

Application No:	Consultees Name:	Received:	Comment:	Response:
2024/2450/P	Covent Garden Community Association (form completed by Amanda Rigby, Co-Chair)	03/10/2024 07:28:40	OBJNOT	<p>As the amenity society for the area, Covent Garden Community Association (CGCA) objects to this application as gross over-development of the site in a way that also harms local amenity.</p> <p>Our concerns relate, in particular, to the proposals for:</p> <ol style="list-style-type: none"> 1. Building-out the currently sloping, set-back 5th-7th floors, bringing them far closer to family flats and leading to overlooking and loss of privacy. 2. Adding a roof extension of 2 extra floors at levels 8 and 9, which, while set back, will again overlook and overshadow family flats. 3. Creation of three large roof terraces including two at the back which will cause noise nuisance and overlook residential units. 4. Creation of a large bar at ground and basement level with opening windows onto St. Giles Passage and multiple daily servicing trips via a recessed doorway opposite family homes. 5. Creation of a Class E unit on New Compton Street, opposite family homes.

CONTEXT

The back of the building is on New Compton Street, which is densely residential. There are 25 family flats and maisonettes at Pendrell House, which has just 4 upper floors and is immediately opposite; it is only a few metres away from 151 Shaftesbury Avenue.

There are 28 flats next door to the application site, at Lindsay House and The Glass House (backing onto 30 New Compton Street). A short distance away there are 24 flats at 45 New Compton Street, with more a little further down.

New Compton Street is narrow with high buildings on either side. Sound echoes, particularly after the area generally quietens down quite early in the evening. The street has suffered from excessive numbers of servicing trips and vehicle movements at times, causing noise, pollution and congestion; this will increase with any changes to more intensive uses at this site and at the Odeon site.

The street also suffers from high levels of drug activity, exacerbated by its location between two areas that are better serviced by private security teams (at Seven Dials to the South and Outernet / Denmark Street to the North).

RATIONALE FOR CONCERNS

The building is already very high. When it was built, we understand that the upper 3 floors (levels 5 to 7) were designed to be set back with a distinctive slope, to distance them from the dwellings opposite and lessen overlooking and overshadowing. This proposal would show no respect to that mitigation.

Two further floors would add yet more disproportionate height as well as more overlooking and overshadowing.

The addition of terraces to the rear would be very worrying for neighbours. We have had problems in the area

Application No: Consultees Name: Received:

Comment: Response:

with activity at these sorts of external spaces to offices, particularly related to after-work drinking culture. Yet these floors, if given Class E use, could become restaurants with vast outside eating and drinking spaces and so cause even more noise and overlooking.

The proposals include a large restaurant or bar occupying the West side of the ground floor and basement (Unit 1). This would create disturbance in what is currently a quiet residential backwater off Shaftesbury Avenue. In particular, any activity late at night from people who have been drinking would severely affect those living nearby. A fully opening set of windows on St. Giles Passage would lead to additional reverberation and noise nuisance and encourage customers to leave via the residential street rather than via Shaftesbury Avenue in order to get to Tottenham Court Road station.

The proposals also include a Class E unit fronting New Compton Street (Unit 2). Again, a busy operation in this location either early or late would have a great impact on those living nearby.

There is no loading bay to the rear of the building as claimed in paragraph 7.03 of the design and access statement, and we do not believe that there is space on New Compton Street for a van to stop and let other vehicles pass. So any loading and servicing at the rear will cause additional noise as supplies are wheeled in cages etc.

The Delivery & Servicing Management Plan states that 7 vehicle movements a day would be needed for the new building, plus less than 1 for the proposed bar and retail units. The Plan presents no data to substantiate its claim and we do not believe that it makes sense; even ice would require one delivery per day! The Plan does not comply with the requirements of CPG Transport which states at 4.43 that a detailed DSP is required for applications involving food & drink related uses.

300 square metres of sui generis bar use (as stated in the application form) generates 4-6 deliveries a day alone according to our professional advisers, using models such as those used by Arup. These models indicate that the new building will require 20 vehicle movements per day, which is far more than New Compton Street can cope with. And all these deliveries are proposed to happen via a narrow door with a recessed entrance.

MITIGATIONS

We ask you to refuse this application.

However, if you are minded to consider certain parts of it, then we would at least ask for the following planning conditions to mitigate the worst of our concerns:

- Any approved terraces shall not be used outside the hours of 08:00 and 20:00 Monday-Friday. This condition is similar to others in the area such as 1-5 Flitcroft Street (application ref. 2019/1998/P). And any approved terraces shall be fenced to eye level on the New Compton Street side with solid or translucent materials.
- Any approved Class E or sui generis bar use at the Western side of the building (Unit 1) shall operate

Application No: **Consultees Name:** **Received:**

Comment: **Response:**

within the hours of 08:00 and 23:00.

- The full height windows on St. Giles Passage shall be designed-out or not be operable so that any Class E or sui generis bar use at Unit 1 will have its customers enter and leave via Shaftesbury Avenue.

- Any approved Class E unit with entrance on New Compton Street (Unit 2) shall operate within the hours of 08:00 and 21:00 Monday-Friday, 09:00-21:00 Saturday and 10:00-21:00 Sunday and be restricted to uses other than Class E(b) restaurant. We note that the applicant could also consider linking Unit 2 with the adjoining unit at the front of the building so that its door could be on Shaftesbury Avenue and not New Compton Street.

- Deliveries to be made at the front of the building or via a new internal vehicle unloading dock at the rear only between the hours of 08:00-20:00 on weekdays and 09:00-20:00 on Saturdays.

- Any refuse collections from the rear of the building to take place only between the hours of 08:00-20:00.

- Any recessed doorways to be redesigned as flush.
