

Statement of Common Ground between Transport for London and Morden College

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Silvertown Tunnel

Statement of Common Ground between Transport for London and Morden College

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1. Introduction

1.1 Purpose of the document

1.1.1 This Statement of Common Ground (SoCG) is submitted to the Examining Authority in relation to the application by Transport for London (TfL) under section 37 of the Planning Act 2008 (the Act) for an order granting development consent for the construction of the Silvertown Tunnel (“the Scheme”).

1.1.2 The aim of this SoCG is to provide a clear record of the issues discussed and the current status of those discussions. The SoCG can be used as evidence of these discussions in representations to the Examining Authority as part of its examination of the DCO application.

1.2 Parties to this Statement of Common Ground

1.2.1 This Statement of Common Ground (SoCG) has been jointly prepared by the TfL and Morden College. It sets out matters which are agreed between both parties, as well as matters which are not agreed.

1.3 Structure of the Statement of Common Ground

1.3.1 This SoCG comprises six sections:

1.3.2 Section 1 is an introduction to the SoCG and the Scheme;

1.3.3 Section 2 provides an overview of consultation to date between TfL and Morden College;

1.3.4 Section 3 provides a summary of the main areas and topics covered by this SoCG;

1.3.5 Section 4 provides a list of matters agreed;

1.3.6 Section 5 provides a list of matters not agreed; and

1.3.7 Section 6 contains the parties' signatures.

1.4 The proposed scheme

- 1.4.1 The Scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way (London Borough of Newham). The Silvertown Tunnel will be approximately 1.4km long and will be able to accommodate large vehicles including double-deck buses. It will include a dedicated bus, coach and goods vehicle lane, which will enable TfL to provide additional cross-river bus routes.
- 1.4.2 The Scheme also includes the introduction of free-flow user charging at both the Blackwall Tunnel (northern portal located in London Borough of Tower Hamlets) and the new Silvertown Tunnel. This measure will play a fundamental role in managing traffic demand and supporting the financing of the construction, maintenance and operation of the Silvertown Tunnel.
- 1.4.3 On the north side, the tunnel approach road connects to the Tidal Basin Roundabout, which will be altered to create a new signal-controlled roundabout linking the Silvertown Way, Dock Road and the Lower Lea Crossing. Dock Road will be realigned to accommodate the new tunnel and approach road. On the south side, the A102 will be widened to create new slip road links to the Silvertown Tunnel. A new flyover will be built to take southbound traffic exiting the Blackwall Tunnel over the northbound approach to the Silvertown Tunnel. The Scheme includes minor changes to Tunnel Avenue including the removal of the bus-only gate allowing access for all vehicles between Blackwall Lane and Ordnance Crescent. The Boord Street footbridge over the A102 will be replaced with a pedestrian and cycle bridge.
- 1.4.4 New portal buildings will be located close to each tunnel portal to house the plant and equipment necessary to operate the tunnel.
- 1.4.5 Main construction works could commence in late 2018 and will last approximately 4 years with the new tunnel opening in 2022/23. A Tunnel Boring Machine (TBM) will be used to bore the main tunnel sections under the river with shorter sections of cut and cover tunnel at either end linking the bored sections of the tunnel to the portals. The proposal is to erect and launch the TBM from specially constructed chambers at Silvertown and Greenwich Peninsula where the bored sections and cut and cover sections of the tunnel connect. The main construction worksite will be located at Silvertown, utilising the existing barge facilities at Thames Wharf along with a new temporary jetty for the removal of spoil and delivery of materials by river. A secondary

worksite will be located adjacent to the alignment of the proposed cut and cover tunnel on the Greenwich Peninsula.

1.5 Introduction to Morden College

- 1.5.1 Morden College (the College) is a long-standing charity which provides residential care in Blackheath, south-east London. The College has been helping the elderly suffering financial hardship for more than 300 years. When it was founded the residents were housed in the College but today a range of accommodation is provided comprising independent living, sheltered housing, and a Nursing / Residential Care Home.
- 1.5.2 The College is the freehold owner of land on the western side of the Greenwich Peninsula at Tunnel Avenue. This includes the following land plots: 01-007, 01-022, 01-024, 01-027, 01-028, 01-029, 01-031, 01-035, 01-057, 01-061, 01-063, as well as plots 01-030 and 01-050 in respect of subsoil up to half width of highway.
- 1.5.3 Part of Morden College's estate which is let to Greenwich Limited is further sub-let to a number of sub-tenants who access their tenancies via Tunnel Avenue and Morden Wharf Road. The remainder of the estate is let to Brenntag Inorganic Chemicals Limited, Hanson Civil and Marine Limited and Thames Craft Dry Docking Services Ltd who also access their tenancies via Tunnel Avenue. The College also owns freehold land to the south of these areas that is let to industrial tenants and derives access from Salutation Road via Tunnel Avenue and Blackwall Lane.
- 1.5.4 The scheme will involve the permanent and temporary acquisition of areas of land in the freehold ownership of the College, and Morden College is concerned that this will adversely impact on the College's tenants, on future income, and also on the future development potential of the land.
- 1.5.5 Morden College welcomes the principle of both the Silvertown Tunnel and the ambition of Transport for London to improve the quality of the multi modal transport links into, within and out of the Greenwich Peninsula.
- 1.5.6 Whilst Morden College supports the proposals for the Silvertown Tunnel, as a charitable organisation its primary concern is to ensure that its rental income from the site and future redevelopment potential is not compromised by the Scheme.

2. Record of engagement undertaken

2.1 Key meetings

- A summary of the key meetings and correspondence that has taken place between TfL and Morden College is outlined in the table below.

Date	Form of correspondence	Key outcomes and points of discussion
10/06/15	Meeting between TfL and Morden College	<p>Morden College explained that land is leased land to Greenwich Limited, who in turn sub-lets the land to industrial tenants. Morden College noted their concern that the proposed user-charging could adversely affect the operation and viability of industrial operations.</p> <p>Morden College explained that the Brenntag site is a COMAH zone, and noted that Brenntag's access and egress is via a slip-road off Tunnel Avenue, south of the pedestrian footbridge.</p> <p>Following the production of temporary and permanent land plans, it was agreed to arrange a joint meeting with Morden College and Brenntag.</p> <p>Morden College agreed to discuss the land requirements with the tenants and to provide an update to TfL.</p> <p>Morden College questioned the location of the footbridge between Brenntag's site and the lorry park which would lead to the loss of a part of Brenntag's site including the main entrance and internal circulation roadway.</p> <p>Morden College queried whether the replacement foot and cycle bridge could be moved closer to the Blackwall Tunnel portal to provide better connectivity to the North Greenwich Underground and bus stations.</p>
23/06/2015	Email correspondence between TfL and	Correspondence to agree the minutes.

	Morden College	
11/09/2015	Email correspondence from TfL to Morden College	Proposals to meet together with Brenntag for TfL to explain the changes to the Scheme since the previous meeting and prior to statutory consultation, and to start to formulate heads of terms for TfL to acquire the land by agreement.
29/09/2015	Meeting between TFL, Morden College and Brenntag followed by site visit	TfL provided an overview of the design proposals and timescales for the Scheme. The tunnel works, timescale and impact on Brenntag were discussed and it was agreed that a new access and associated works to enable Brenntag's continued operation would need to be implemented and developed prior to closing the existing access.
05/10/15	TfL issued Section 42 noticed to Morden College	Morden College notified of TfL S.42 statutory consultation.
27/11/15	Morden College response to Section 42	<p>Morden College noted that they are generally supportive of the Scheme but wanted to have detailed discussions regarding the Boord Street foot and cycle bridge; clarification regarding the land to be acquired and the associated new boundaries along Tunnel Avenue, and; assurances regarding compensation to be agreed in due course.</p> <p>Morden College noted that it has significant concerns regarding the impact of restricted access to Tunnel Avenue on the tenants and requested greater clarity from TfL as soon as possible.</p> <p>Morden College stated that there is inadequate cycle and pedestrian infrastructure provision as part of the proposals.</p>
06/04/2016	Email correspondence from TfL to Morden	TfL provided plans illustrating the areas required permanently and temporarily for the Scheme and setting out the headline commitments proposed to Morden College's tenants; Hanson Marine, Brenntag and

	College	Greenwich Limited.
12/04/2016	Letter from TfL to Morden College	TfL informed Morden College of the adjustments to the Order Limits boundary to reduce the impact on Brenntag (in respect of the relocation of the Boord Street footbridge) and Greenwich Limited (in respect of the removal of the gantry). TfL noted that the Order Limits boundary north of land occupied by Hanson Marine Ltd had been amended to follow the back of the Tunnel Avenue footpath.
16/08/2016	Email correspondence from TfL to Morden College	TfL requested an update in order to progress matters.
30/08/2016	Relevant Representation issued by Morden College	<p>Morden College confirmed that it welcomes the principle of the Silvertown Tunnel scheme but noted that the Scheme involves the permanent and temporary acquisition of areas of land in the freehold ownership of the College and noted its concern that it would adversely impact on the College's tenants, on future income and also on the future development potential of the land.</p> <p>Morden College asked for further information and commitments in respect of access, minimising the impacts to Brenntag, traffic conditions during the works, the impact of potentially disturbing ground which is contaminated, the possible impacts to Morden College's development potential, user charging adversely affecting their tenants and the effective distribution of bus routes and cycle and pedestrian accessibility and facilities.</p> <p>Morden College noted that it opposes the introduction of a Blackwall tunnel charge at any pricing level unless a mechanism is introduced that exempts or minimises the charge to local businesses in the immediate vicinity of the tunnels.</p> <p>Morden College noted that it is of the view that the cycle</p>

		and pedestrian infrastructure provisions as part of the proposals are inadequate
31/08/16	Email correspondence from TfL to Morden College	TfL requested an update to progress matters.
21/09/16	Email correspondence from TfL to Morden College	TfL requesting an update; noting that Morden College's representation had been received.
29/09/16	Email correspondence from TfL to Morden College	TfL provided new contact details and requested a phone call to progress matters.
20/10/16	Telephone call between TfL and Morden College, and follow up notes from TfL to Morden College	The issues discussed related to the interface of the Scheme with Morden College's tenants; Greenwich, Hanson and Brenntag. It was confirmed that TfL was progressing designs with regards to access and replacement car parking for Brenntag. TfL emailed notes to Morden College from the call.
26/10/16	Email correspondence from Morden College to TfL	Morden College responded to TfL regarding the notes which were sent on 20/10/2016.
31/10/2016	Email correspondence from TfL to Morden College	TfL provided the first draft Statement of Common Ground to Morden College and queried Hanson's planning application.

04/11/16	Email correspondence from Morden College to TfL	Morden College responded in respect of the SOCG and planning application.
15/11/2016	Morden College Written Representation	<p>Morden College reiterated that it welcomes the principle of the Scheme and that it accepts the principle of the need to charge for it's use, subject to the levels which are set for residents and businesses.</p> <p>Morden College also reiterated that the Scheme involves the permanent and temporary acquisition of land which is owned by Morden College and so noted it's concern about the impact that this would have on it's tenants; that it could cause a loss of income and that it could impact on the future development potential of the land at Morden Wharf.</p> <p>Morden College set out eight key points of concern and possible impact.</p>
21/11/2016	SOCG	Morden College provided it's responses to TfL in respect of the SOCG.

06/12/2016	Email correspondence from TfL to Morden College	TfL provided a copy of the draft heads of terms, Specification and plans in respect of the proposed agreement between TfL and Brenntag regarding the land occupied by Brenntag and requesting that Morden College provide Consent Wording for the proposed non-material change application.
17/01/17	Email correspondence from TfL to Morden College	TfL responded in respect of the second draft SOCG; providing a link to TfL's responses to Morden College's eight key points of concern for Deadline 2; noted the non-material change application in respect of Brenntag's site, and; providing a copy of the proposed Licence to Occupy in relation to Greenwich Limited's site.
02/02/17	Conference call	Regarding the issues arising from email and enclosures of 17/01/17
24/02/17	Email correspondence from TFL to Morden College	TFL provided a copy of the Brenntag Works Agreement, updated specification and plans and discussion as to when the SOCG can be submitted. Morden College raised the issue of fees in respect of negotiations.
24/02/17	Email correspondence from TFL to Morden College	TfL provided a holding reply in respect of fees and stated that it would reply the following week.

21/03/17	Email correspondence from Morden College to TFL	Request for a response with regard to the payment of fees incurred by the College.
21/03/17	Email correspondence from TfL to Morden College	TfL provided a full without prejudice response in respect of fees.
24/03/17	Email correspondence from TFL to Morden College	TfL provided revised draft Brenntag Works Agreement, specification and plans and request for comments.
29/03/17	Email correspondence from TFL to Morden College	TfL requested the revised SOCG with regard to Examination deadlines.
05/04/17	Email correspondence from TFL to Morden College	TfL request the revised SOCG with regard to Examination deadlines.
06/04/17	Email correspondence from TFL to Morden College	Further exchange regarding matters relating to the draft SOCG and providing final copies of the Brenntag agreement and enclosures. Further correspondence regarding the Brenntag agreement and fees.

07/04/17	Email correspondence from Morden College to TfL	Confirmation of agreement in respect of points contained in the Brenntag agreement and provision of latest draft SOCG.
10/04/17	Email correspondence from TfL to Morden College and conference call	TfL provided revised draft SOCG and further discussion regarding the matters agreed and not agreed for final submission.

3. Topics contained within this SoCG

3.1 Topics included in SoCG

3.1.1 The following key topics discussed with Morden College are included in this SoCG.

3.1.2 Matters agreed:

Principle of the Silvertown Tunnel.

Principle of Silvertown Tunnel charges (excluding lack of discount for local residents and businesses)

Boord Street footbridge (excluding pedestrian/cycle/ bridge interface infrastructure on Tunnel Avenue)

Interface of Silvertown Tunnel scheme with Brenntag's site

3.1.3 Matters not agreed:

Tolling the Blackwall Tunnel and lack of toll discount for local businesses and residents on the Silvertown Tunnel user charge

24 hour access required to Morden College land for all existing and future tenants and to protect development potential

Traffic Impact

Environmental Impact/Contamination

Pedestrian/cycle/ bridge interface infrastructure related to Boord Street Footbridge

Bus Service Retention on Tunnel Avenue

Cycle and Pedestrian Infrastructure and Public Realm on Tunnel Avenue .

4. Matters agreed

Ref	Description of matter	Details of agreement	Record of agreement
4.1 General support for the scheme			
4.1.1	Principle of Silvertown Tunnel	Morden College welcomes the Silvertown Tunnel as a means to address congestion and closures at the Blackwall Tunnel and to improve the quality of the multi modal transport links.	Relevant representation dated 30th August 2016. Response to consultation dated 27 November 2015.
4.1.2	Principle of Silvertown Tunnel charges (excluding lack of local resident and business toll discount)	Morden College agrees that the principle of tunnel charges for the Silvertown tunnel only is appropriate to fund the works, subject to the final charging levels set. (NB. The lack of a discount for local residents and businesses is not agreed – see para 5.1 of this SOCG)	Letter from Morden College 27th November 2015. Relevant Representation dated 15 November 2016
4.1.3	Boord Street footbridge (excluding pedestrian/cycle/ bridge interface infrastructure on Tunnel Avenue)	The designs for the relocated Boord Street footbridge were amended following consultation, so that Brenntag's main access is less affected. TfL has concluded an agreement with Brenntag in respect of other commitments required in respect	DCO documents: Works Plans and Land Plans Relevant Representation

		of that site. (NB. Morden College believe the proposed pedestrian/cycle/ bridge interface infrastructure on Tunnel Avenue is currently inadequate for the reasons given at point 8 of the letter dated 15 November 2016 but recognises that it is subject to detailed design in line with the “Design Principles revision 3” document submitted by TfL at Deadline 6. Morden College therefore reserves its position in relation to this until the detailed design work is undertaken in line the “Design Principles revision 3” document).	dated 15 November 2016
4.1.4	Interface of Silvertown Tunnel scheme with Brenntag's site	Morden College has had full visibility of the Agreement developed between Brenntag and TfL and is satisfied with the provisions included in that agreement between those parties. However, Morden College are of the opinion that it requires various safeguards from TFL that will fall outside of the Brenntag/TFL agreement as set out section 5.2 below.	Correspondence dated 7 and 10 April 2017

5. Matters not agreed

Ref	Description of stakeholder issue	Details of disagreement	Record of disagreement
User Charge			
5.1	Tolling the Blackwall Tunnel and the lack of discount for local businesses and residents on the Silvertown Tunnel user charge	<p>Morden College's view is that the requirement to introduce a toll for Blackwall Tunnel is questionable and disagrees with the proposals to exclude discounts for local residents and businesses.</p> <p>Morden College's view is that the Silvertown Tunnel user charge should be discounted for local residents and businesses.</p> <p>At Deadline 4, TfL submitted a revision to the Charging Policies and Procedures document (REP4-039) that provides for a discount for low income local residents. As set out in TfL's responses to the Second Written Questions on the DCO (REP4-052), it is also proposed that TfL will fund, through a legal agreement with</p>	<p>Letter from Morden College 27th November 2015.</p> <p>Meeting between TfL and Morden College 10th June 2015.</p> <p>Representations dated 15th November 2016.</p>

		the host boroughs, a local business transitional support scheme.	
24-hour guaranteed access			
5.2	<p>Plan at Appendix 2 of Morden College representations dated 15th November 2016 sets out all of the access points to Morden College land where 24 hours access is required for all existing and future tenants and to protect development potential.</p> <p>Specific assurances in terms of maintaining 24 hour access are required with reference to this plan,</p>	<p>The College has raised the issue of the DCO boundary across the northern section of Tunnel Avenue, potentially impacting access and egress to their freehold land at Bay Wharf. A meeting has been arranged between TFL and the College's tenant, Hanson, to deal with issues relating to the proposed scheme that will include access arrangements.</p> <p>Morden College and TfL have also discussed the impact of NMC1 on the private Morden Wharf Road including a footpath thereto that appears to be within the boundary of the revised DCO. Morden College require that current access arrangements are protected as</p>	<p>Representations dated 15th November 2016; 30th August 2016 and 12th April 2016</p>

	along with details on how this will be achieved.	<p>far as possible.</p> <p>TfL will ensure that in accordance with the Code of Construction Practice reasonable access to adjacent properties will be facilitated throughout construction of the Silvertown Tunnel works.</p> <p>TfL has been liaising with Morden College's tenants, Brenntag and Greenwich Limited, in order to satisfy their concerns and the agreement with Brenntag has been completed.</p> <p>Notwithstanding this Morden College has not been provided with the 24 hour access assurances it has requested.</p>	
Traffic Impact			
5.3	Traffic Impact: During the construction works the impact on traffic conditions in and around the Tunnel Avenue area is unclear.	As set out in paragraph 6.6 of the Transport Assessment for the Scheme, it has been assessed that on the basis of construction traffic management and phasing, there would be no impact on local access to the southern	Revisions of the draft SOCG

	<p>The Transport Assessment sets out a phased approach to construction and access, but it is unclear to what extent traffic conditions on the surrounding network will change and how this will impact on the ability of tenants of the College to continue their normal business activities during the construction phase</p>	<p>section of Tunnel Avenue for the duration of the work phases.</p> <p>Paragraph 6.6.10 of the same document also explains how there will be 'active management of access arrangements to Tunnel Avenue during the construction phase'.</p> <p>In addition, the CoCP has been amended at Deadline 2 to explicitly require the Contractor to communicate with key stakeholders, such as Morden College's tenants, on construction traffic matters.</p> <p>Furthermore, the Applicant is in discussions with Morden College and its tenants as to the precise needs of their operational requirements and will be entering into agreements which will make provision for access to be maintained.</p> <p>Notwithstanding the above Morden College believe insufficient information has been provided to satisfactorily demonstrate how any potentially negative traffic congestion impact on the road network around the Silvertown</p>	
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		Tunnel construction works site in Greenwich will be addressed. Greater clarity has been requested but not provided.	
Contamination			
5.4	<p>Environmental Impact: The construction works for the Silvertown Tunnel and also for the Brenntag car park relocation work will disturb ground which may be contaminated. This may adversely impact on the tenants of the College and the therefore the College itself.</p> <p>Morden College requires an indemnity from TFL against contamination resulting from the proposed Silvertown Tunnel works</p>	<p>An assessment of the Morden College site, leased by Brenntag, was completed using data provided by Brenntag (Aecom, 2016 60478439\LERP0001\Issue). This indicated that the area to be developed as part of the Silvertown tunnel Scheme and the car park relocation area is unlikely to pose a risk to further site users assuming a surface car park end-use, and therefore remediation of soils is not considered a requirement of these works.</p> <p>It was assessed that, following completion of the construction phase, that there should be no risk to end users of the site as the car park construction will provide an effective barrier between site users and any underlying contamination in made ground.</p>	Revisions of the draft SOCG

		<p>The CoCP outlines the approach the contractor will take to limit potentially adverse contamination impacts during the project, and these measures are set out within paragraphs 9.2.1 – 9.2.9 and 9.3.1 – 9.3.6 of the CoCP and will be incorporated within the Construction Environmental Management Plan and Construction Materials Management Plan to be developed by the Contractor.</p> <p>Based on both the information provided and on the proposed works (development of a foot bridge and relocation of a carpark), the potential for the disturbance of existing ground conditions to cause contamination and/or the subsequent migration of contamination is considered low.</p> <p>Morden College has said that it requires an indemnity from TfL against contamination resulting from the proposed Silvertown Tunnel works. In addition Morden College has said that it requires a communications protocol between the College and TfL to regulate communications between TfL and the College</p>	
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		<p>during construction works on land owned by the College together with an obligation to comply with the Code of Construction Practice.</p> <p>TfL will be required to comply with the Code of Construction Practice as a requirement of the DCO. This includes a number of communication obligations with local businesses and stakeholders within chapter 4, all of which would equally apply to Morden College.</p> <p>The Code of Construction Practice also includes sufficient provision in relation to contamination, which is strengthened further by the proposed DCO Requirement submitted at Deadline 6. Taken with the assessments referred to previously and the statutory contamination regime, TfL considers that there is no need for, and it would not be appropriate for it to give, an indemnity to Morden College.</p>	
	Board Street Footbridge		

5.5	Morden College have stated that the proposed pedestrian/cycle/ bridge interface infrastructure on Tunnel Avenue is currently inadequate.	<p>The designs for the relocated Boord Street footbridge were amended following statutory consultation in order that Brenntag's main access would be less affected as a consequence of Scheme.</p> <p>Morden College believe the proposed pedestrian/cycle/ bridge interface infrastructure on Tunnel Avenue is currently inadequate for the reasons given at point 8 of the letter dated 15 November 2016, but recognise that it is subject to detailed design in line with the "Design Principles revision 3" document submitted by TfL at deadline 6. Morden College therefore reserves its position in relation to this until the detailed design work is undertaken in line the "Design Principles revision 3" document.</p>	<p>Meeting 29 September Representations 27 November 2015 and 30 August 2016 Note of conference call 26 October 2016. Morden College representation dated 15 November 2016.</p>
Bus Service Retention on Tunnel Avenue			

5.6	<p>Morden College's opinion is that bus services and stops on Tunnel Avenue should be retained and enhanced as part of the proposed scheme. In particular it is important that the existing bus service number 108 which serves Tunnel Avenue is retained, and the existing number 129 service is potentially extended along Tunnel Avenue, in order to serve the existing and future workers and residents on the western Greenwich Peninsula.</p>	<p>TfL has stated that detailed proposals for the future bus network serving the Blackwall and Silvertown tunnels would be developed nearer to the time of opening. This is because typical lead-in times for TfL bus route changes are relatively short (circa 2 years) which enables future demand to better be taken into account. It is expected that bus route 108 would continue to be routed on Tunnel Avenue in the northbound direction, with a northbound bus stop close to the Boord Street foot and cycle bridge, however the bus stops would be implemented by TfL under normal processes and the Applicant does not consider that the stops should be specified in the DCO application. Any changes to the bus network and associated bus infrastructure such as bus stops that are required as part of future proposed developments would be considered as part of the planning process for new developments as they come forward. Notwithstanding the comments on lead in times for bus routes, it is the view of Morden College that at present there is a lack of</p>	<p>Morden College representations dated 15th November 2016.</p>
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		<p>clarity and commitment in relation to providing future bus routes and stops on Tunnel Avenue.</p> <p>While recent design work submitted at deadline 6 indicates that a bus stop could be accommodated close to the Brenntag site there is no commitment to implement this.</p> <p>TfL has provided updates throughout the Examination in respect of bus routing strategy and its implementation, however Morden College believe this also does not provide sufficient clarity on the issues raised.</p>	
	Cycle and pedestrian infrastructure and Public Realm.		
5.7	Morden College states that the cycle and pedestrian infrastructure and public realm provisions on Tunnel Avenue as part of the	Following the Mayoral review of the Scheme the Applicant has provided a “Design Principles Revision 3” document at deadline 6 which sets out a series of principles that will apply to detailed design work still to be	Morden College response to consultation 27th November 2015 and Relevant representation dated 30th August 2016 and 15 th

	<p>proposals are inadequate for the reasons given at point 8 of the letter dated 15 November 2016</p>	<p>undertaken relating to public realm and pedestrian and cycle infrastructure on Tunnel Avenue.</p> <p>Morden College welcomes the “Design Principles Revision 3” document but awaits the outcome of the further detailed design work relating to cycle and pedestrian infrastructure and public realm on Tunnel Avenue.</p> <p>Morden College therefore maintains the position that cycle and pedestrian infrastructure and public realm provisions on Tunnel Avenue as part of the existing proposals are inadequate, subject to revised design work which is to be undertaken.</p>	<p>November 2016.</p>
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