.

We have had some internal discussions and have generated a couple of 'workable' options which we feel would warrant further investigation

Option A would involve

- Moving the Facade further by more than 2 metres so that a one-way in LGV access could be created into the development site from St Thomas Street.
- Replacing the current Basement servicing proposals with a Ground Floor servicing area behind Keat's House and where some of the proposed Retail is located
- Use the White Hart Yard as exit only with vehicles turning left into Borough High Street.
- Reconfigure the existing proposed development and create new development above the new Ground Floor servicing area.

Rationale

- It is already proposed to move the Façade, so the proposed change would not represent a huge new cost and enable efficiencies and gains elsewhere in the development.
- The area behind Keat's House appears to be currently underutilised, this would represent a more efficient use of land.
- A Ground floor Service Area would eliminate the need for vehicle lifts and a basement level service area which could potentially be used for other revenue generating opportunities
- It would be possible to develop a greater surface area above the newly created Service Area adding value to the development
- Using White Hart Yard as a one-way exit with a left turn into Borough High Street half's the number of vehicles needing to use it and avoids the conflicts associated with vehicles entering the site.

Option B would involve

- Relocate the Keat's House Façade so that it is at right angles to the main building, linked to the main building, and is incorporated into the new Public Square facing the footfall from the newly created entrance to the Underground

- Create a functional and fit for purpose frontage where the façade currently sits, to include Vehicle / HGV access to the site
- Set the Ground Floor frontage back to widen the footway and to address some of the visibility and safety issues associated with the new vehicle access
- Replace the current Basement servicing proposals with a Ground Floor servicing area behind Keat's House and where some of the proposed Retail is located
- Install a HGV Turntable in the area of the proposed vehicle lifts to enable vehicle turning
- Relegate White Hart Yard as a one-way exit for emergency / Fire service access
- Reconfigure the existing proposed development and create new development above the new Ground Floor servicing area.

We think that both of these options have the potential to enhance design and add value to the development as well as avoiding the many problems associated with the current servicing proposals in the process. It would also avoid servicing expenditure and space requirements which may end up being underutilised in the future if consolidation is achievable.

Trip generation

Details on trip generation were provided in the scoping material and at the meeting. Given the size of the proposed office and the lack of comparable sites in TRICS (in terms of floorspace), the applicant proposes to undertake a first principles approach to trip generation. Details provided in the scoping material demonstrate that this will result in more onerous (higher) trip rates than using sites from TRICS. The likely arrival/departure profile has been informed by TRICS, which demonstrates peak hours of 8:30am – 9:30am and 5pm – 6pm.

The following assumptions will be used for the assessment:

- 1 employee per 8sqm (NIA).
- 85% of employees in the office on any given day.
- 45% of employees arrive during the morning peak hour.

The above assumptions are considered generally reasonable, although as discussed at the meeting the figure of 45% of employees arriving during the morning peak hour is at the low end of what would be expected and consideration should be given to taking account of visitors. The applicant proposes to use 2011 Census data to derive the mode share, which will be adjusted to reflect the car-free nature of the site; this is accepted.

For the existing trip generation TfL's preference would be for a survey of the site to be undertaken, however it is understood that this may be difficult for practical

reasons and lack of available time. The applicant is therefore proposing to undertake the same first principles approach for the existing site. This is acceptable although the applicant should ensure that this is evidence based – if the number of employees at the office is known or it is known that the office is not operating at full capacity then this should be taken into account.

Car parking

Two disabled parking bays are proposed on-site within the basement, accessed through the vehicle lifts used for servicing. This provision accords with draft New London Plan Policy T6.5 and is therefore supported subject to careful management to avoid conflicts with Servicing. It is understood that the bays will be provided with electric vehicle charging facilities, which is also supported in line with draft New London Plan Policy T6.

Interface with London Bridge station

At the Eastern Borough High Street entrance to the station the applicant is proposing to create a new exit into the developments Public Realm. This new Pedestrian link through to St Thomas Street and King's Head Yard is supported in Principle as delivering improvements in line with draft New London Plan Policy T2.

Further liaison with LUL was proposed regarding the construction of the new entrance and how to minimise its impact on customers using the station. This could include carrying out the work in one go at a weekend, or to undertake works to coincide with a scheduled track / Station closure.

A Development Agreement (DA) will need to be signed between the applicant and TfL/LU which will need to take account of the potential disruptions to customers, risks to infrastructure and consider commercial aspects of the proposed scheme.

As this is expected to form part of the necessary transport mitigation for the development it is strongly advised that this is prepared as soon as possible, and TfL will need further details of the scheme to be provided so that this can be progressed. This is so that so that good progress on this can be reported both when the application reaches the Southwark Planning Committee and for when TfL report to the Mayor at Stages 1 and 2.

The current and ongoing engagement with TfL Infrastructure Protection engineers is welcomed in order to ensure that proposed works are compatible with the LU operations and infrastructure requirements. Conditions related to LU infrastructure would be expected should the application be granted permission and are particularly necessary for detailed design and during construction.

Impact assessment

Public transport

As discussed at the meeting, the main public transport impact that will need assessing are line capacity and the gateline and escalators leading to the Borough High Street exit. The applicant will also need to consider how passengers will split between the main ticket hall and the Borough High Street ticket hall. In terms of line capacity, a distributional analysis using Census data to assign trips to the four available LU routes (Northern line northbound/southbound and Jubilee line eastbound/westbound) would be appropriate. In terms of the gateline and escalator impact assessment, a static analysis would be appropriate. This should be undertaken in accordance with the LU Station Planning Standard, which has been sent to the applicant.

Pedestrians and cyclists

As discussed at the meeting, it would be helpful if the impact of the proposed new London Bridge station exit and pedestrian route through the site on surrounding footways were to be quantified in the TA. A Pedestrian Comfort Level (PCL) assessment showing the existing AM and PM peak PCL scores, as well as the future with development PCL scores (with and without the new station exit) would be an appropriate way of showing this. This should also take account of the intended servicing arrangements and their adverse impact on pedestrians and cyclists when in use.

In terms of walking and cycling assessments, as per the GLA pre-application response TfL will expect to see PERS and CLoS assessments included in the TA. These should examine routes to London Bridge station, bus stops including London Bridge Bus station, local amenities, and in the case of the CLoS assessment London's Strategic Cycle Network. These audits will inevitably identify areas where improvements to the walking and cycling networks can be provided to the benefit of the proposed development's employees and visitors. Given the proposed new station exit and public realm, the provision of new/updated Legible London signage would be supported. A commitment towards funding Legible London signage and improvements raised by the PERS and CLoS assessments would be expected.

Cycle parking

It is understood that the overall provision of cycle parking across the site will exceed draft New London Plan Policy T5 standards, which is welcomed. The location, access and type of cycle parking provided should accord with London Cycle Design Standards (LCDS) guidance. From the information provided at the meeting, TfL's comments on the current proposals are set out below.

Long-stay

Long-stay cycle parking is proposed to be located in the basement with a main area for the vast majority of spaces which will be accessed by stairs with a 'mini electric traveller' similar to those often provided in large Dutch facilities. A smaller area for larger/adapted cycles is proposed which will be accessible via a lift

Further information will need to be provided, and the applicant will need to demonstrate that the access arrangements will have the capacity to cope with the expected high and concentrated demand for the facility. Alternative access arrangements should be detailed in the event of the lift (or traveller) breaking down. The provision for larger /adapted cycles should be in line with LCDS guidance, a minimum of 5% of spaces.

A mixture of cycle parking stands will be available, including two-tier racks, Sheffield stands and vertical stands. The use of a mixture of cycle parking stands is supported, as it serves different user needs. The applicant should ensure that the two-tier racks have a mechanically or pneumatically operated system for accessing the upper levels, as some people find these difficult to access. Minimum aisle widths as set out in the LCDS should also be provided.

Supporting facilities for the cycle parking in the form of showers, lockers and changing facilities are proposed, which is supported in line with draft New London Plan Policy T5.

Short-stay

As is common in Central London sites, the provision of short-stay publically accessible cycle parking in the public realm is difficult. The applicant is proposing to place some short-stay spaces in their new public realm, with the rest provided in the basement. Whilst this is of course not ideal, it is welcome that some spaces can be placed in the public realm – the applicant should ensure that the maximum amount possible are placed here, provided that they do not impede pedestrian flow or the potential on-site servicing arrangements mentioned above. Consideration should be given to providing signs or notices on the spaces in the public realm advertising the fact that additional spaces are available in the basement. It is understood that Sheffield stands are proposed for the short-stay cycle parking, which is welcome as it accords with LCDS guidance.

Cycle hire

Although not discussed in detail at the meeting, we may also need to look at the impact on the cycle hire network as the nearest docking stations are already operating close to capacity.

Taxis

Although not discussed in detail at the meeting, consideration will need to be given to taxis on St Thomas Street, and agreement reached with TfL regarding their proposed relocation and re-provision.

Construction

Indicative details of construction arrangements have been provided by the applicant indicating a timeframe of December 2021 to February 2026. Before this commences agreement with TfL will be required for Temporary road, footway closures and hoarding and crane oversailing licences.

Opportunities to collaborate with nearby sites that have similar construction programmes should also be explored as early as possible, in order to minimise the impact of construction traffic on the surrounding highway network and particularly on pedestrians and cyclists.

An Outline Construction Logistics Plan should be provided alongside the planning application which should be produced following TfL guidance which can be found at

<http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>

TfL will request that Southwark Council secure a Detailed CLP by condition, and a contribution towards the St Thomas Street scheme will be expected. It is expected that this will be implemented once all construction on the Street has been completed

Travel Plan

A Framework Travel Plan should be submitted alongside the planning application, guidance on its contents and preparation can be found at

<https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>

TfL will request that Southwark Council secure, enforce, monitor, review and the funding of the Full Travel Plan through the section 106 agreement.

Crossrail S. 106

The mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor's Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (March 2016), current London Plan Policies 6.5 and 8.3, and draft London Plan Policy T9. The SPG states that contributions should be

sought in respect of uplift in floorspace for office uses (with an uplift of at least 500sqm). The site is within the Central London S106 contribution area where the charge for office floorspace is £140 per sqm.

Crossrail CIL

In accordance with current London Plan Policy 8.3 and draft New London Plan Policy T9, Community Infrastructure Levy, the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. The proposed development is within the London Borough of Southwark, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA).

The applicant should note that the Mayor's CIL charge will be treated as a credit towards the Section 106 liability and therefore only the larger of the two amounts will normally be sought.

The applicant should be aware that in June 2017 the Mayor published proposals for an MCIL2 to contribute to Crossrail 2 funding. This would be levied from April 2019 and would replace both MCIL1 and Crossrail 1 Section 106 contributions.

This letter has set out a number of strategic issues that need to be addressed as part of the forthcoming submission. If you have any queries, further questions or seek clarification please contact the new case officer Michael Welch (020 3054 7557 or email MichaelWelch@tfl.gov.uk) or myself.

Yours sincerely



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